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Effective: 21-Oct-2010
Expires: 18-Nov-2010

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PITTSBURGH, PA .... AGC - 2177
PITTSBURGH, PA .... PIT - 2191
PITTSFIELD, MA .... PSF - 474
PITTSFIELD, ME .... 2B7 - 883
PITTSTOWN, NJ ..... N40 - 1227
PITTSTOWN, NJ ..... N85 - 1229
PLATTSBURGH, NY ... PBG - 1699
PLYMOUTH, MA ..... PYM - 478
POINT PLEASANT, WV 3I2 - 2994
PORTLAND, ME ..... PWM - 887
PORTSMOUTH, NH .... PSM - 1026
POTSDAM, NY ..... PTD - 1706
POTTSTOWN, PA ..... N47 - 2230
POTTSTOWN, PA ..... PTW - 2233
POTTSVILLE, PA .... ZER - 2238
POUGHKEEPSIE, NY .. POU - 1709
PRESQUE ISLE, ME .. PQI - 901
PRINCETON ROCKY, NJ 39N - 1231
PRINCETON, ME ..... PNN - 908
PROVIDENCE, RI .... PVD - 2393
PROVINCETOWN, MA .. PVC - 481
PUNXSUTAWNEY, PA .. N35 - 2242
QUAKERTOWN, PA .... UKT - 2245
QUANTICO, VA ..... NYG - 2675
QUINTON, VA ..... W96 - 2679
RANGELEY, ME ..... 8B0 - 910
RANGELEY, ME ..... M57 - 913
RAVENSWOOD, WV .... I18 - 2997
READING, PA ..... RDG - 2248
READINGTON, NJ .... N51 - 1236
RED HOOK, NY ..... 46N - 1721
REEDSVILLE, PA .... RVL - 2257
RICHLANDS, VA ..... JFZ - 2683
RICHMOND-ASHLAN, VA OFP - 2715
RICHMOND, VA ..... FCI - 2686
RICHMOND, VA ..... RIC - 2690
RIDGELY, MD ..... RJD - 738
ROANOKE, VA ..... ROA - 2719
ROBBINSVILLE, NJ .. N87 - 1242
ROCHESTER, NH ..... DAW - 1036
ROCHESTER, NY ..... ROC - 1723
ROCKLAND, ME ..... RKD - 918
ROME, NY ..... RME - 1740
RUTLAND, VT ..... RUT - 2863
SALISBURY, MD ..... SBY - 741
SALUDA, VA ..... W75 - 2730
SANFORD, ME ..... SFM - 924
SARANAC LAKE, NY .. SLK - 1747
SARATOGA SPRING, NY 5B2 - 1752
SCHENECTADY, NY ... SCH - 1756
SELINSGROVE, PA ... SEG - 2261
SENECA FALLS, NY .. 0G7 - 1762
SEVEN SPRINGS B, PA 7SP - 2264
SHAMOKIN, PA ..... N79 - 2266
SHIRLEY, NY ..... HWV - 1764
SIDNEY, NY ..... N23 - 1772
SKANEATELES, NY ... 6B9 - 1776
SOMERSET, PA ..... 2G9 - 2269
SOMERVILLE, NJ .... SMQ - 1247
SOUTH BETHLEHEM, NY 4B0 - 1778
SOUTH BOSTON, VA .. W78 - 2732
SOUTH HILL, VA .... AVC - 2736
SOUTHAMPTON, NY ... 87N - 1781
SOUTHBRIDGE, MA ... 3B0 - 486
SPENCER, WV ..... USW - 3000
SPRINGFIELD-CHI, MA CEF - 489
SPRINGFIELD, VT ... VSF - 2870
ST. MARYS, PA ..... OYM - 2274
STAFFORD, VA ..... RMN - 2740
STATE COLLEGE, PA . UNV - 2279
STAUNTON-WAYNES, VA SHD - 2744
STERLING, PA ..... 70N - 2284
STEVENSVILLE, MD .. W29 - 751
STORMVILLE, NY .... N69 - 1783
STOW, MA ..... 6B6 - 504
SUFFOLK, VA ..... SFQ - 2750
SUMMERSVILLE, WV .. SXL - 3003
SUSSEX, NJ ..... FWN - 1253
SUTTON, WV ..... 48I - 3006
SYRACUSE, NY ..... SYR - 1785
TANGIER, VA ..... TGI - 2754
TAPPAHANNOCK, VA .. XSA - 2757
TAUNTON, MA ..... TAN - 508
TETERBORO, NJ ..... TEB - 1256
TICONDEROGA, NY ... 4B6 - 1797
TITUSVILLE, PA .... 6G1 - 2287
TOMS RIVER, NJ .... MJX - 1276
TOUGHKENAMON, PA .. N57 - 2289
TOWANDA, PA ..... N27 - 2291
TOWER CITY, PA .... 74N - 2293
TRENTON, NJ ..... TTN - 1281
VINCENTOWN, NJ .... N73 - 1292

VINELAND, NJ ..... 29N - 1295
VINEYARD HAVEN, MA MVY - 511
VIRGINIA BEACH, VA NTU - 2760
WAKEFIELD, VA ..... AKQ - 2778
WARRENTON, VA ..... HWY - 2781
WASHINGTON, DC .... DCA - 152
WASHINGTON, DC .... IAD - 175
WASHINGTON, PA .... AFJ - 2295
WATERTOWN, NY ..... ART - 1800
WATERVILLE, ME .... WVL - 929
WAYNESBURG, PA .... WAY - 2305
WEEDSPORT, NY ..... B16 - 1805
WELLSBORO, PA ..... N38 - 2308
WELLSVILLE, NY .... ELZ - 1808
WEST CHESTER, PA .. OQN - 2311
WEST DOVER, VT .... 4V8 - 2873
WEST MILFORD, NJ .. 4N1 - 1297
WEST POINT, VA .... FYJ - 2784
WESTERLY, RI ..... WST - 2412
WESTFIELD-SPRIN, MA BAF - 518
WESTHAMPTON BEA, NY FOK - 1813
WESTMINSTER, MD ... 2W2 - 754
WESTMINSTER, MD ... DMW - 757
WHEELING, WV ..... HLG - 3009
WHITE PLAINS, NY .. HPN - 1822
WHITEFIELD, NH .... HIE - 1041
WILDWOOD, NJ ..... WWD - 1299
WILKES-BARRE-SC, PA AVP - 2315
WILLIAMSBURG, VA .. JGG - 2787
WILLIAMSBURG, VA .. W94 - 2789
WILLIAMSON-SODU, NY SDC - 1842
WILLIAMSPORT, PA .. IPT - 2324
WILLIMANTIC, CT ... IJD - 100
WILLOW GROVE, PA .. NXX - 2327
WILMINGTON, DE .... ILG - 274
WINCHESTER, VA .... OKV - 2793
WINDSOR LOCKS, CT . BDL - 105
WISCASSET, ME ..... IWI - 934
WISE, VA ..... LNP - 2798
WOODBINE, NJ ..... OBI - 1304
WORCESTER, MA ..... ORH - 532
WRIGHTSTOWN, NJ ... WRI - 1307
WURTSBORO, NY ..... N82 - 1845
YORK, PA ..... THV - 2335
ZELIENOPLE, PA .... PJC - 2340

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

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NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

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PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

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SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

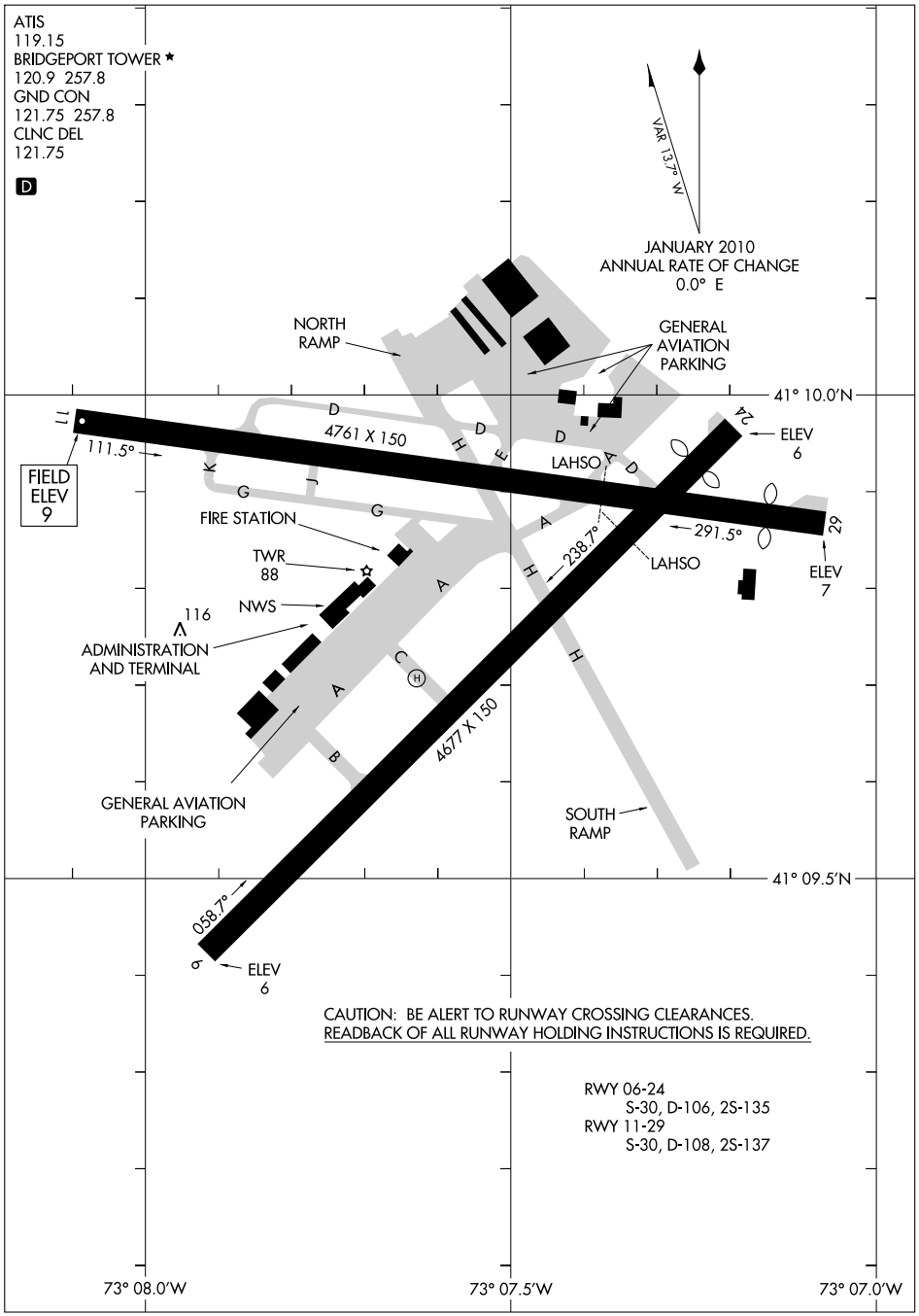
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)
BRIDGEPORT, CONNECTICUT
AL-621 (FAA)



NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

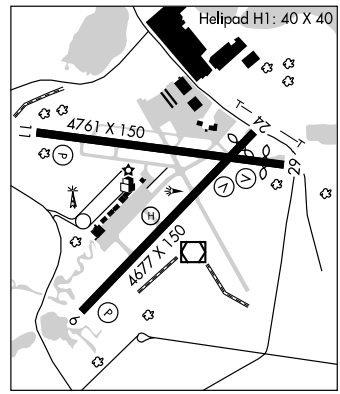
BRIDGEPORT, CONNECTICUT
BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)

BRADLEY INTL (See WINDSOR LOCKS)

BRIDGEPORT N41°09.64′ W73°07.47′ NOTAM FILE BDR. NEW YORK
(L) VOR/DME 108.8 BDR Chan 25 at Igor I Sikorsky Mem. 9/12W. H–10I, L–33B, 34I
VOR/DME unusable:
106°–120° byd 30 NM blo 2500′
121°–130° byd 30 NM blo 2200′
161°–180° byd 30 NM blo 1300′
181°–260° byd 30 NM blo 2500′
261°–359° byd 30 NM
261°–359° below 5500′
000°–105° byd 30 NM blo 3000′
RCO 122.1R 108.8T (BRIDGEPORT RADIO)

BRIDGEPORT

IGOR I SIKORSKY MEM (BDR) 3 SE UTC−5(−4DT) N41°09.81′ W73°07.57′ NEW YORK
9 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A COPTER
NOTAM FILE BDR L–33B, 34I
RWY 11–29: H4761X150 (ASPH) S–30, D–108, 2S–137 HIRL IAP, AD
RWY 11: REIL. PAPI(P4R)—GA 3.5° TCH 40′. Brush.
RWY 29: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 364′. Road. Rgt tfc.
RWY 06–24: H4677X150 (ASPH) S–30, D–106, 2S–135 HIRL
RWY 06: REIL. PAPI (P4R)—GA 3.0° TCH 53′. Road.
RWY 24: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 319′. Road.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	11–29	3700
RWY 11	06–24	3350

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 06:	TORA–4677	TODA–4677	ASDA–4677	LDA–4677
RWY 11:	TORA–4761	TODA–4761	ASDA–4761	LDA–4761
RWY 24:	TORA–4677	TODA–4677	ASDA–4677	LDA–4358
RWY 29:	TORA–4761	TODA–4761	ASDA–4761	LDA–4397

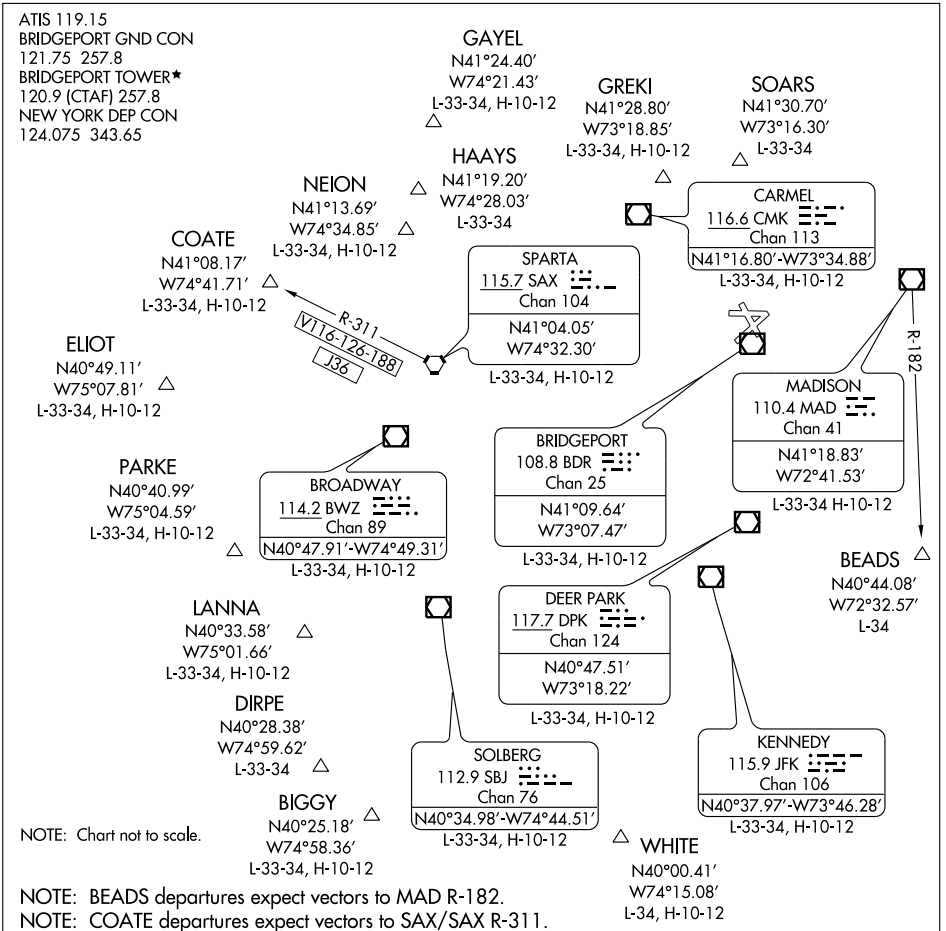
AIRPORT REMARKS: Attended 1130–0300Z‡. Birds and wildlife frequently on and invof arpt. Rwy 06–24 has extensive cracking, spalling, ravelling. PAEW adjacent to all operational surfaces dalgt hrs Apr through Oct. There may be standing water over or adjacent to all surfaces. Uneven surfaces left side of Rwy 29. Extensive helicopter ops sfc–10,000 ft 5–15 miles NW–NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. Noise abatement procedures in effect 0200–1200Z‡. Rwy 11–29 CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt mgr 203–576–7497. Rwy 06–24 CLOSED to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until ½ mile byd shoreline. Acft which exceed 82 decibels 0300–1200Z‡ require 12 hr PPR call 203–576–7497 except military emerg and medical acft. TPA–1009(1000) for single engine, 1509(1500) all others. When winds are less than 5 knots requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an acft requires nighttime engine maintenance, PPR from arpt manager is required and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their acft to prevent damage from prop wash to afld sign. ACTIVATE HIRL Rwys 11–29 and 06–24; REIL Rwys 06, 24, 11 and 29—CTAF. Parking fee all acft after 2 hrs. Ldg fee all acft except solo students. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (203) 381–9453.
COMMUNICATIONS: CTAF 120.9 **ATIS** 119.15 **UNICOM** 123.0
BRIDGEPORT RCO 122.2 122.1R 108.8T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
BRIDGEPORT TOWER 120.9 (1130–0300Z‡) **GND CON** 121.75 **CLNC DEL** 121.75
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
BRIDGEPORT (L) VOR/DME 108.8 BDR Chan 25 N41°09.64′ W73°07.47′ at fld. 9/12W.
ILS/DME 110.7 I–BDR Chan 44 Rwy 06. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad H1 building +56 ft approximately 666 ft SW.

CANDLELIGHT FARMS (See NEW MILFORD)

BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

DEPARTURE ROUTE DESCRIPTION

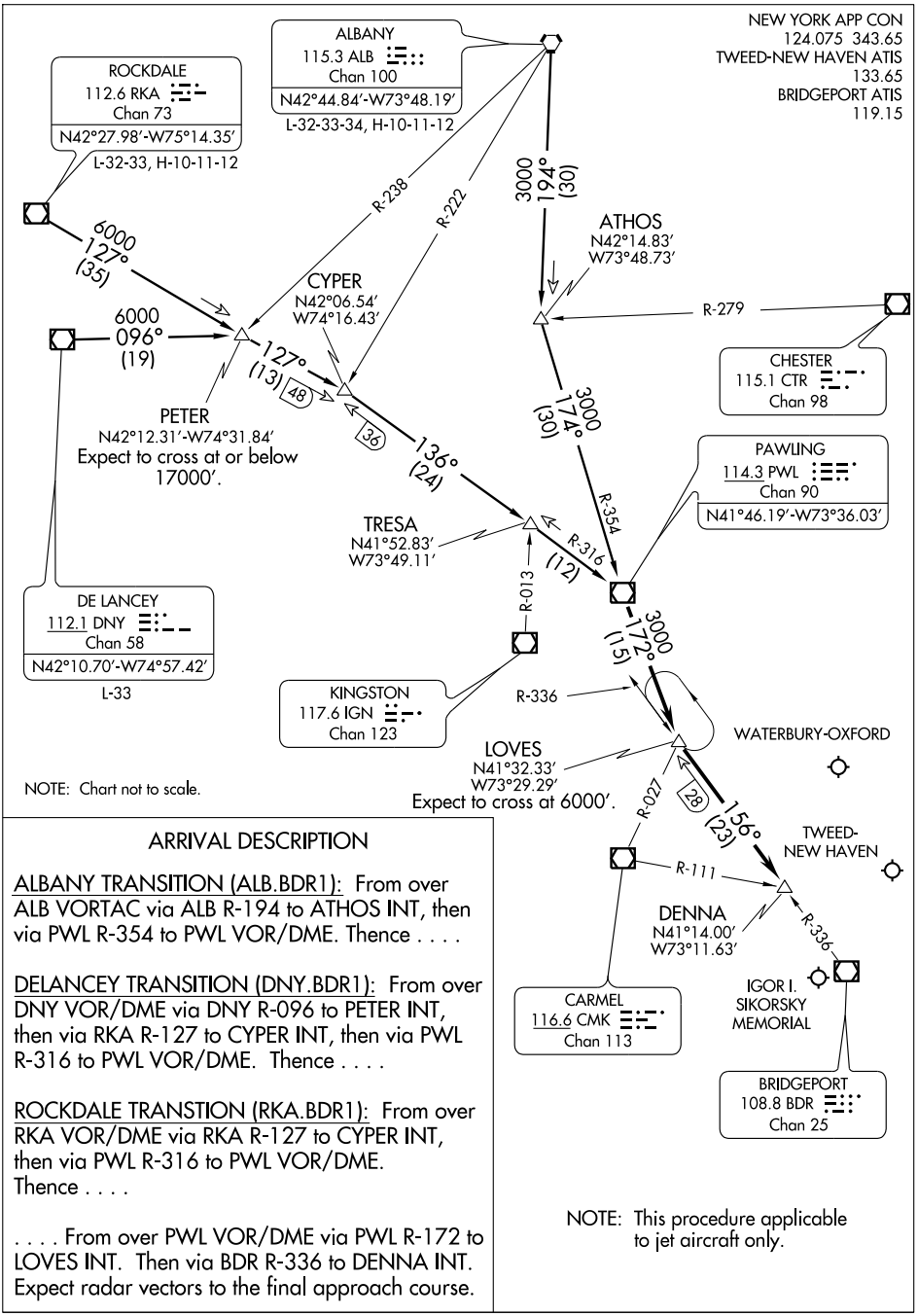
TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

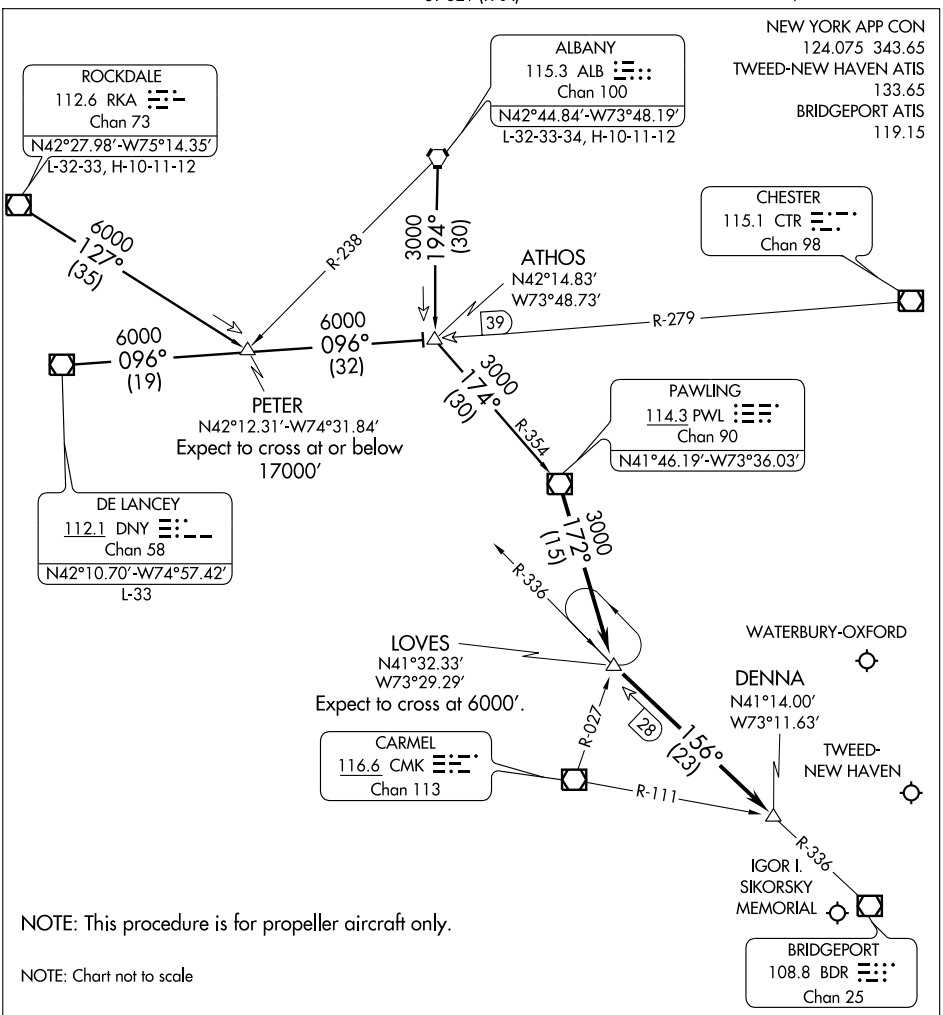
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

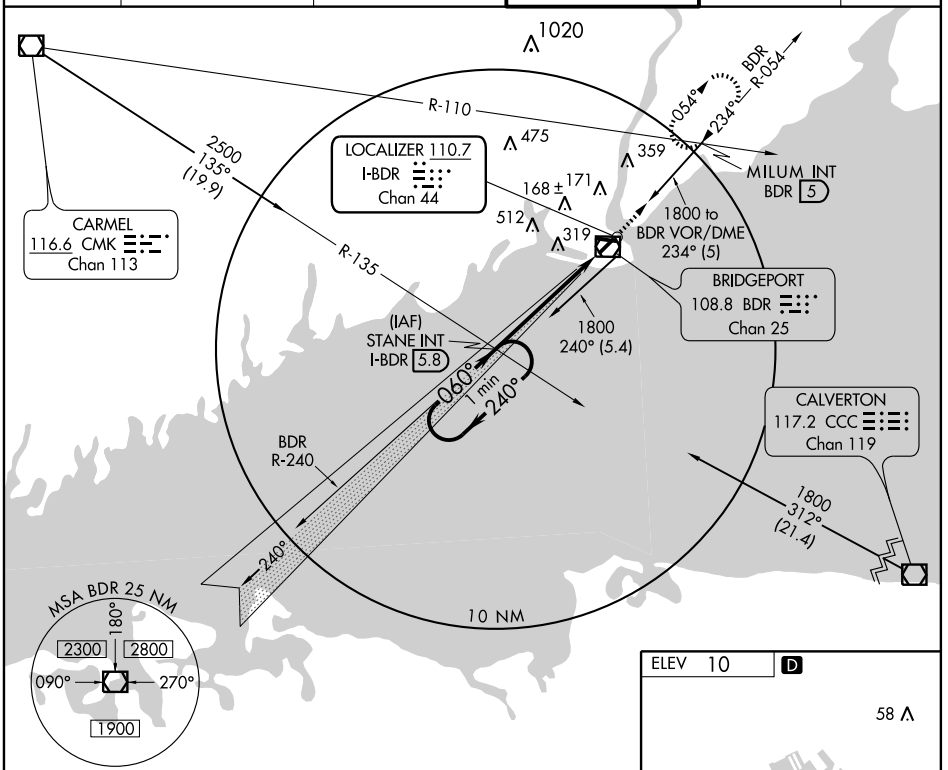
LOC/DME I-BDR	APP CRS	Rwy Idg 4677
110.7	060°	TDZE 7
Chan 44		Apt Elev 10

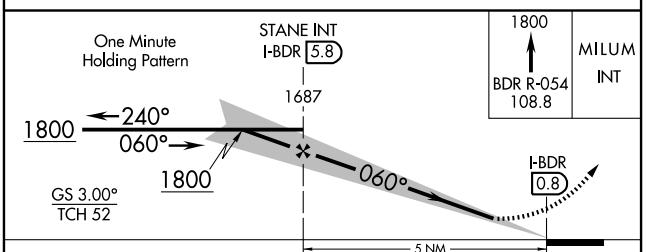
ILS RWY 6

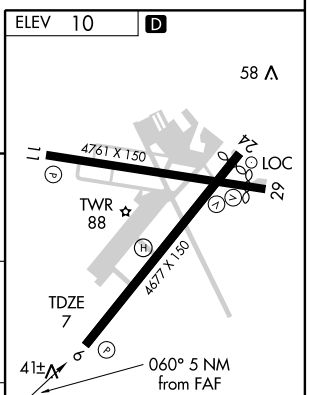
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







CATEGORY	A	B	C	D
S-ILS 6	307 - 1 300 (300-1)			
S-LOC 6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4677
060°	TDZE	7
	Apt Elev	10

RNAV (GPS) RWY 6

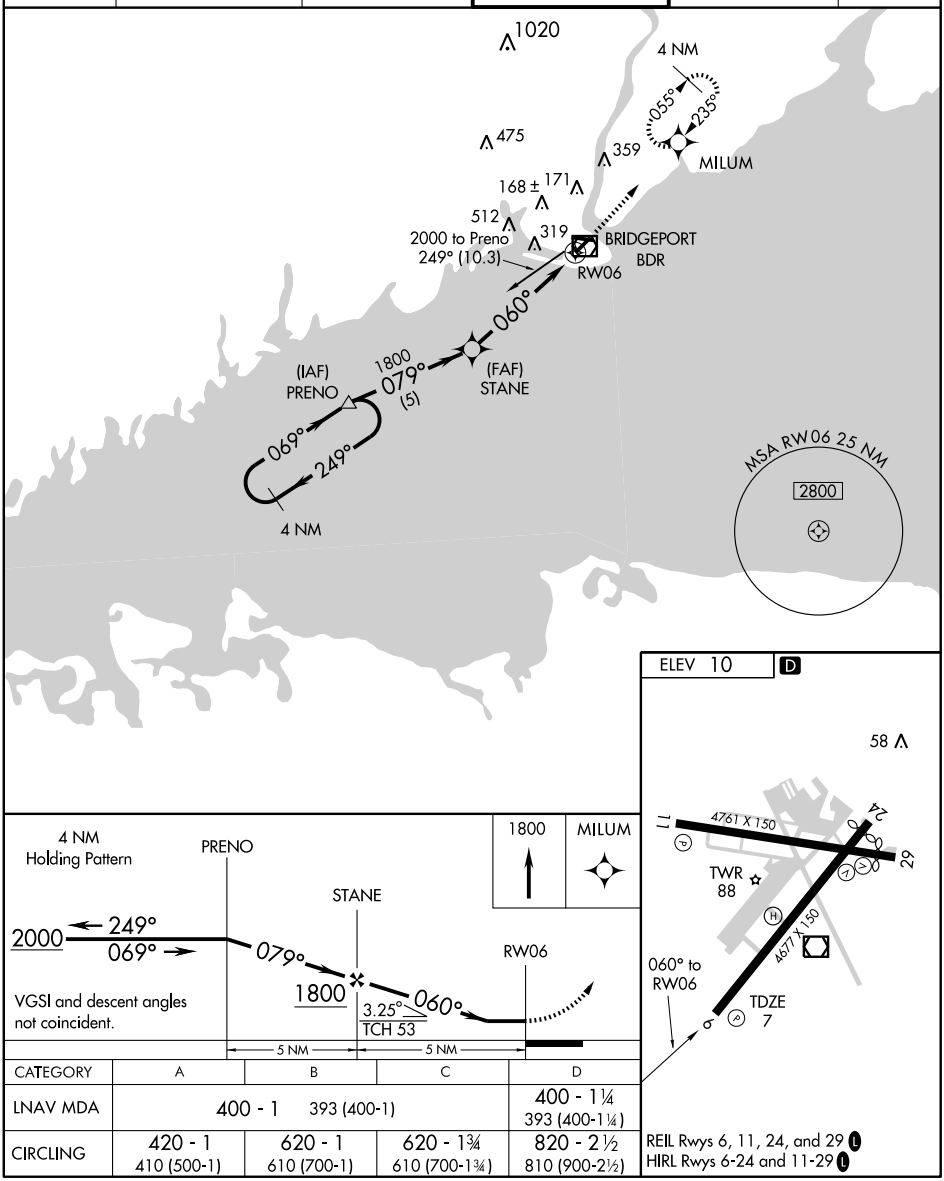
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75



CATEGORY	A	B	C	D
LNAV MDA	400 - 1 393 (400-1)			400 - 1¼ 393 (400-1¼)
CIRCLING	420 - 1 410 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

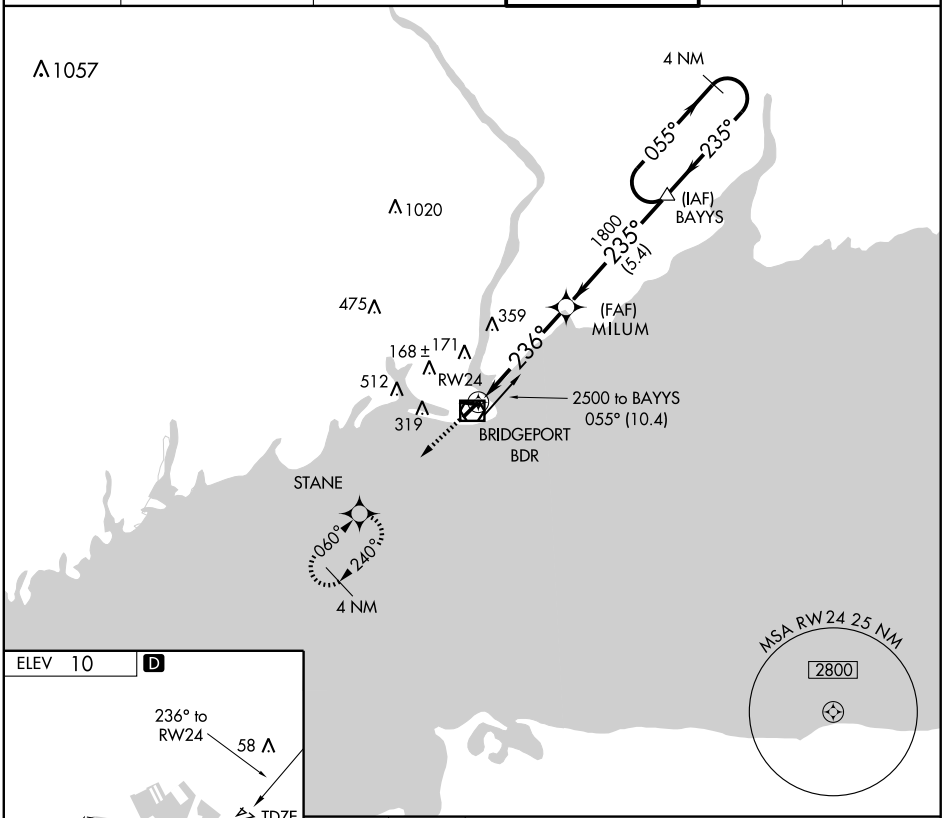
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

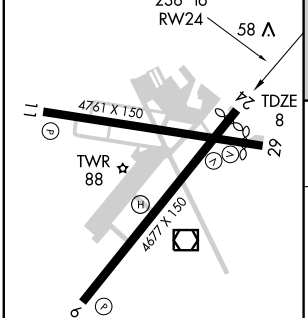
APP CRS	Rwy Idg	4358
236°	TDZE	8
	Apt Elev	10

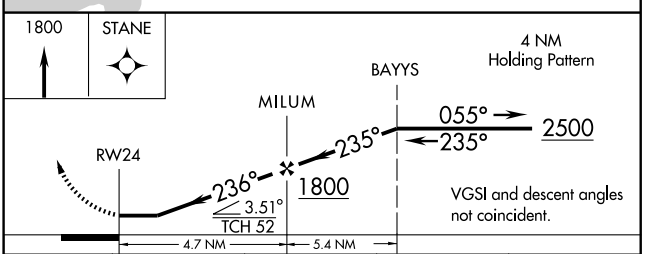
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 direct STANE WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







CATEGORY	A	B	C	D
LNAV MDA	460 - 1	452 (500-1)	460 - 1¼ 452 (500-1¼)	460 - 1½ 452 (500-1½)
CIRCLING	460 - 1 450 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

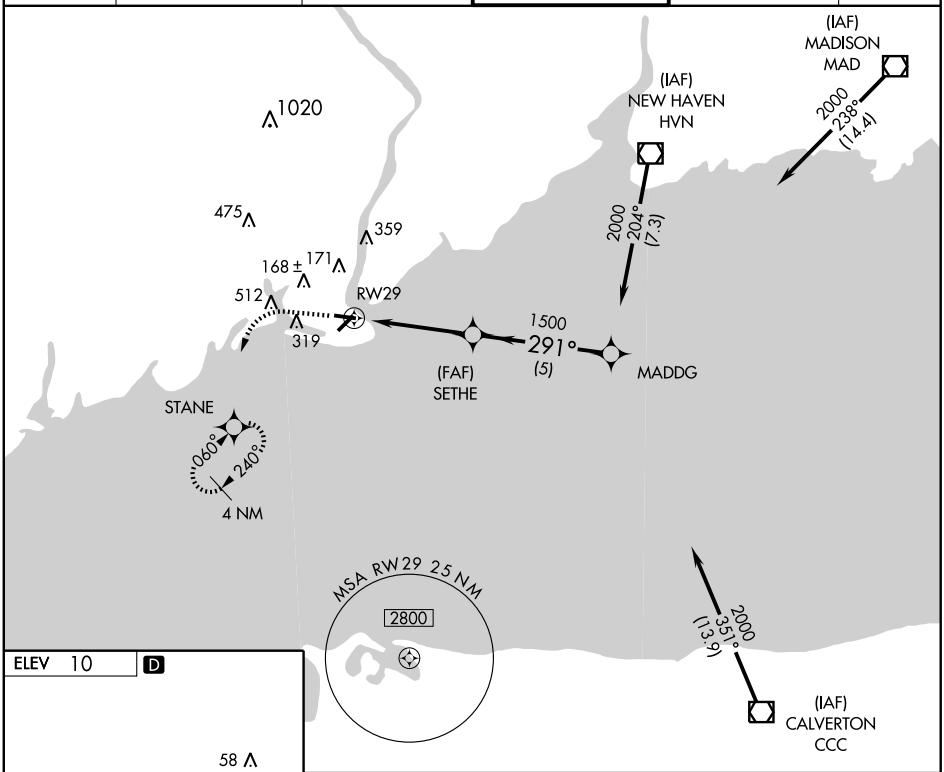
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

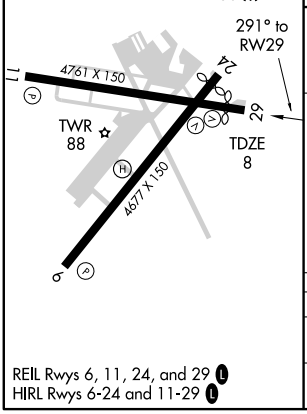
APP CRS	Rwy Idg	4397
291°	TDZE	8
	Apt Elev	10

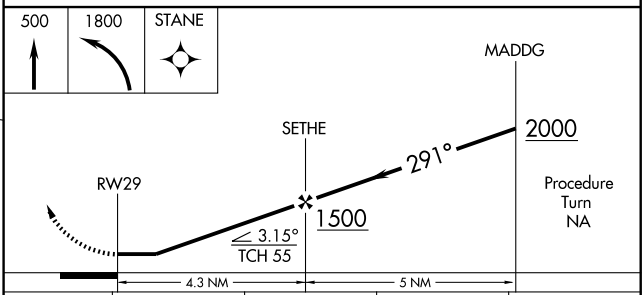
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







CATEGORY	A	B	C	D
LNAV MDA	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

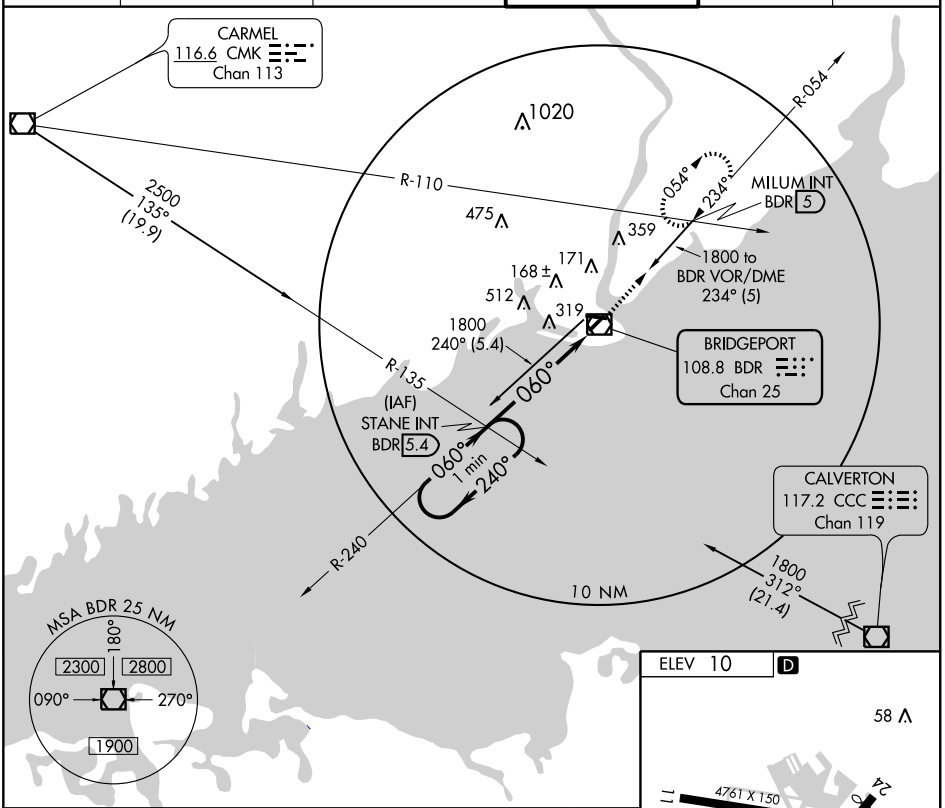
VOR/DME BDR	APP CRS	Rwy Idg 4677
108.8	060°	TDZE 7
Chan 25		Apt Elev 10

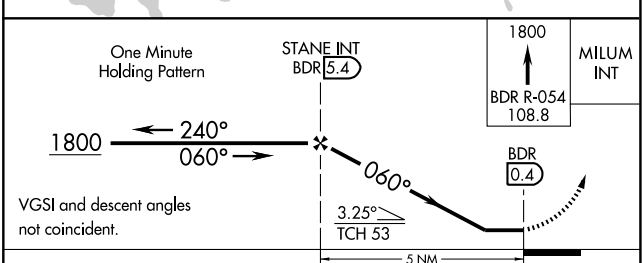
VOR RWY 6

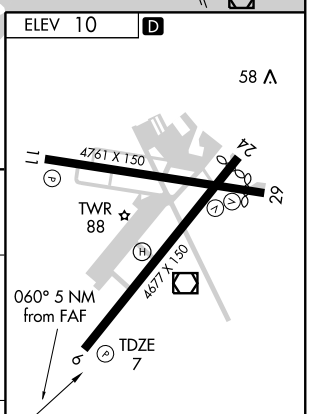
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

CATEGORY	A	B	C	D
S-6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

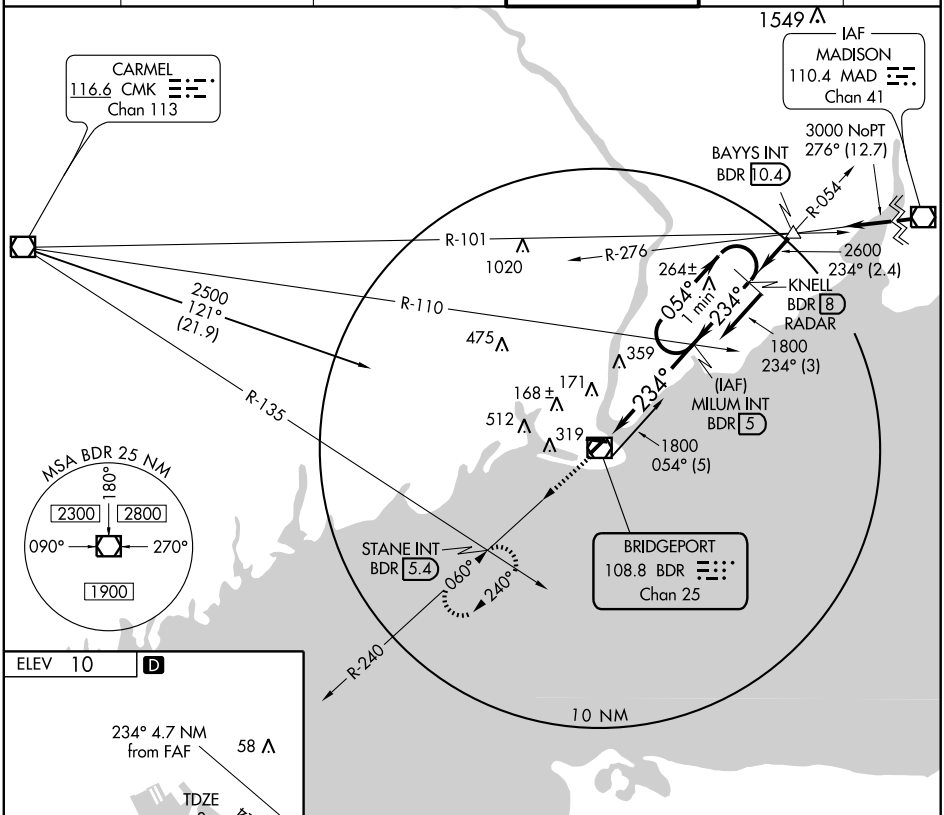
VOR/DME BDR	APP CRS	Rwy Idg 4358
108.8	234°	TDZE 8
Chan 25		Apt Elev 10

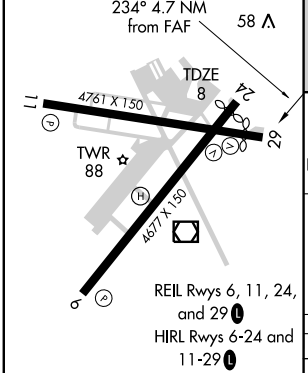
VOR RWY 24

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

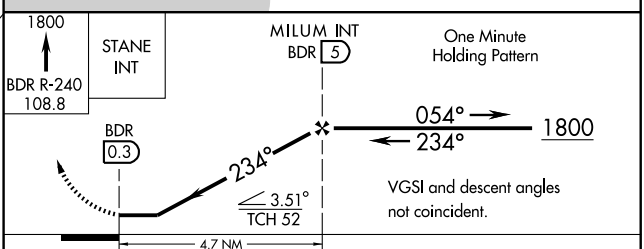
MISSED APPROACH: Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-24	500 - 1 492 (500-1)		500 - 1¼ 492 (500-1¼)	500 - 1½ 492 (500-1½)
CIRCLING	500 - 1 490 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

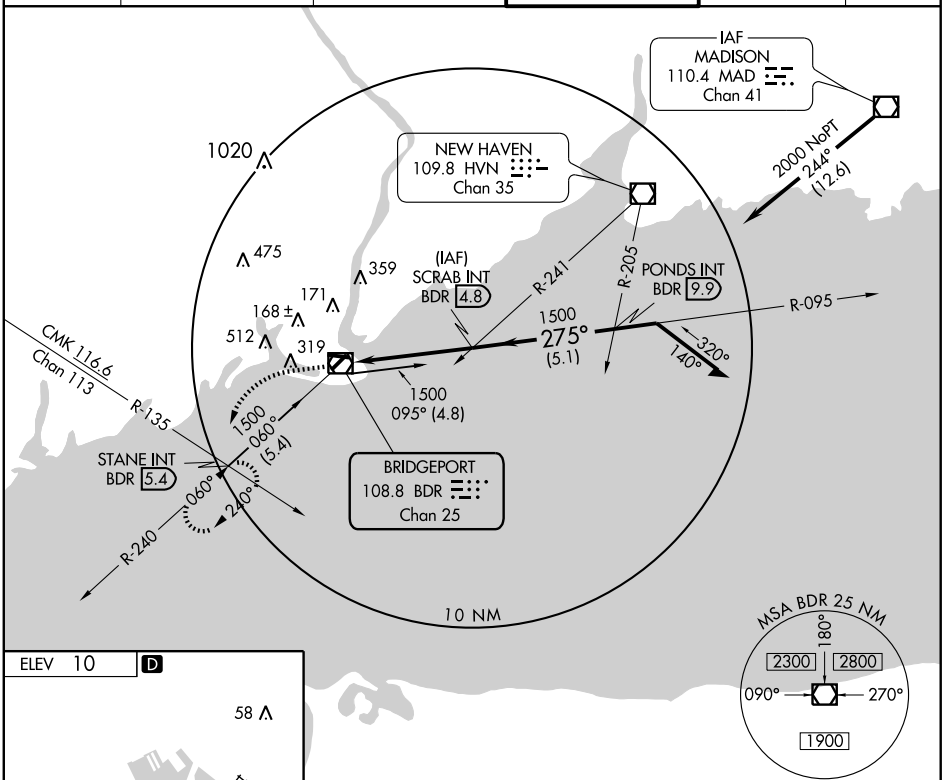
VOR/DME BDR	APP CRS	Rwy Idg 4397
108.8	275°	TDZE 8
Chan 25		Apt Elev 10

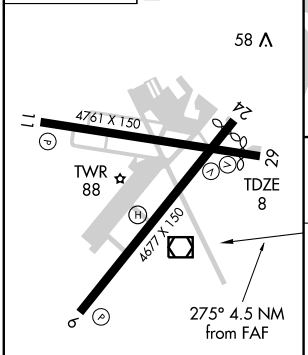
VOR RWY 29

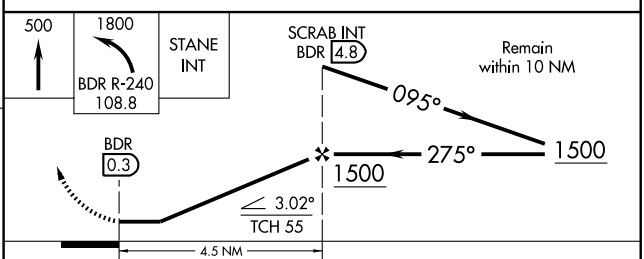
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

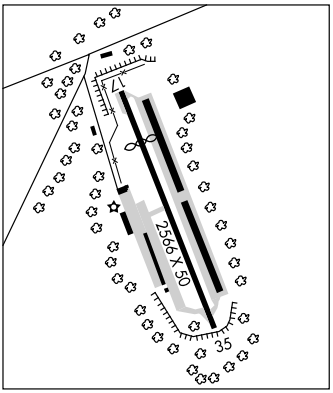
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-29	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2 ½ 810 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

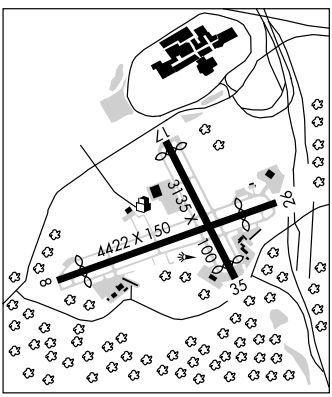
CANDLELIGHT HELIPORT (See NEW MILFORD)

CHESTER (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′ NEW YORK
416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC L–33C, 34I
RWY 17–35: H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S IAP
RWY 17: REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.
WEATHER DATA SOURCES: AWOS–3 118.325 (860) 526–1551.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.25 (BRIDGEPORT RADIO)
MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.



CLERA N41°22.94′ W73°06.75′ NOTAM FILE BDL.
NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury–Oxford.

DANBURY MUNI (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′ NEW YORK
458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR L–33B, 34I
RWY 08–26: H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL IAP, AD
RWY 08: REIL. Thld dsplcd 368′. Trees.
RWY 26: REIL. Thld dsplcd 734′. Trees.
RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82
RWY 17: Thld dsplcd 223′. Pole.
RWY 35: Thld dsplcd 231′. Trees.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.
WEATHER DATA SOURCES: ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.
COMMUNICATIONS: CTAF 119.4 **ATIS** 127.75 **UNICOM** 122.95
Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)
TOWER 119.4 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.
ILS/DME 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left



APP CRS	Rwy Idg	2007
174°	TDZE	416
	Apt Elev	416

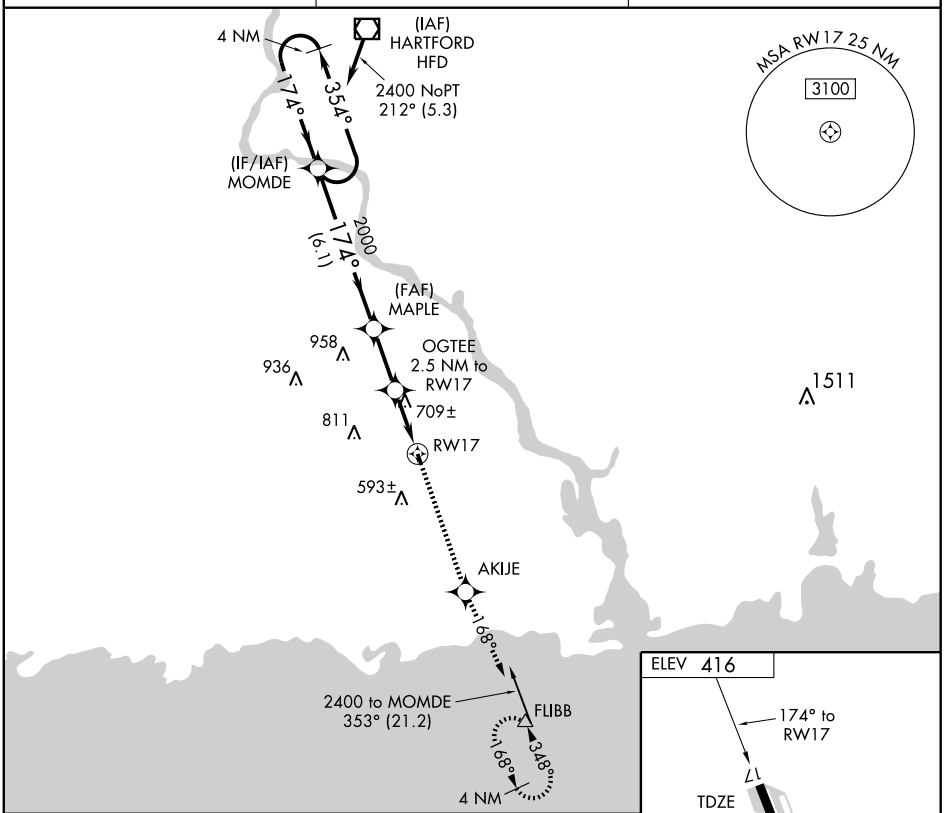
RNAV (GPS) RWY 17

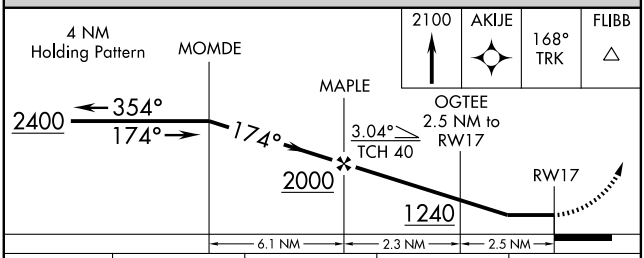
CHESTER (SNC)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

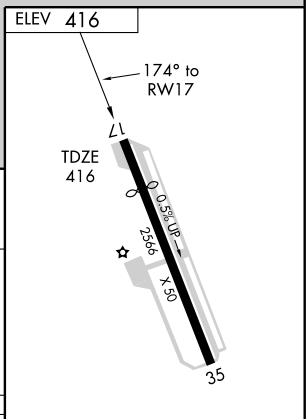
MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1	544 (600-1)	NA	
CIRCLING	960-1	544 (600-1)	NA	



REIL Rwys 17 and 35
MIRL Rwy 17-35

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2566
354°	TDZE	416
	Apt Elev	416

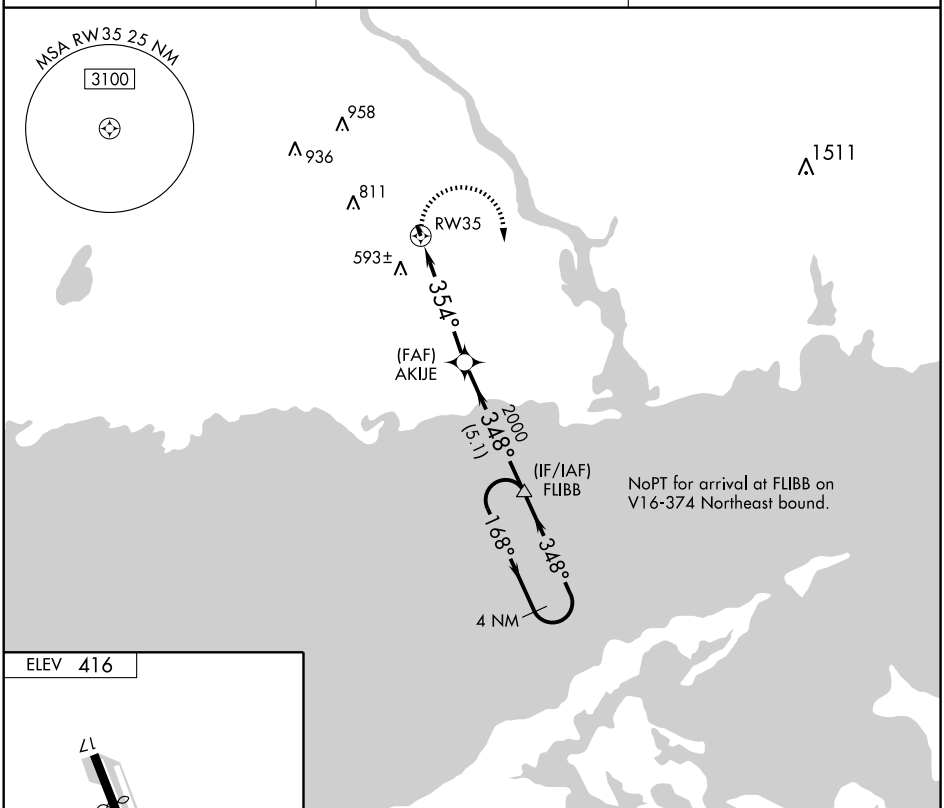
RNAV (GPS) RWY 35

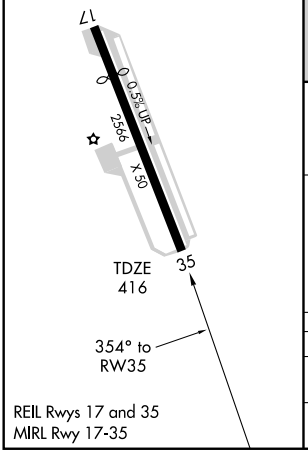
CHESTER (SNC)

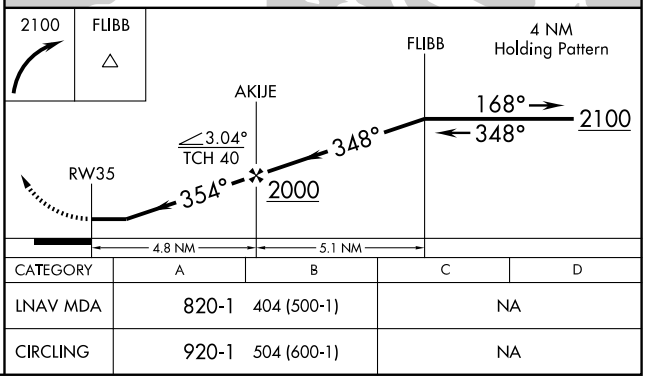
DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1	504 (600-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

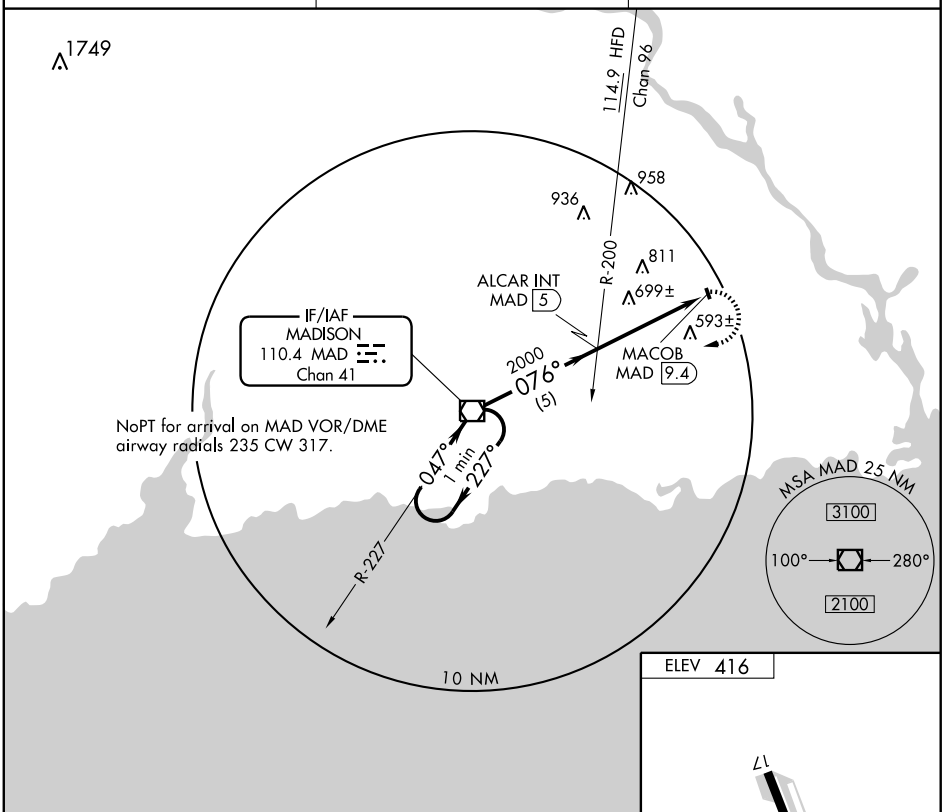
VOR/DME MAD	APP CRS	Rwy Idg	N/A
110.4	076°	TDZE	N/A
Chan 41		Apt Elev	416

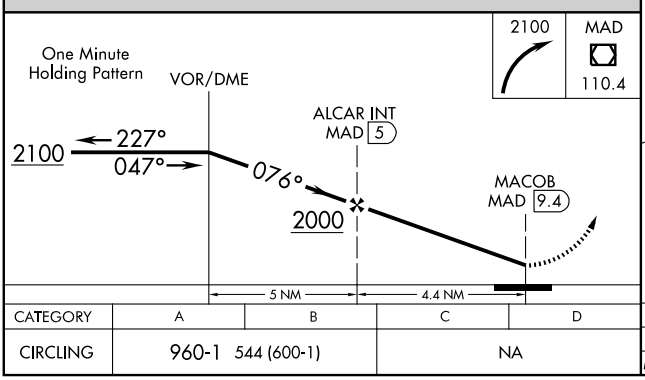
VOR-A
CHESTER (SNC)

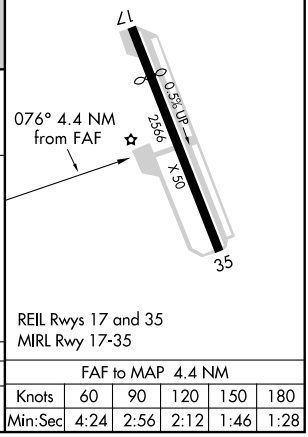
⚠ Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	960-1 544 (600-1)		NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

10210 AIRPORT DIAGRAM

AL-5272 (FAA)

DANBURY MUNI (DXR)
DANBURY, CONNECTICUT

DANBURY MUNI (DXR)
DANBURY, CONNECTICUT

73°29.5'W

73°29.0'W

73°28.5'W

41°22.5'N

41°22.0'N

ATIS
127.75
DANBURY TOWER ★
119.4
GND CON
121.6
CLNC DEL
128.6

RWY 08-26
S-38, D-70, 2S-90
RWY 17-35
S-50, D-65, 2S-82

ELEV
452

17

166.7°

3135 X 100

AIRPORT
ADMINISTRATION

CONTROL
TOWER
518

263.4°

26

ELEV
454

4422 X 150

FIELD
ELEV
457

083.4°

8

346.7°

35

ELEV
454

AIRPORT
MAINTENANCE
HANGAR

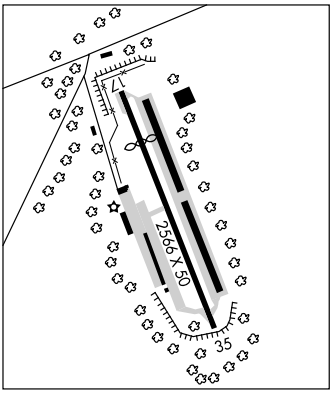
VAR 13.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

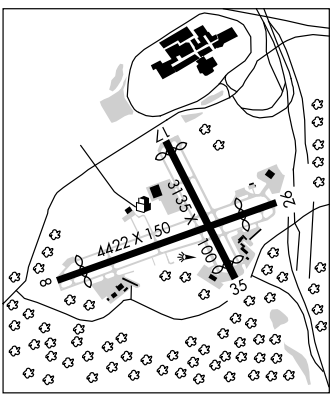
CANDLELIGHT HELIPORT (See NEW MILFORD)

CHESTER (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′ NEW YORK
416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC L–33C, 34I
RWY 17–35: H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S IAP
RWY 17: REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.
WEATHER DATA SOURCES: AWOS–3 118.325 (860) 526–1551.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.25 (BRIDGEPORT RADIO)
MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.



CLERA N41°22.94′ W73°06.75′ NOTAM FILE BDL.
NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury–Oxford.

DANBURY MUNI (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′ NEW YORK
458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR L–33B, 34I
RWY 08–26: H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL IAP, AD
RWY 08: REIL. Thld dsplcd 368′. Trees.
RWY 26: REIL. Thld dsplcd 734′. Trees.
RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82
RWY 17: Thld dsplcd 223′. Pole.
RWY 35: Thld dsplcd 231′. Trees.
AIRPORT REMARKS: Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.
WEATHER DATA SOURCES: ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.
COMMUNICATIONS: CTAF 119.4 **ATIS** 127.75 **UNICOM** 122.95
Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)
TOWER 119.4 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.
ILS/DME 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left



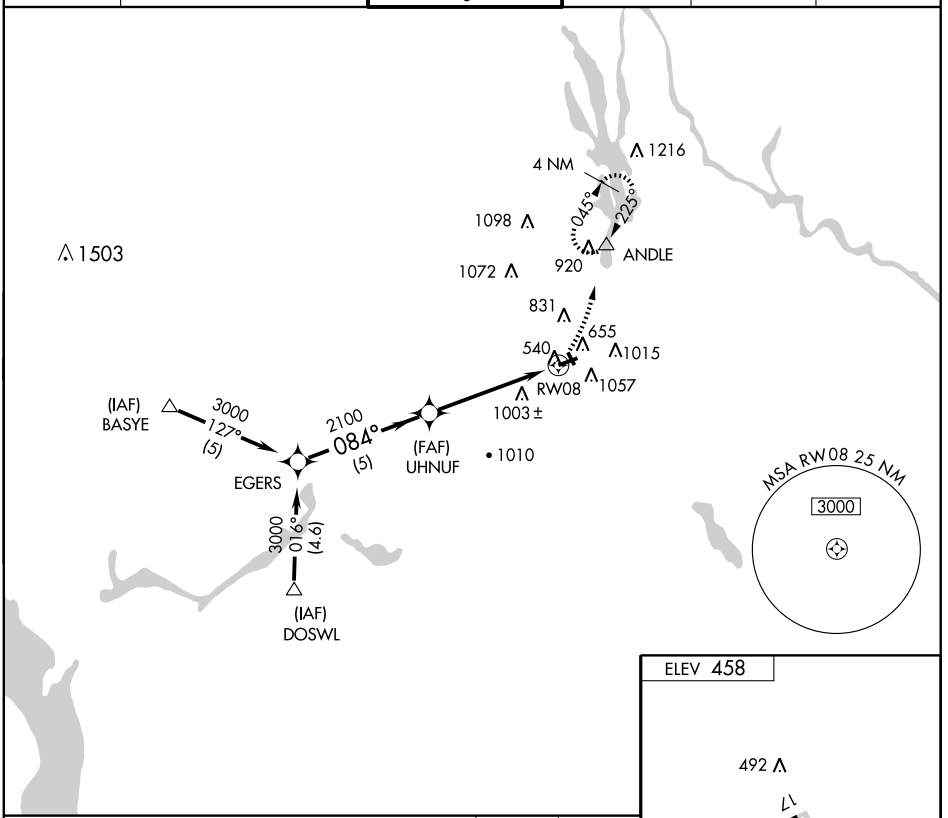
APP CRS	Rwy Idg	4054
084°	TDZE	457
	Apt Elev	458

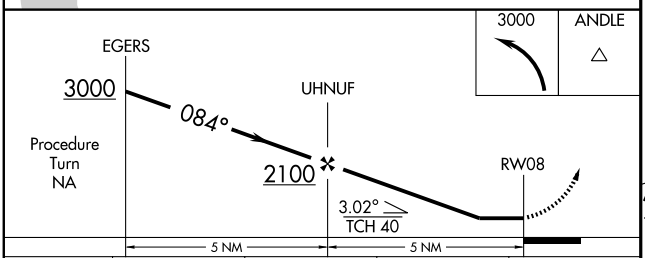
GPS RWY 8
DANBURY MUNI (DXR)

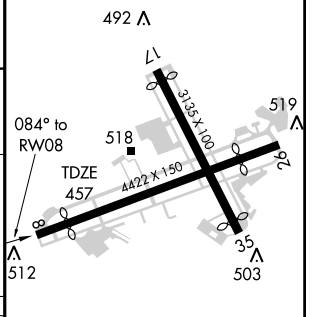
Circling not authorized south of Rwy 8-26.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct ANDLE and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DANBURY TOWER★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95







CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1380-1¼ 922 (1000-1¼)		1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

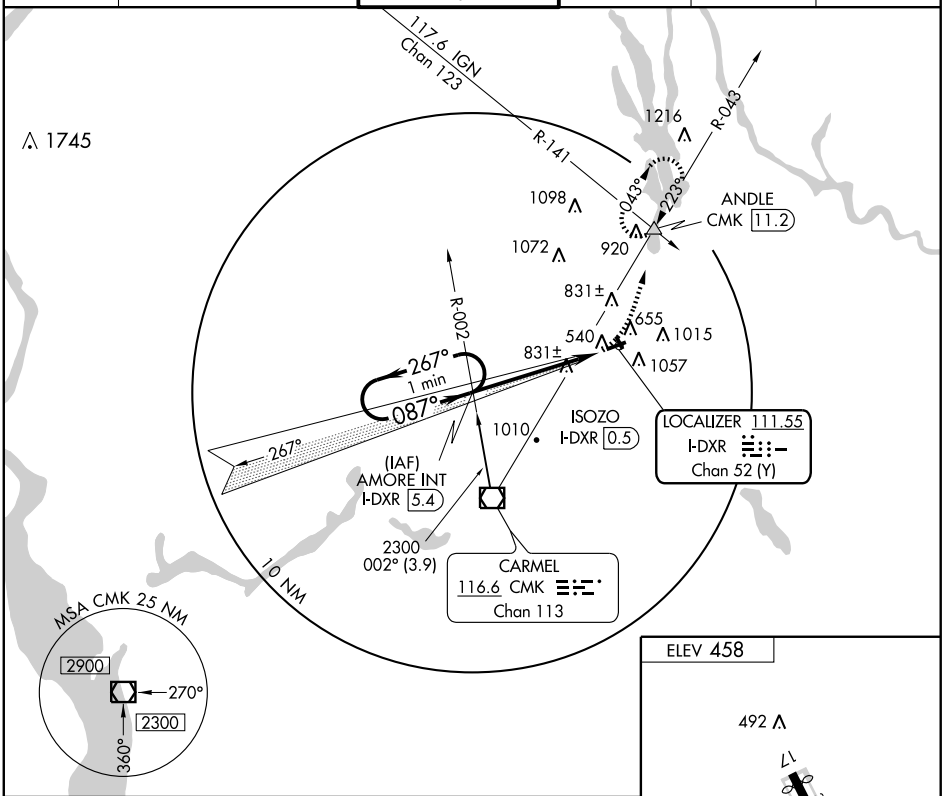
LOC/DME I-DXR	APP CRS	Rwy Idg 4054
111.55	087°	TDZE 457
Chan 52 (Y)		Apt Elev 458

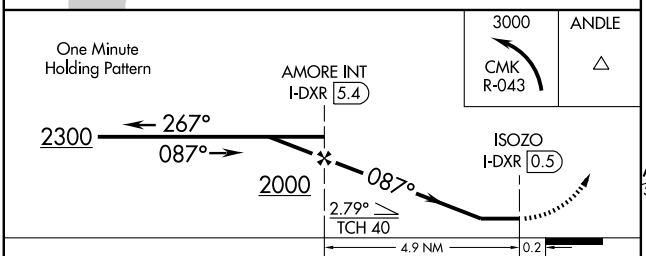
LOC RWY 8
DANBURY MUNI (DXR)

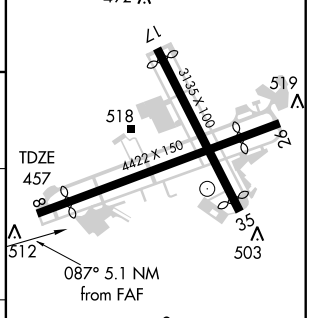
Circling NA south of Rwy 8-26. When local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDA 80 feet, and increase Circling visibility Cat B and Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE INT/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95







CATEGORY	A	B	C	D
S-8	1100-1	643 (700-1)	1100-1¾ 643 (700-1¾)	1100-2 643 (700-2)
CIRCLING	1380-1¼	922 (1000-1¼)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

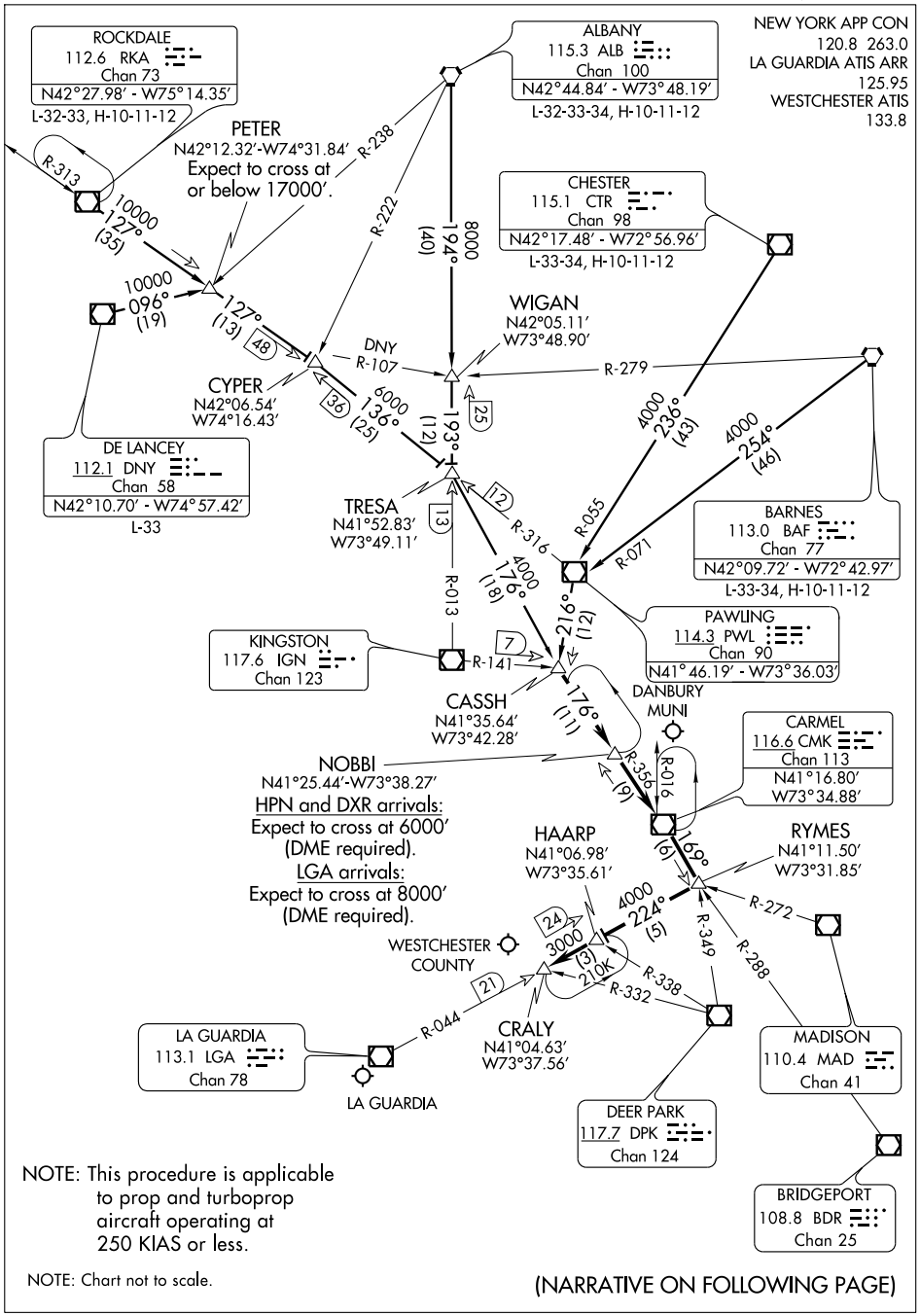
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

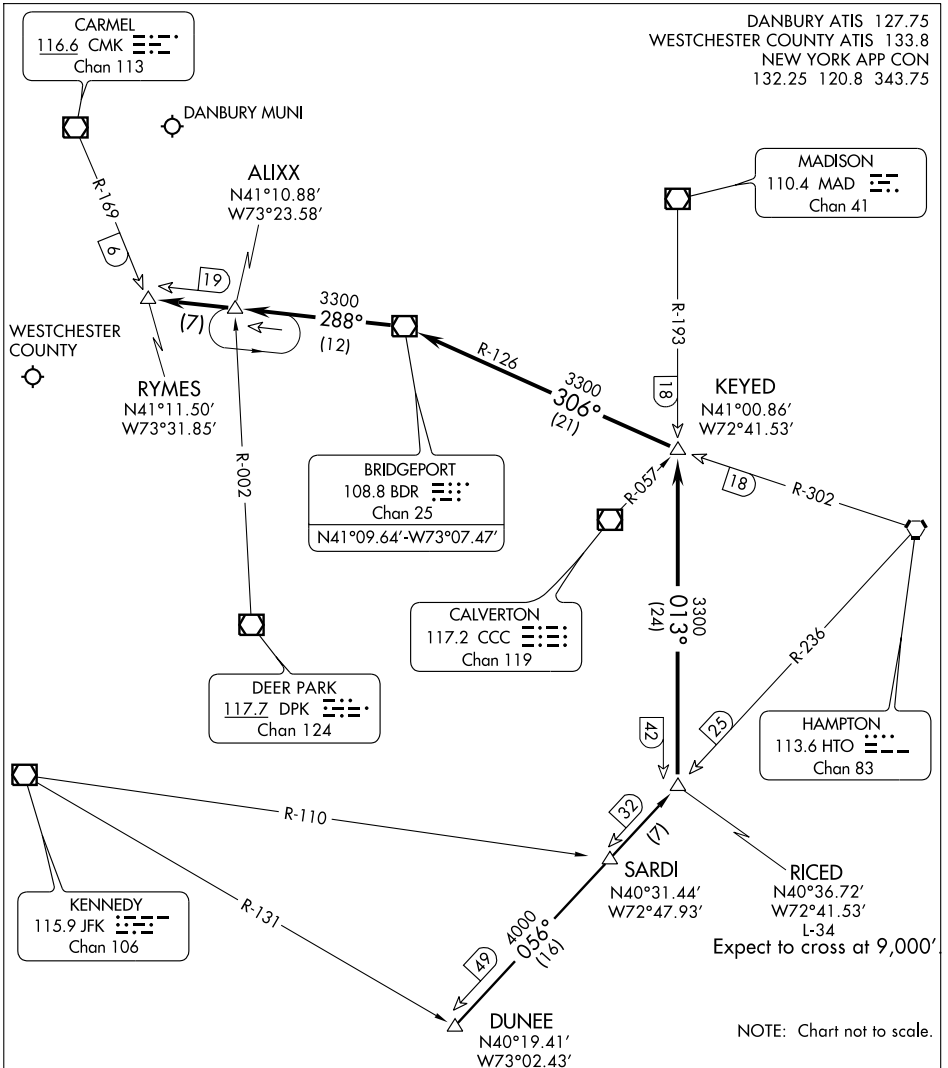
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



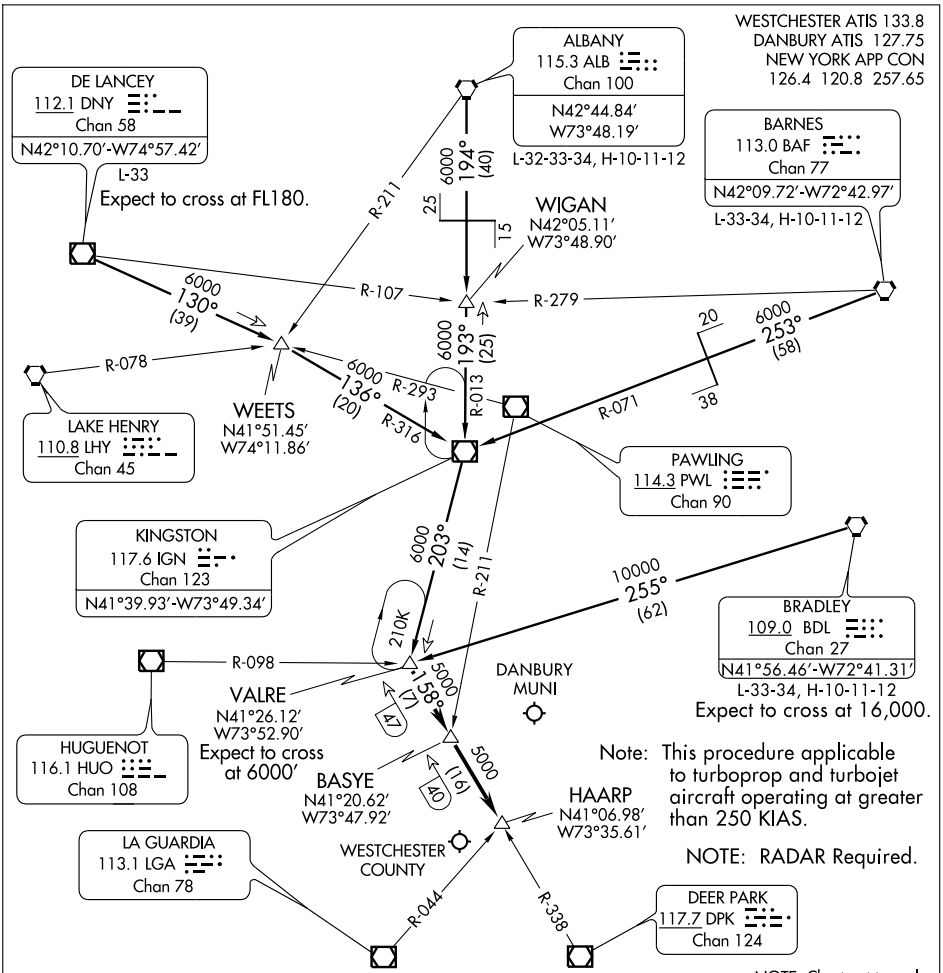
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

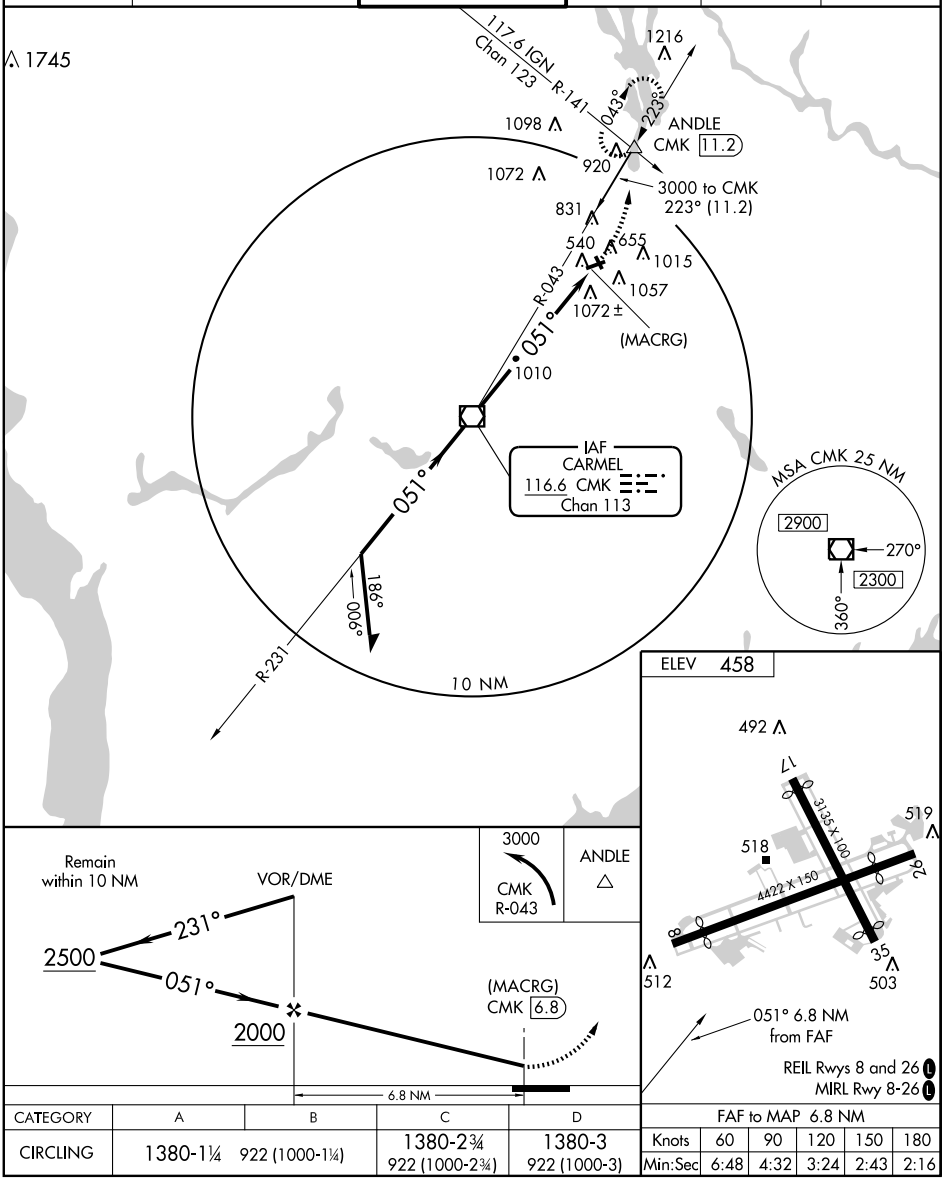
VOR/DME CMK 116.6 Chan 113	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 458

VOR or GPS-A
DANBURY MUNI (DXR)

Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE INT/CMK 11.2 DME and hold.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95

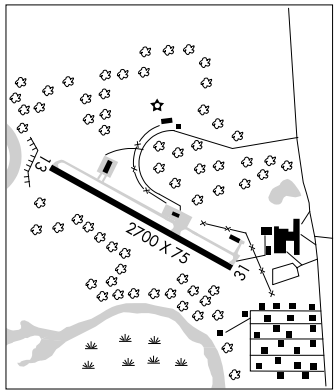


CATEGORY	A	B	C	D
CIRCLING	1380-1¼ 922 (1000-1¼)		1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DANIELSON (LZD) 2 NW UTC−5(−4DT) N41°49.19′ W71°54.06′ **NEW YORK**
238 B S4 NOTAM FILE BDR **L–33C, 34J**
RWY 13–31: H2700X75 (ASPH) S–29 MIRL **IAP**
RWY 13: Tree. **RWY 31:** REIL. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Parachute Jumping. Extensive parachute jumping activity SR–SS May thru Sept. Glider activity on and invof arpt. Deer on and invof arpt. Ldgs and tkfs on Rwy 13–31 only; no turf use authorized. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 31—CTAF. Landing fee for business, corporate and revenue producing aircraft.
WEATHER DATA SOURCES: AWOS–3 119.125 (860) 779–7251. LAWRS.
COMMUNICATIONS: CTAF/UNICOM 123.0
PUTNAM RCO 122.1R 117.4T (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 211° 8.5 NM to fld. 650/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.



EAST HADDAM

GOODSPEED (42B) 1 SE UTC−5(−4DT) N41°26.74′ W72°27.34′ **NEW YORK**
9 NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH) S–8 LIRL
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel unavailable. Deer occasionally on rwy at ngt. Landing fee. Overnight parking fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.
• • • •

VOR/DME PUT	APP CRS	Rwy Idg	N/A
117.4	211°	TDZE	N/A
Chan 121		Apt Elev	238

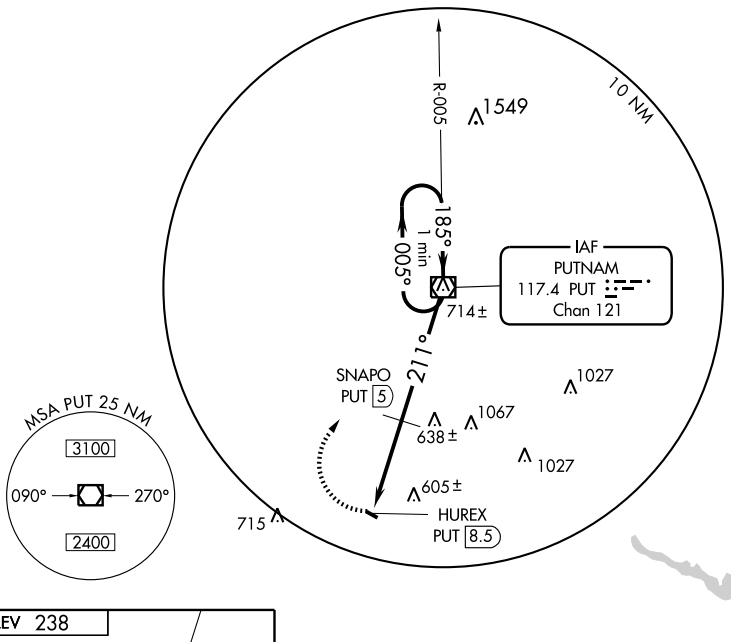
VOR-A
DANIELSON (LZD)

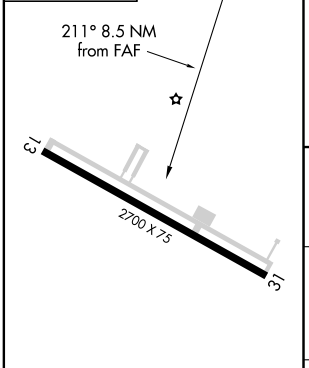
T
NA

When local altimeter setting not received, use Willimantic altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

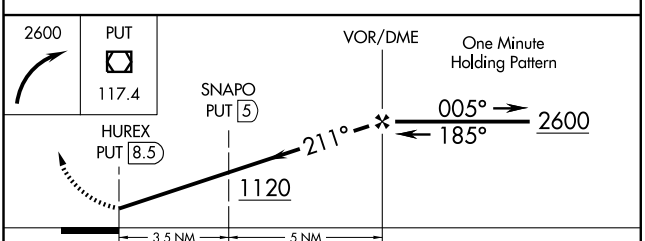
AWOS-3	WILLIMANTIC ASOS	PROVIDENCE APP CON ★	UNICOM
119.125	133.675	135.4 244.875	123.0 (CTAF) L





REIL Rwy 31 L
MIRL Rwy 13-31 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50



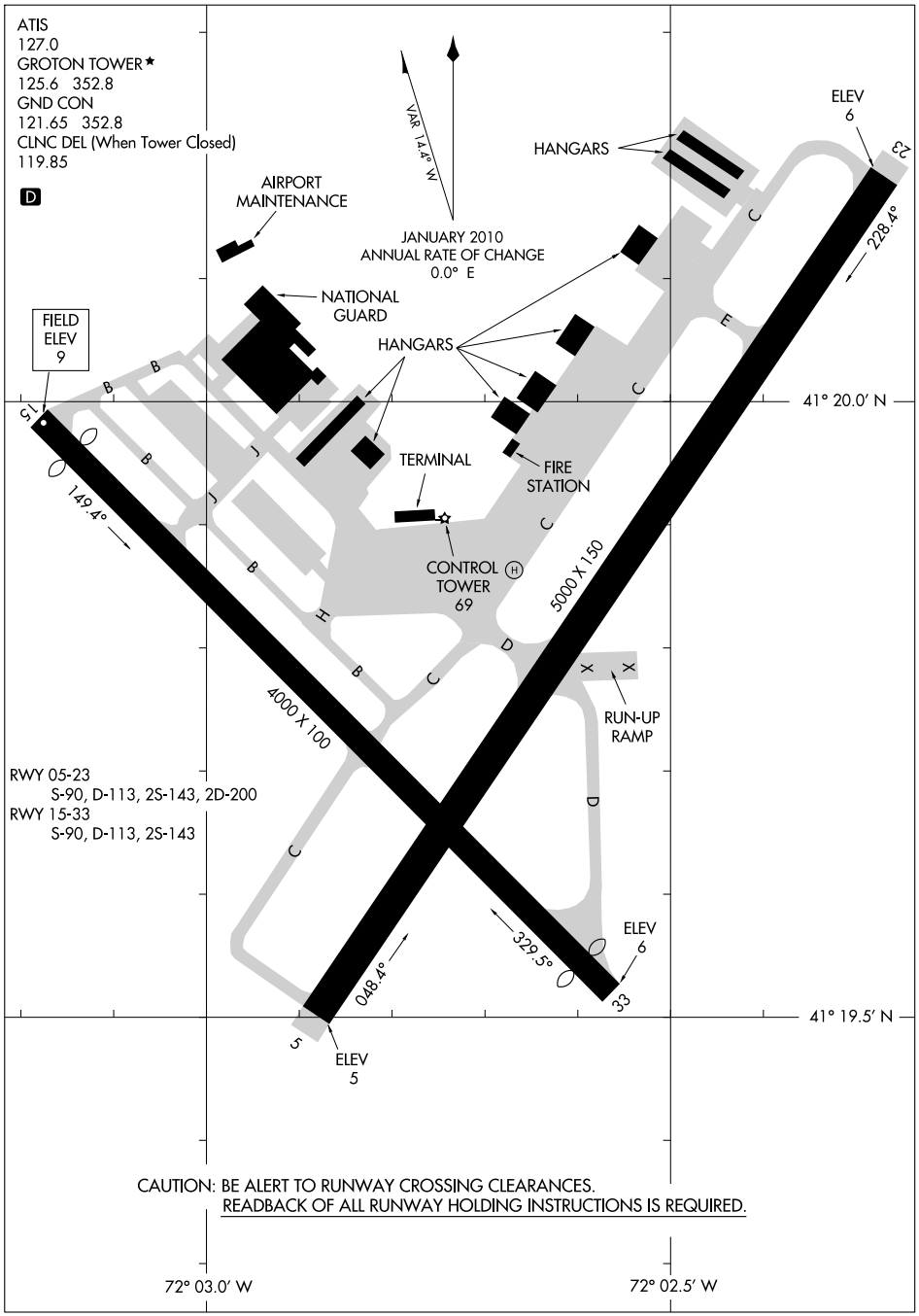
CATEGORY	A	B	C	D
CIRCLING	1120-1¼ 882 (900-1¼)		NA	
	SNAPO FIX MINIMUMS			
CIRCLING	900-1 662 (700-1)	980-1¼ 742 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT



NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GROTON (NEW LONDON), CONNECTICUT
GROTON-NEW LONDON (GON)

10210

GROTON (NEW LONDON)

GROTON–NEW LONDON (GON) 3 SE UTC−5(−4DT) N41°19.80′ W72°02.71′ **NEW YORK**

9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—(See Remarks) LRA **H–10I, 12K, L–33C, 34I**

Class IV, ARFF Index A NOTAM FILE GON **IAP, AD**

RWY 05–23: H5000X150 (ASPH–GRVD) S–90, D–113, 2S–143 2D–200 HIRL

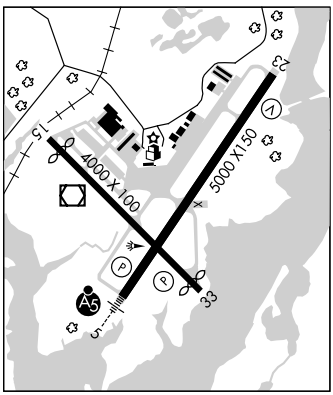
RWY 05: MALSR. PAPI (P4L)—GA 3.0° TCH 42′. Trees.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 50′. Tree.

RWY 15–33: H4000X100 (ASPH–GRVD) S–90, D–113, 2S–143 HIRL

RWY 15: Thld dsplcd 307′. Tree/Railroad.

RWY 33: REIL. PAPI(P4L)—GA 3.75° TCH 34′. Thld dsplcd 205′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION:

RWY 15: TORA–4000 TODA–4000 ASDA–3798 LDA–3491

RWY 33: TORA–4000 TODA–4125 ASDA–3871 LDA–3666

AIRPORT REMARKS: Attended 1100–0200Z‡. For fuel after hrs call 24 hrs in advance 860–449–1400 or 446–8621. Self–svc 100LL avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 860–625–0375. No touch and go ops are permitted between 0300–1100Z‡. Practice apchs/full–stop/touch and go landings prohibited by pure jets acft and acft weighing 12,500 pounds and over except by written approval from the Connecticut State Bureau of Aviation and Ports. Deer, birds and waterfowl on and invof arpt. TPA 1009 (1000) lgt acft; 1509 (1500) turbojet and all turbine powered acft. No acft parking in arpt security zone on main ramp without prior authorization. Noise abatement procedures in effect are as follows: Rwy 05: Turn left heading 020° until reaching 1000′, then on course; Rwy 23: Turn left heading 210° until reaching 1000′, then on course; Rwy 33: Fly rwy heading until reaching 1000′, then on course. Terminal aerodrome forecast svc avbl. When twr clsd ACTIVATE HIRL Rwys 05–23 and 15–33; MALSR Rwy 05—CTAF. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available. U.S. Customs svc avbl with 6 hr PPR call Mon–Fri 1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada 407–975–1740. Call before 2000Z‡ on Friday for weekend or holiday svc requests. Transient pilots at general aviation ramp exit and re–enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day.

WEATHER DATA SOURCES: ASOS (860) 449–8921. LAWRS.

COMMUNICATIONS: CTAF 125.6 **ATIS** 127.0

RCO 122.1R 110.85T (BRIDGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 119.85 (0300–0500Z‡ and 1100–1200Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

TOWER 125.6 (1200–0300Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

(T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ at fld. 20/14W.

VOR portion unusable:

241°–265° blo 5000′

DME portion unusable:

355°–019° blo 3000′

ILS/DME 111.3 I–GON Chan 50 Rwy 05. Class IT. ILS unmonitored when twr clsd.

HARTFORD N41°38.46′ W72°32.86′ NOTAM FILE HFD. **NEW YORK**

(L) VORW/DME 114.9 HFD Chan 96 334° 7.3 NM to Hartford–Brainard. 850/13W. **H–10I, 12J, L–33C, 34I**

HIWAS.

LOC/DME I-GON	APP CRS	Rwy Idg	5000
111.3	048°	TDZE	7
Chan 50		Apt Elev	9

ILS or LOC RWY 5

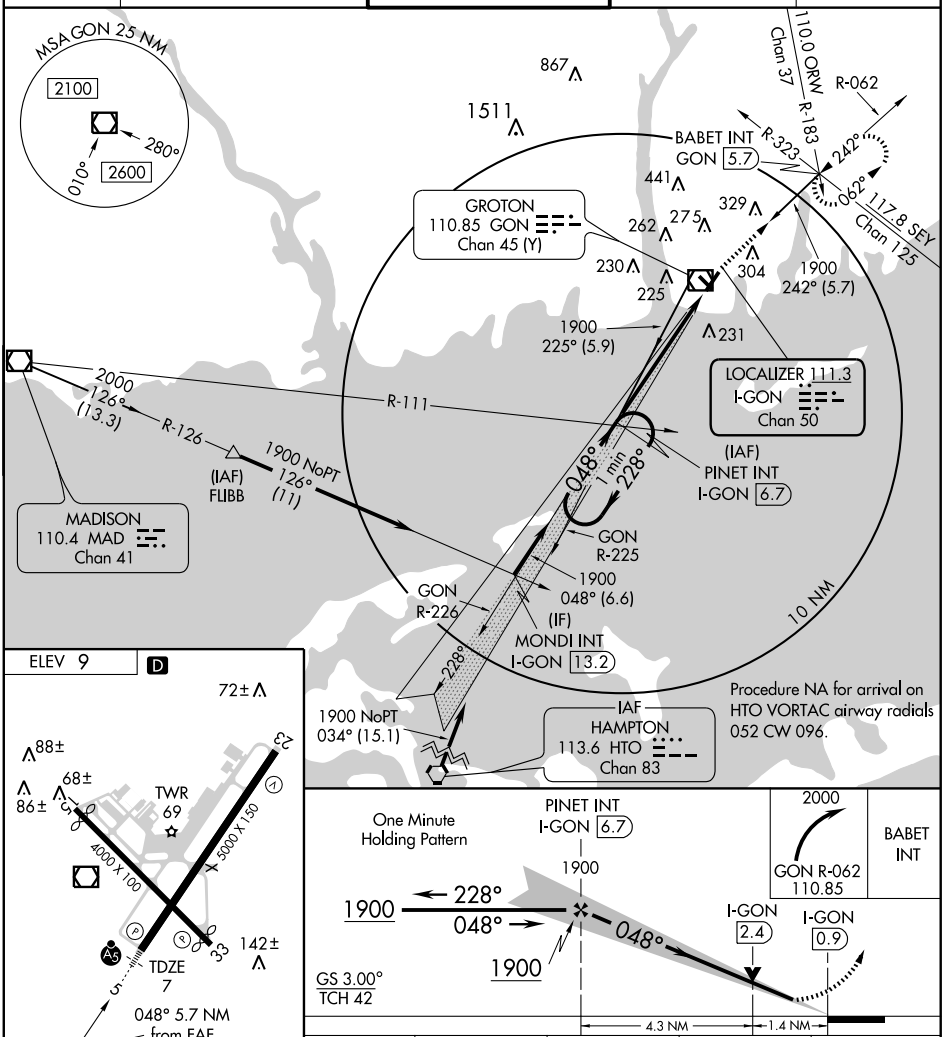
GROTON-NEW LONDON (GON)

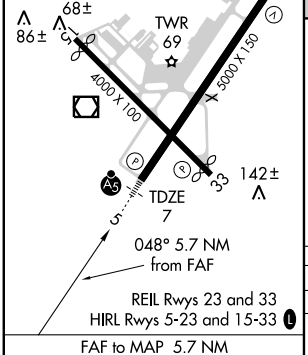
▼ * RVR 1800 authorized with the use of FD or AP or HUD to DA.
▲ Circling to Rwy 15 NA at night.
When VGSI inop, Circling Rwy 23 NA at night.

MALSR (A5)

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON *	GROTON TOWER *	GND CON	CLNC DEL *
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85





REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 5	* 207/24	200 (200-½)		
S-LOC 5	500/24	493 (500-½)	500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 45521	048°	TDZE	7
W05A		Apt Elev	9

RNAV (GPS) RWY 5

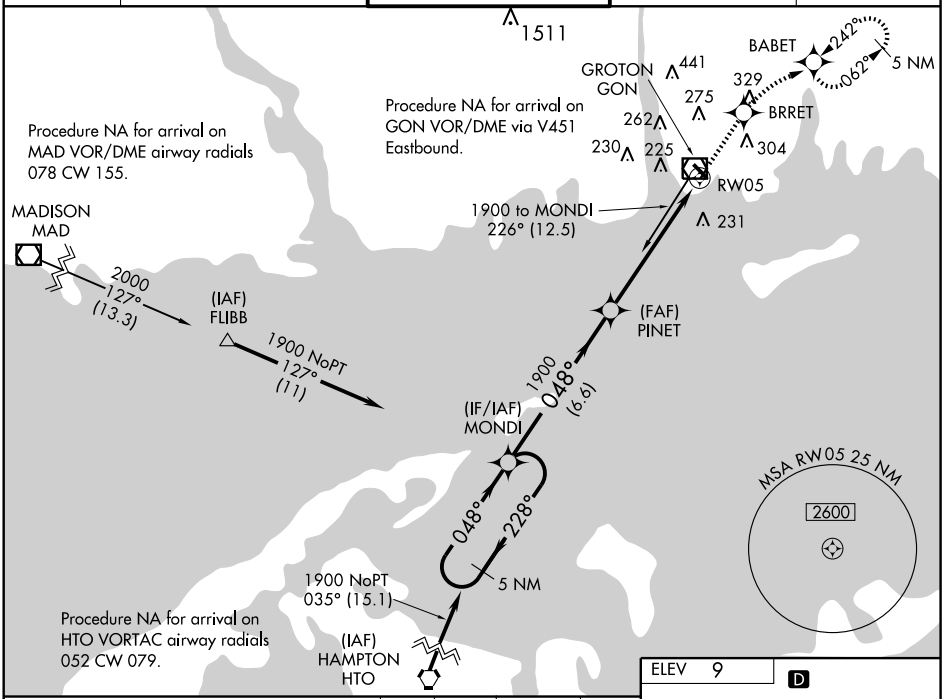
GROTON-NEW LONDON (GON)

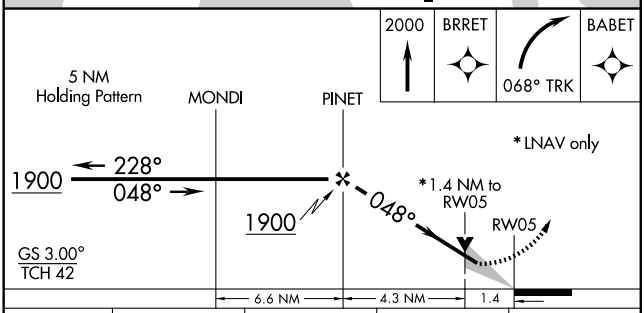
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night. For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.

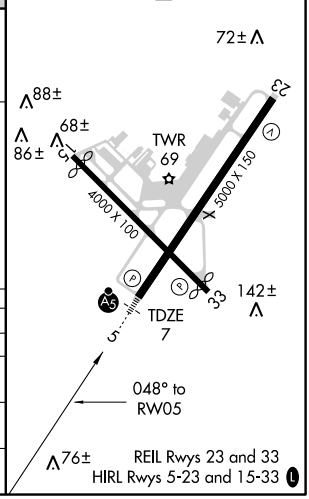
MALSR

MISSED APPROACH: Climb to 2000 direct BRRET and right turn on track 068° to BABET and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LPV DA	291/24 284 (300-½)			
LNAV/VNAV DA	532-1½ 525 (600-1½)			
LNAV MDA	500/24 493 (500-½)		500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1¾ 551 (600-1¾)	620-1¾ 611 (700-1¾)		620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

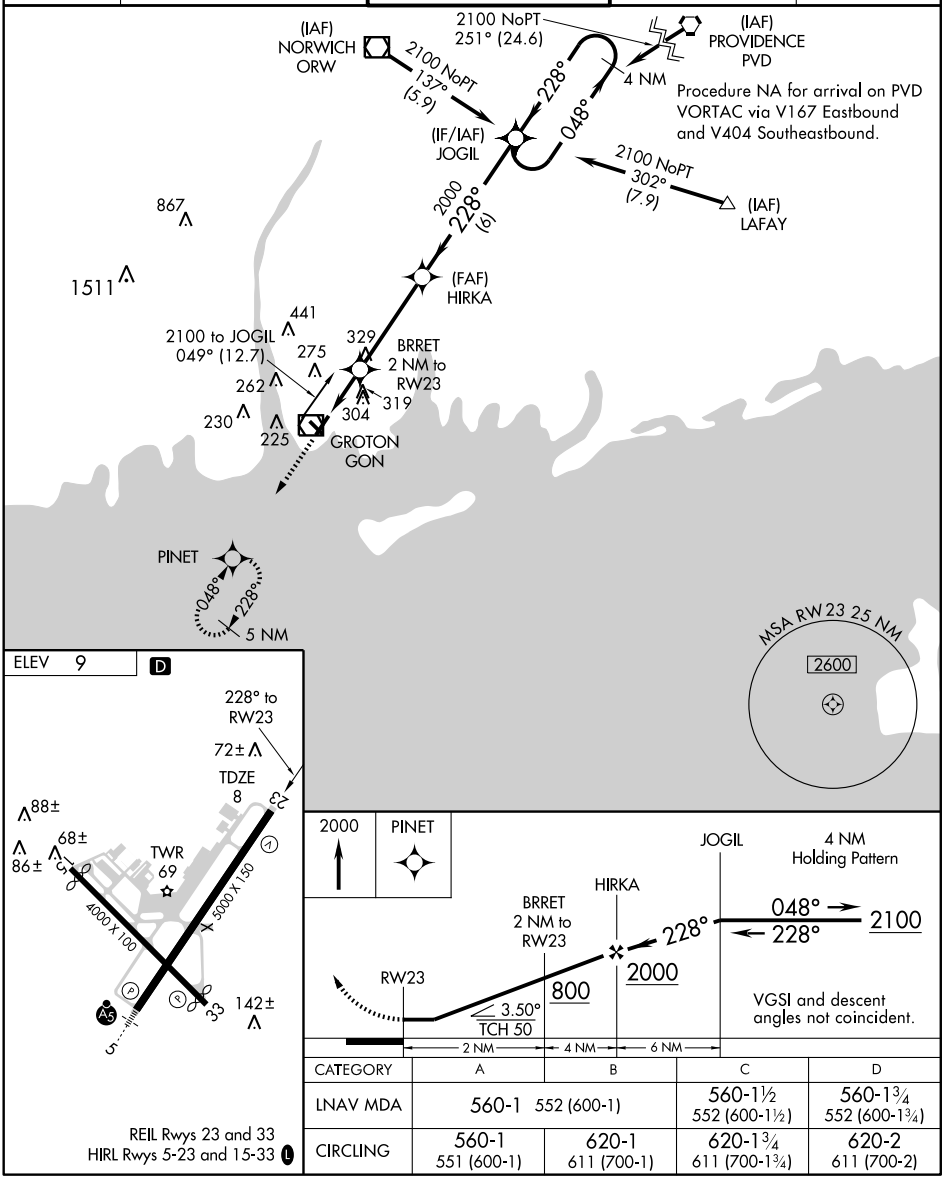
GROTON-NEW LONDON (GON)

APP CRS	Rwy Idg	5000
228°	TDZE	8
	Apt Elev	9

DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85



CATEGORY	A	B	C	D
LNAV MDA	560-1 552 (600-1)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

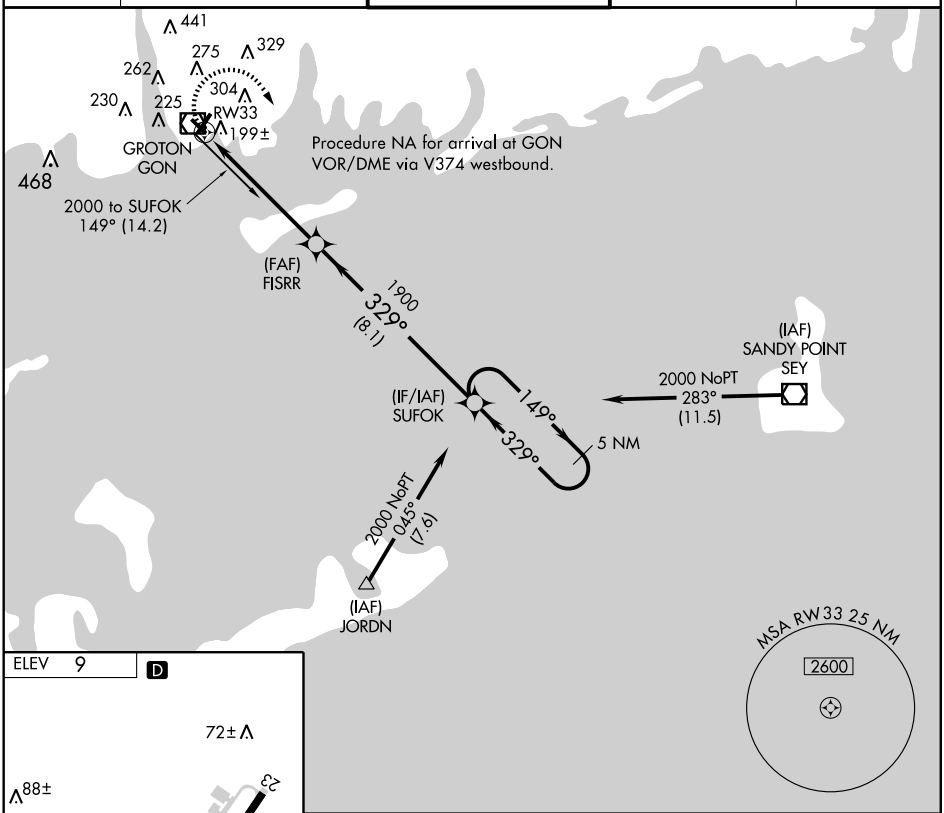
APP CRS	Rwy ldg	3665
329°	TDZE	8
	Apt Elev	9

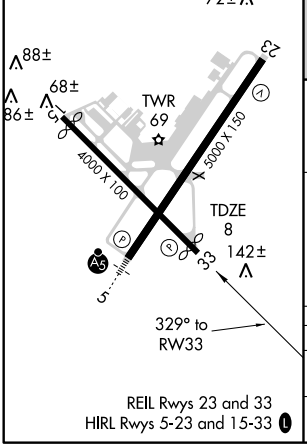
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

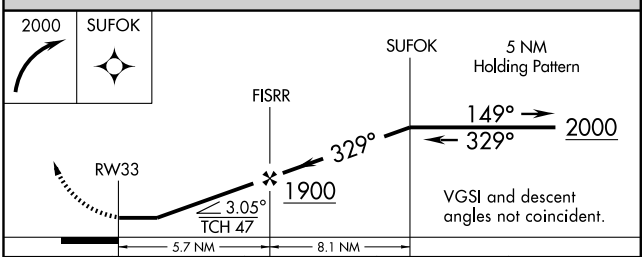
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop Straight-In/Circling Rwy 33 and Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GON	APP CRS	Rwy Idg 5000
110.85	027°	TDZE 7
Chan 45 (Y)		Apt Elev 9

VOR RWY 5

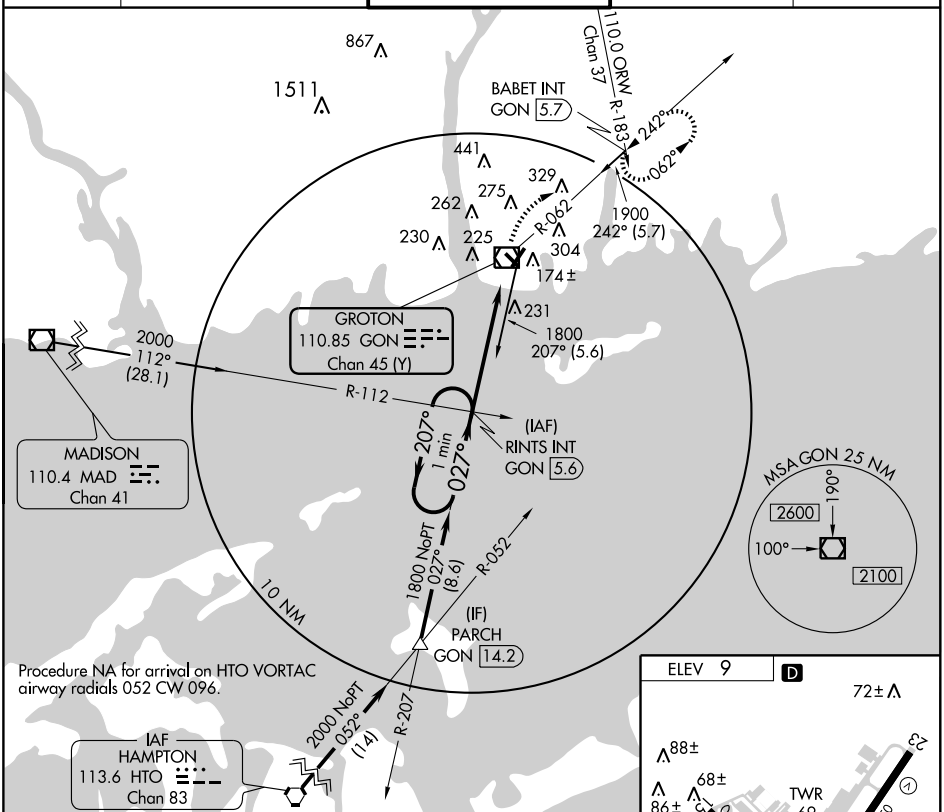
GROTON-NEW LONDON (GON)

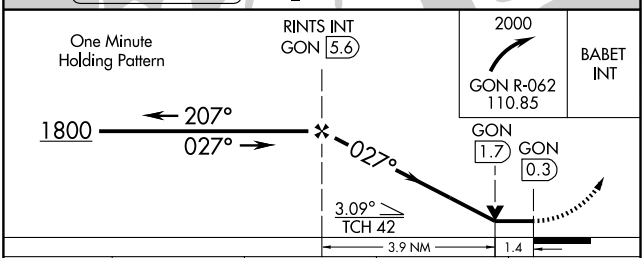
Inoperative table does not apply to Cat D.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling to Rwy 23 NA at night.

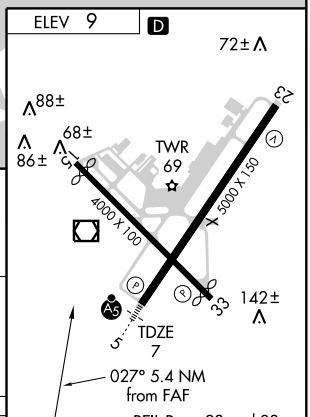
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
S-5	500/24	493 (500-½)	500/40 493 (500-¾)	500-1½ 493 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GON	APP CRS	Rwy Idg	5000
110.85	242°	TDZE	8
Chan 45 (Y)		Apt Elev	9

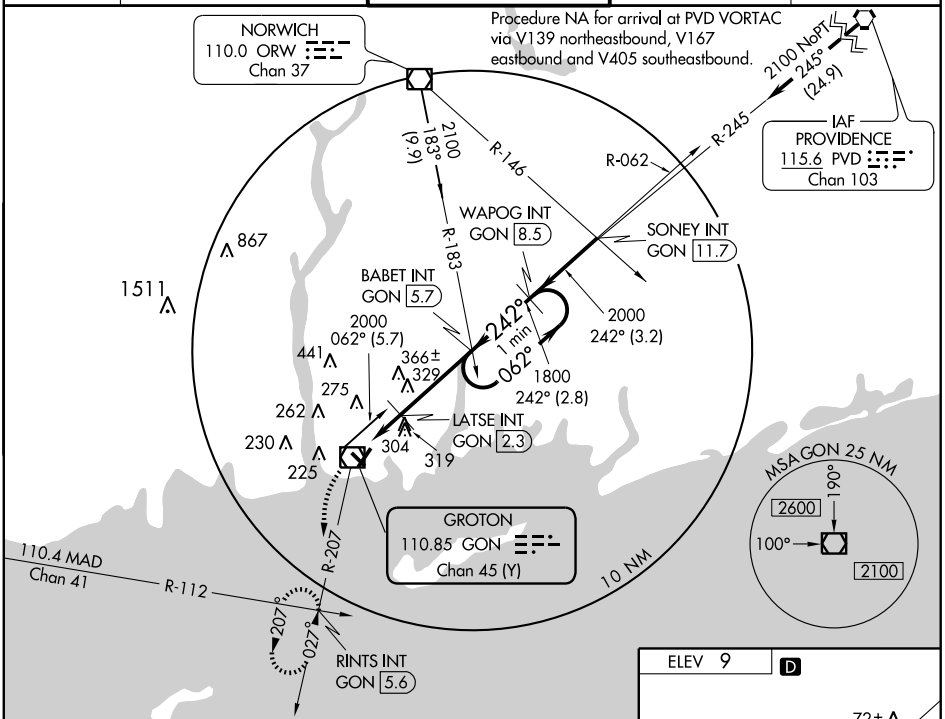
VOR RWY 23

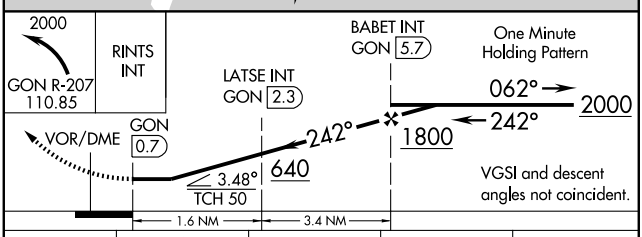
GROTON-NEW LONDON (GON)

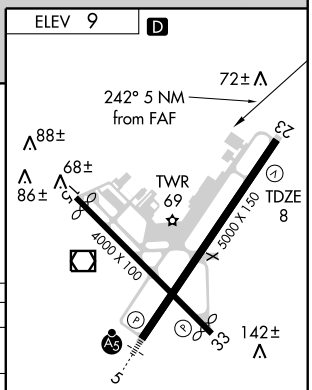
When VGSI inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1	631 (700-1)	640-1¾ 631 (700-1¾)	640-2 631 (700-2)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

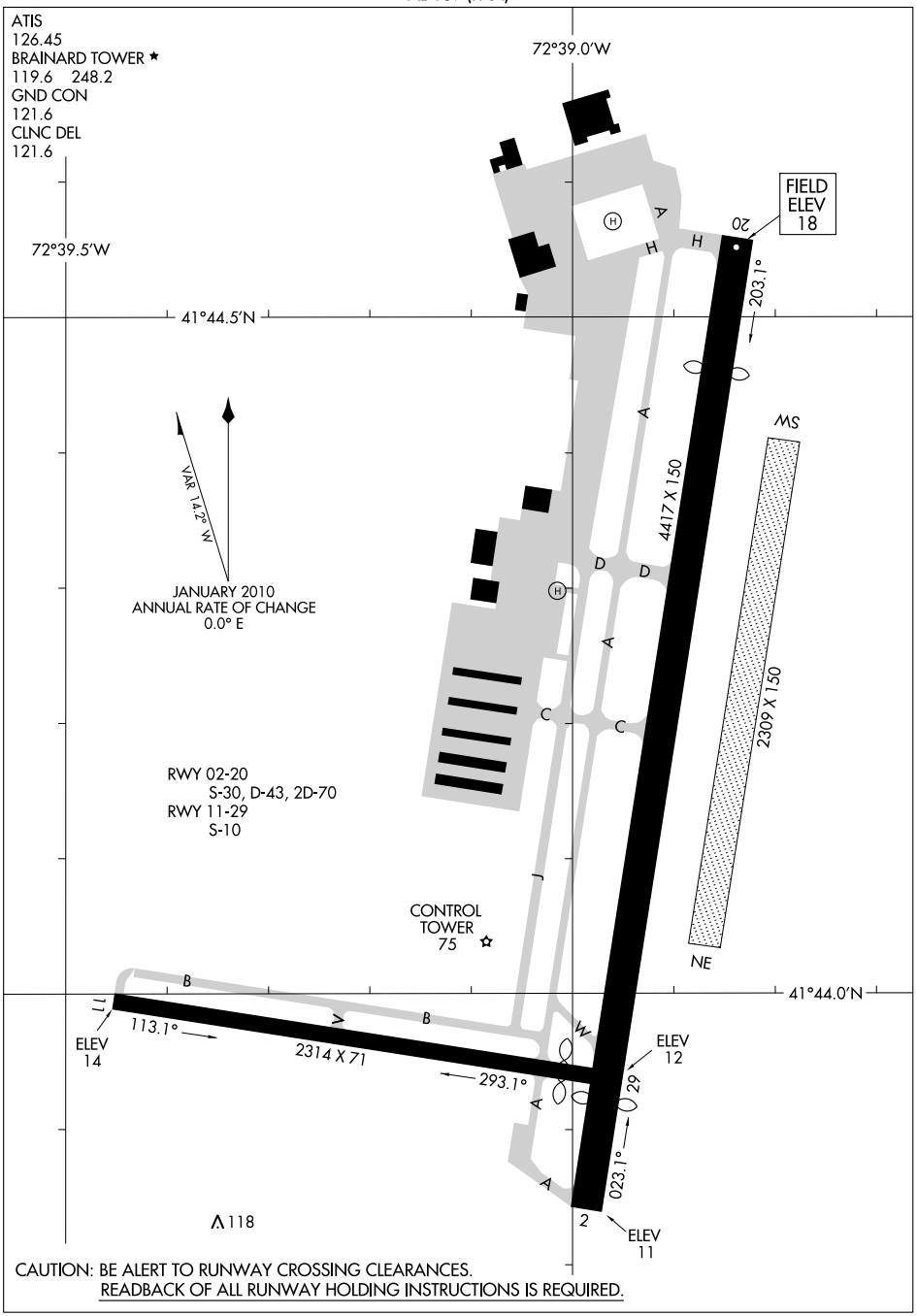
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT



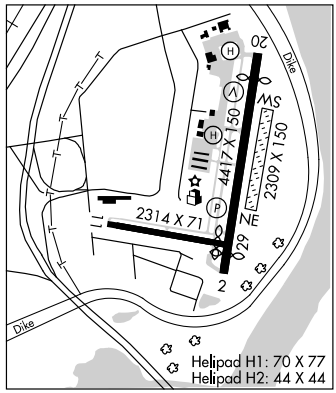
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)

10210

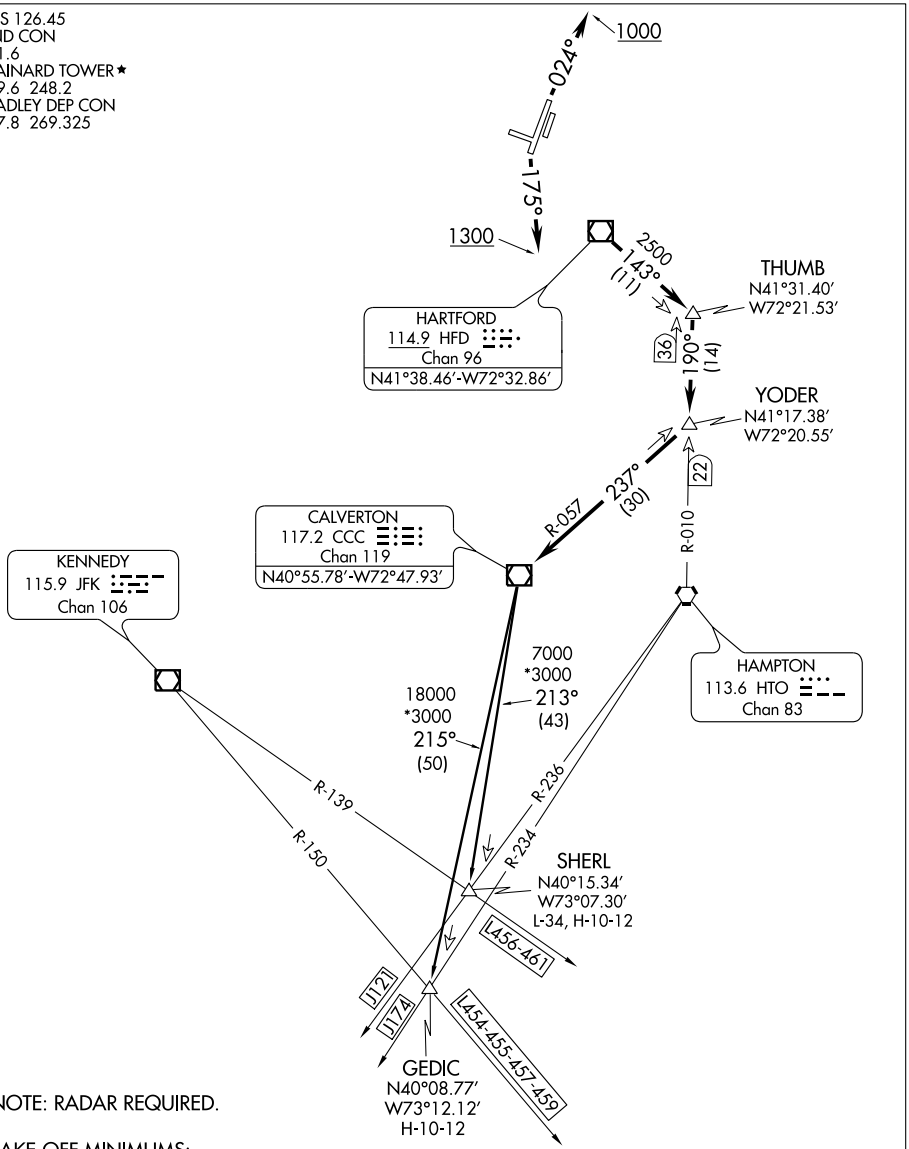
HARTFORD–BRAINARD (HFD) 3 SE UTC−5(−4DT) N41°44.20′ W72°38.97′ **NEW YORK**
18 B S4 **FUEL** 100LL, JET A TPA—1018(1000) NOTAM FILE HFD **L–33C, 34I**
RWY 02–20: H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL **IAP, AD**
RWY 02: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 411′. Trees.
RWY 20: REIL. VASI(V4R)—GA 4.0°. Thld dsplcd 560′. Trees.
RWY 11–29: H2314X71 (ASPH) S–10 HIRL
RWY 11: Trees. **RWY 29:** Thld dsplcd 265′. Trees.
RWY NE–SW: 2309X150 (TURF)
RWY NE: Trees. **RWY SW:** Trees.
AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun 1100–0400Z‡. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE–SW CLOSED during winter months from Nov 2 to Apr 30 except for ski–equipped acft and helicopter training. Arpt CLOSED to air carrier ops. 20 ft drop off departure end Rwy 20. Birds and deer on and invof airport. Touch and go ldg and practice instrument apch prohibited Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Arpt located in noise sensitive area and populated areas to S and W should be avoided, see Brainard twr letters to airmen. Rwy 02–20 grooving 130 ft wide. When twr clsd ACTIVATE HIRL Rwy 02–20 and REIL Rwy 02 and Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 on 24 hrs. Ldg fee for business, corporate and revenue producing acft.



WEATHER DATA SOURCES: ASOS (860) 527–5837 **HIWAS** 114.9 HFD. LAWRS.
COMMUNICATIONS: CTAF 119.6 **ATIS** 126.45 (860) 246–5929 **UNICOM** 122.95
Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 121.6
BRAINARD TOWER 119.6 (1100–0500Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
(L) VORW/DME 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 334° 7.3 NM to fld. 849/13W. **HIWAS.**
LOMIS NDB (LOM) 244 HF N41°38.13′ W72°37.54′ 005° 6.2 NM to fld. NDB unmonitored when twr clsd. SHUTDOWN.
LDA 109.7 I–HFD Rwy 02. LDA unmonitored when twr clsd.

• • • •

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 2, STANDARD.
Rwy 20, 300-1½ or STANDARD with minimum climb of 217′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLES:
Rwy 2: Pipe on OL building beginning 376′ from DER, 593′ left of centerline, up to 25′ AGL/57′ MSL. Bushes beginning 587′ from DER, 186′ left of centerline, up to 10′ AGL/54′ MSL. Trees beginning 765′ from DER, 59′ left of centerline, up to 100′ AGL/134′ MSL. Trees beginning 57′ from DER, 46′ right of centerline, up to 100′ AGL/125′ MSL. OL on levee 189′ from DER, on centerline to 154′ right of centerline, up to 22′ AGL/45′ MSL.
Rwy 20: Levee 56′ from DER, 453′ left of centerline, up to 24′ AGL/42′ MSL. Trees and bushes beginning 160′ from DER, 118′ left of centerline, up to 100′ AGL/119′ MSL. OL on dike beginning 493′ DER, 277′ left of centerline, up to 27′ AGL/45′ MSL. Spires from 1.12 NM from DER, 403′ left of centerline, 150′ AGL/195′ MSL. Light beginning 196′ from DER, 400′ right of centerline, up to 24′ AGL/42′ MSL. Trees beginning 798′ from DER, 28′ right of centerline, up to 100′ AGL/142′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

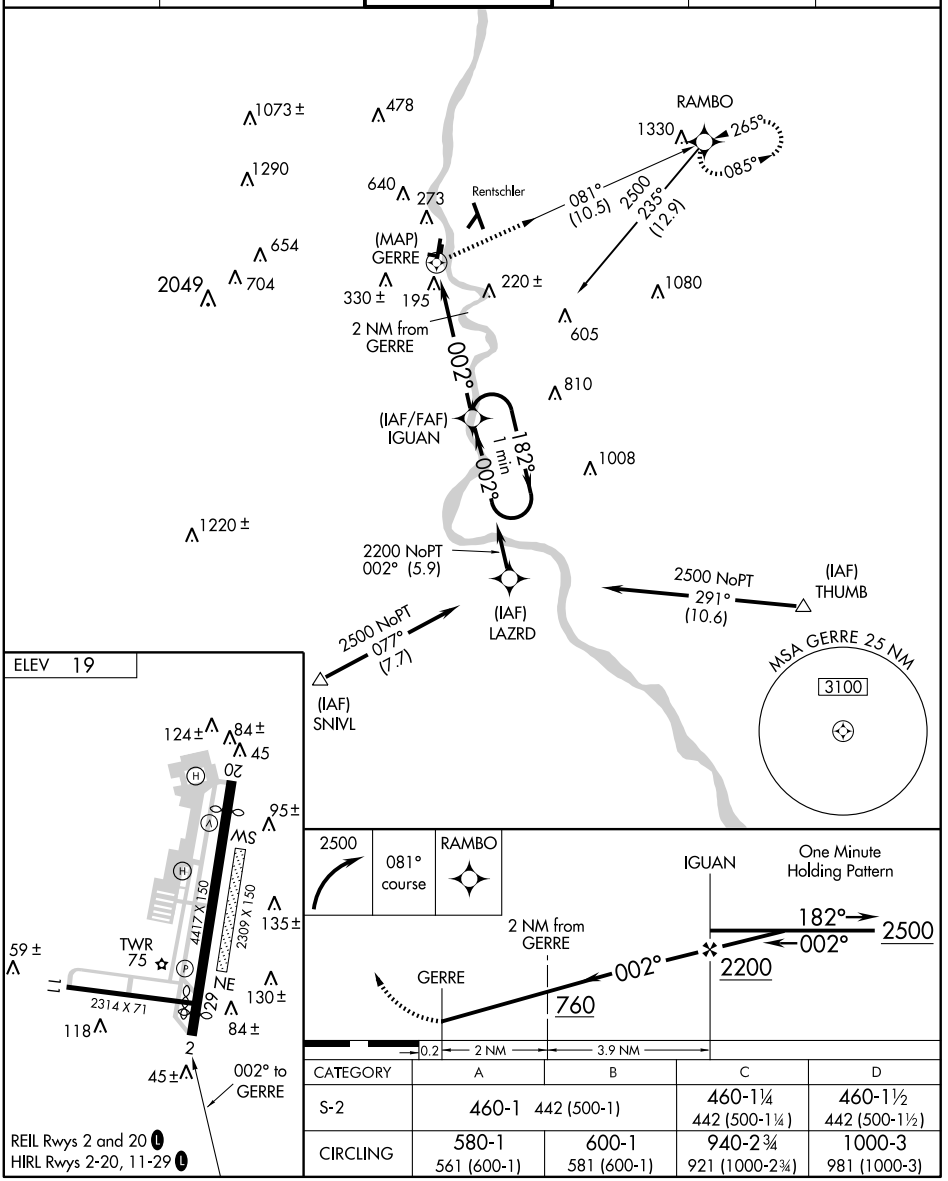
APP CRS	Rwy Idg	4006
002°	TDZE	18
	Apt Elev	19

GPS RWY 2
HARTFORD-BRAINARD (HFD)

NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95



CATEGORY	A	B	C	D
S-2	460-1 442 (500-1)		460-1¼ 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

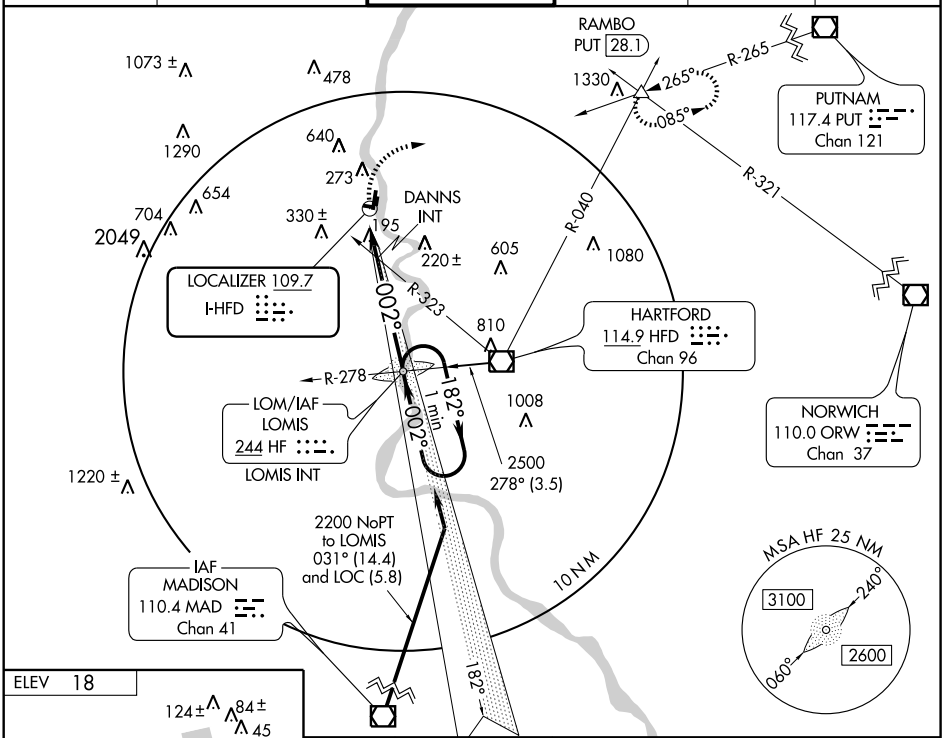
LOC I-HFD	APP CRS	Rwy Idg	4006
109.7	002°	TDZE	17
		Apt Elev	18

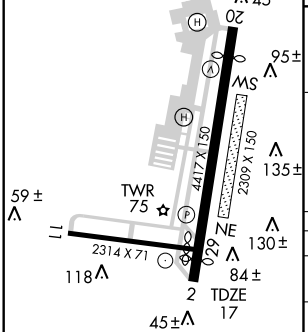
LDA RWY 2

HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

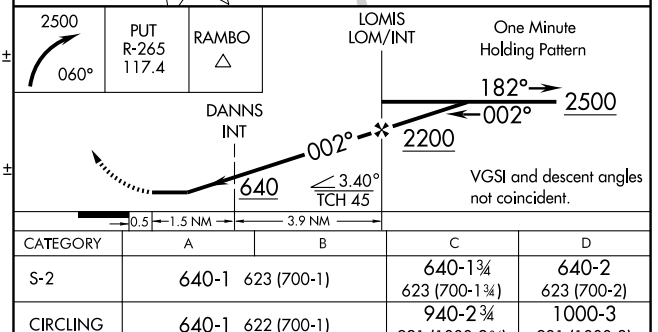
ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95





REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 11-29 L

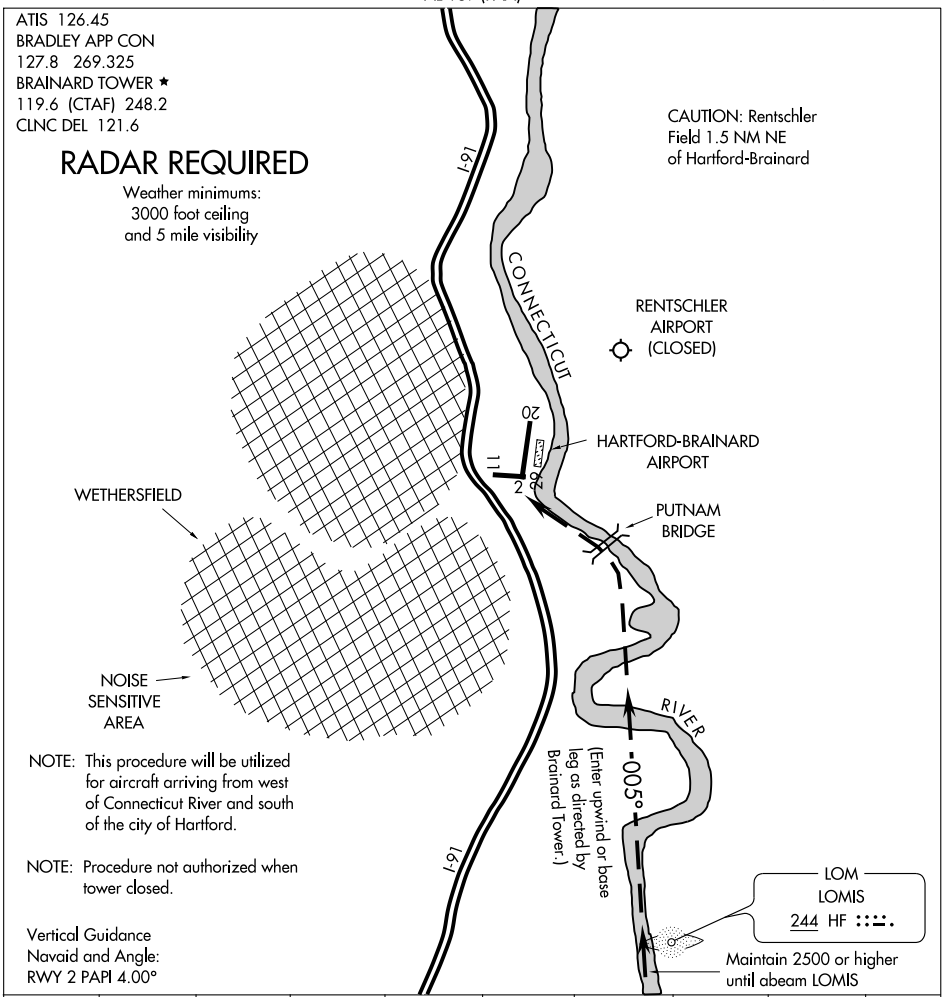
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-2	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1 622 (700-1)		940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)
DANNS INT MINIMUMS				
S-2	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	580-1 562 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 2



NE-1, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 2

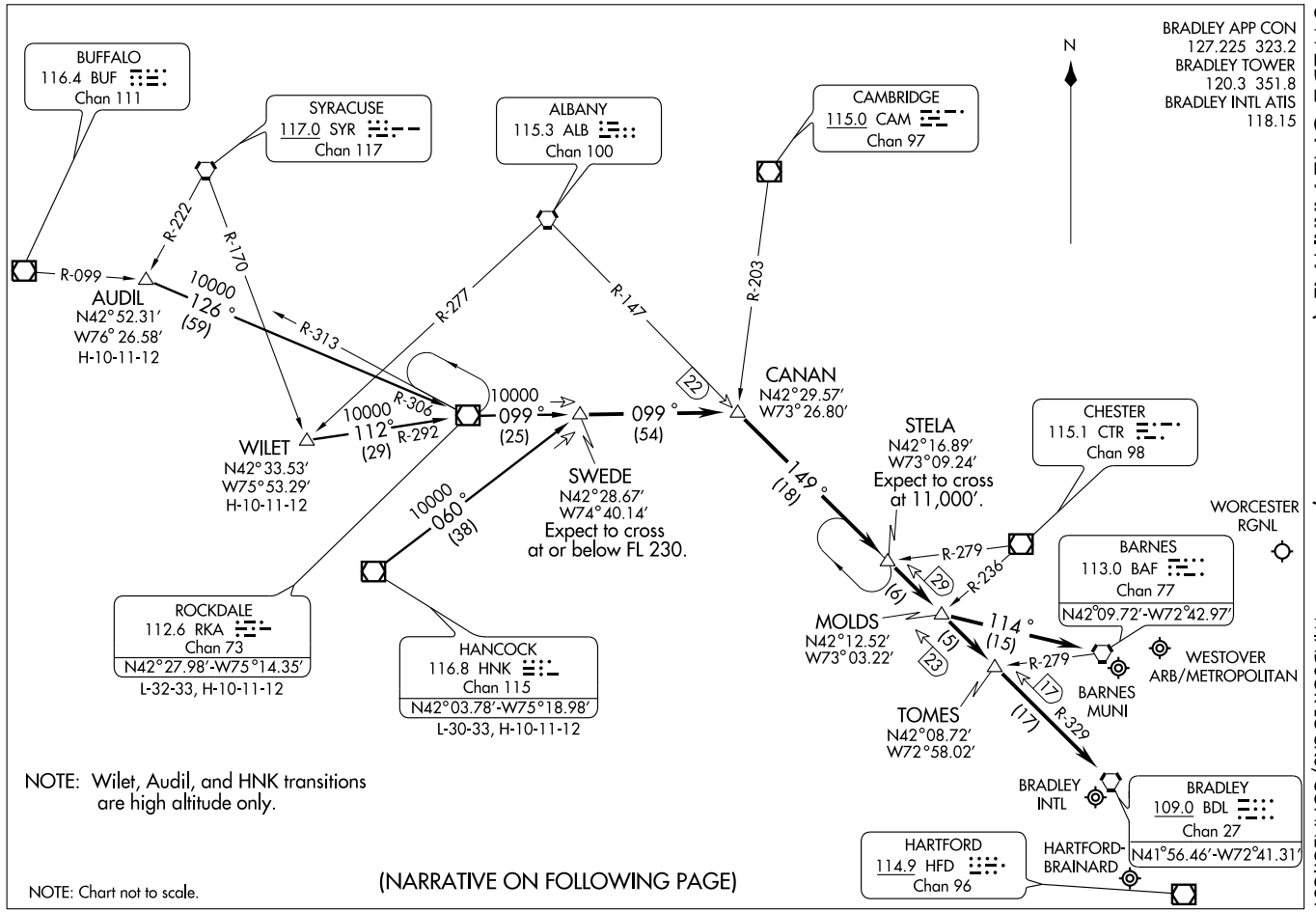
HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)

Orig 09127

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

07298

WINDSOR LOCKS, CONNECTICUT



ST-460 (FAA)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

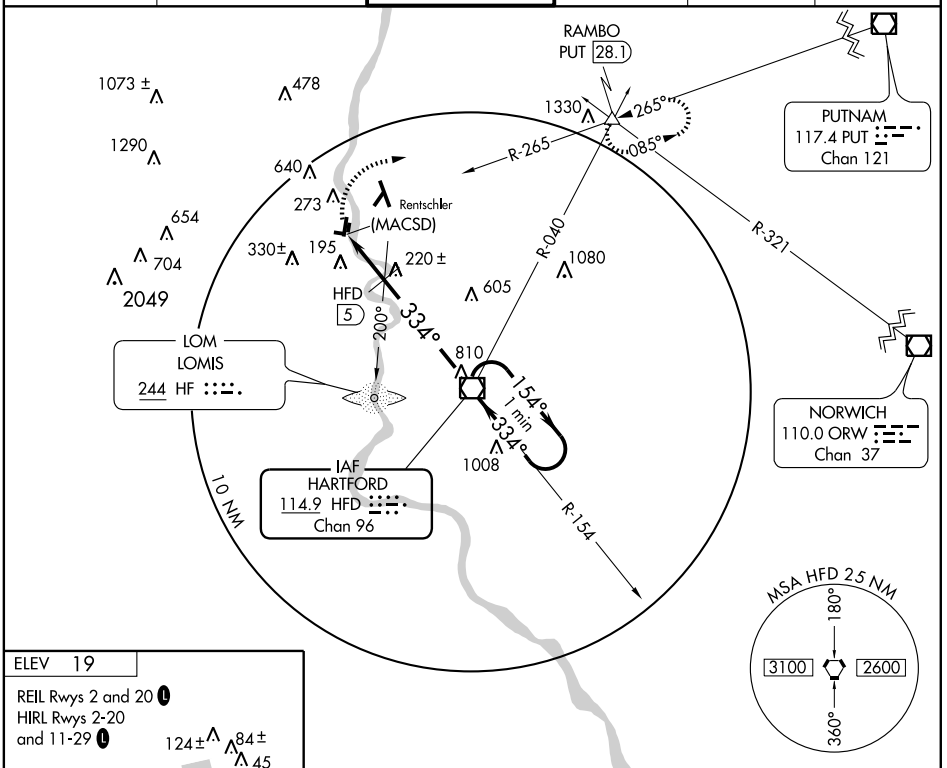
NE-1, 21 OCT 2010 to 18 NOV 2010

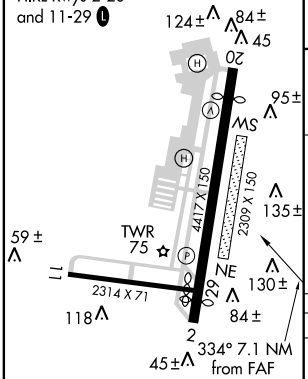
VOR/DME HFD	APP CRS	Rwy Idg	N/A
114.9	334°	TDZE	N/A
Chan 96		Apt Elev	19

VOR or GPS-A
HARTFORD-BRAINARD (HFD)

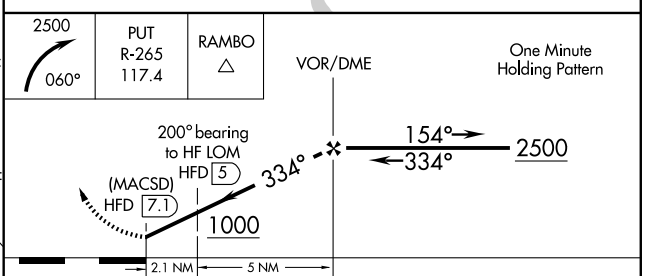
MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 981 (1000-1¼)	1000-1½ 981 (1000-1½)	1000-3 981 (1000-3)	
	LOM or DME MINIMUMS			
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

MERIDEN MARKHAM MUNI (MMK) 3 SW UTC−5(−4DT) N41°30.52′ W72°49.77′

NEW YORK
L–33B, 34I
IAP

103 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MMK

RWY 18–36: H3100X75 (ASPH) S–30 MIRL

RWY 18: Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.5° TCH 40′. P-lines.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Crane 150 ft AGL ¼ mile NW apch end Rwy 18 dalgt hours intermittent. Crane(s) ¼ mile NW arpt. PPR for jet. Rwy 36 no touch and go ldg. Calm wind Rwy 18. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF. TPA for fixed wing acft 1103 (1000); TPA for helicopters 603 (500).

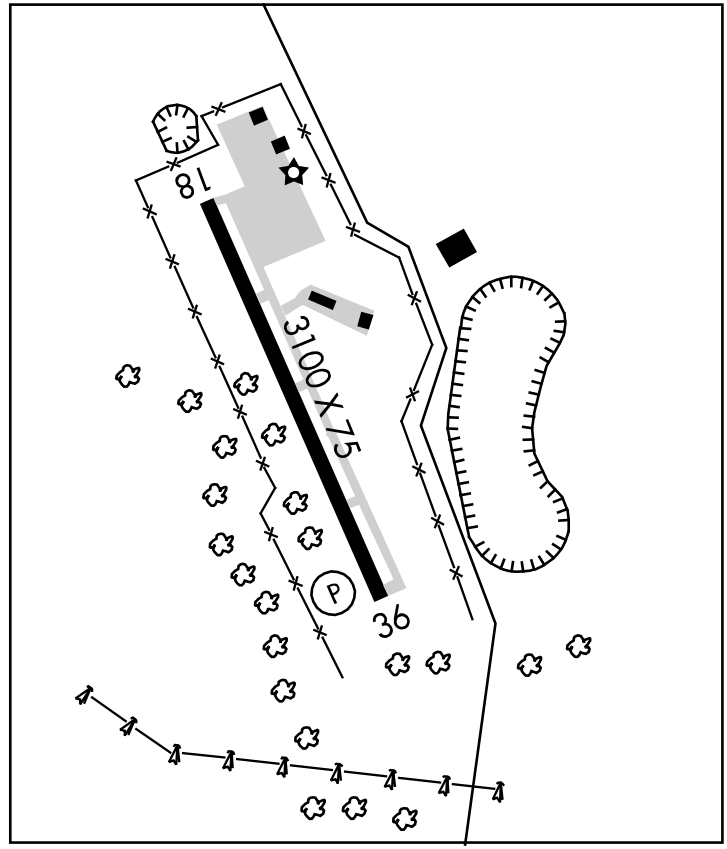
WEATHER DATA SOURCES: ASOS 134.925 (203) 639–9405.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 120.65

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 345° 13.2 NM to fld. 220/13W.



NEW HAVEN N41°15.74′ W72°53.11′ NOTAM FILE HVN.

NEW YORK
L–33B, 34I

(T) VOR/DME 109.8 HVN Chan 35 at Tweed–New Haven. 6/13W.
VOR/DME unusable 070°–120° blo 6000′; 120°–070° byd 18 NM blo 2700′.

RCO 122.1R 109.8T (BRIDGEPORT RADIO)

APP CRS	Rwy Idg	3100
356°	TDZE	99
	Apt Elev	103

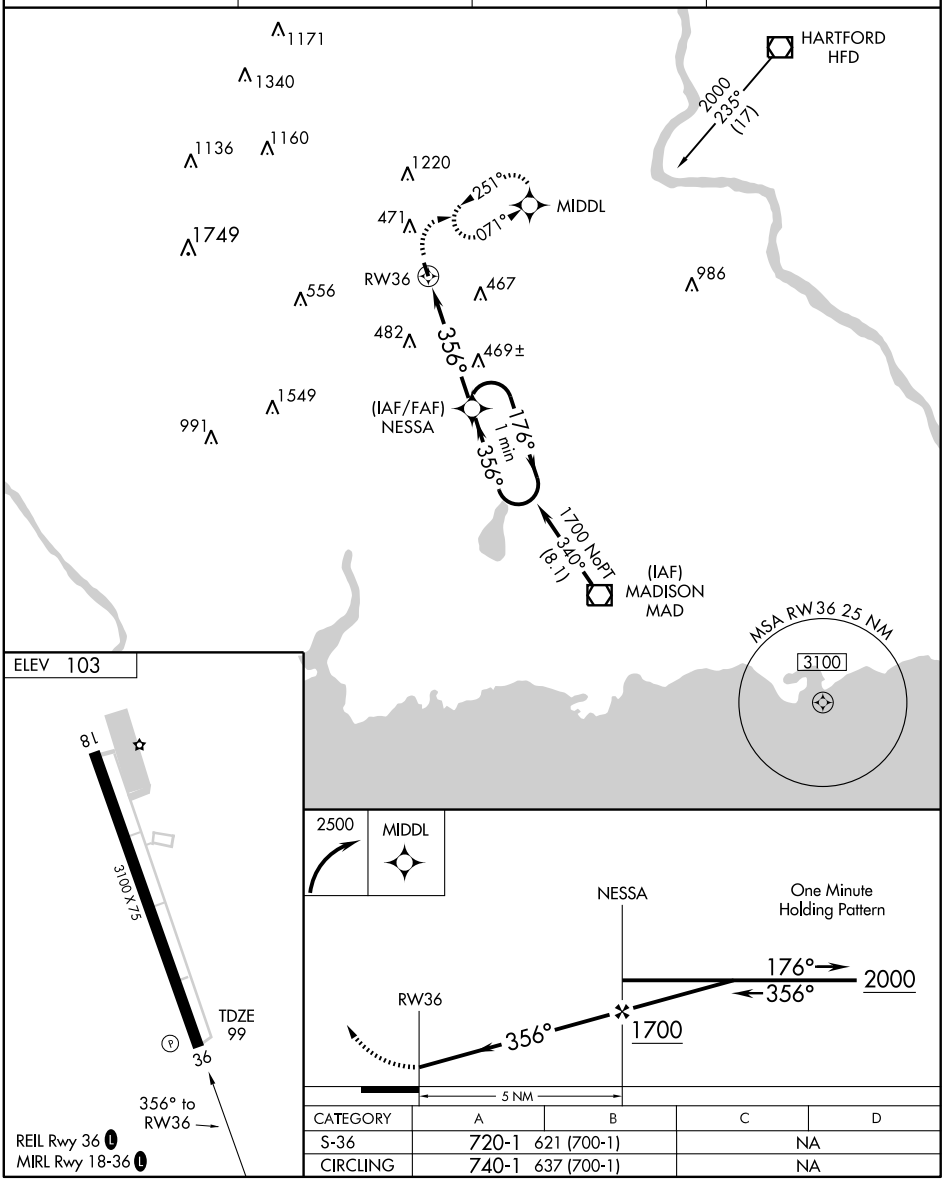
GPS RWY 36

MERIDEN MARKHAM MUNI (MMK)

NA

MISSED APPROACH: Climbing right turn to 2500 direct MIDDL WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-36	720-1	621 (700-1)	NA	
CIRCLING	740-1	637 (700-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MAD 110.4 Chan 41	APP CRS 345°	Rwy Idg 3100 TDZE 99 Apt Elev 103

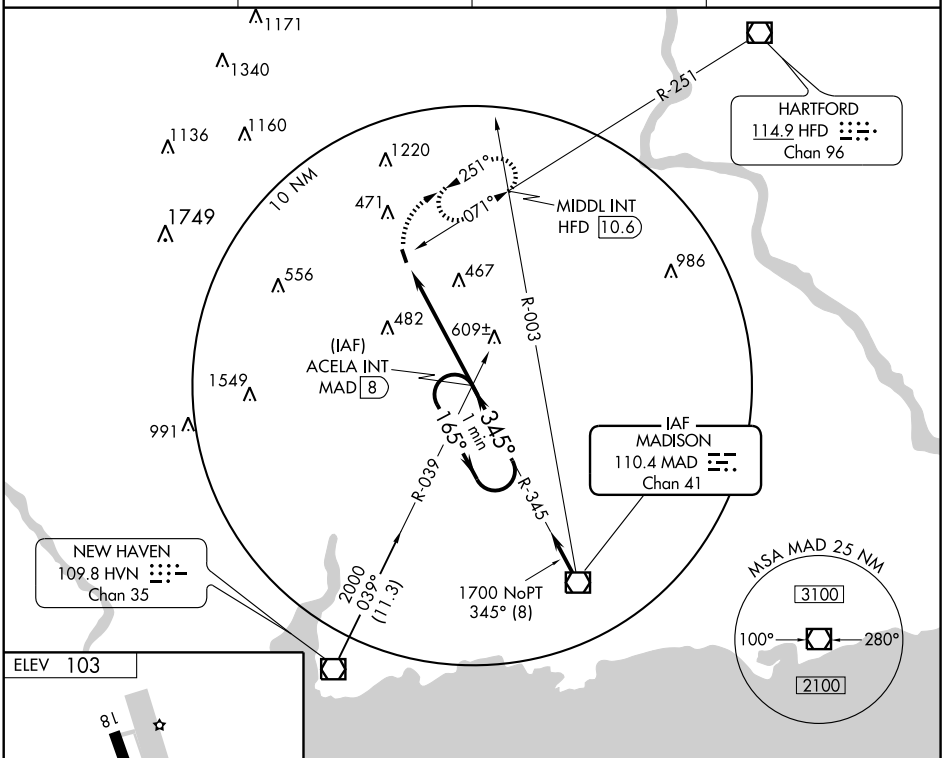
VOR RWY 36

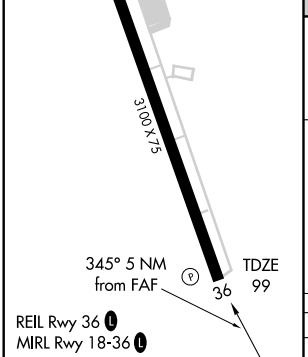
MERIDEN MARKHAM MUNI (MMK)

NA

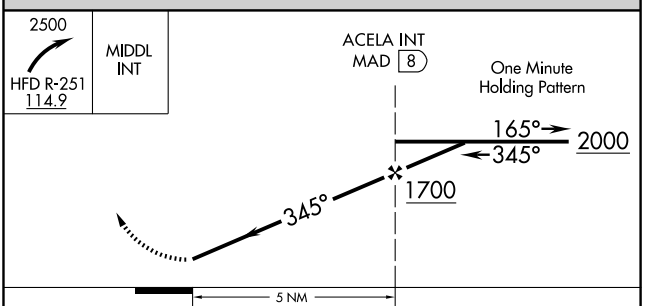
MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDDL Int/HFD 10.6 DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L



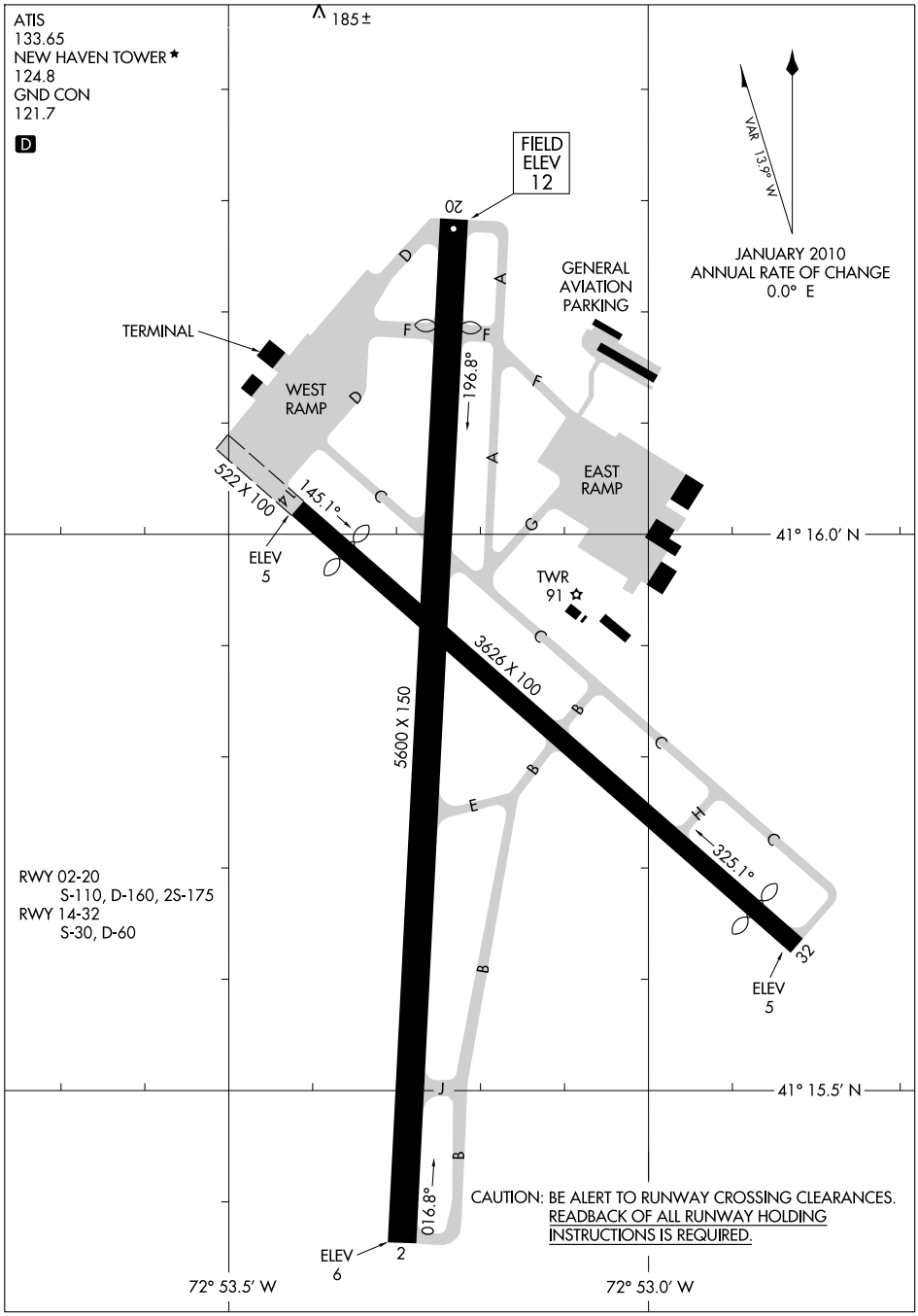


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-36	860-1 761 (800-1)	860-1¼ 761 (800-1¼)	NA	
CIRCLING	860-1 757 (800-1)	860-1¼ 757 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NEW HAVEN

TWEED–NEW HAVEN (HVN) 3 SE UTC−5(−4DT) N41°15.83′ W72°53.21′ **NEW YORK**
12 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks LRA **H–10I, 12J, L–33B, 34I**
Class I, ARFF Index A NOTAM FILE HVN **IAP, AD**

RWY 02–20: H5600X150 (ASPH–GRVD) S–110, D–160, 2S–175 HIRL
RWY 02: MALSF. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: VASI(V4L)—GA 4.0°TCH 56′. Thld dsplcd 352′. Trees.
RWY 14–32: H3626X100 (ASPH) S–30, D–60 MIRL
RWY 14: Thld dsplcd 361′. Trees. **RWY 32:** PAPI (P4L)—GA 3.5° TCH 50′. Thld dsplcd 300′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 14: TORA–3630 TODA–3630 ASDA–3392 LDA–3028
RWY 20: TORA–5600 TODA–5600 ASDA–5251 LDA–5251
RWY 32: TORA–3630 TODA–3630 ASDA–3630 LDA–3329
AIRPORT REMARKS: Attended 1100–0300Z‡. Fuel avbl after hrs 203–467–9555. Rwy 14 CLOSED to jet ops and ngt ldg, Rwy 32 CLOSED to jet departures except by prior permission 203–466–8844. CLOSED to unscheduled air carrier ops with more than 19 passenger seats except PPR call ops 203–466–8844. Touch and go landing permitted 1200–0300Z‡ Mon–Sat; 1300–0300Z‡ Sun. CLOSED to acft over 78 decibels 1200–0300Z‡; 73 decibels 0300–0500Z‡ and 1100–1200Z‡; 68 decibels 0500–1100Z‡ except military emergency and medical acft; PPR call 203–466–8844. Ldg helicopters use Twys A and G intersection. Standing water at intersection of Twy G and east ramp after heavy rain. PAEW adjacent to all operational surfaces dalgt hrs Apr–Oct. Departing Rwy 20, right and left turn made after passing shoreline. TPA for single and light twin engine acft 1011 (999) and 1511 (1499) for all other acft. Avoid close–in base legs and short apchs ldg Rwy 14 and 20. Intersection departures are permitted when twr operational only to acft less than 12,500 lbs gross weight and only at the following intersections: Rwy 20 from Twy F has 4950 ft avbl and Rwy 02 from Twy B has 4750 ft avbl and Rwy 32 at hotel. Wildlife frequently on or invof arpt. Transient parking on east ramp only. Bcn ATC-CTL. When twr clsd ACTIVATE HIRL Rwy 02–20; MALSF Rwy 02; MIRL Rwy 14–32—CTAF. Ldg fee for all acft except military, government, emergency and medical. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (203) 466–6205. LAWRS.
COMMUNICATIONS: CTAF 124.8 **ATIS** 133.65 **UNICOM** 122.95
NEW HAVEN RCO 122.1R 109.8T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
NEW HAVEN TOWER 124.8 (1100–0300Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.
NEW HAVEN (T) VOR/DME 109.8 HVN Chan 35 N41°15.74′ W72°53.11′ at fld. 6/13W.
ILS/DME 109.1 I–HVN Chan 28 Rwy 02. Class IE. ILS unmonitored when twr clsd. VGSI and ILS glideslope not coincident.

NEW MILFORD

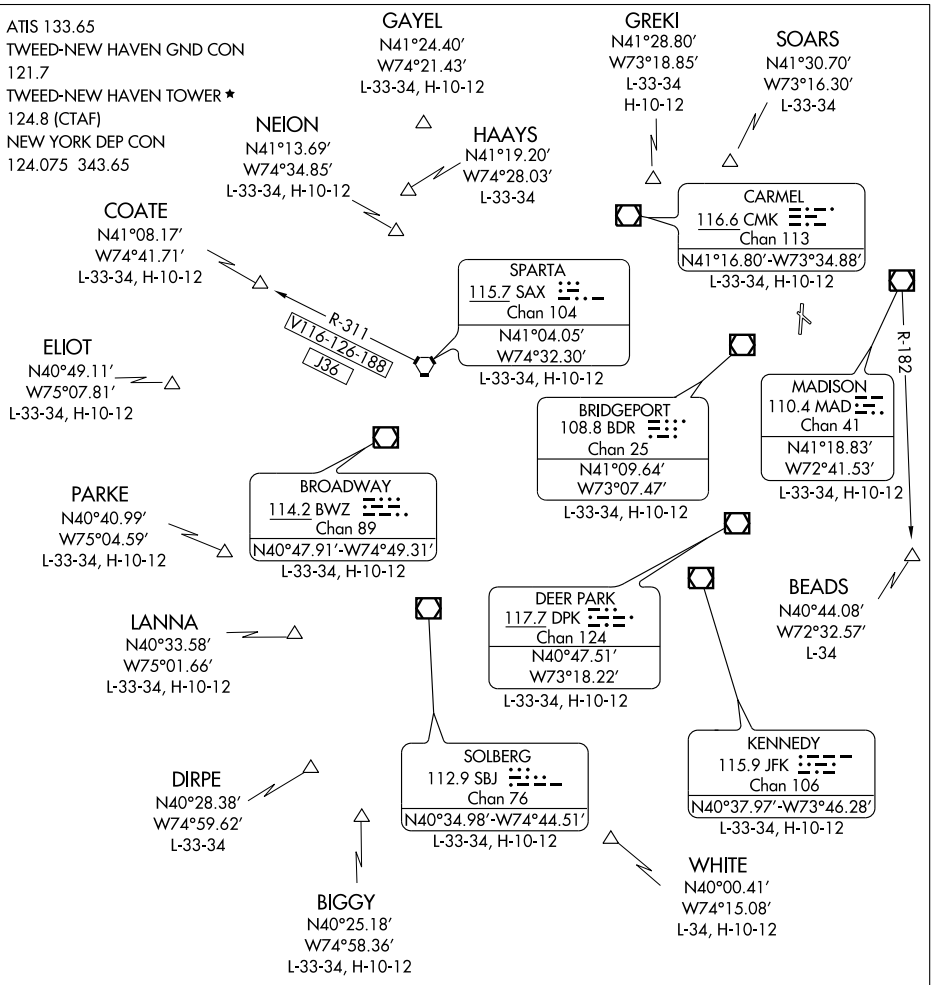
CANDLELIGHT FARMS (11N) 3 SW UTC−5(−4DT) N41°34.15′ W73°27.73′ **NEW YORK**
675 NOTAM FILE BDR
RWY 17–35: 2900X50 (TURF)
RWY 17: Hill. **RWY 35:** Trees.
AIRPORT REMARKS: Attended daylight hours. Arpt CLOSED to helicopters and glider activity. Arpt CLOSED to touch and go ldg. Arpt CLOSED to transient. Experimental acft only by PPR 860–350–3577. Rwy 17–35 panel markers at each rwy end. Ldg fee. Overnight parking by PPR 860–350–3577. Fee for overnight parking.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

CANDLELIGHT HELIPORT (6Y2) 2 W UTC−5(−4DT) N41°34.07′ W73°27.64′ **NEW YORK**
675 NOTAM FILE BDR
HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Unattended. Heliport CLOSED except PPR call 860–354–4681. Helipad H1 28 ft building 135 ft east of pad.
COMMUNICATIONS: CTAF 122.9

NORTHFIELD HELIPORT (See THOMASTON)

BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

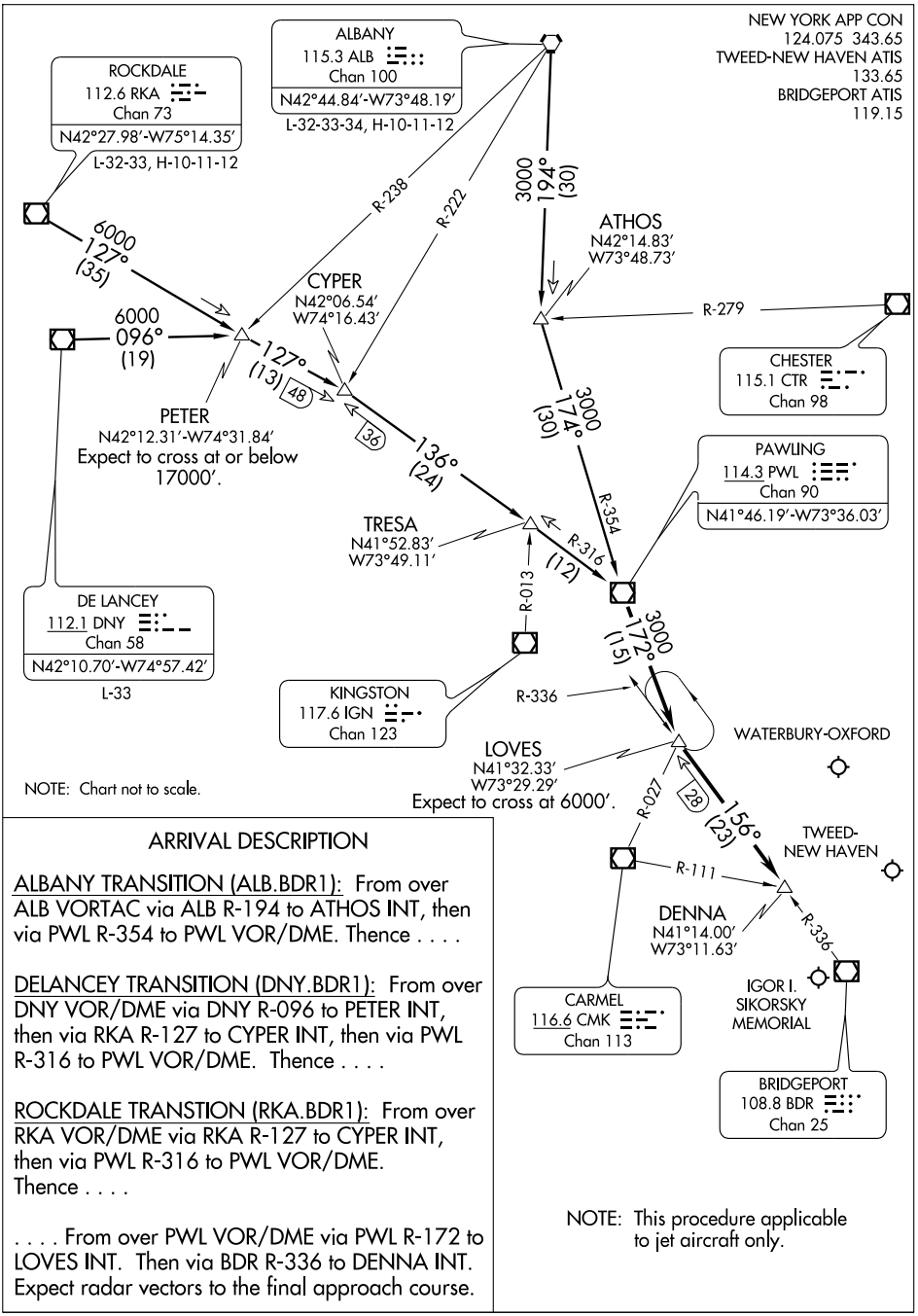
TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

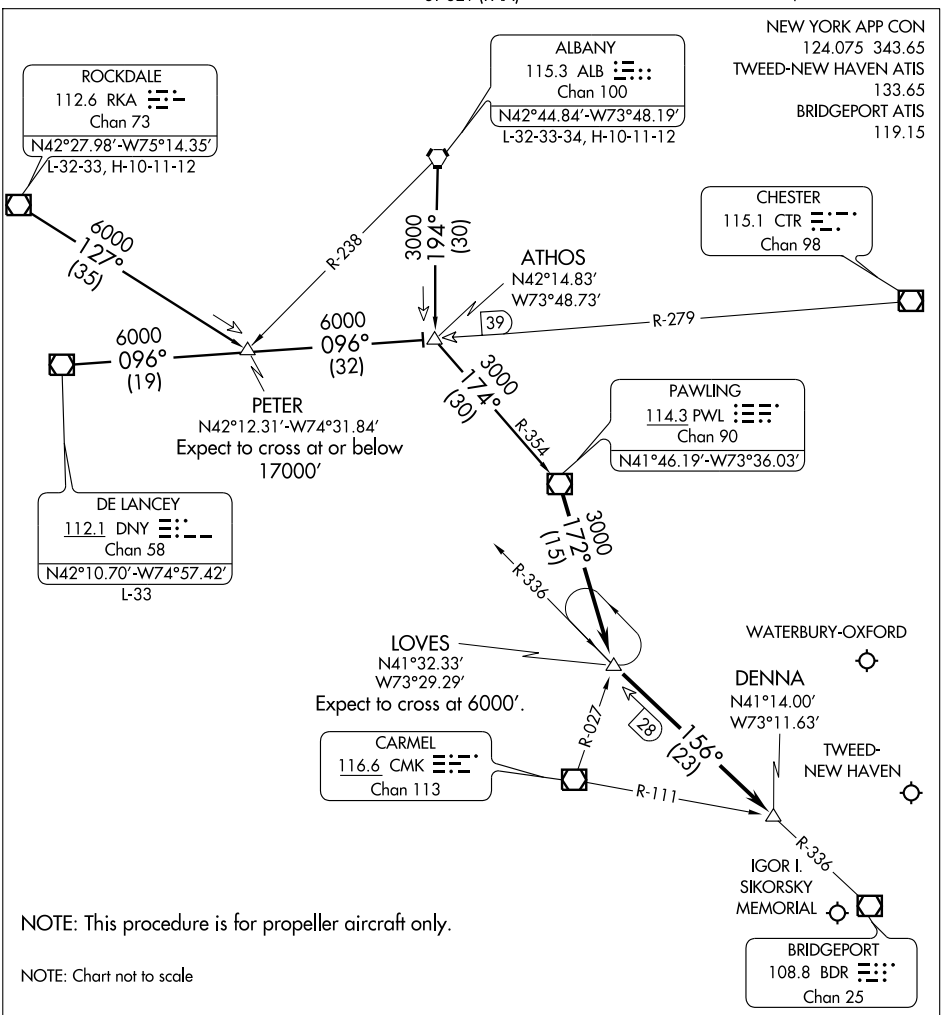
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

AL-671 (FAA)

LOC/DME I-HVN	APP CRS	Rwy Idg	5600
109.1	016°	TDZE	6
Chan 28		Apt Elev	12

ILS or LOC RWY 2

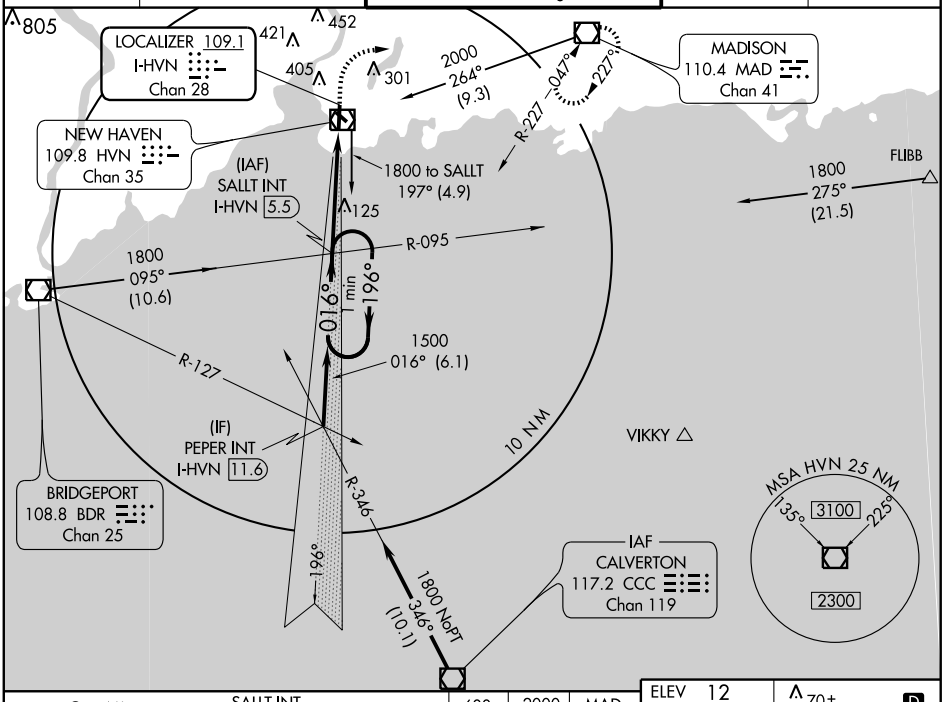
NEW HAVEN / TWEED-NEW HAVEN (HVN)

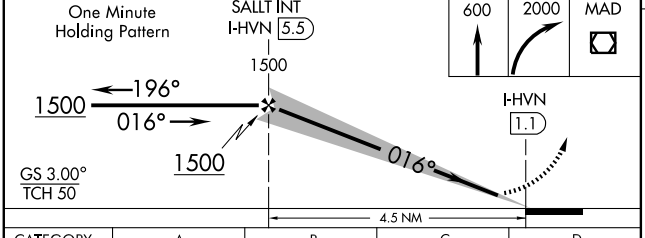
When local altimeter setting not received, use Islip altimeter setting. Inoperative table does not apply.

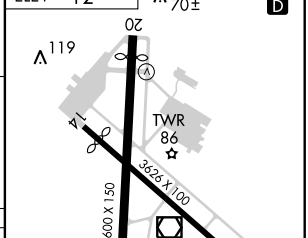
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 2	297/50	291 (300-1)		
S-LOC 2	400/50	394 (400-1)		400/60 394 (400-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-ILS 2	378/60	372 (400-1¼)		
S-LOC 2	480/50	474 (500-1)	480/60 474 (500-1¼)	480-1½ 474 (500-1½)
CIRCLING	800 - 1¼	788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 86999	016°	TDZE	6
W02A		Apt Elev	12

AL-671 (FAA)

RNAV (GPS) RWY 2

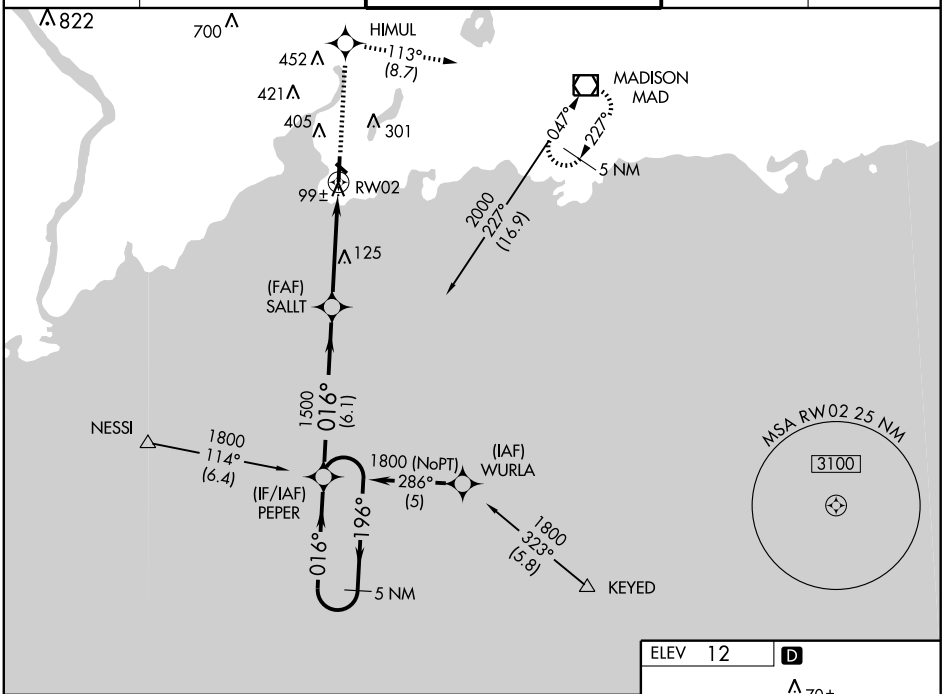
NEW HAVEN / TWEED-NEW HAVEN (HVN)

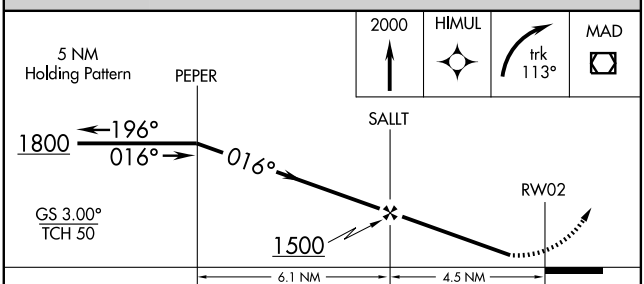
When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
Baro-VNAV NA when using Islip altimeter setting.
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply.
Procedure NA at night. DME/DME RNP -0.3 NA.

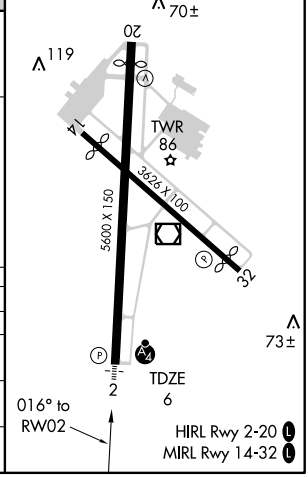
MALSF

MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	324/50	318 (400-1)		
LNAV/VNAV DA	364/60	358 (400-1¼)		
LNAV MDA	460/50	454 (500-1)	460/60 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	720 - 1¼	708 (800-1¼)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AL-671 (FAA)

VOR/DME HVN	APP CRS	Rwy Idg	N/A
109.8	319°	TDZE	N/A
Chan 35		Apt Elev	12

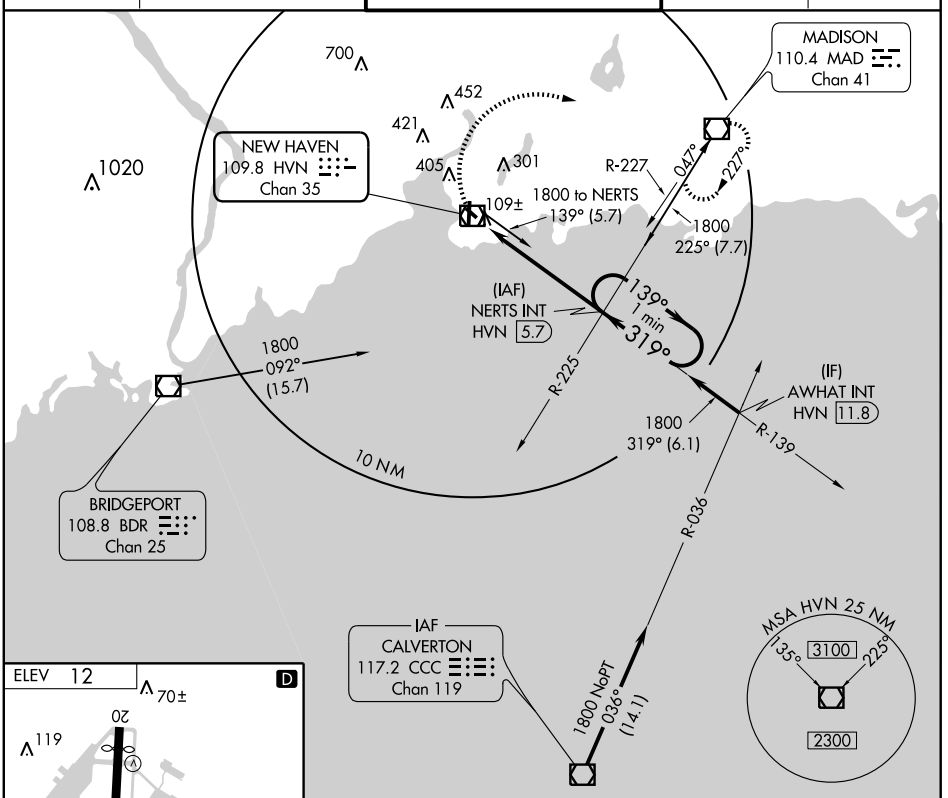
VOR-A

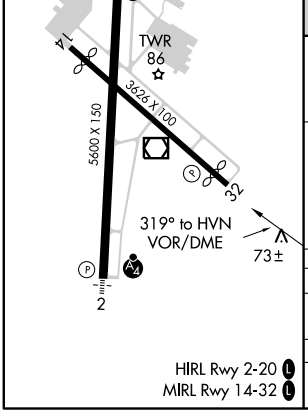
NEW HAVEN / TWEED-NEW HAVEN (HVN)

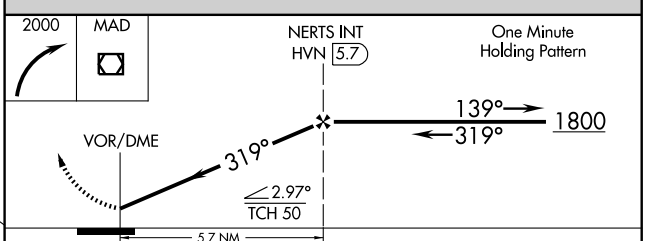
When local altimeter setting not received, use Islip altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	720 - 1	708 (800-1)	720 - 2	720 - 2¼
			708 (800-2)	708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
CIRCLING	800 - 1	800 - 1¼	800 - 2¼	800 - 2½
	788 (800-1)	788 (800-1¼)	788 (800-2¼)	788 (800-2½)

HIRL Rwy 2-20 L
MIRL Rwy 14-32 L

41°16'N - 72°53'W

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HVN	APP CRS	Rwy Idg 5600
109.8	025°	TDZE 6
Chan 35		Apt Elev 12

VOR RWY 2

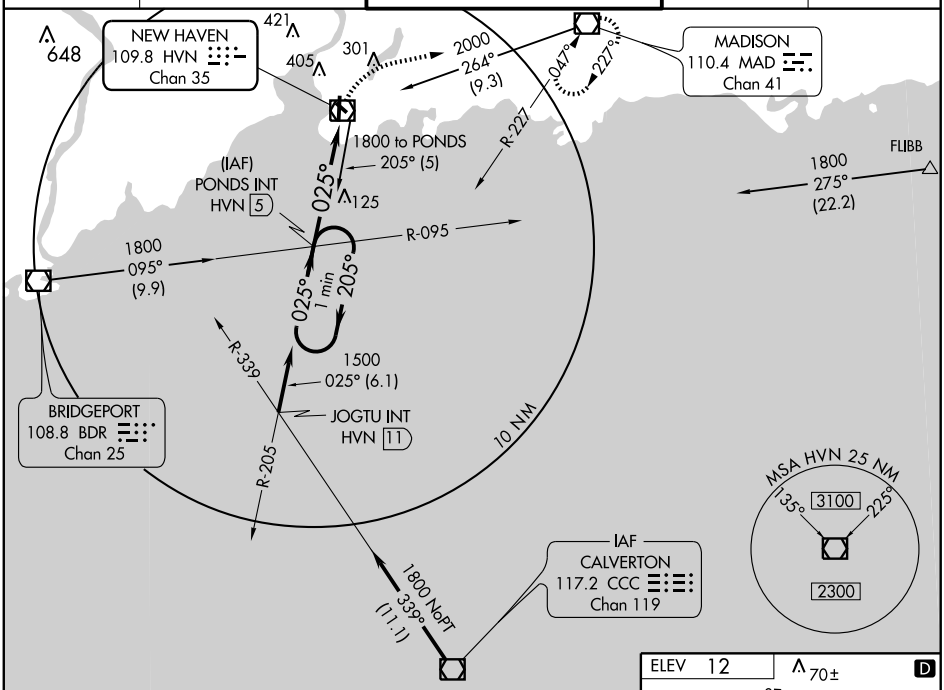
NEW HAVEN / TWEED-NEW HAVEN (HVN)

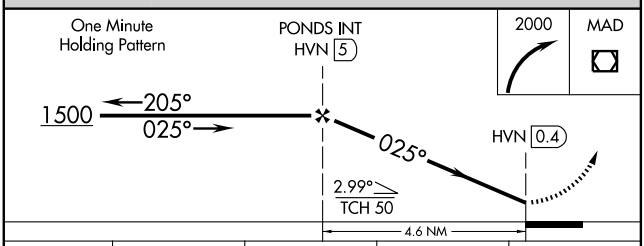
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting.

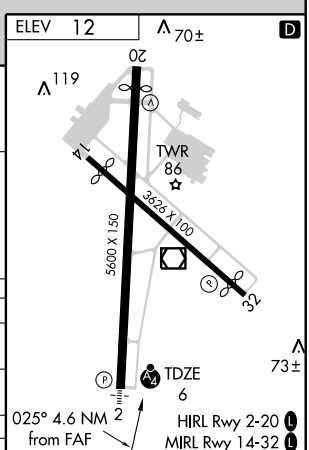
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF)	121.7	122.95







CATEGORY	A	B	C	D
S-2	420/50	414 (500-1)	420/60	414 (500-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2	720 - 2¼
			708 (800-2)	708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-2	500/50	494 (500-1)	500/60	500 - 1½
			494 (500-1¼)	494 (500-1½)
CIRCLING	800 - 1	800 - 1¼	800 - 2¼	800 - 2½
	788 (800-1)	788 (800-1¼)	788 (800-2¼)	788 (800-2½)

FAF to MAP 4.6 NM

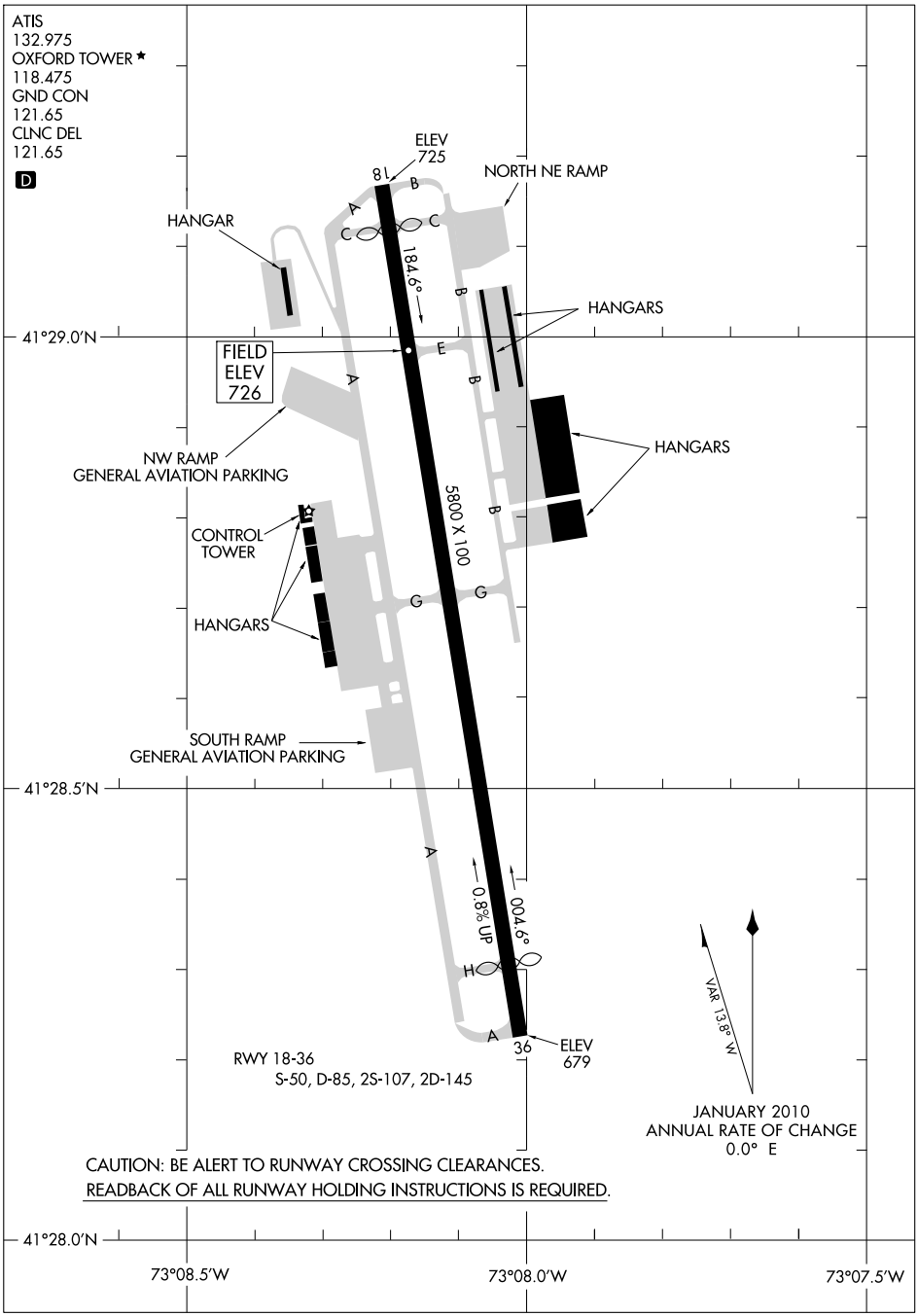
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

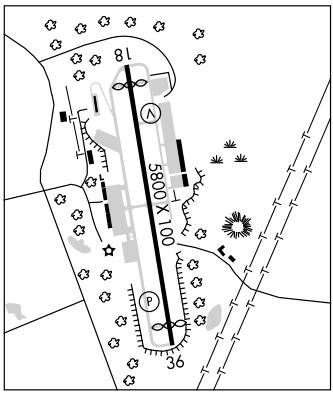
OXFORD, CONNECTICUT
OXFORD/ WATERBURY-OXFORD (OXC)

10210

NORWICH N41°33.38′ W71°59.96′ NOTAM FILE BDR. NEW YORK
(L) VOR/DME 110.0 ORW Chan 37 203° 13.7 NM to Groton–New London. 310/14W. H–10I, L–33C, 34I
RCO 122.1R 110.0T (BRIDGEPORT RADIO)

OXFORD

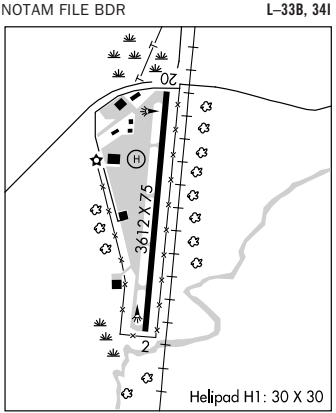
WATERBURY–OXFORD (OXC) 3 N UTC−5(−4DT) N41°28.71′ W73°08.12′ NEW YORK
726 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE OXC H–10I, 12K, L–33B, 34I
RWY 18–36: H5800X100 (ASPH–GRVD) S–50, D–85, 2S–107, 2D–145 HIRL 0.8% up N IAP, AD
RWY 18: VASI(V4L)—GA 3.0°TCH 56′. Thld dsplcd 300′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 500′. P–lines.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–5800 TODA–5800 ASDA–5300 LDA–5000
RWY 36: TORA–5800 TODA–5800 ASDA–5500 LDA–5000
AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. 748′ electric transmission towers running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18–36 safety zone summer only SR–SS (mowing in progress daily). Arpt CLOSED to air carrier ops. Touch and go landings and practice low approaches prohibited between 0400–1200Z‡. Practice low approach Rwy 36 not allowed when Rwy 18 is active. All sod areas CLOSED. Rwy 36 calm wind rwy. TPA for acft up to 12,500 lbs 1699 (973), acft over 12,500 lbs 2199 (1473). Twy B south of Twy G reflectors only. Twy D reflectors only. ACTIVATE HIRL Rwy 18–36—CTAF. Ldg fee for business, corporate and revenue producing acft.



WEATHER DATA SOURCES: AWOS–3 132.975 (203) 262–1190.
COMMUNICATIONS: CTAF 118.475 **ATIS** 132.975 (203) 262–1190 **UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 124.075 135.1 **CLNC DEL** 135.1
TOWER 118.475 (1100–0200Z‡) **GND CON** 121.65
CLNC DEL 121.65
AIRSPACE: CLASS D svc 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 309° 22.3 NM to fld. 220/13W.
CLERA NDB (MHW) 362 JWE N41°22.94′ W73°06.75′ 004° 5.9 NM to fld.
NDB (MHW) 257 TBY N41°31.76′ W73°08.63′ 187° 3.1 NM to fld. Unusable beyond 10 NM.
ILS/DME 109.55 I–OXC Chan 32 (Y) Rwy 36. Class IIB. ILS unmonitored. LOC unusable byd OM above 5200 and at thld abv 1700 ft.

PLAINVILLE

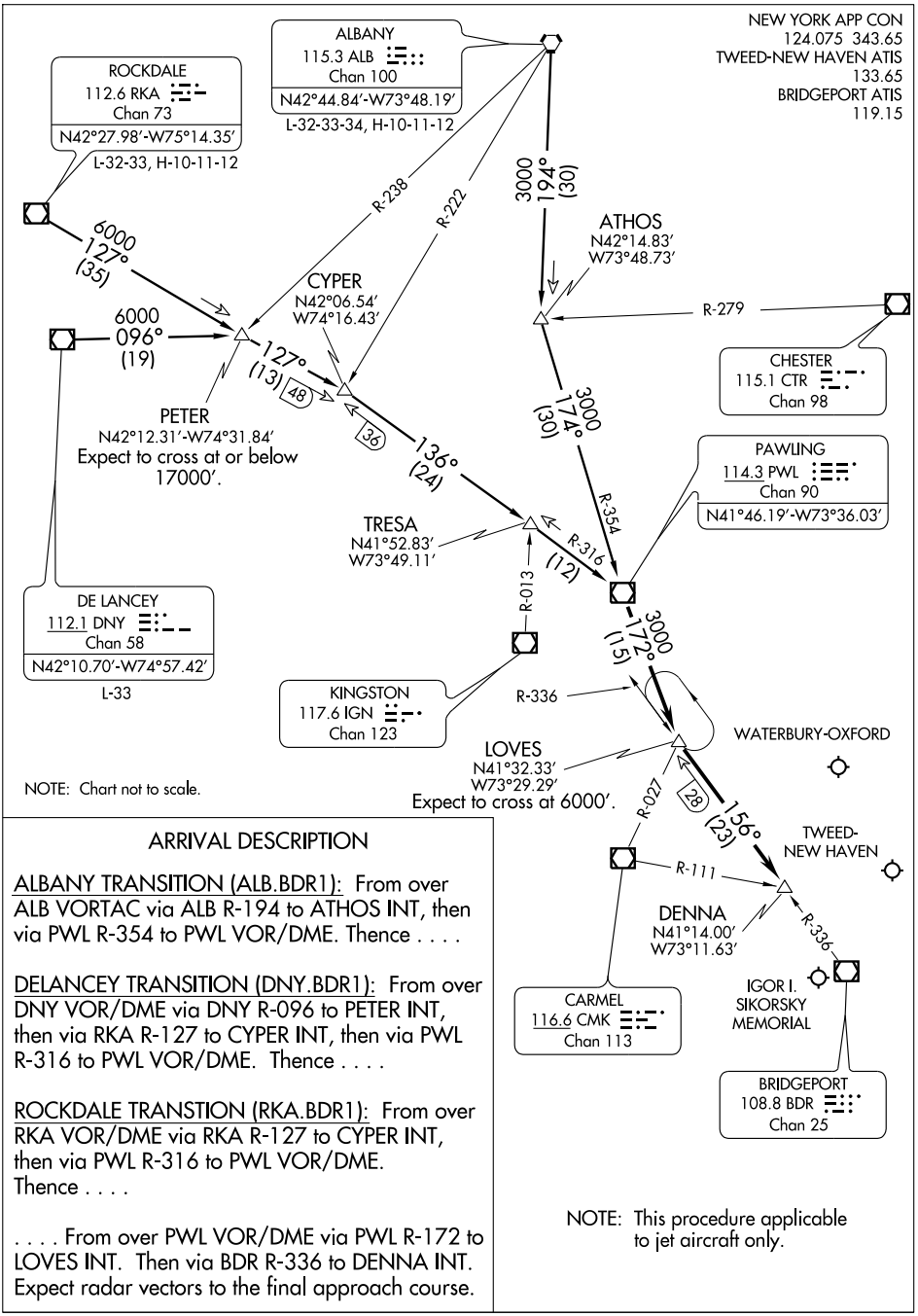
ROBERTSON FLD (4B8) 2 N UTC−5(−4DT) N41°41.42′ W72°51.89′ NEW YORK
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE BDR L–33B, 34I
RWY 02–20: H3612X75 (ASPH) S–25 MIRL
RWY 02: REIL. **RWY 20:** REIL. Trees.
AIRPORT REMARKS: Attended Oct–Apr 1130–0100Z‡, May–Sep 1230–0100Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. REIL Rwys 02 and 20 opr when rwy lgts on high intensity. TPA for acft less than 12,500 pounds 1000 (800), for acft 12,500 pounds and above 1500 (1300). Ldg fee for commercial and corporate acft only.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRADLEY CLNC DEL 134.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) VORW/DME 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 295° 14.6 NM to fld. 849/13W. **HIWAS.**
• • • • • • • • • • • • • • • • • •
HELIPAD H1: H30X30 (ASPH)



BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

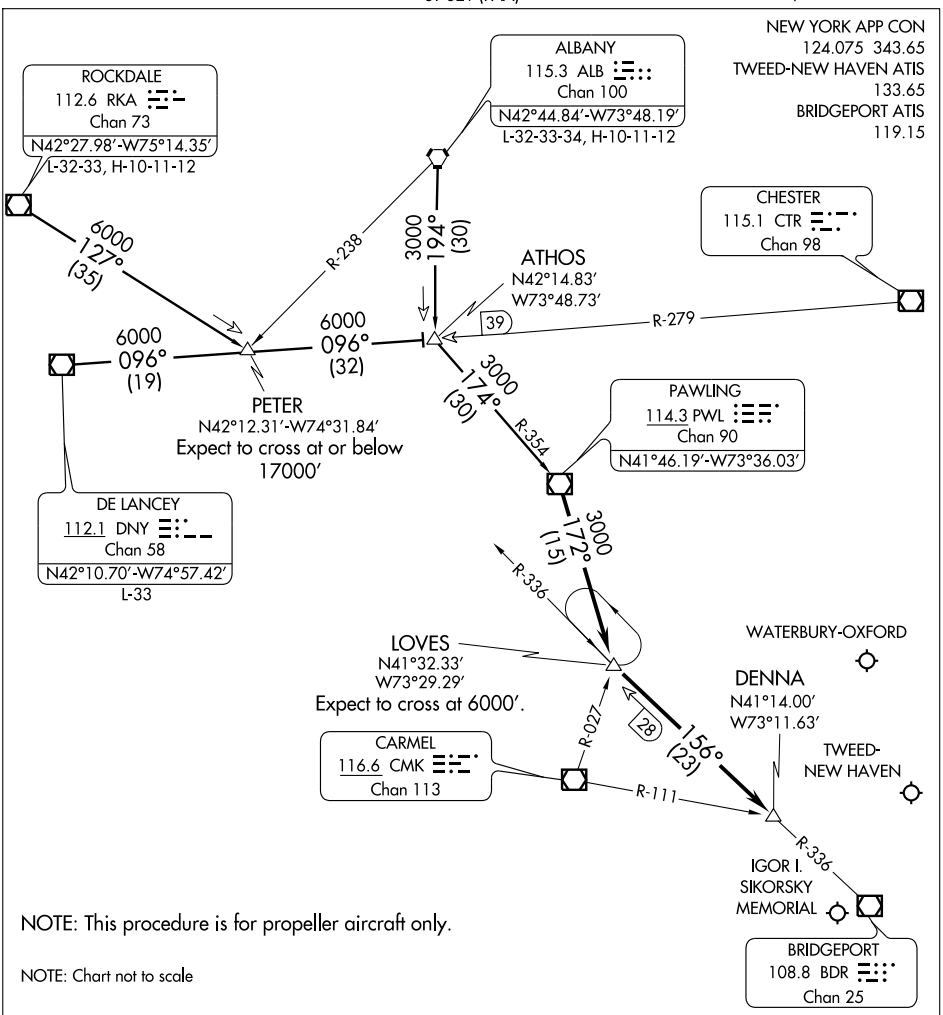
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OXC	APP CRS	Rwy Idg	5000
109.55	005°	TDZE	721
Chan 32 (Y)		Apt Elev	726

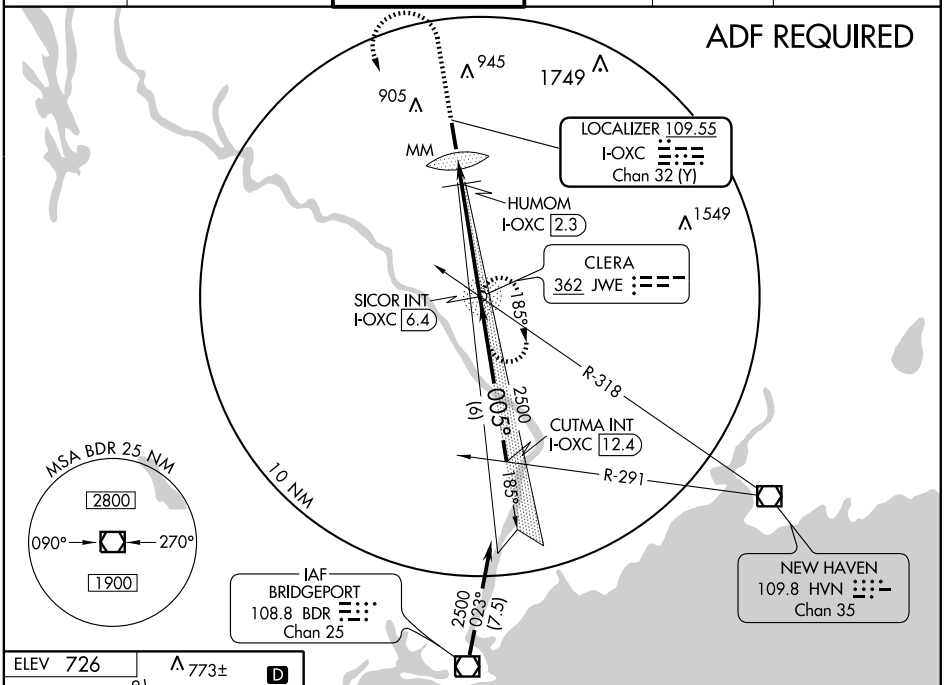
ILS or LOC RWY 36

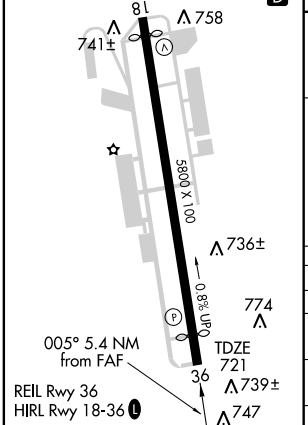
OXFORD / WATERBURY-OXFORD (OXC)

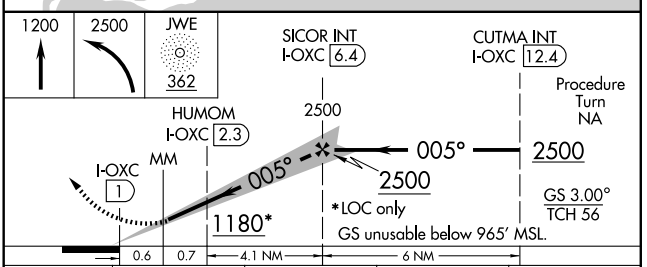
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct CLERA NDB and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7







CATEGORY	A	B	C	D
S-ILS 36	971-1 250 (300-1)			
S-LOC 36	1180-1 459 (500-1)		1180-1¼ 459 (500-1¼)	1180-1½ 459 (500-1½)
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)
HUMOM FIX MINIMUMS				
S-LOC 36	1040-1 319 (400-1)			
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42901	185°	TDZE	726
W18A		Apt Elev	726

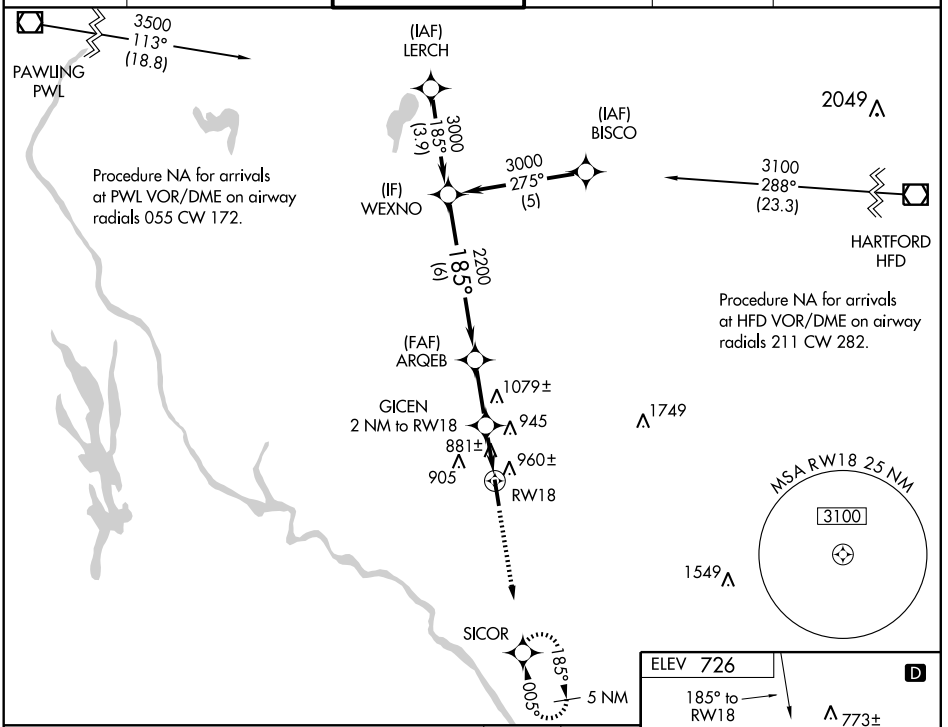
RNAV (GPS) RWY 18

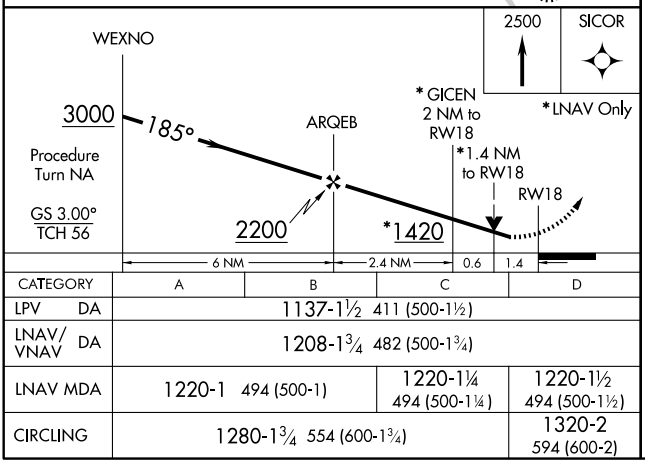
OXFORD / WATERBURY-OXFORD (OXC)

T A W DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

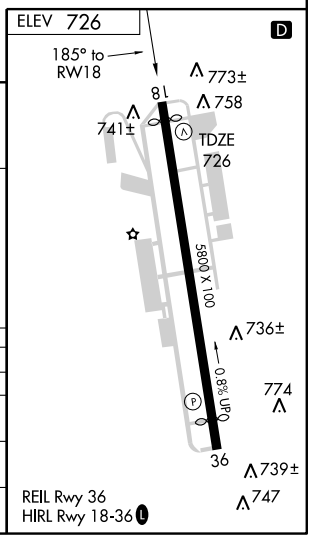
MISSED APPROACH: Climb to 2500 direct SICOR and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7





CATEGORY	A	B	C	D
LPV DA	1137-1½ 411 (500-1½)			
LNAV/VNAV DA	1208-1¾ 482 (500-1¾)			
LNAV MDA	1220-1 494 (500-1)		1220-1¼ 494 (500-1¼)	1220-1½ 494 (500-1½)
CIRCLING	1280-1¾ 554 (600-1¾)			1320-2 594 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
005°	TDZE	721
	Apt Elev	726

RNAV (GPS) RWY 36

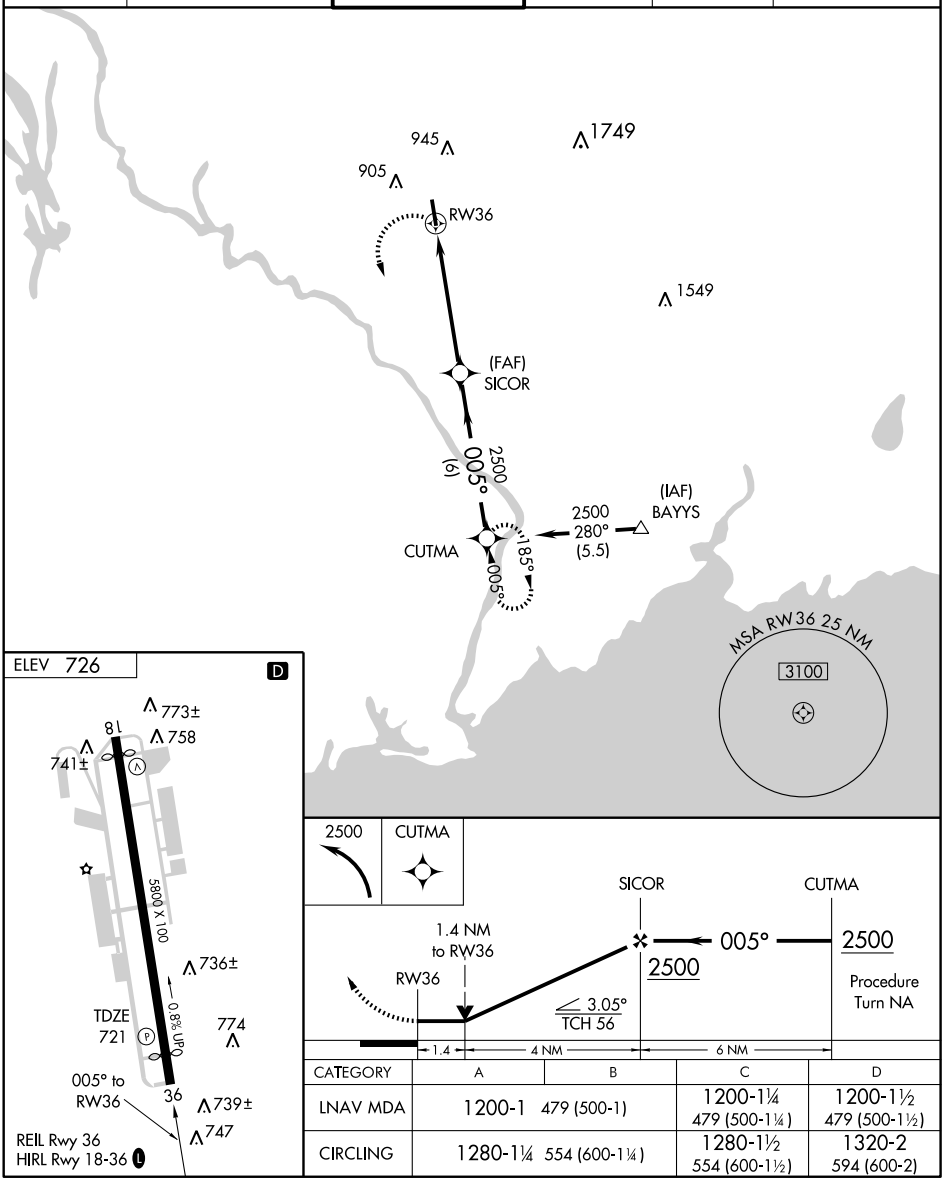
OXFORD / WATERBURY-OXFORD (OXC)

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7



CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1280-1¼ 554 (600-1¼)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WATERBURY (N41) 4 N UTC−5(−4DT) N41°38.01′ W73°02.81′ **NEW YORK**

850 NOTAM FILE BDR

RWY 17–35: 2005X135 (TURF)

RWY 17: Trees. **RWY 35:** Road.

RWY 02–20: 1600X250 (TURF)

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Extreme CAUTION Ldg/taxi app end Rwy 35 winter months and after heavy rain, poor drainage.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

WATERBURY N41°31.76′ W73°08.62′ NOTAM FILE BDR. **NEW YORK**

NDB (MHW) 257 TBY 187° 3.1 NM to Waterbury–Oxford. Unusable byd 10 NM. **L–33B, 34I**

WATERBURY–OXFORD (See OXFORD)

WILLIMANTIC

WINDHAM (IJD) 3 NE UTC−5(−4DT) N41°44.64′ W72°10.81′ **NEW YORK**

247 B S4 **FUEL** 100LL, JET A TPA—1247(1000) NOTAM FILE IJD **L–33C, 34J**

RWY 09–27: H4278X100 (ASPH) S–30 MIRL **IAP**

RWY 09: Thld dsplcd 261′. Trees.

RWY 27: REIL. PAPI(P4L). Tree.

RWY 18–36: H2797X75 (ASPH) S–30 0.4% up S

RWY 18: Trees. **RWY 36:** Thld dsplcd 799′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Birds on and invof arpt. 4 obstruction lgts on surrounding hills OTS indef. ACTIVATE MIRL Rwy 09–27, REIL Rwy 27 and PAPI Rwy 27 opr 24 hrs—CTAF. Ldg fee for business, corporate and revenue producing acft.

WEATHER DATA SOURCES: ASOS 133.675 (860) 456–8839.

COMMUNICATIONS: CTAF/UNICOM 122.975

NORWICH RCO 122.1R 110.0T (BRIDGEPORT RADIO)

BOSTON CENTER APP CON 124.85 (0500–1045Z‡)

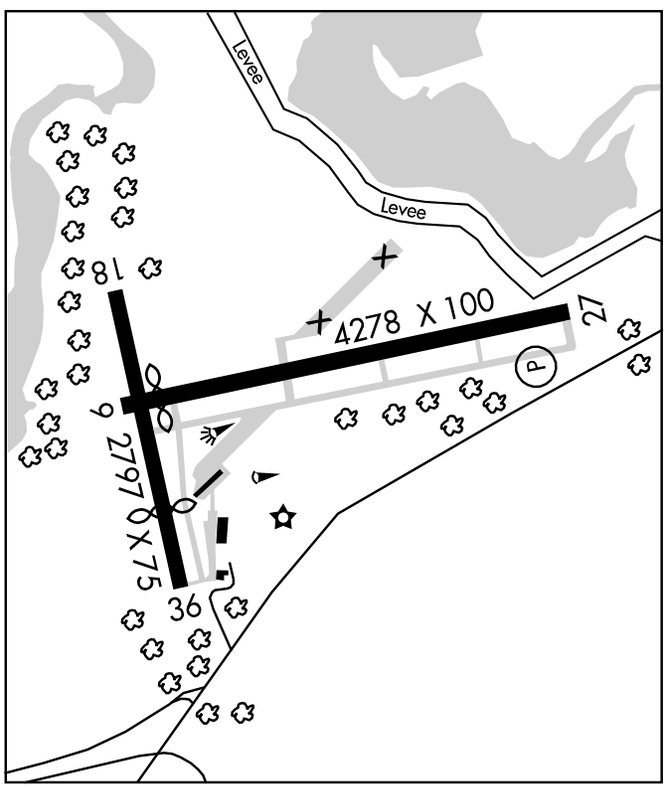
Ⓡ **BRADLEY APP/DEP CON** 127.8 **BRADLEY CLNC DEL** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

NORWICH (L) VOR/DME 110.0 ORW Chan 37

N41°33.38′ W71°59.96′ 338° 13.9 NM to fld. 310/14W.

ILS/DME 108.35 I–IJD Chan 20Y Rwy 27 (LOC only). DME unusable byd 12 NM. LOC unusable byd 20° right and left side of course.



WINDHAM (See WILLIMANTIC)

WINDSOR LOCKS N41°56.37′ W72°40.49′ **NEW YORK**

RCO 122.3 (BRIDGEPORT RADIO) **L–33C, 34I**

LOC/DME I-IJD	APP CRS	Rwy Idg	4278
108.35	269°	TDZE	240
Chan 20 (Y)		Apt Elev	247

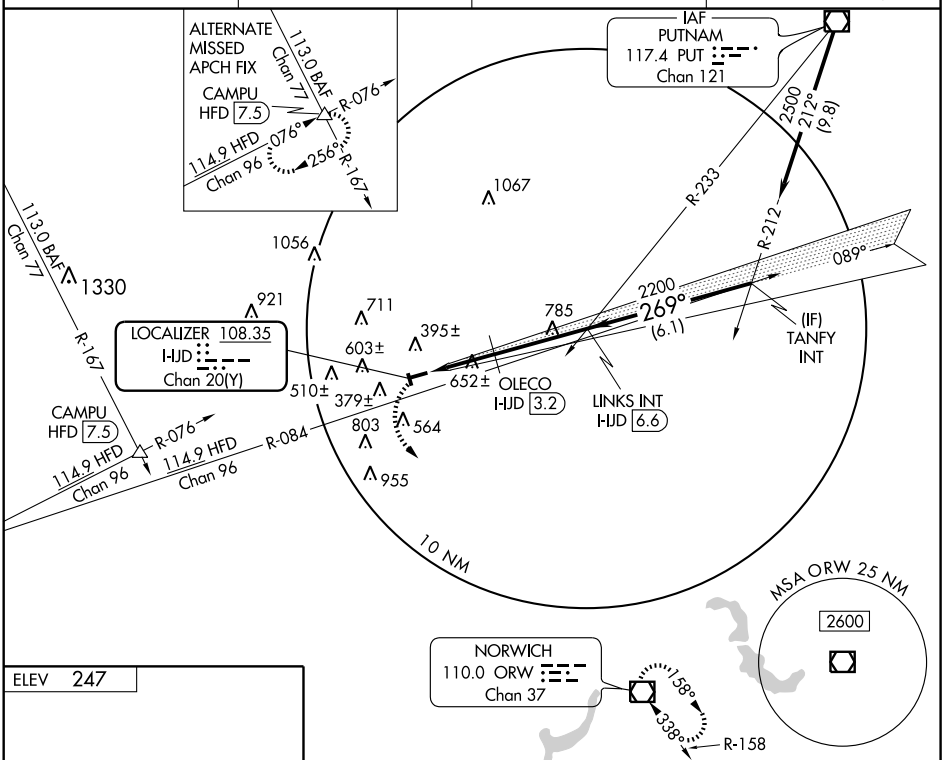
LOC RWY 27

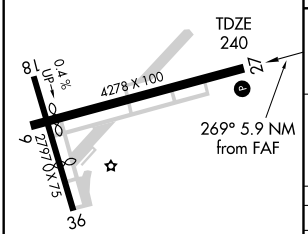
WILLIMANTIC/ WINDHAM (IJD)

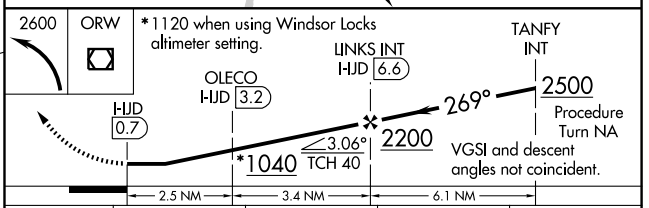
Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO Fix Minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-27	1040-1 800 (800-1)	1040-1¼ 800 (800-1¼)	1040-2¼ 800 (800-2¼)	NA
CIRCLING	1040-1 793 (800-1)	1040-1¼ 793 (800-1¼)	1040-2¼ 793 (800-2¼)	NA
OLECO FIX MINIMUMS				
S-27	920-1 680 (700-1)		920-2 680 (700-2)	NA
CIRCLING	920-1 673 (700-1)		960-2 713 (800-2)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

WILLIMANTIC / WINDHAM (IJD)

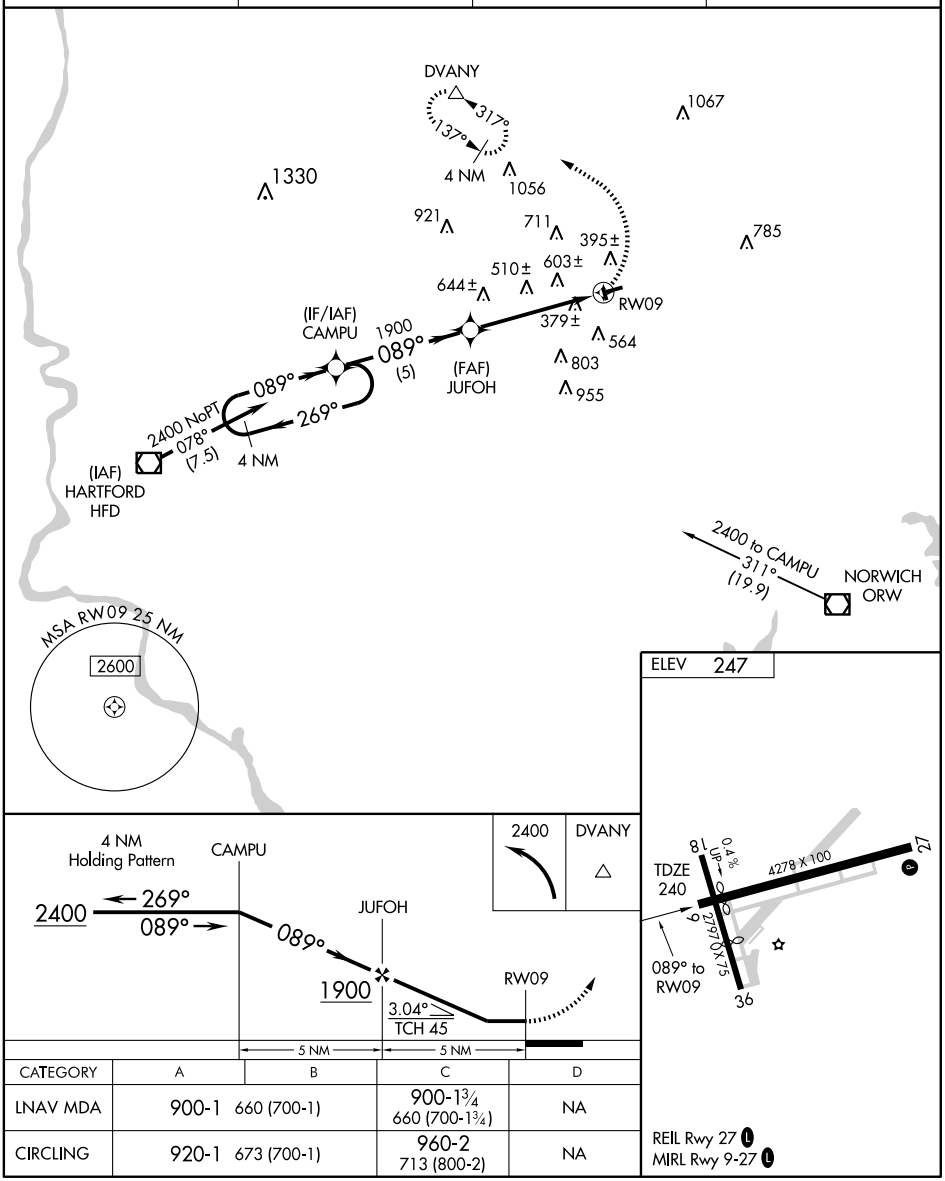
APP CRS	Rwy Idg	4017
089°	TDZE	240
	Apt Elev	247

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	900-1 660 (700-1)		900-1¾ 660 (700-1¾)	NA
CIRCLING	920-1 673 (700-1)		960-2 713 (800-2)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

WILLIMANTIC / WINDHAM (IJD)

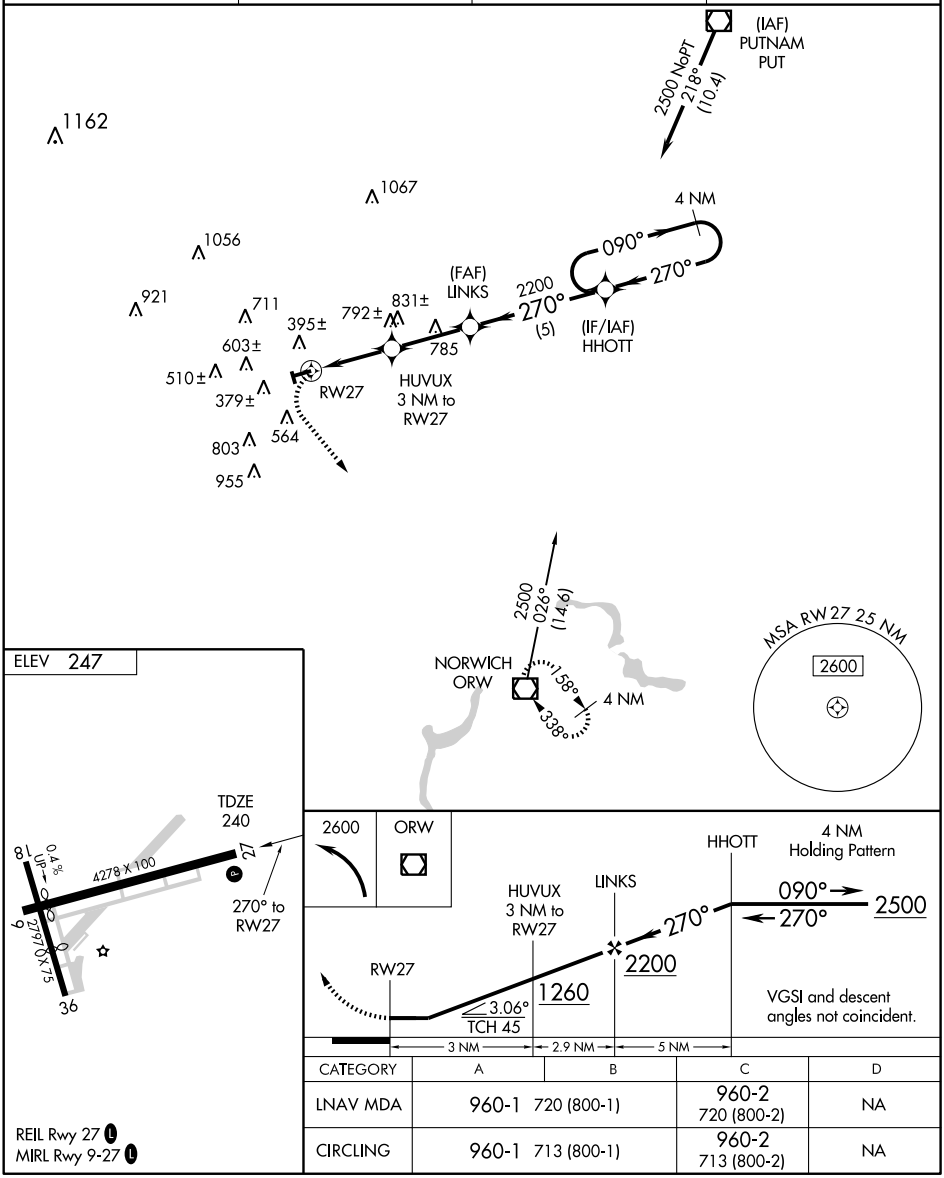
APP CRS	Rwy Idg	4278
270°	TDZE	240
	Apt Elev	247

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	960-1 713 (800-1)		960-2 713 (800-2)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ORW	APP CRS	Rwy Idg	N/A
110.0	338°	TDZE	N/A
Chan 37		Apt Elev	247

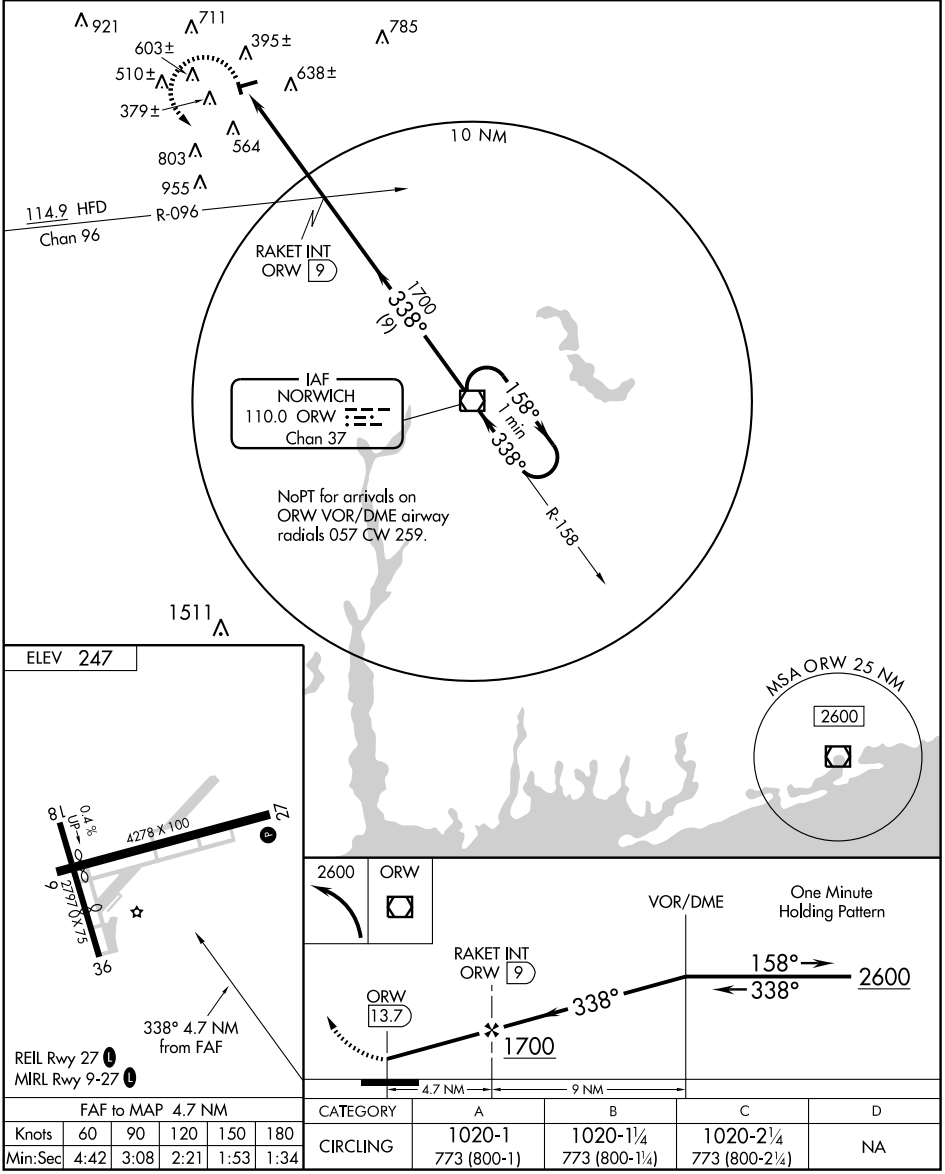
VOR-A

WILLIMANTIC/ WINDHAM (IJD)

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L

NE-1, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1020-1 773 (800-1)	1020-1¼ 773 (800-1¼)	1020-2¼ 773 (800-2¼)	NA

AIRPORT DIAGRAM

AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

ATIS
118.15
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CLNC DEL
121.75 322.3

D

VAR 14.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0°E

986
X 200

ELEV
161

24

41°57′N

238.6°

EMBRAER
SERVICE
CENTER

TWR
345

ELEV
169

6L

LAHSO

ARMY
NATIONAL
GUARD

ELEV
169

15

148.6°

9510 X 200

193.2°

AIR CARGO

LAHSO

4268 X 100

GENERAL
AVIATION

6847 X 150

LAHSO

ELEV
171

013.2°

GENERAL
AVIATION
PARKING

41°56′N

CONNECTICUT
ANG

9

058.6°

INT'L ARRIVALS
TERMINAL

FAA
FSDO

328.6°

FIELD
ELEV
173

33

ELEV
168

RWY 01-19
S-60, D-190, 2S-175, 2D-328
RWY 06-24
S-200, D-200, 2S-175, 2D-350
2D/2D2-710
RWY 15-33
S-200, D-200, 2S-175, 2D-350

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72°42′W

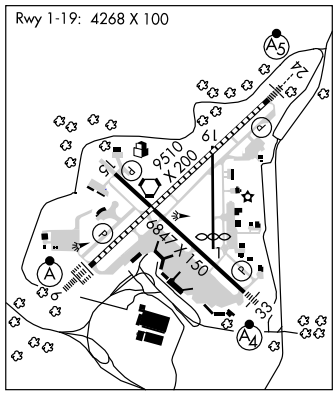
72°41′W

NE-1, 21 OCT 2010 to 18 NOV 2010

WINDSOR LOCKS

BRADLEY INTL (BDL) 3 W UTC−5(−4DT) N41°56.33′ W72°40.99′ **NEW YORK**
173 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks **H–10I, 11D, 12K, L–33C, 34I**
LRA Class I, ARFF Index D NOTAM FILE BDL **IAP, AD**

RWY 06–24: H9510X200 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350, 2D/2D2–710 HIRL CL
RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.5°TCH 61′. Trees.
RWY 33: MALSF. PAPI(P4R)—GA 3.0°TCH 72′. Trees.
RWY 01–19: H4268X100 (ASPH) S–60, D–190, 2S–175, 2D–328 MIRL
RWY 01: Thld dsplcd 475′. Acft. **RWY 19:** Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	01–19	6000
RWY 24	15–33	5850
RWY 33	06–24	4550

RUNWAY DECLARED DISTANCE INFORMATION

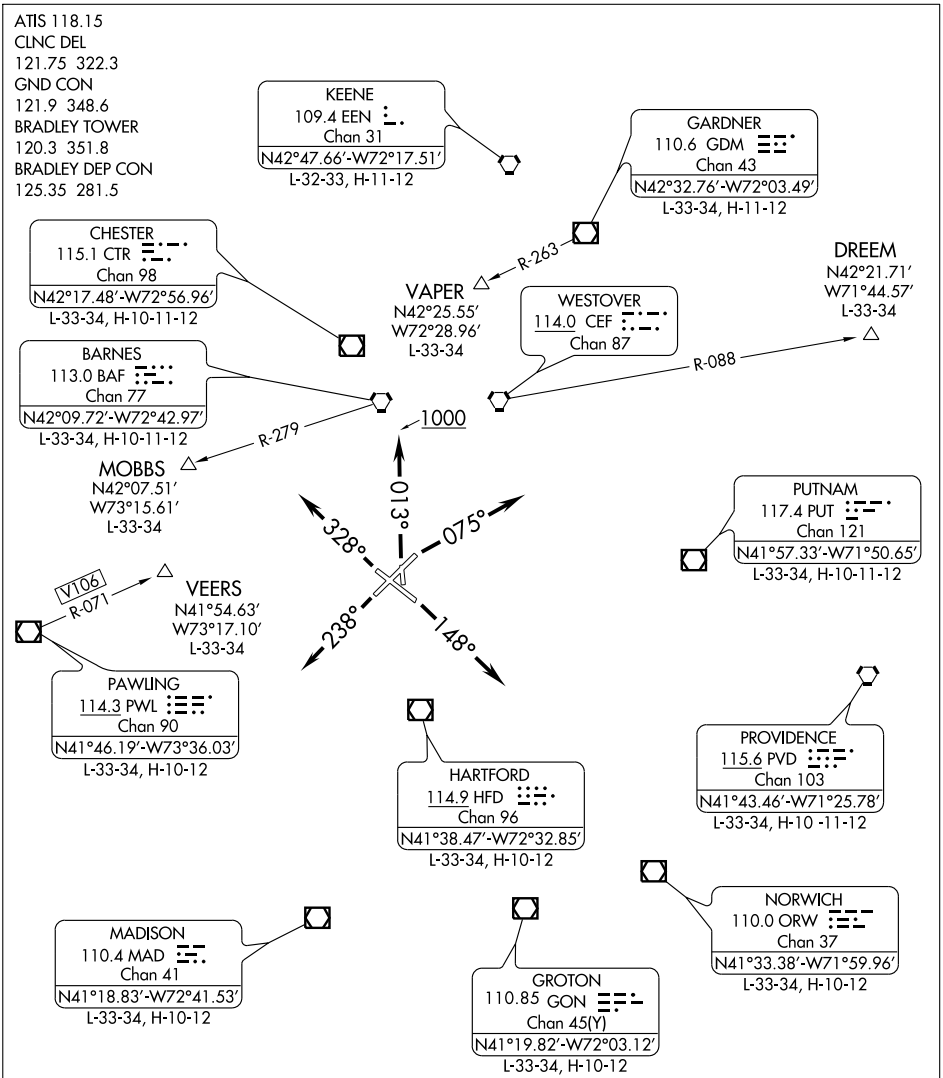
RWY 01:	TORA–4268	TODA–4268	ASDA–4268	
RWY 06:	TORA–9509	TODA–9509	ASDA–9509	LDA–9509
RWY 15:	TORA–6847	TODA–6847	ASDA–6847	LDA–6847
RWY 19:				LDA–4268
RWY 24:	TORA–9509	TODA–9509	ASDA–9509	LDA–9509
RWY 33:	TORA–6847	TODA–6847	ASDA–6847	LDA–6847

AIRPORT REMARKS: Attended continuously. Numerous birds frequently on or invof arpt. No training flights; no practice apchs; no touch and go ldgs between: Mon–Sat 0400–1200Z‡ and Sun 0400–1700Z‡. Rwy 01–19 open for acft with wingspan less than 79′. Rwy 01 CLOSED for arrivals to all fixed wing acft. Rwy 19 CLOSED for departures to all fixed wing acft. Twy J clsd between S and R to acft with wing spans in excess of 171 ft. ASDE–X Surveilance System in Use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 33 touchdown RVR avbl. TPA—1873(1700) heavy acft. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (860) 627–9732. WSP.
COMMUNICATIONS: D-ATIS 118.15 (860–386–3570) **UNICOM** 122.95
WINDSOR LOCKS RCO 122.3 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
Ⓡ **BRADLEY DEP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
TOWER 120.3 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE BDL.
(T) VORTACW 109.0 BDL Chan 27 N41°56.46′ W72°41.32′ at fld. 160/14W.
ILS/DME 111.1 I–BDL Chan 48 Rwy 06. Class IIIE.
ILS/DME 108.55 I–IKX Chan 22(Y) Rwy 33. Class IE.
ILS/DME 111.1 I–MYQ Chan 48 Rwy 24. Class IT. DME unusable from .4 NM inbound to Rwy 24.

YALESVILLE HELIPORT (4C3) 2 N UTC−5(−4DT) N41°29.51′ W72°48.67′

65 B **FUEL** 100LL, JET A NOTAM FILE BDR
HELIPAD H1: H65X65 (CONC)
HELIPORT REMARKS: Attended 1400–2300Z‡. Pilots unfamiliar with heliport ctc 203–294–8800 prior to arrival for a briefing on current procedures. ACTIVATE rotating bcn—123.5
COMMUNICATIONS: CTAF/UNICOM 123.05

BRADLEY NINE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with a minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)

BRADLEY NINE DEPARTURE

WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/ BRADLEY INTL (BDL)

NE-1, 21 OCT 2010 to 18 NOV 2010

BRADLEY NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence . . . .
TAKE-OFF RUNWAY 6: Climb heading 075° or as assigned, thence . . . .
TAKE-OFF RUNWAY 15: Climb heading 148° or as assigned, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 238° or as assigned, thence . . . .
TAKE-OFF RUNWAY 33: Climb heading 328° or as assigned, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL.

Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/249' MSL.

Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.

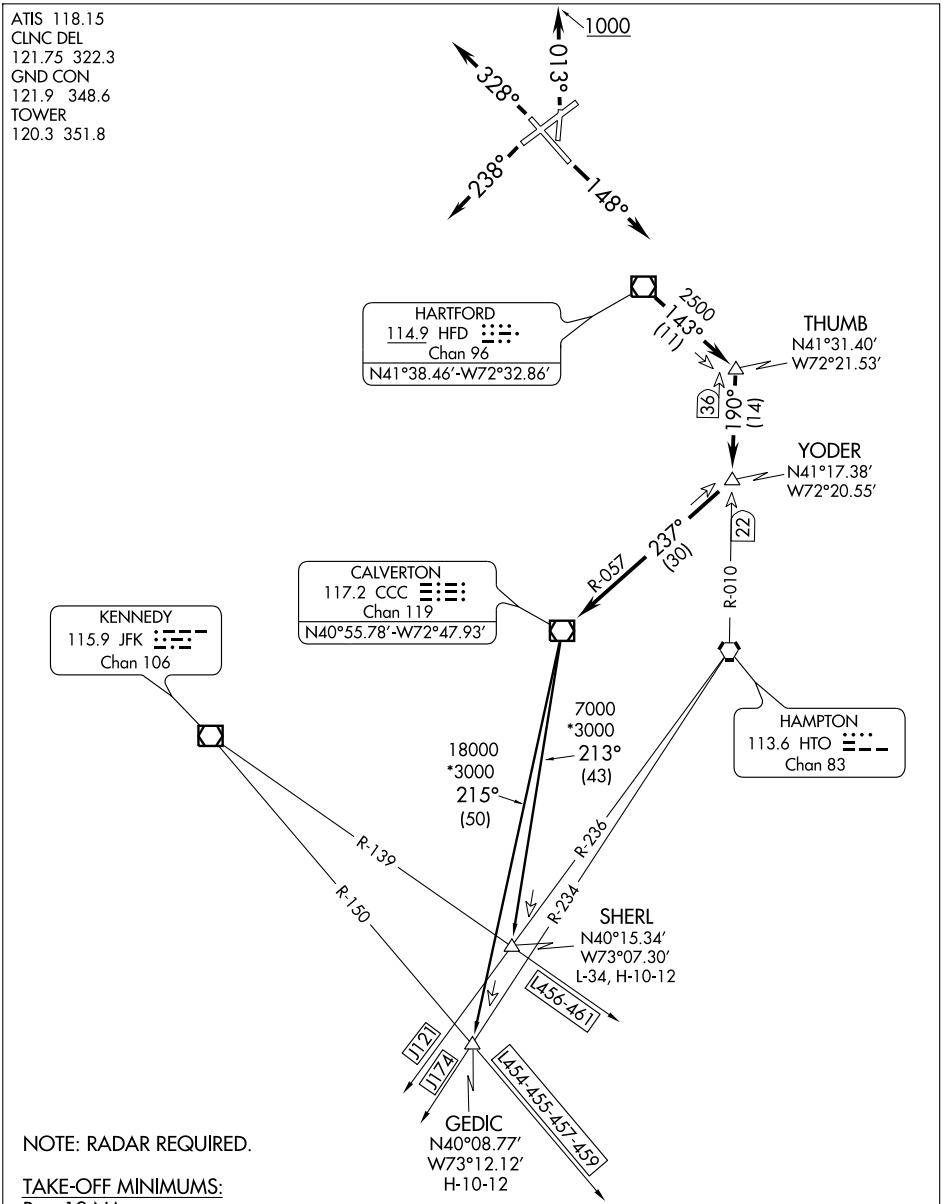
Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.

Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE FREQUENCY TO BE ASSIGNED BY ATC.

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

COASTAL THREE DEPARTURE
(CSTL3.CCC) 10154
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/ BRADLEY INTL (BDL)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

COASTAL THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 6: Fly assigned heading for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence . . .
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 1: Vehicle on road 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1884' from DER, 45' right of centerline, up to 100' AGL/299' MSL.
Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL.
Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/186' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.
Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.
Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

COPTER ILS or LOC RWY 6

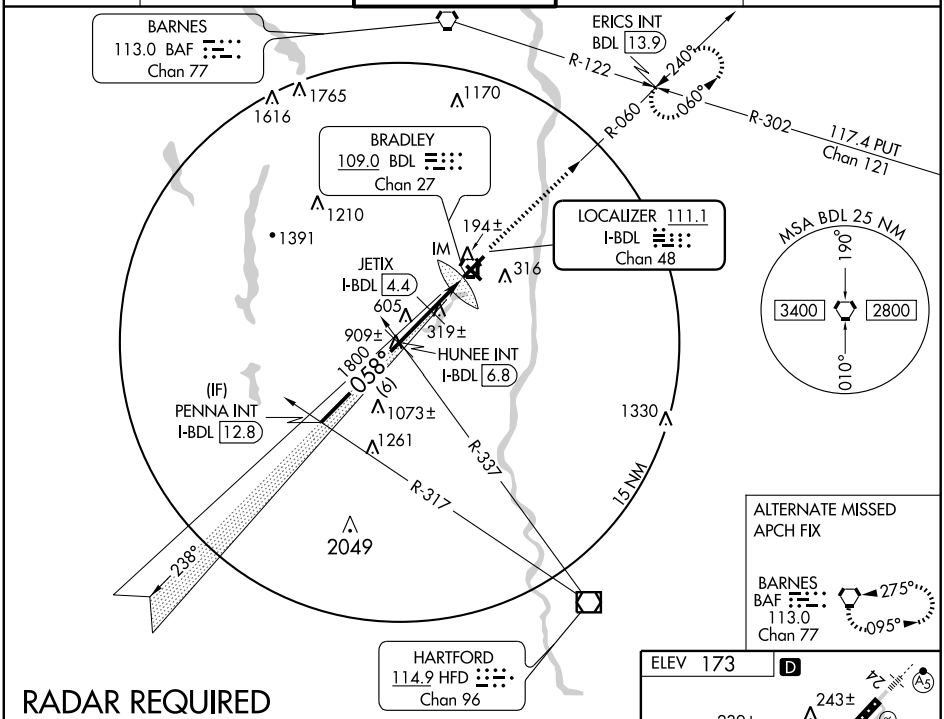
WINDSOR LOCKS / BRADLEY INTL (BDL)

For inoperative ALSF-2 increase H-ILS visibility to RVR 2400 and H-LOC visibility to RVR 5000.

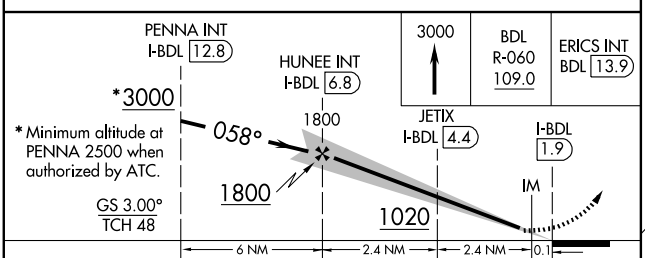
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

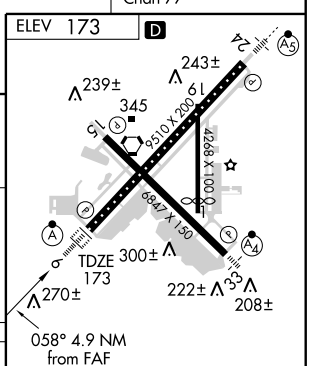


RADAR REQUIRED



CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1020/24 847 (900-½)
JETIX FIX MINIMUMS	
H-LOC 6	580/24 407 (500-½)

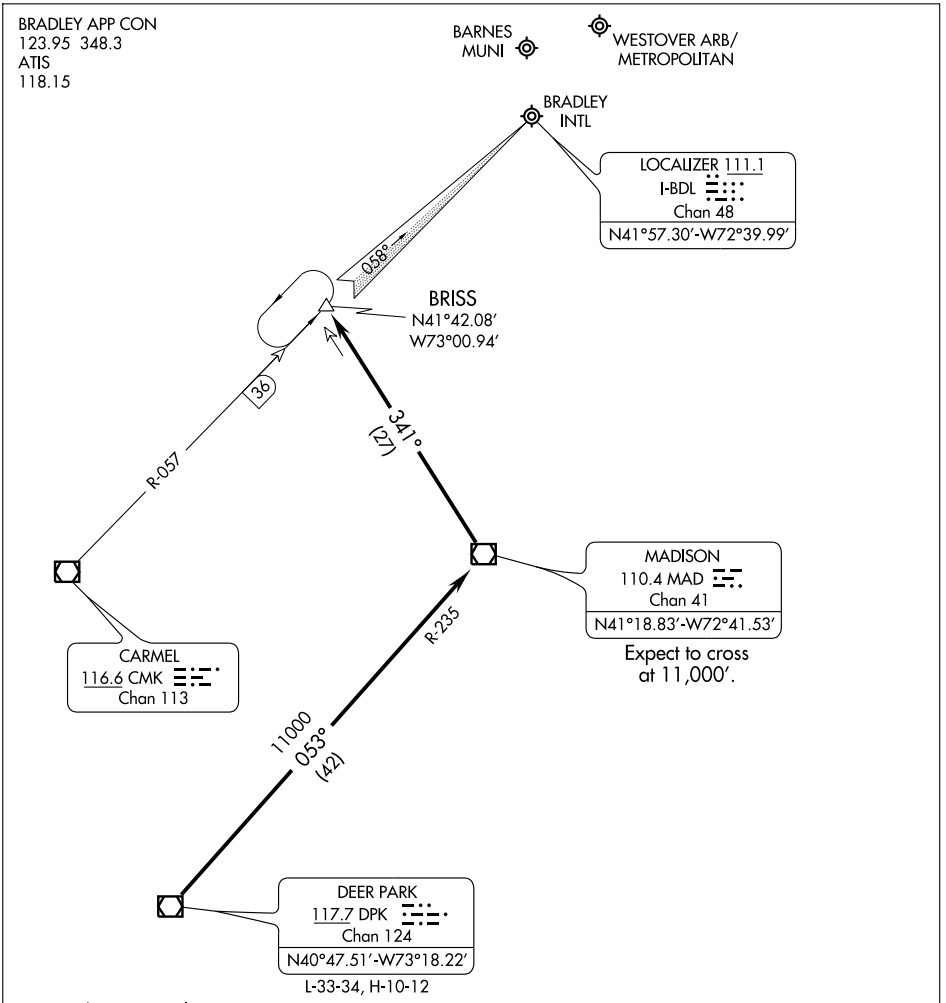
COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.9 NM					
Knots	45	60	75	90	105
Min:Sec	6:32	4:54	3:55	3:16	2:48

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN or VOR/DME RWY 6

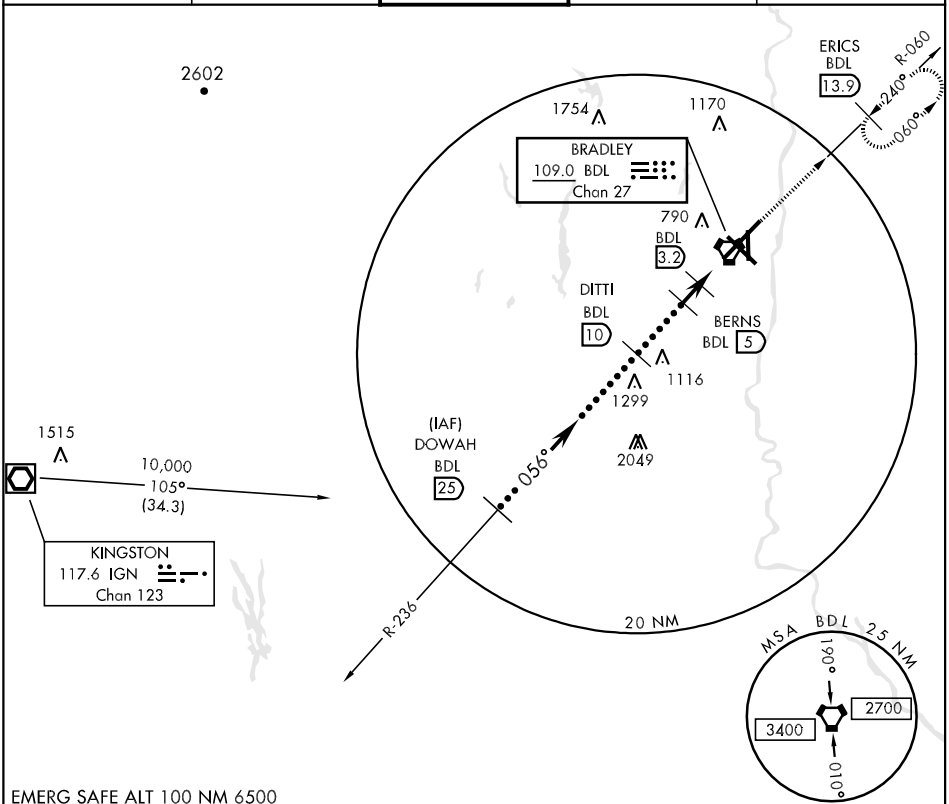
VORTAC BDL	APCH CRS	Rwy ldg	9510
109.0	056°	TDZE	174
Chan 27		Arpt Elev	173

JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

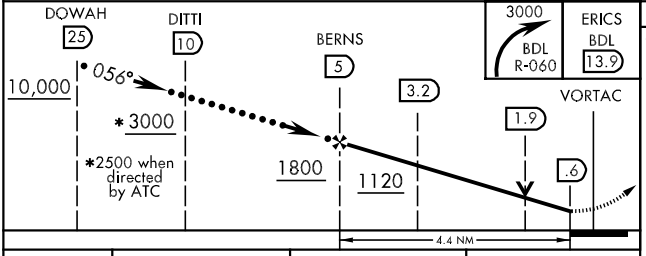
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



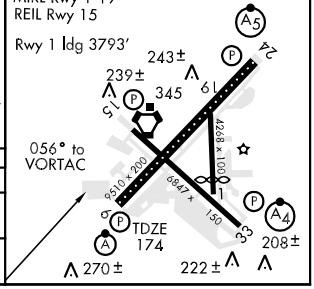
EMERG SAFE ALT 100 NM 6500



ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

Rwy 1 ldg 3793'



CATEGORY	C	D	E
S-6	640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN or VOR/DME RWY 24

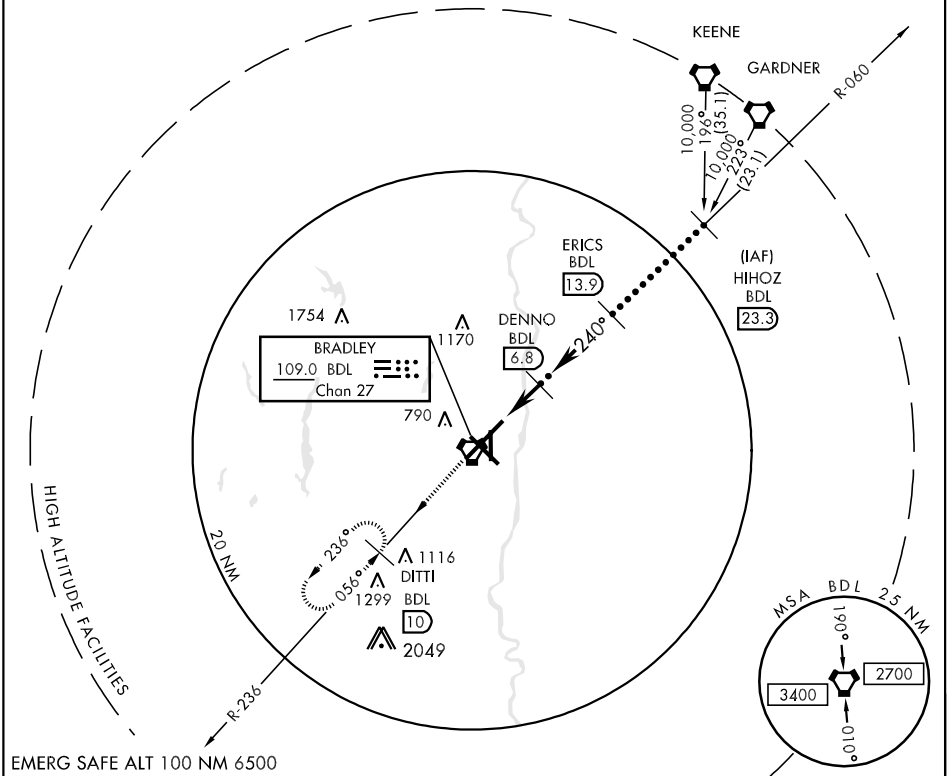
VORTAC BDL	APCH CRS	Rwy ldg 9510
109.0 Chan 27	240°	TDZE 171
		Arpt Elev 173

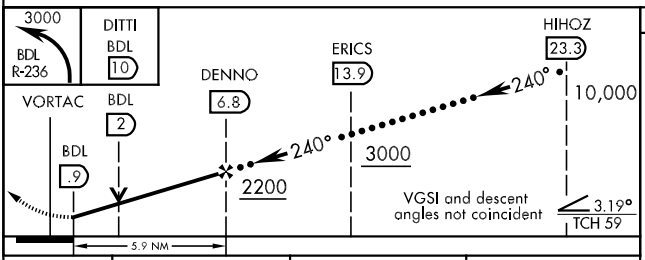
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

MALSR

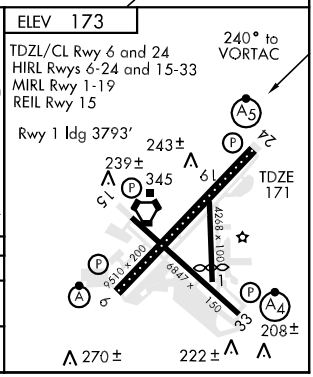
MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	C	D	E
S-24	560/24 389 (400-½)	560/50 389 (400-1)	
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

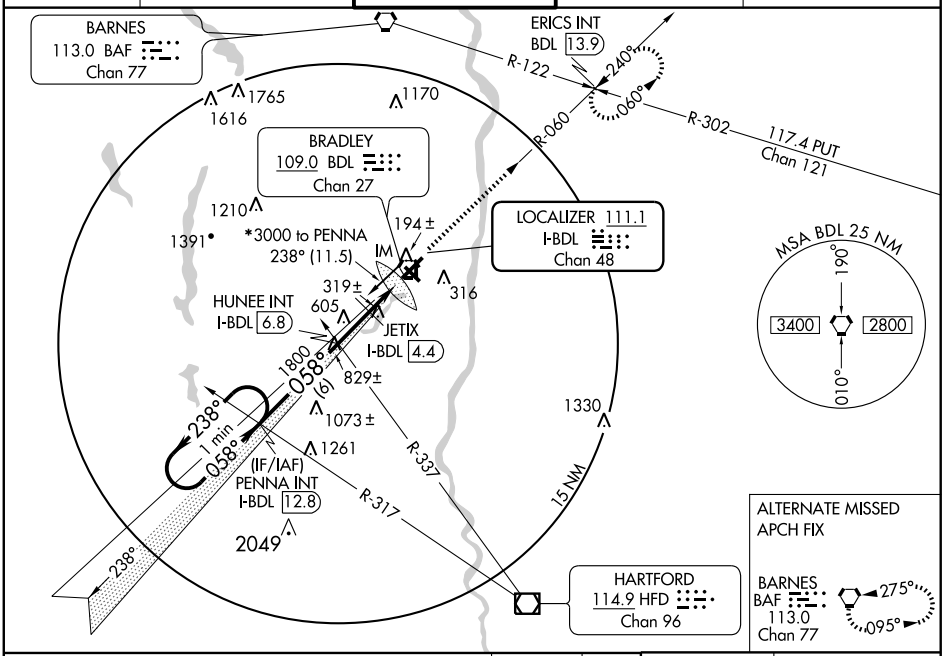
ILS or LOC RWY 6

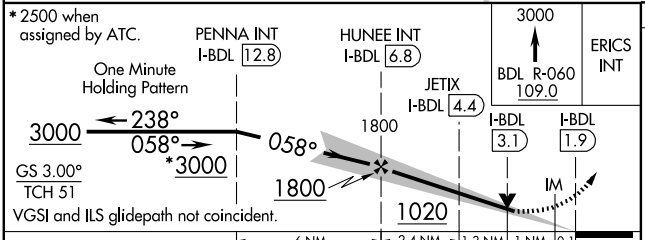
WINDSOR LOCKS / BRADLEY INTL (BDL)

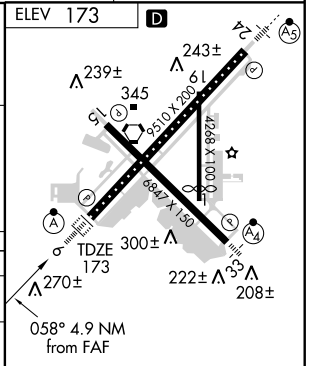
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D
S-ILS 6	373/18 200 (200-½)			
S-LOC 6	1020/24 847 (900-½)	1020/40 847 (900-¾)	1020-2 847 (900-2)	1020-2¼ 847 (900-2¼)
CIRCLING	1020-1 847 (900-1)	1020-1¼ 847 (900-1¼)	1020-2½ 847 (900-2½)	1020-2¾ 847 (900-2¾)
JETIX FIX MINIMUMS				
S-LOC 6	580/24 407 (500-½)		580/40 407 (500-¾)	
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

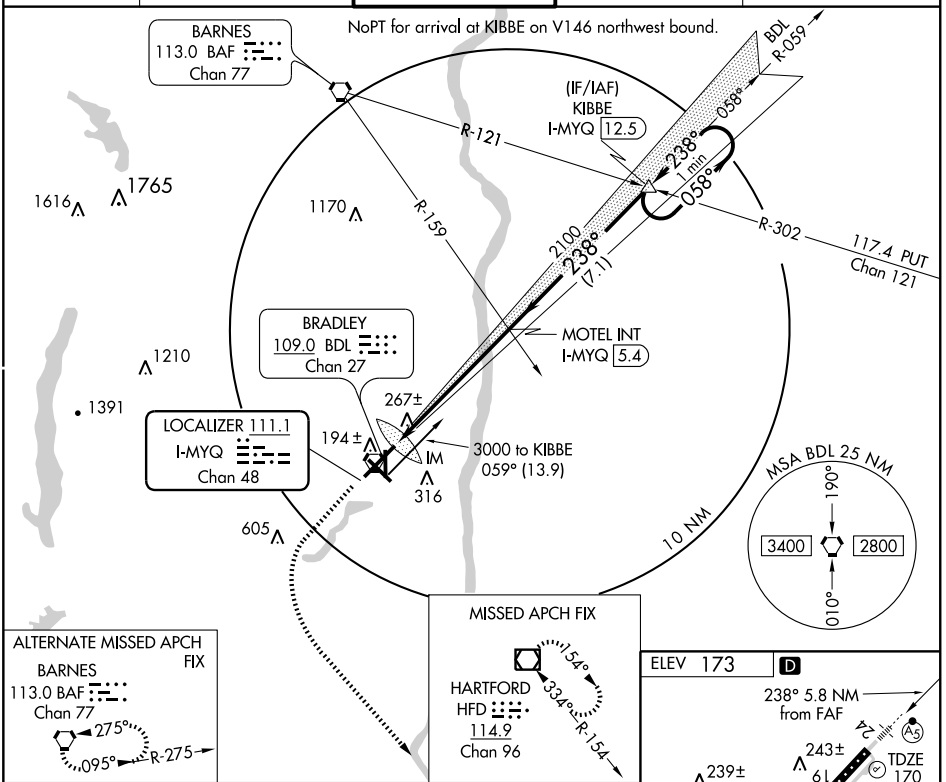
ILS or LOC RWY 24

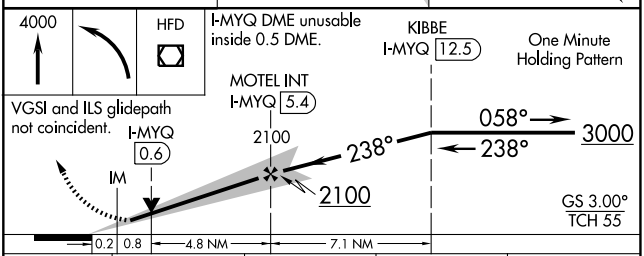
WINDSOR LOCKS / BRADLEY INTL (BDL)

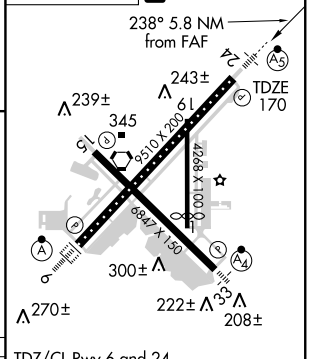
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D
S-ILS 24	370/18 200 (200-½)			
S-LOC 24	540/24 370 (400-½)			540/40 370 (400-¾)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1020-2¾ 847 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IKX	APP CRS	Rwy Idg	6847
108.55	328°	TDZE	171
Chan 22 (Y)		Apt Elev	173

ILS or LOC RWY 33

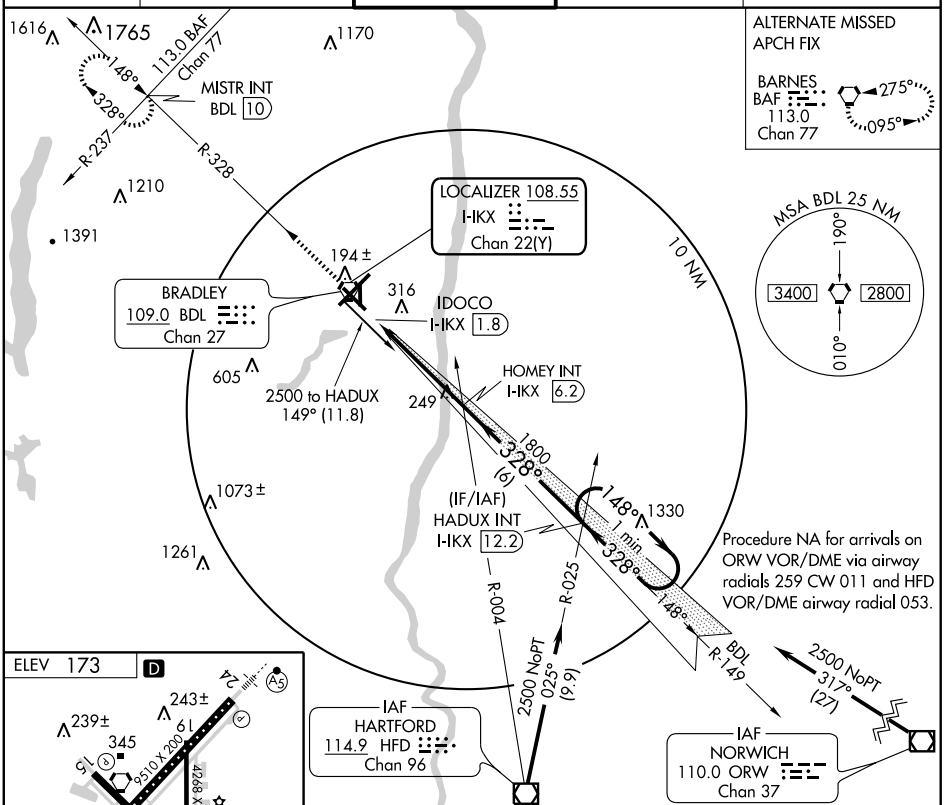
WINDSOR LOCKS / BRADLEY INTL (BDL)

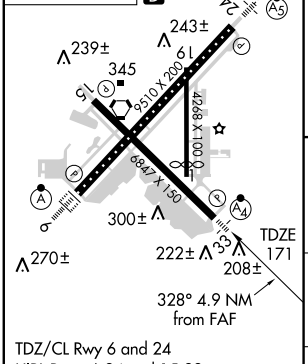
Inoperative table does not apply to S-LOC 33 Cat C.

MALSF

MISSED APPROACH: Climb to 3500 via BDL VORTAC R-328 to MISTR Int/BDL 10 DME and hold, continue climb-in-hold to 3500.

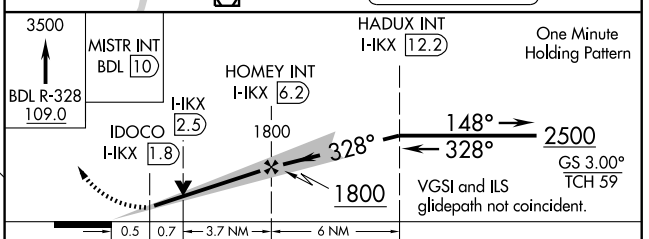
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 33	371/40 200 (200-¾)			
S-LOC 33	600/40 429 (500-¾)		600/60 429 (500-1¼)	600-1½ 429 (500-1½)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

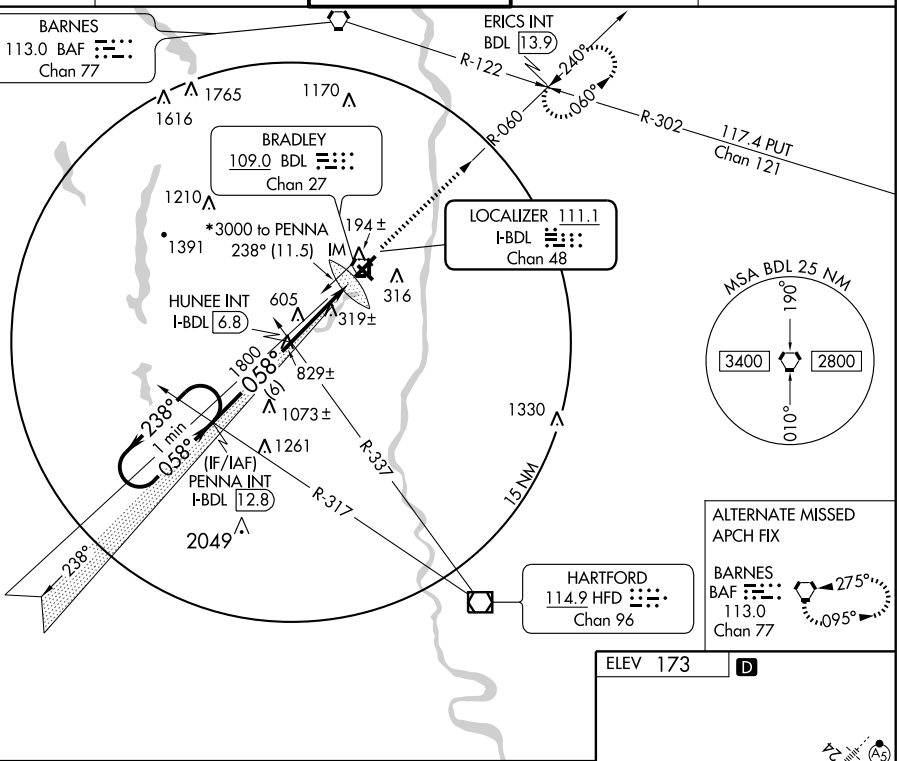
ILS RWY 6 (CAT II)

WINDSOR LOCKS / BRADLEY INTL (BDL)

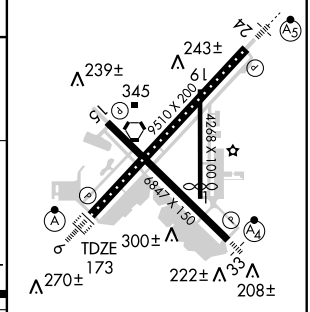
ALSF-2

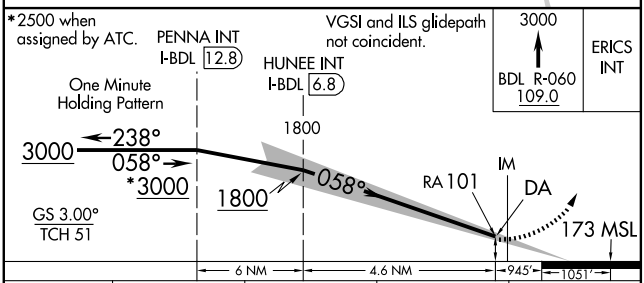
MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



ELEV 173 D





CATEGORY	A	B	C	D
S-ILS 6	RA 101/12 100 DA 273			

CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy Idg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

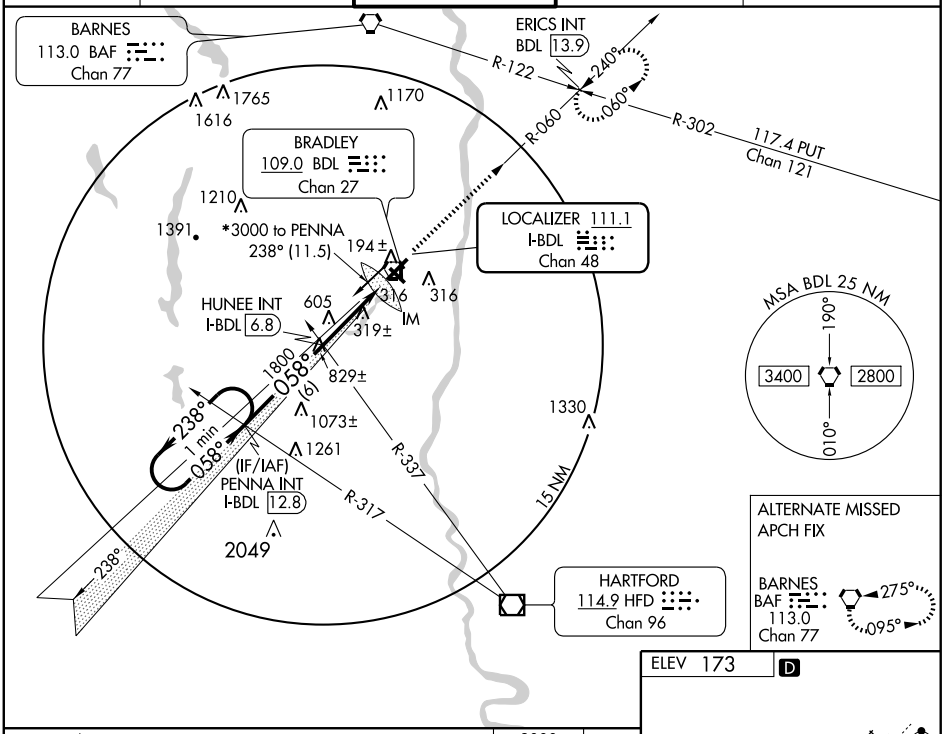
ILS RWY 6 (CAT III)

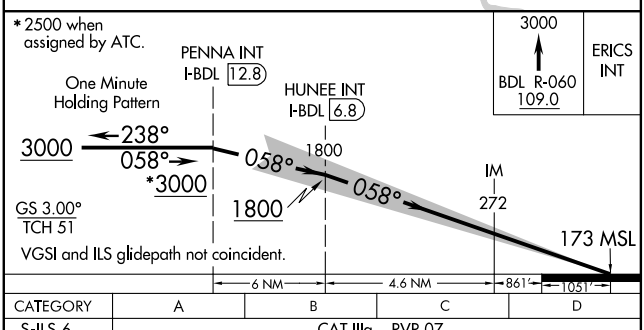
WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

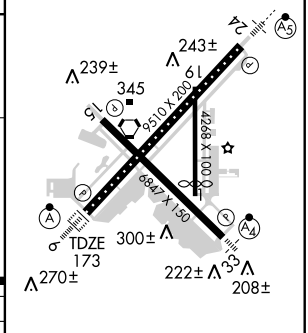
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
S-ILS 6	CAT IIIa RVR 07			
S-ILS 6	CAT IIIb RVR 06			
S-ILS 6	CAT IIIc NA			

CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

ILS RWY 24 (CAT II)

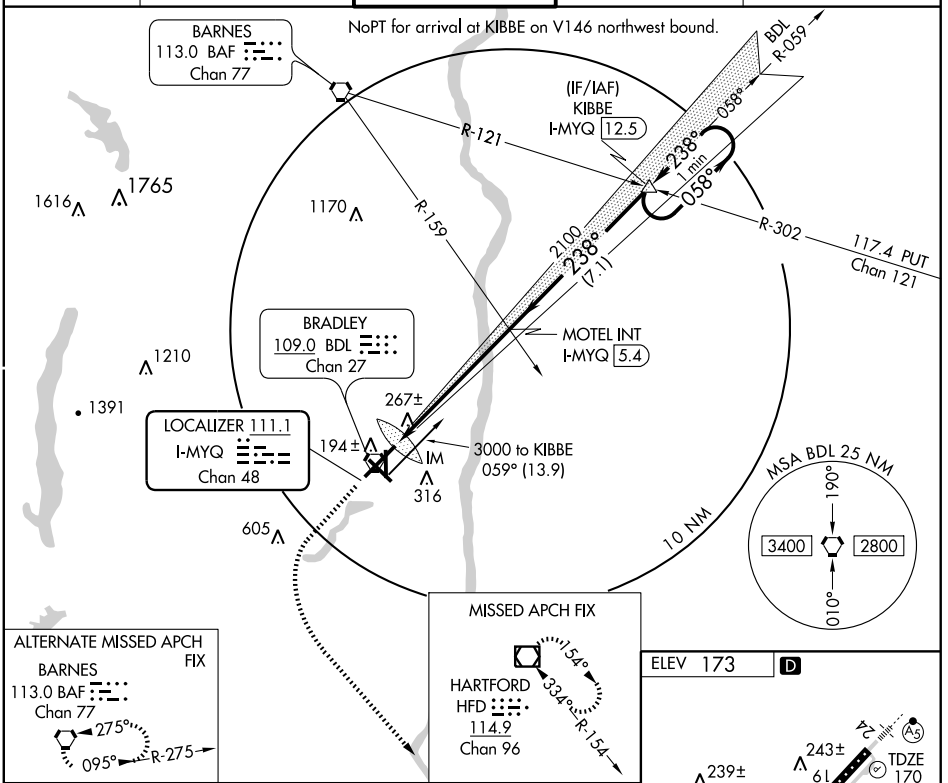
WINDSOR LOCKS / BRADLEY INTL (BDL)

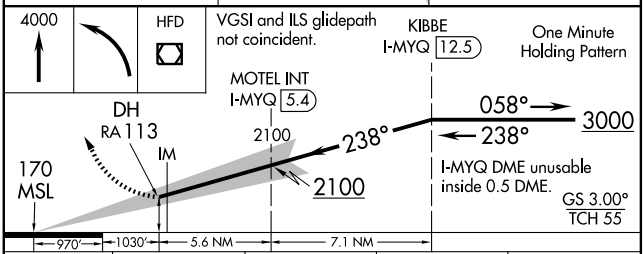
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

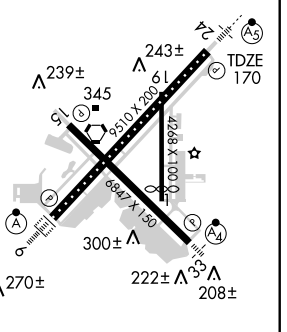




CATEGORY	A	B	C	D
S-ILS 24	RA 113/12 100 DA 270			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 173 D



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9509
Ch 70328	058°	TDZE	173
W06A		Apt Elev	173

RNAV (GPS) RWY 6

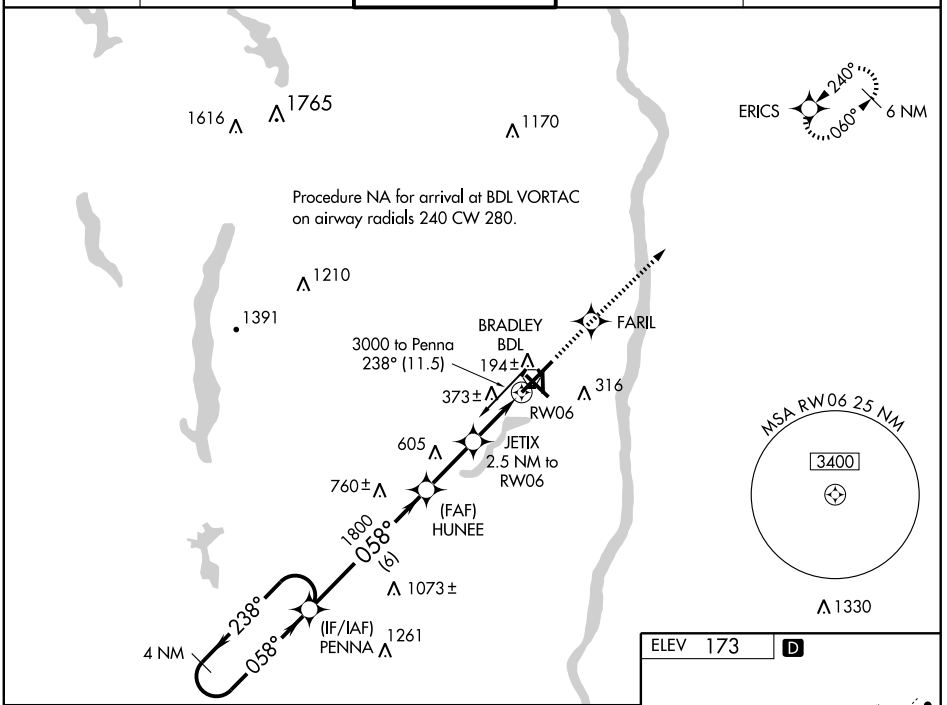
WINDSOR LOCKS / BRADLEY INTL (BDL)

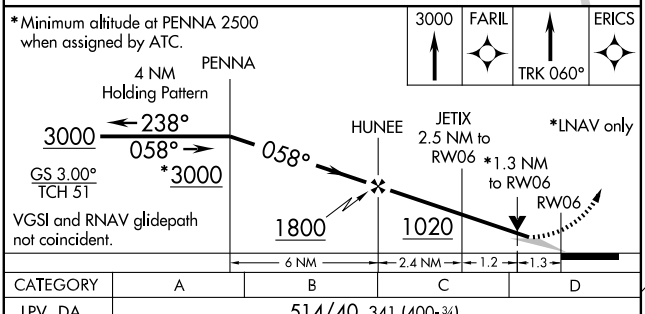
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

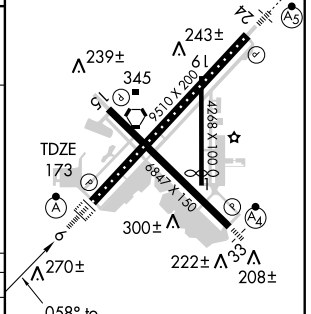
MISSED APPROACH: Climb to 3000 direct FARIL and via 060° track to ERICS and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
LPV DA	514/40 341 (400-¾)			
LNAV/VNAV DA	669/60 496 (500-1¼)			
LNAV MDA	640/24 467 (500-½)		640/40 467 (500-1¾)	640/50 467 (500-1)
CIRCLING	680-1¾ 507 (600-1¾)			1000-2¾ 827 (900-2¾)



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 97310	238°	Rwy Idg	9509
W24A		TDZE	170
		Apt Elev	173

RNAV (GPS) RWY 24

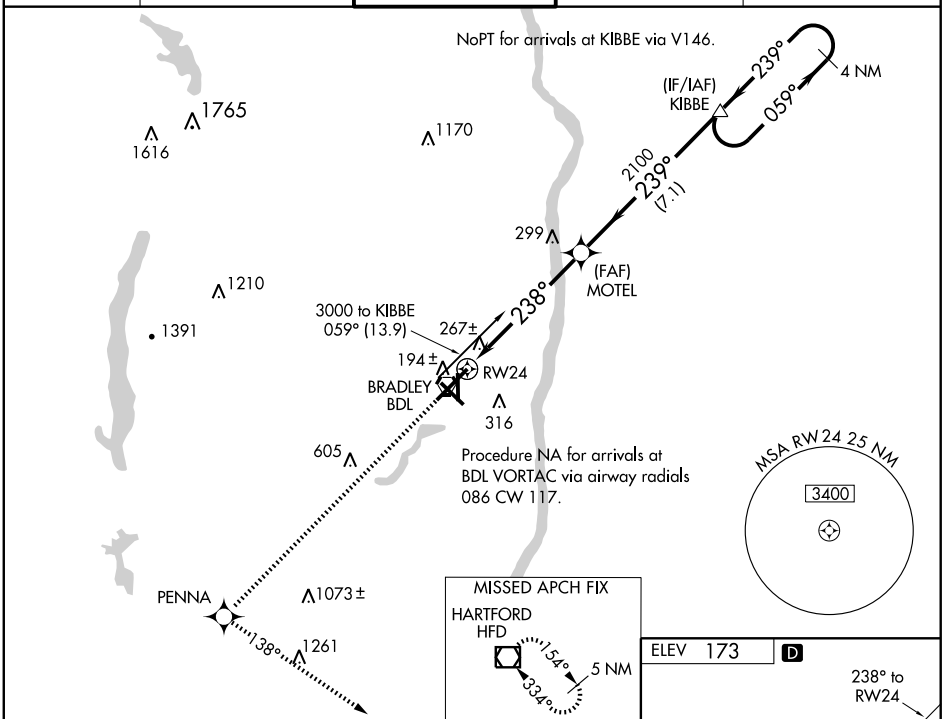
WINDSOR LOCKS / BRADLEY INTL (BDL)

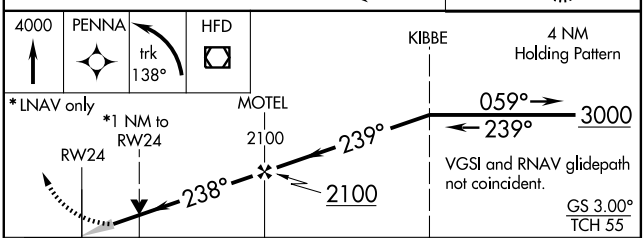
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA.

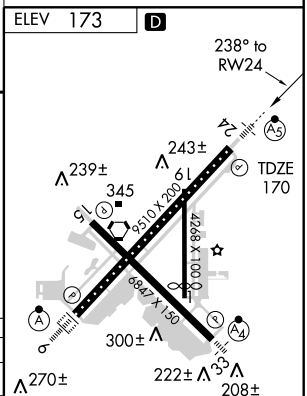
MALSR

MISSED APPROACH: Climb to 4000 direct PENNA and left turn via track 138° to HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D
LPV DA	370/24 200 (200-½)			
LNAV/VNAV DA	566/50 396 (400-1)			
LNAV MDA	540/24 370 (400-½)			540/50 370 (400-1)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1020-2¾ 847 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6847
Ch 65628	328°	TDZE	171
W33A		Apt Elev	173

RNAV (GPS) RWY 33

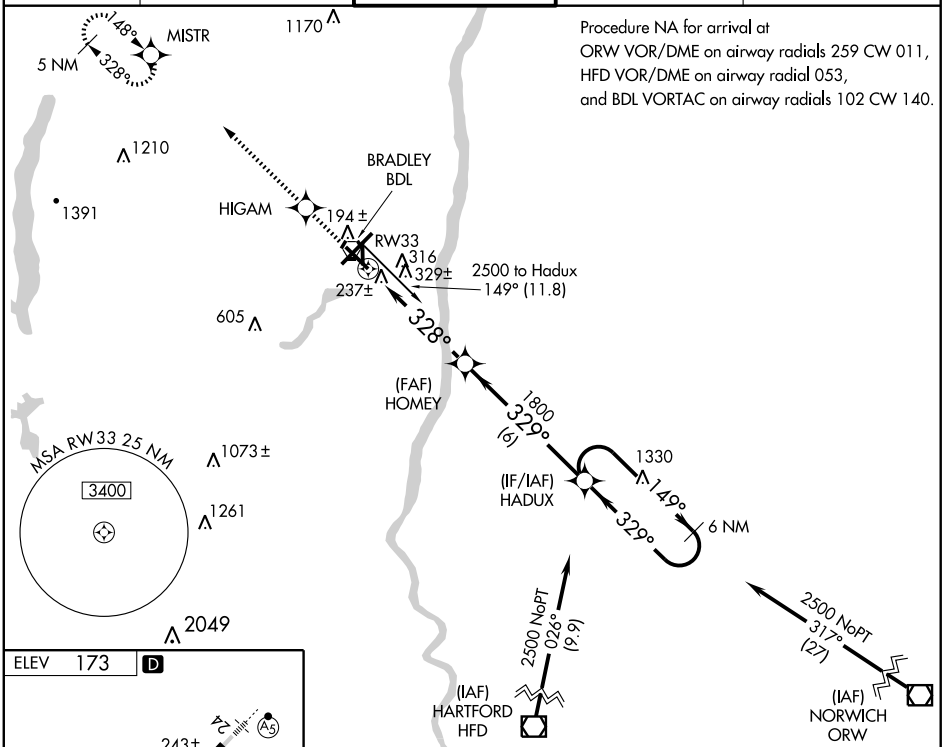
WINDSOR LOCKS / BRADLEY INTL (BDL)

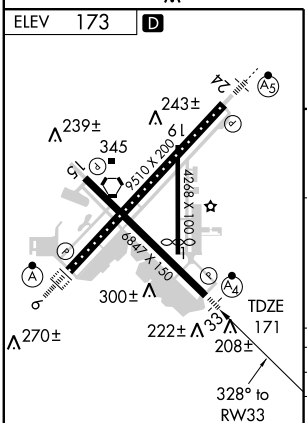
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF

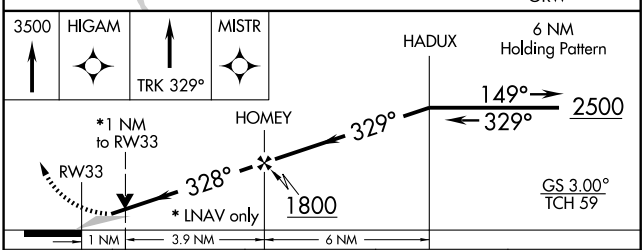
MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA	460/50	289 (300-1)		
LNAV/VNAV DA	658-1¾	487 (500-1¾)		
LNAV MDA	560/40	389 (400-¾)		560/60 389 (400-1¼)
CIRCLING	680-1¾	507 (600-1¾)		1000-2¾ 827 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6847
Ch 60928	148°	TDZE	171
W15A		Apt Elev	173

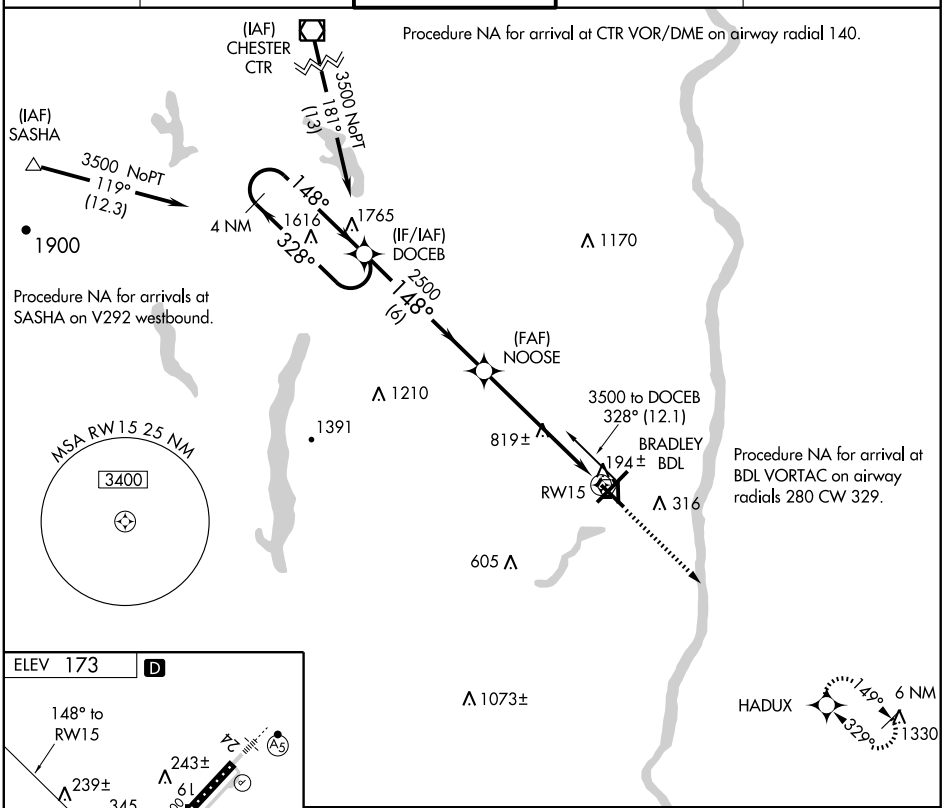
RNAV (GPS) Y RWY 15

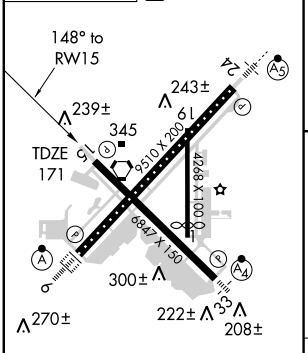
WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP -0.3 NA.

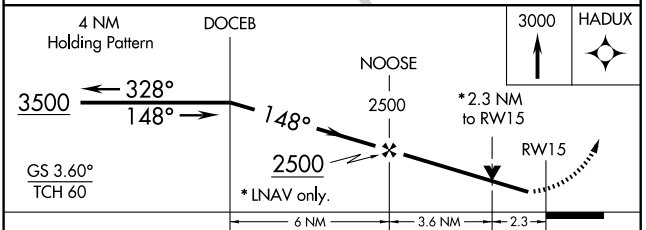
MISSED APPROACH: Climb to 3000 direct HADUX and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA	525-1 354 (400-1)			NA
LNAV MDA	1080-1¼ 909 (1000-1¼)		1080-2¾ 909 (1000-2¾)	NA
CIRCLING	1080-1¼ 907 (1000-1¼)		1080-2¾ 907 (1000-2¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 15

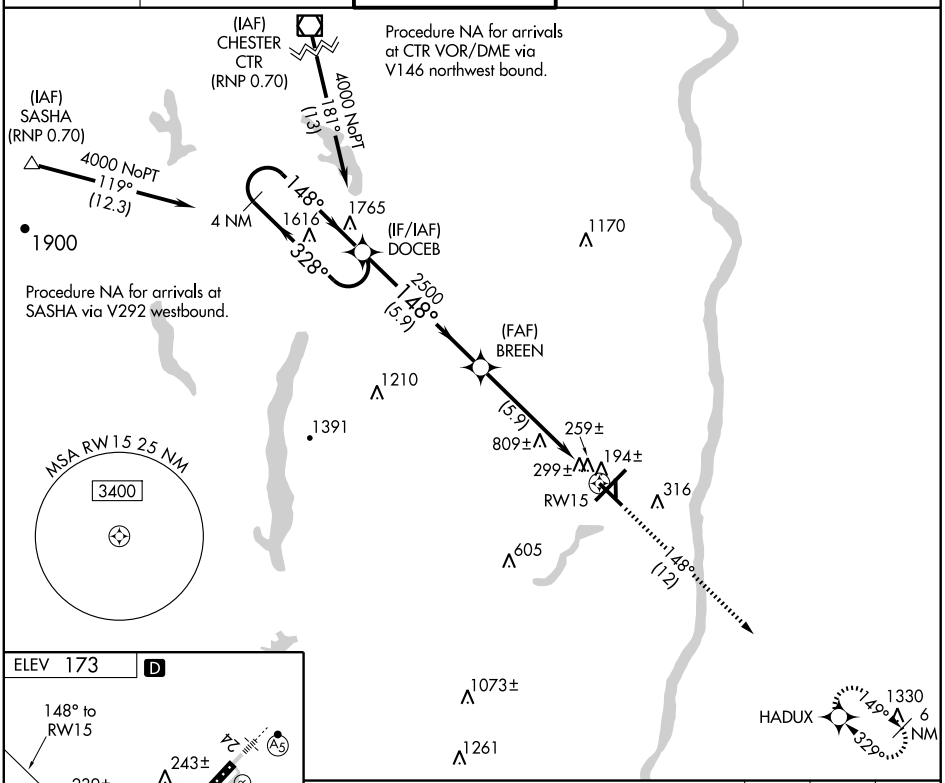
WINDSOR LOCKS / BRADLEY INTL (BDL)

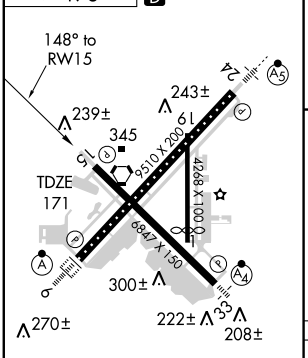
APP CRS	Rwy Idg	6847
148°	TDZE	171
	Apt Elev	173

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 39°C (103°F). Procedure NA for aircraft with wingspan greater than 136 feet.

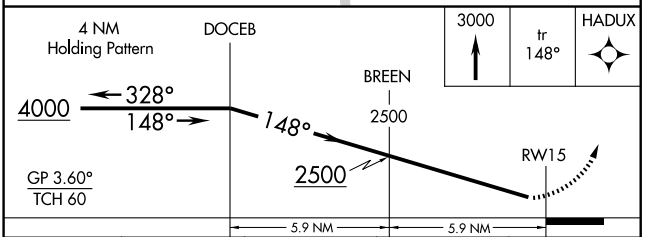
MISSED APPROACH: Climb to 3000 on track 148° to HADUX and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
RNP 0.11 DA	521-1	350 (400-1)		NA
RNP 0.25 DA	624-1¼	453 (500-1¼)		NA
RNP 0.30 DA	1235-4	1064 (1100-4)		NA

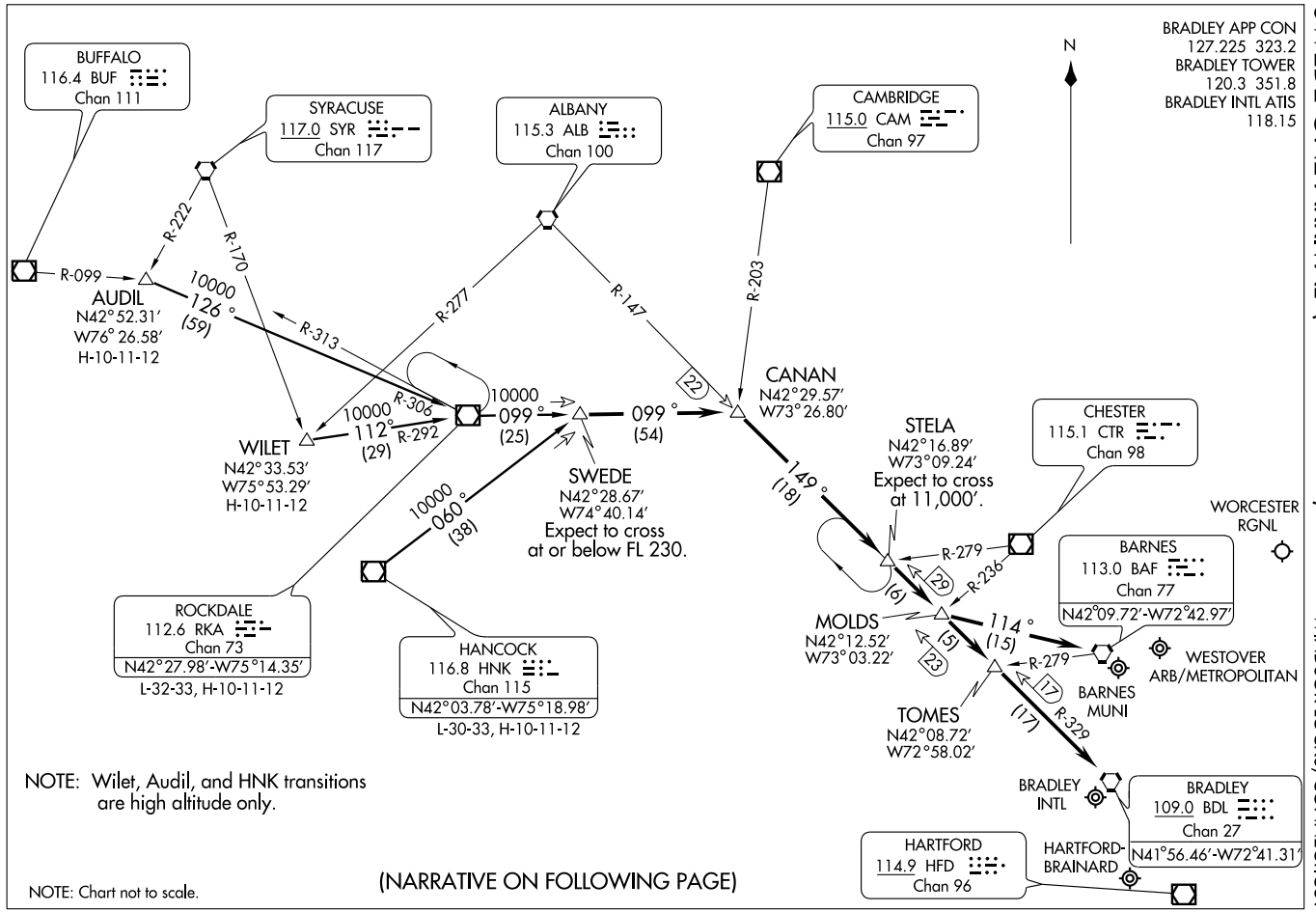
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

07298

WINDSOR LOCKS, CONNECTICUT



ST-460 (FAA)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL 109.0 Chan 27	APP CRS 056°	Rwy Idg 9509 TDZE 174 Apt Elev 174

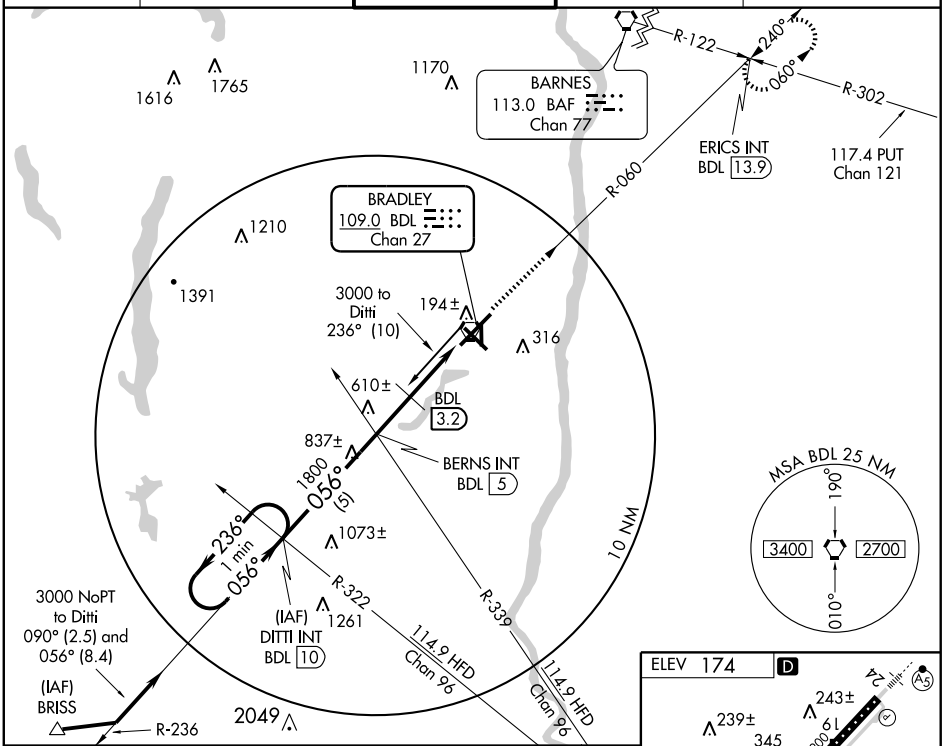
VOR or TACAN RWY 6

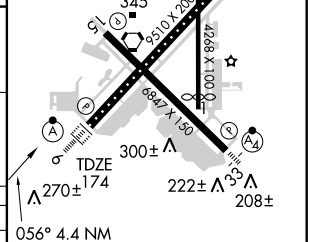
WINDSOR LOCKS / BRADLEY INTL (BDL)

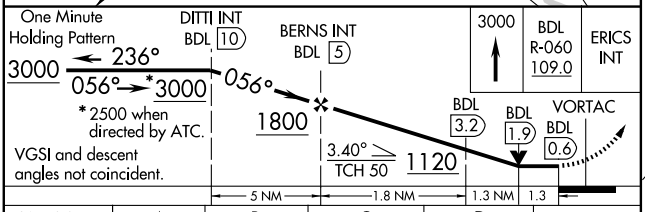
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D	E
S-6	1120/40 946 (1000-¾)		1120-2¼ 946 (1000-2¼)	1120-2½ 946 (1000-2½)	
CIRCLING	1120-1¼ 946 (1000-1¼)		1120-2¾ 946 (1000-2¾)	1120-3 946 (1000-3)	1380-3 1206(1300-3)
DME MINIMUMS					
S-6	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206(1300-3)

056° 4.4 NM from FAF

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

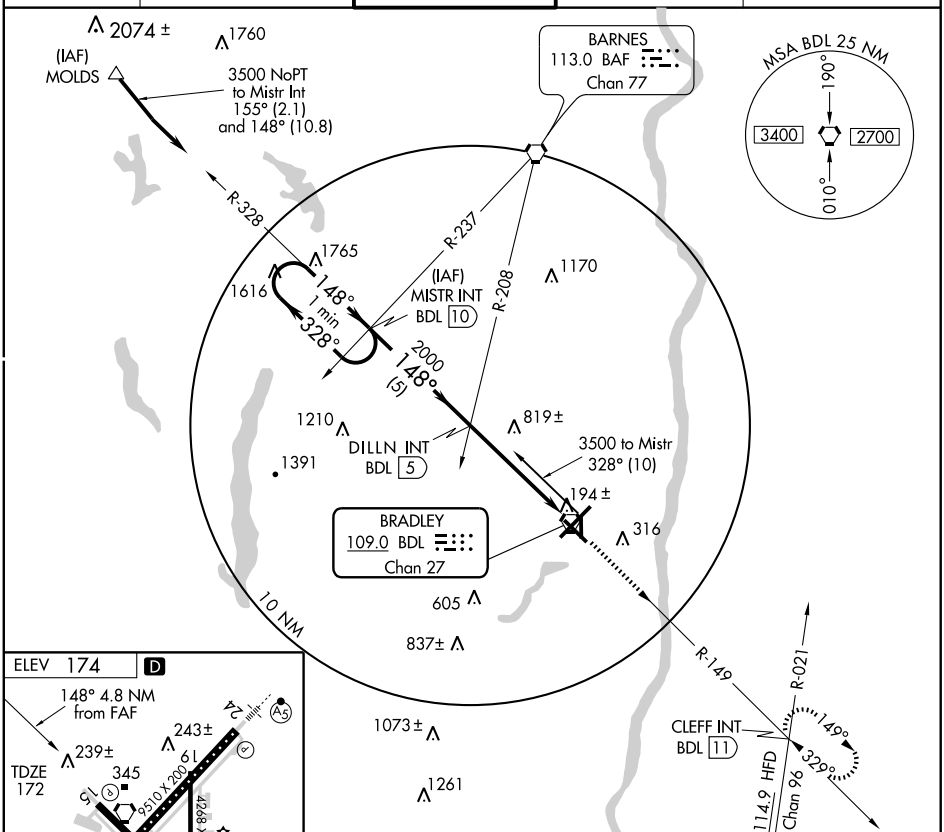
VORTAC BDL 109.0 Chan 27	APP CRS 148°	Rwy Idg 6847 TDZE 172 Apt Elev 174

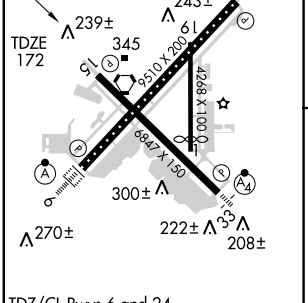
VOR or TACAN RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

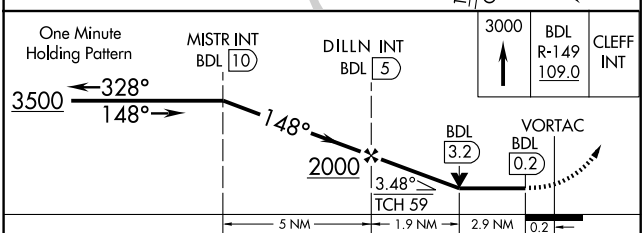
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwys 1-19
REIL Rwy 15

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-15	1320-1¼ 1148 (1200-1¼)	1320-1½ 1148 (1200-1½)	1320-3 1148 (1200-3)	
CIRCLING	1320-1¼ 1146 (1200-1¼)	1320-1½ 1146 (1200-1½)	1320-3 1146 (1200-3)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL 109.0 Chan 27	APP CRS 240°	Rwy Idg 9509 TDZE 171 Apt Elev 174

VOR or TACAN RWY 24

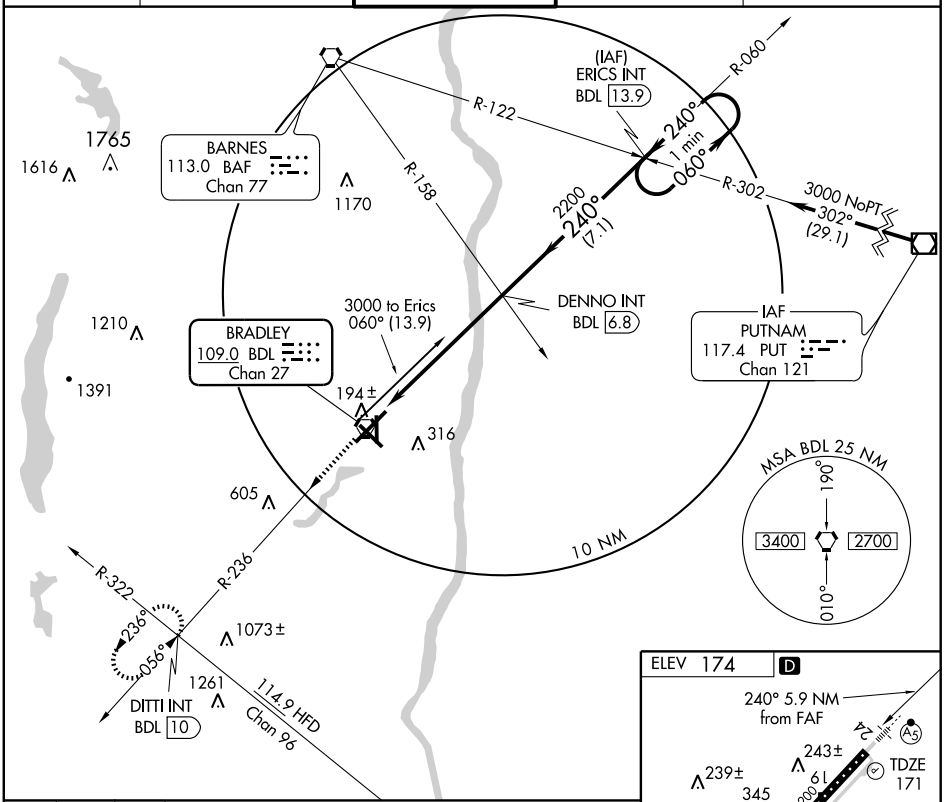
WINDSOR LOCKS / BRADLEY INTL (BDL)

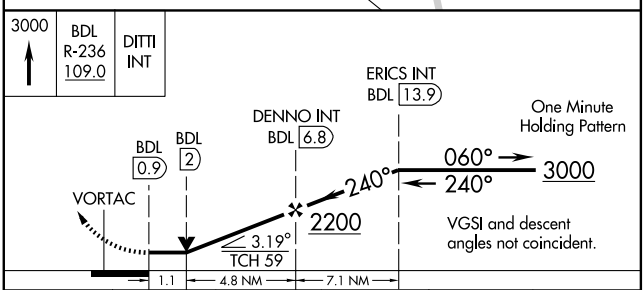
For inoperative MALSR increase S-24 CAT D and E RVR to 6000.

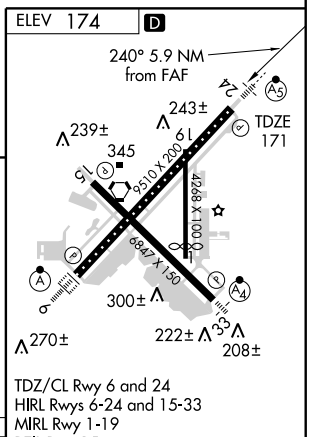
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D	E
S-24	560/24 389 (400-½)			560/50 389 (400-1)	
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL 109.0 Chan 27	APP CRS 329°	Rwy Idg 6847 TDZE 171 Apt Elev 173

VOR or TACAN RWY 33

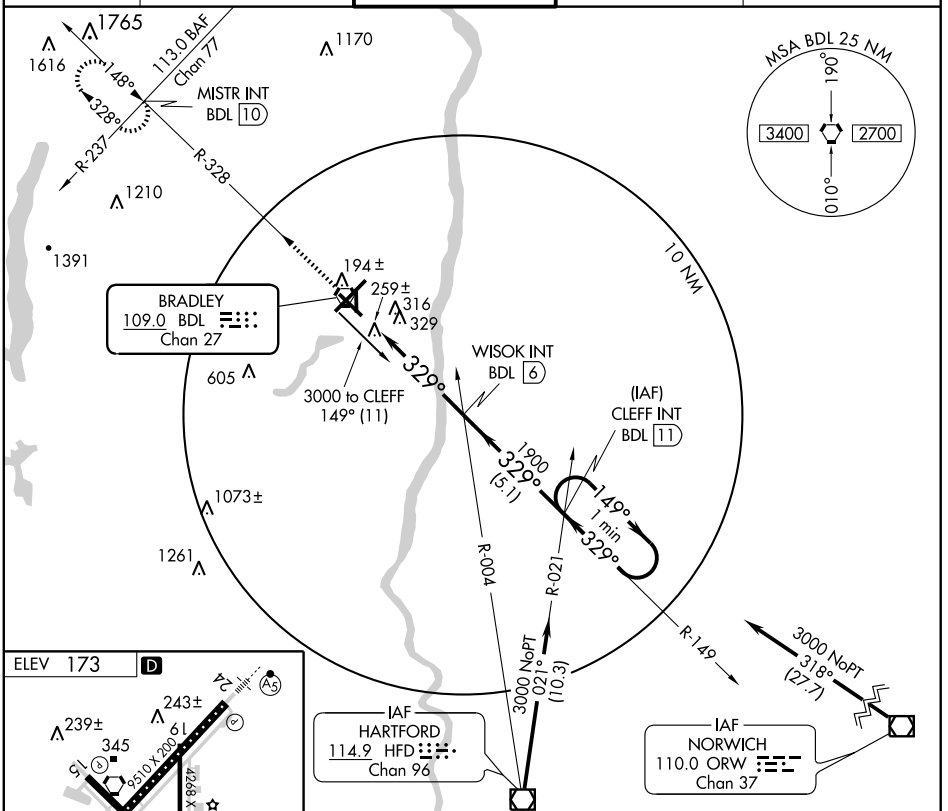
WINDSOR LOCKS / BRADLEY INTL (BDL)

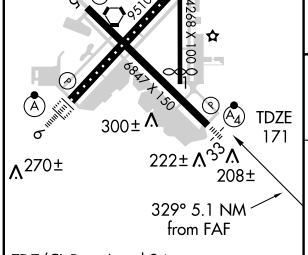
▼ Inoperative table does not apply to CAT C.
▲ Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.

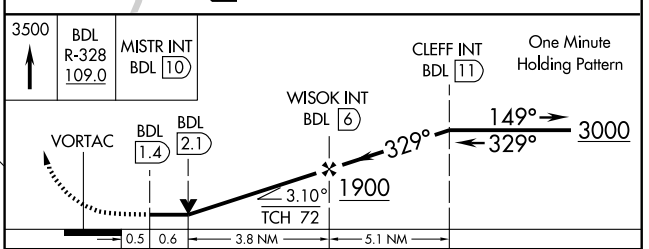
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-33	600/40	429 (500-¾)	600/60 429 (500-1¼)	600-1½	429 (500-1½)
CIRCLING	680-1	507 (600-1)		1100-3 927 (1000-3)	1380-3 1207 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**

NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]

[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **LDA Rwy 33[12]**
LOC Rwy 15[1]
VOR/DME or TACAN Z Rwy 15[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE .. ..**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[3]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**

NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]

[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19
NA when local weather not available.
Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA

BLUE RIDGE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33**[12]
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5**[1]
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A
NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

WISE,VA

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24,** climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6,** vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24,** hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME	TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R,** std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before turning left. **Rwy 28,** climb heading 285° to 900 before turning right. **Rwy 33L,** climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4,** rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28,** tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R,** trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

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BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD
CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)
FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

*Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)
DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE
DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17,** vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

21 OCT 2010 to 18 NOV 2010

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD 09267
Rwy 6, Obstacle identification surface begins 15' above DER.
Rwy 14, Obstacle identification surface begins 35' above DER.
Rwy 20, Obstacle identification surface begins 20' above DER.
Rwy 24, Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA 09295
Diverse departures not authorized.
Rwy 2, 400-2½*
Rwy 20, 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

21 OCT 2010 to 18 NOV 2010

QUINTON, VA

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

21 OCT 2010 to 18 NOV 2010

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

21 OCT 2010 to 18 NOV 2010

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

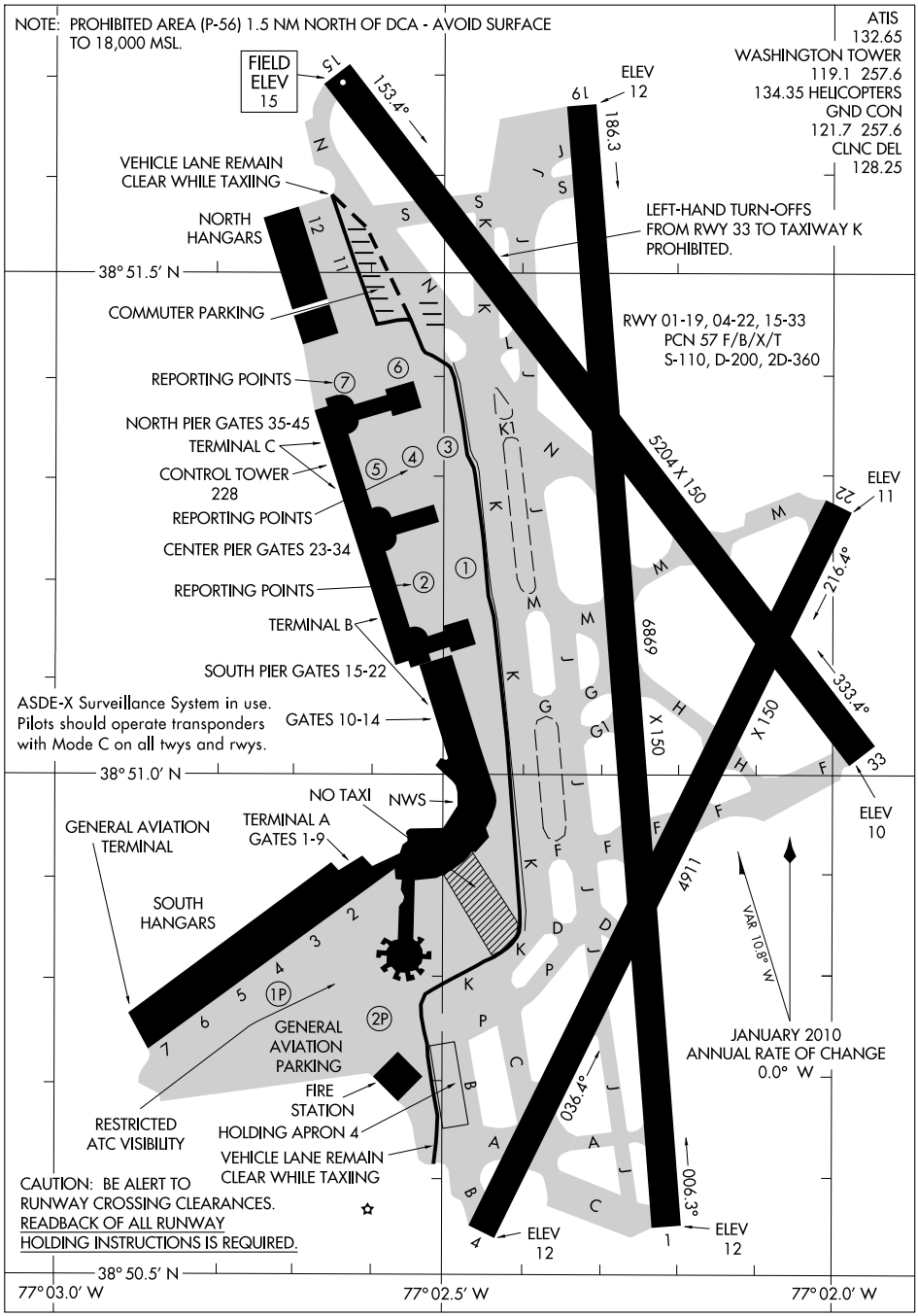
WISE, VA

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

21 OCT 2010 to 18 NOV 2010

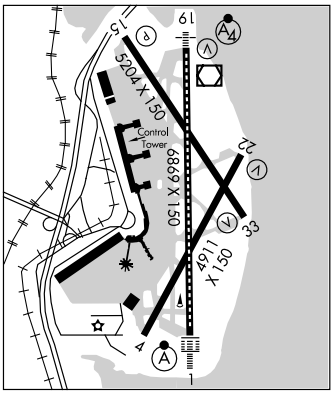


AIRPORT DIAGRAM
WASHINGTON / RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, D.C.
10210

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WASHINGTON

RONALD REAGAN WASHINGTON NATL (DCA) 3 S UTC−5(−4DT) N38°51.13′ W77°02.26′ **WASHINGTON**
15 B S2 **FUEL** JET A LRA Class I, ARFF Index C NOTAM FILE DCA **COPTER**
RWY 01–19: H6869X150 (ASPH–GRVD) S–110, D–200, 2D–360 **H–10H, 12I, L–29E, 34F, 36I, A**
PCN 57 F/B/X/T HIRL CL **IAP, AD**
RWY 01: ALSF2. TDZL. Twr. **RWY 19:** MALSF. VASI(V12)—GA 3.0°TCH 50′. Rgt tfc.
RWY 15–33: H5204X150 (ASPH–GRVD) S–110, D–200,
2D–360 PCN 57 F/B/X/T HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Fence. Rgt tfc.
RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 53′. Trees.
RWY 04–22: H4911X150 (ASPH–GRVD) S–110, D–200,
2D–360 PCN 57 F/B/X/T MIRL
RWY 04: REIL. Pole.
RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 53′. Ground. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 22 CLOSED exc for taxi indef. Rwy 04 CLOSED exc for tkf and taxi indef. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left–hand turn–offs from Rwy 33 to Twy K prohibited. Hold block for Rwy 04 closed for acft parking 0200–1330Z‡. Flocks of birds on and invof arpt, frequent seagull and geese and duck populations airborne over adjacent river areas. When South apchs are in progress high ints lgts will be flashing on Key, Roosevelt, Memorial, and George Mason Bridges to assist pilots in remaining over Potomac River. Lgts controlled by twr. Three obstruction lgtd poles on apch to Rwy 04 15′ high, 600′ left–600′ right, 900′ from AER. Lighting from vehicle parking lot located 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lighting system during periods of reduced visibility and low ceilings. Rwy 04 REIL OTS indef. Rwy 22 REIL OTS indef. Rwy 22 VASI OTS indef. ASDE–X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy P ends at Gate #5. Acft arriving/departing the general aviation parking area are prohibited from taxiing between air carrier pushback ops and the gates. Training flights that include multiple apchs and/or touch and go ops rqr prior permission from the arpt manager. Ldg fees. NOTE: See Special Notices —District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P–56) Avoidance Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (703) 412–8140. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 132.65 (703–419–3917) **UNICOM** 122.95
Ⓡ **POTOMAC APP CON** 118.3 (EAST) 124.7 (WEST)
WASHINGTON TOWER 119.1 (134.35 Helicopters) **GND CON** 121.7 **CLNC DEL/PRE TAXI CLNC** 128.25
Ⓡ **POTOMAC DEP CON** 121.05 (WEST 10,000′ up to FL 230) 118.95 (WEST 9500′ and blo) 125.65 (EAST 9500′ and blo) 126.55 (EAST 10,000′ up to FL 190)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ at fld. 9/09W.
GEORGETOWN NDB (MHW) 323 GTN N38°55.79′ W77°07.45′ 148° 6.2 NM to fld. Unmonitored.
OXONN NDB (MHW/LOM) 332 DC N38°45.96′ W77°01.60′ 005° 5.2 NM to fld. Unmonitored.
ILS/DME 109.9 I–DCA Chan 36 Rwy 01. Class IIE. LOM OXONN NDB.
DME unusable byd 14 NM blo 1600′.
LDA/DME 109.9 I–ASO Chan 36 Rwy 19. GS not authorized blo 1100′. DME unusable byd 12 NM. DME unusable byd 25° right of course. LOC unusable byd 25° right of course.
LDA/DME 108.5 I–VWH Chan 22 Rwy 19. LOC only. LOC unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: Local flow traffic management–turbo jet arrivals Ronald Reagan Washington National Tower in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low altitude holding, reduce radar vectors and speeds requiring the extension of flaps and to provide for an orderly flow of traffic to the final approach course. Dependent upon the airport acceptance rate, in-trail spacing between successive arrivals may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most conditions, will be from arrival fixes established 30 to 36 miles from the runway end. Advance notice as to where to expect descent and when to expect base leg should be given. It is imperative that pilots control their descent at a uniform rate to preclude intermediate altitude restrictions. (Procedures are based on a near idle thrust, 300 feet per mile descent in still air conditions.)

BILIT ONE ARRIVAL (RNAV)

(BILIT.BILIT1) 09071

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL

WASHINGTON, DC

BILIT ONE ARRIVAL (RNAV)

(BILIT.BILIT1) 09071

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL

WASHINGTON, DC

ST-443 (FAA)

POTOMAC APP CON
124.55 317.425
WASHINGTON NATIONAL ATIS
132.65

NOTE: RADAR Required.

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH of DCA - AVOID - SURFACE TO 18,000 MSL.

NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1.

N

NAYES

325°

325° (8)

MEGGS

324° (13)

THANE

318° (7)

P-56

RONALD REAGAN WASHINGTON NATIONAL AIRPORT

EDDGY

282° (12)

DEALE
Expect to cross at 10,000.

286° (22)

BILIT

RIDGY

14000
238° (17)

14000
274° (26)

LAFLN

4 NM

HITEK

CAVDI

NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.BILIT1):
RIDGY TRANSITION (RIDGY.BILIT1):

. . . From BILIT WP via 286° track to DEALE WP, thence as depicted to NAYES WP, depart NAYES WP heading 325° for vectors to final approach course.

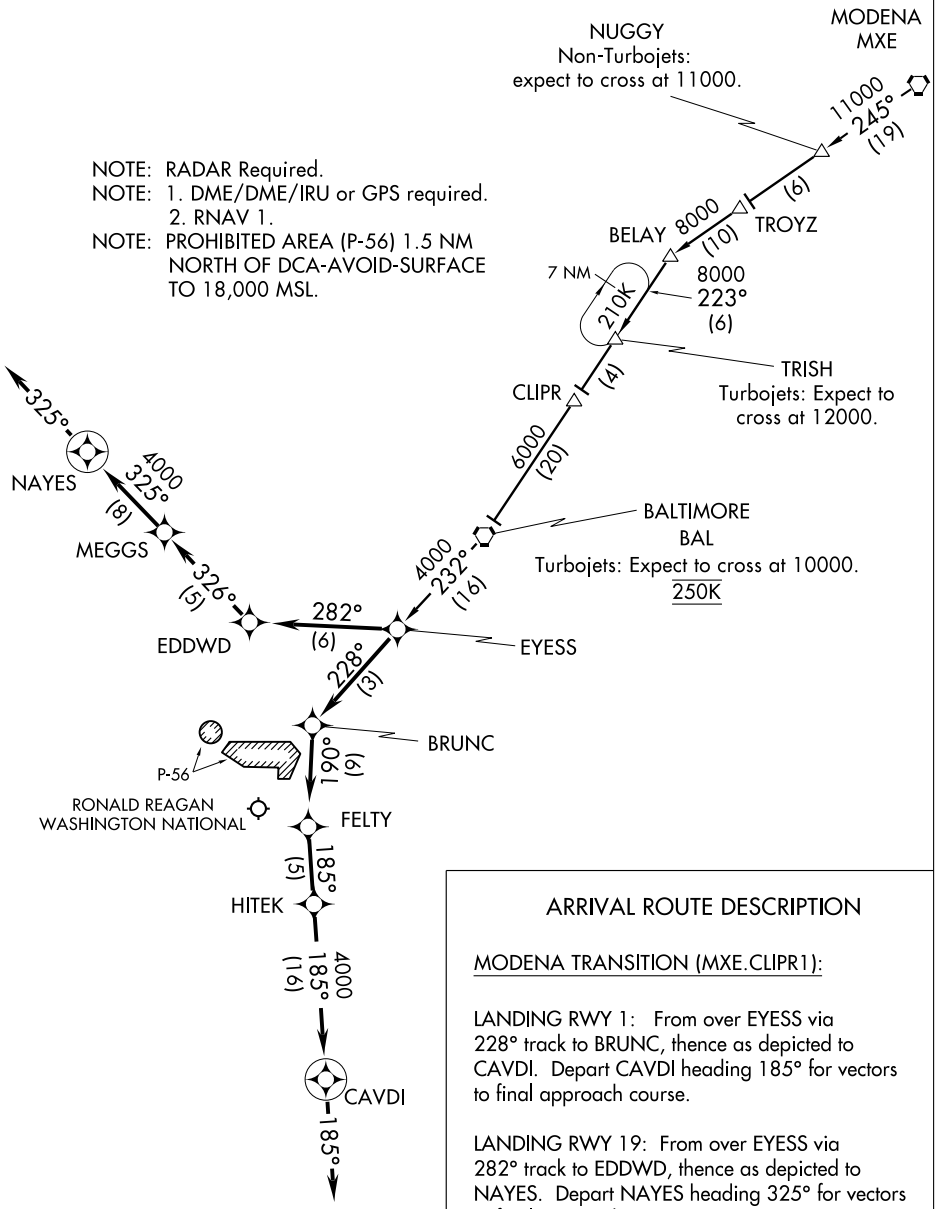
LANDING RWY 1: After EDDGY WP, expect radar vectors to final approach course.

LANDING RWY 19: Depart NAYES WP heading 325° for vectors to final approach course.

CLIPR ONE ARRIVAL (RNAV)

POTOMAC APP CON
128.7 307.9
WASHINGTON NATIONAL ATIS
132.65

NOTE: RADAR Required.
NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1.
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR1):

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course..

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DCA	APP CRS	Rwy Idg 6869
109.9	007°	TDZE 15
Chan 36		Apt Elev 16

COPTER ILS or LOC RWY 1

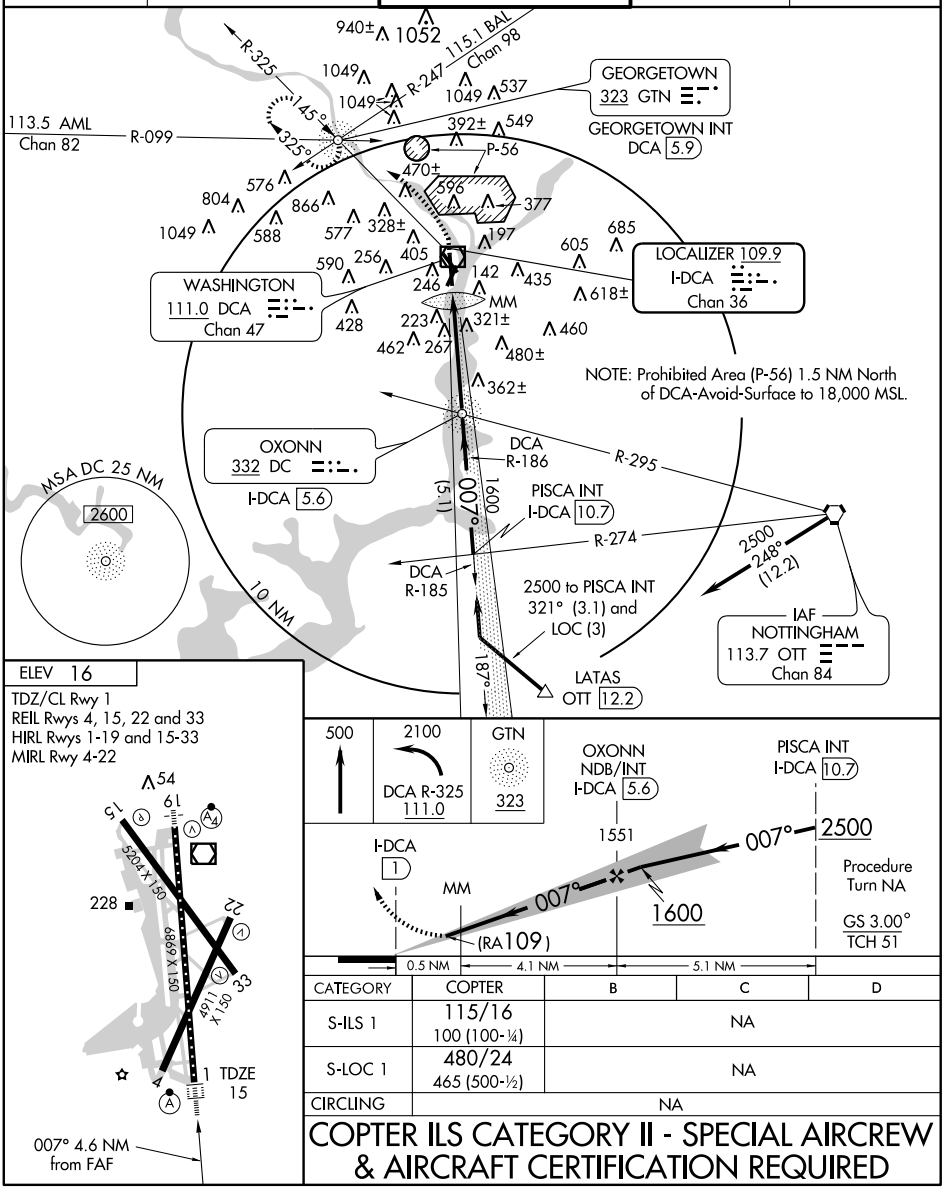
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — Use I-DCA DME when on the LOC course. Radio altimeter required.

ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

007° 4.6 NM from FAF

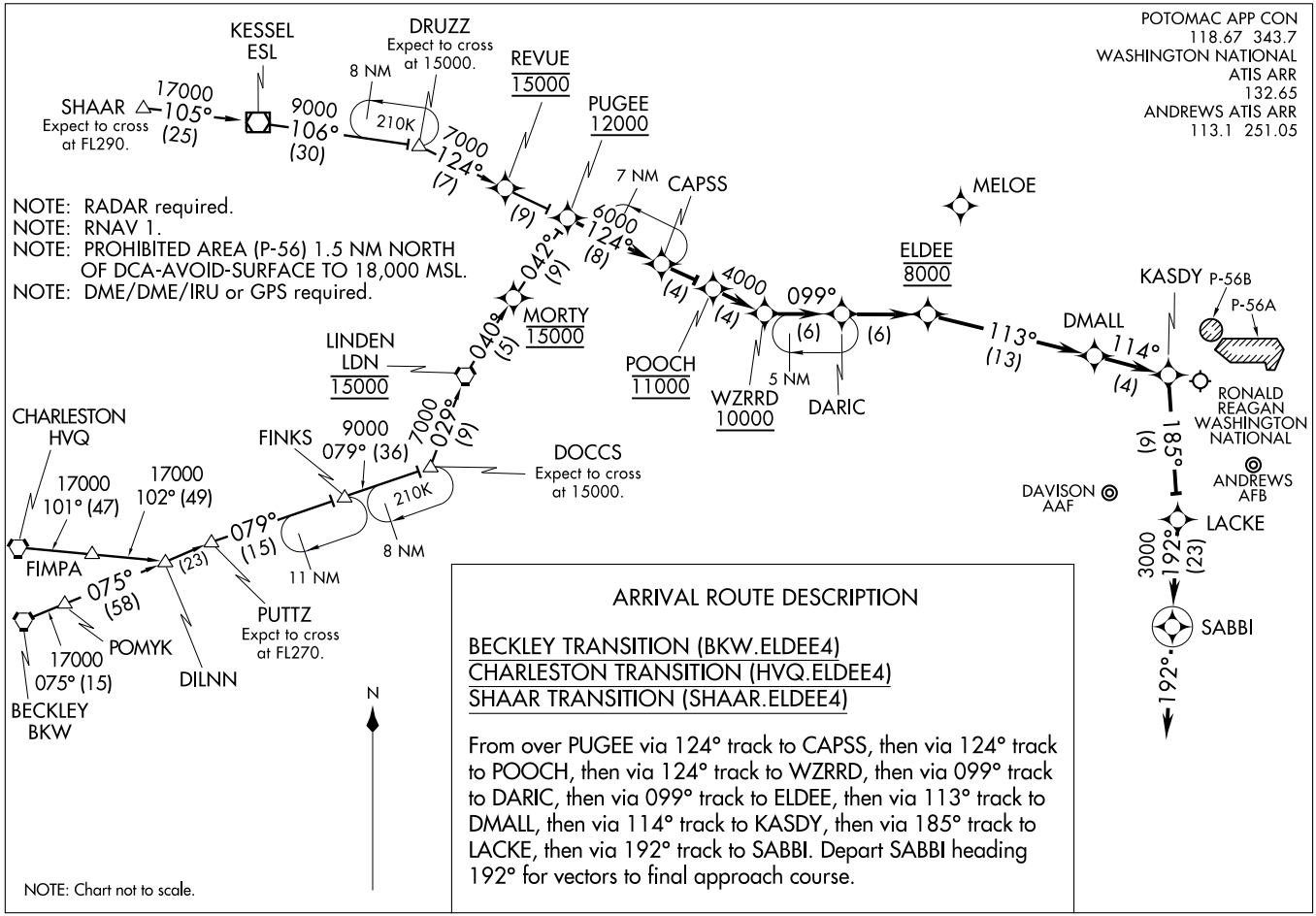
CATEGORY	COPTER	B	C	D
S-ILS 1	115/16 100 (100-¼)	NA		
S-LOC 1	480/24 465 (500-½)	NA		
CIRCLING	NA			

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ELDEE4)
CHARLESTON TRANSITION (HVQ.ELDEE4)
SHAAR TRANSITION (SHAAR.ELDEE4)

From over PUGEE via 124° track to CAPSS, then via 124° track to POOCH, then via 124° track to WZRRD, then via 099° track to DARIC, then via 099° track to ELDEE, then via 113° track to DMALL, then via 114° track to KASDY, then via 185° track to LACKE, then via 192° track to SABBI. Depart SABBI heading 192° for vectors to final approach course.

WASHINGTON, DC

ELDEE FOUR ARRIVAL (RNAV)
(ELDEE.ELDEE4) 09015
WASHINGTON, DC

ST-443 (FAA)

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	007°	TDZE	15
Chan 36		Apt Elev	16

ILS RWY 1

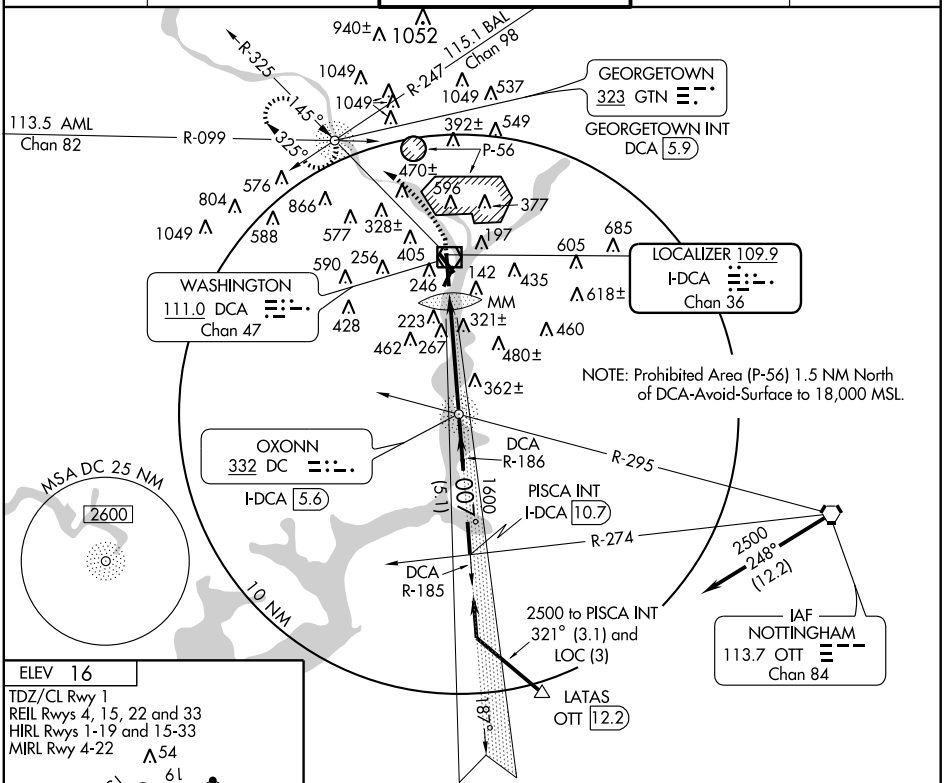
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

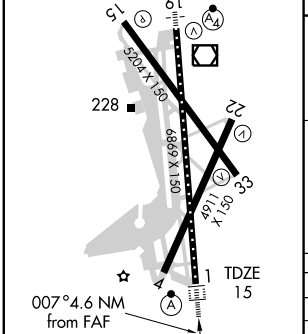
Circling Cat C and D not authorized northeast of Rwy 15-33.
Use I-DCA DME when on the LOC course.

ALSF-2

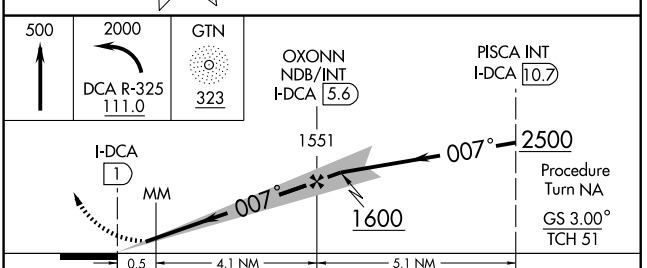
MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 1	215/18 200 (200-½)			
S-LOC 1	480/24 465 (500-½)		480/40 465 (500-¾)	480/50 465 (500-1)
CIRCLING	620-1 604 (700-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	700-2¼ 684 (700-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DCA	APP CRS	Rwy Idg 6869
109.9	007°	TDZE 15
Chan 36		Apt Elev 16

ILS RWY 1 (CAT II)

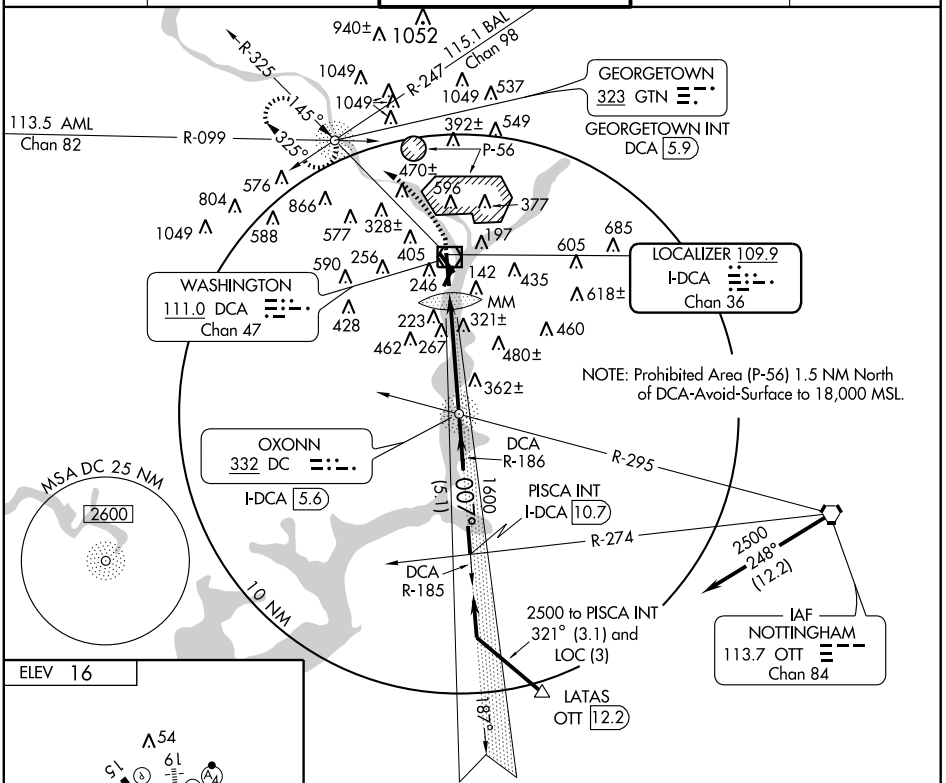
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Use I-DCA DME when on the LOC course.

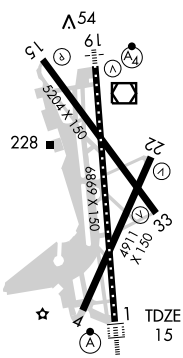
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

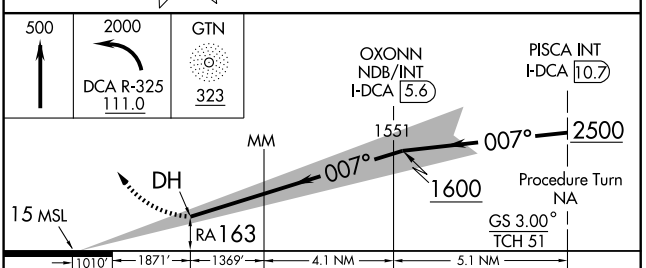
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



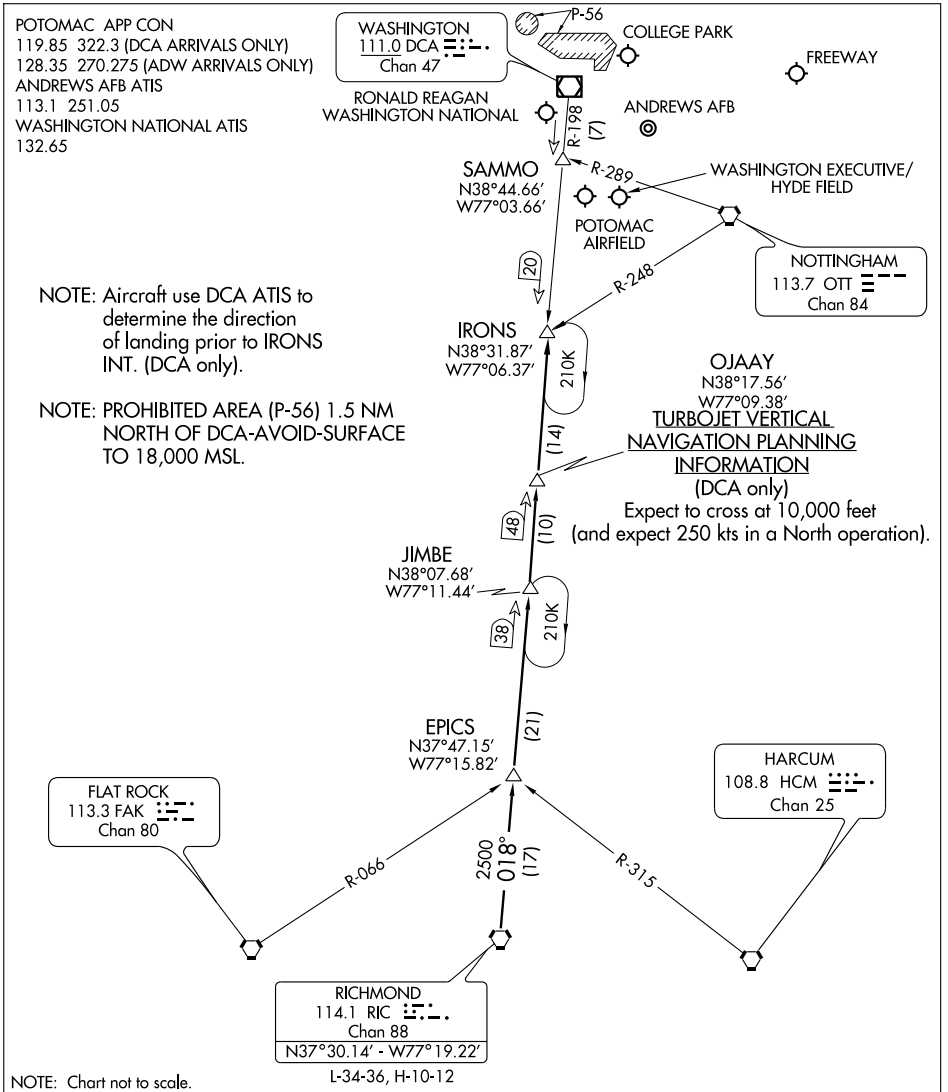
CATEGORY	A	B	C	D
S-ILS 1	RA 163/16 150 DA 165			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VWH	APP CRS	Rwy Idg 6869
108.5	145°	TDZE 14
Chan 22		Apt Elev 16

LDA/DME RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

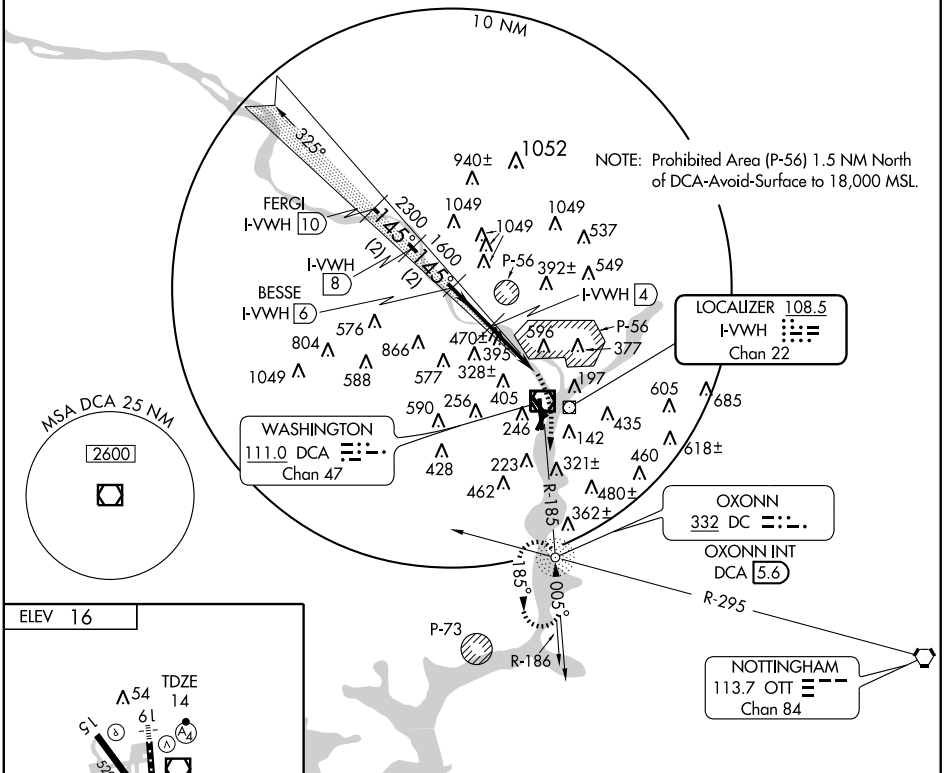
▼ Inoperative table does not apply.
▲ Circling Cats C and D not authorized northeast of Rwy 15-33.

MALSF

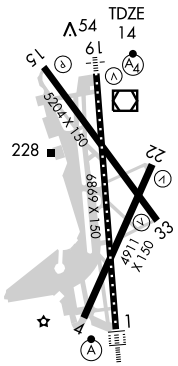
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

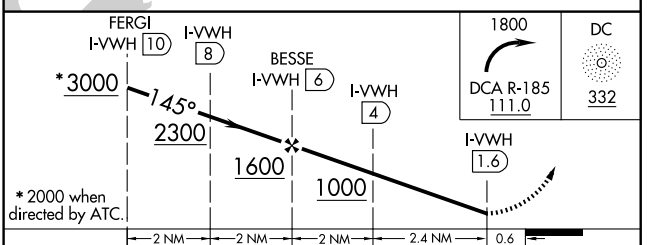
RADAR REQUIRED



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

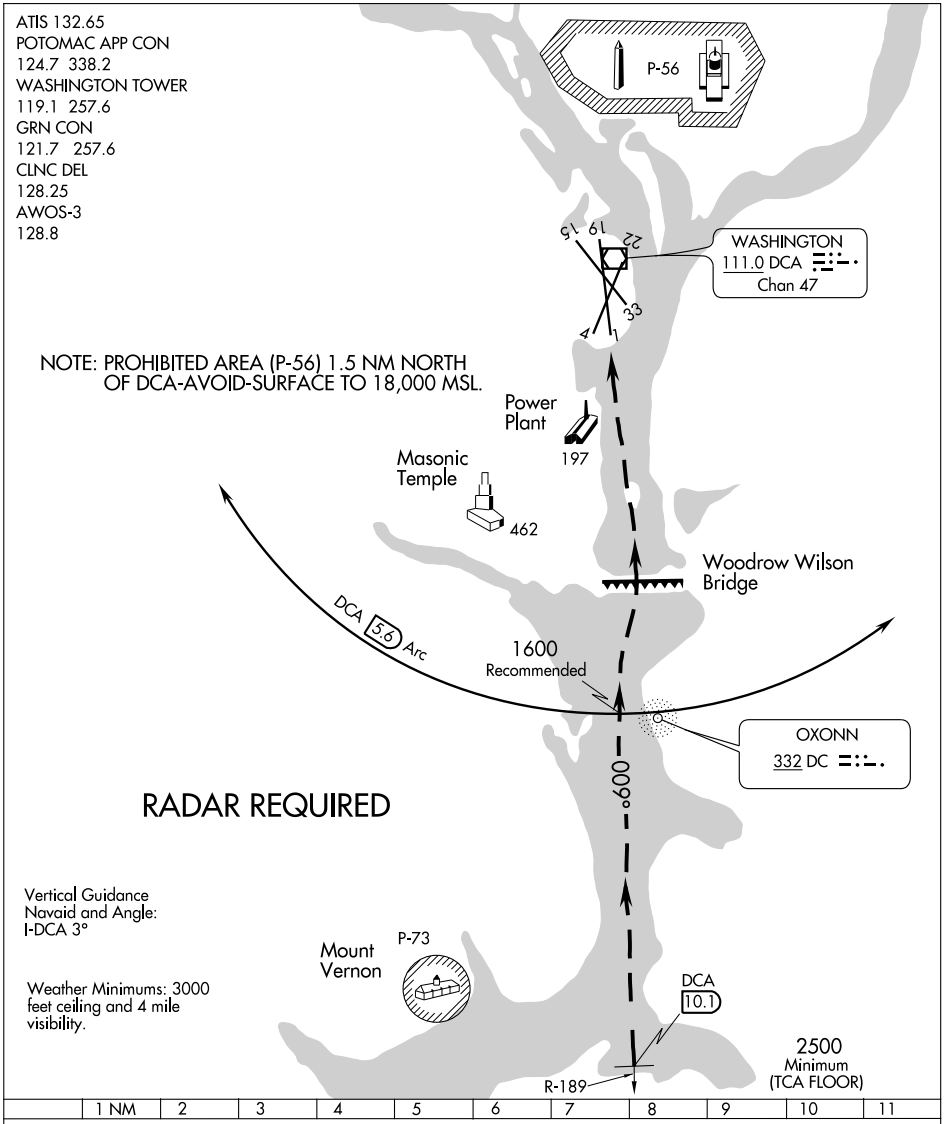


CATEGORY	A	B	C	D
S-LDA 19	720/60 706 (800-1¼)		720-2 706 (800-2)	720-2¼ 706 (800-2¼)
CIRCLING	720-1¼ 704 (800-1¼)		720-2 704 (800-2)	720-2¼ 704 (800-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

MOUNT VERNON VISUAL RUNWAY 1

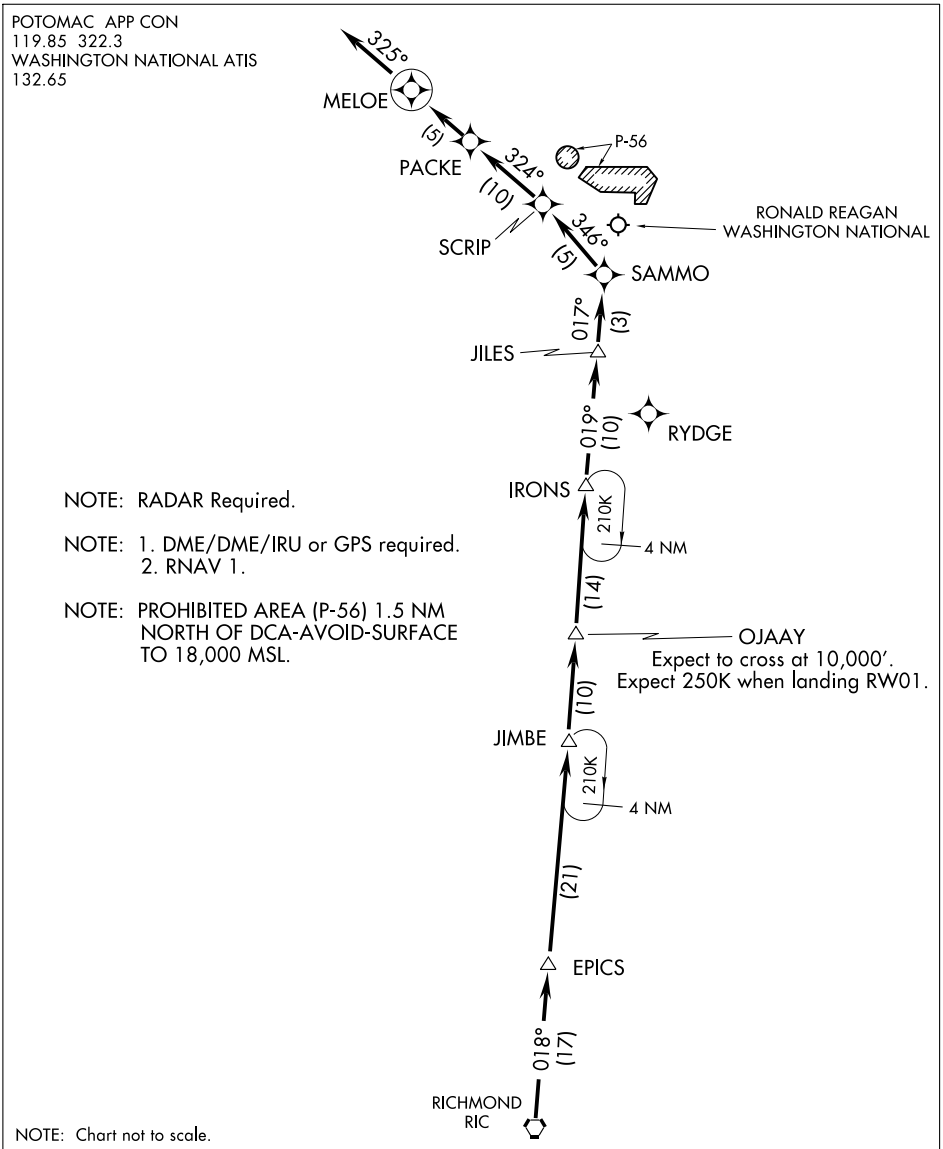
AL-443 (FAA) WASHINGTON, DC



Aircraft may proceed via DCA VOR/DME R-189 (009° inbound) to DCA 5.6 DME, then follow the Potomac River to the airport.

NE-3, 21 OCT 2010 to 18 NOV 2010

OJAAY ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

From RIC VORTAC via 018° track to EPICS WP, thence as depicted to MELOE WP, depart MELOE WP heading 325° for vectors to final approach course.

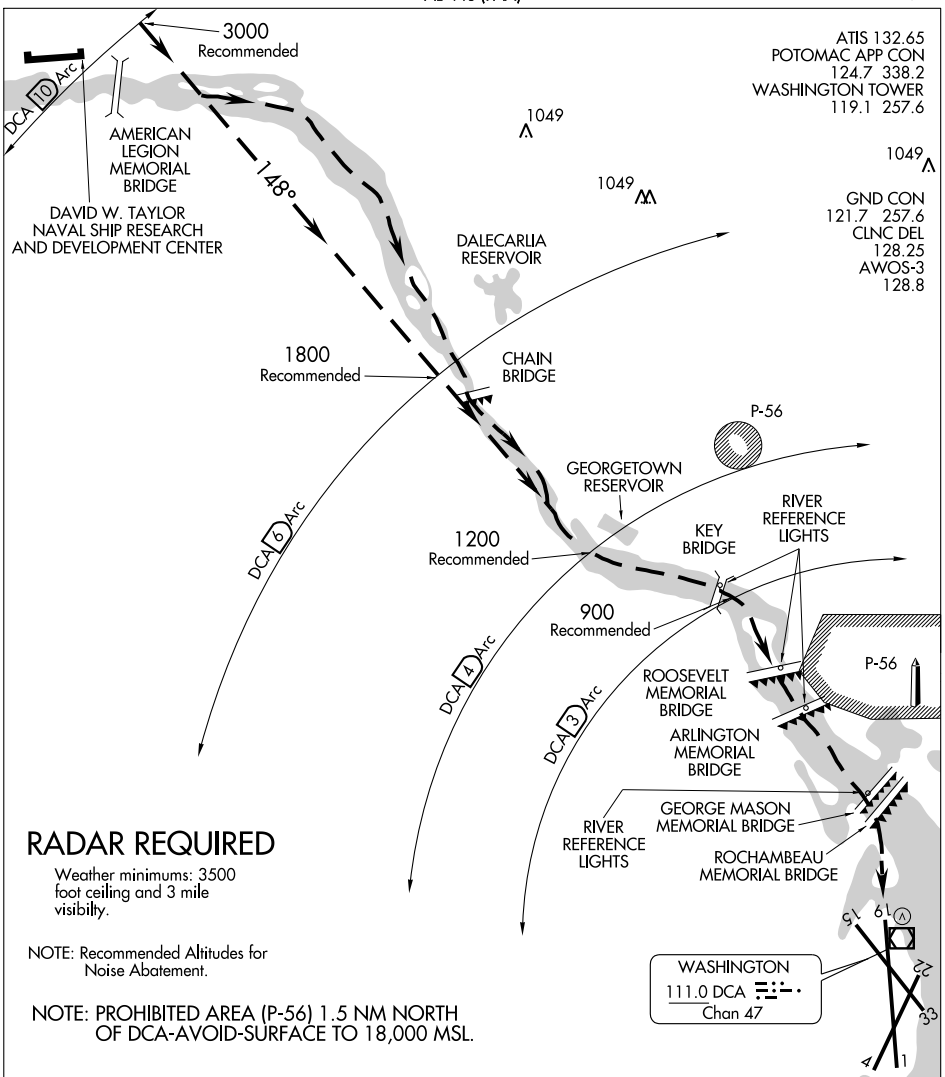
LANDING RWY 1: After IRONS, expect radar vectors to final approach course.

LANDING RWY 19: Depart MELOE WP heading 325° for vectors to final approach

NE-3, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC



RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the DCA VOR/DME R-328 (148° inbound) or via the Rosslyn LDA Rwy 19 Approach to abeam Georgetown Reservoir or the DCA 4 NM DME fix, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

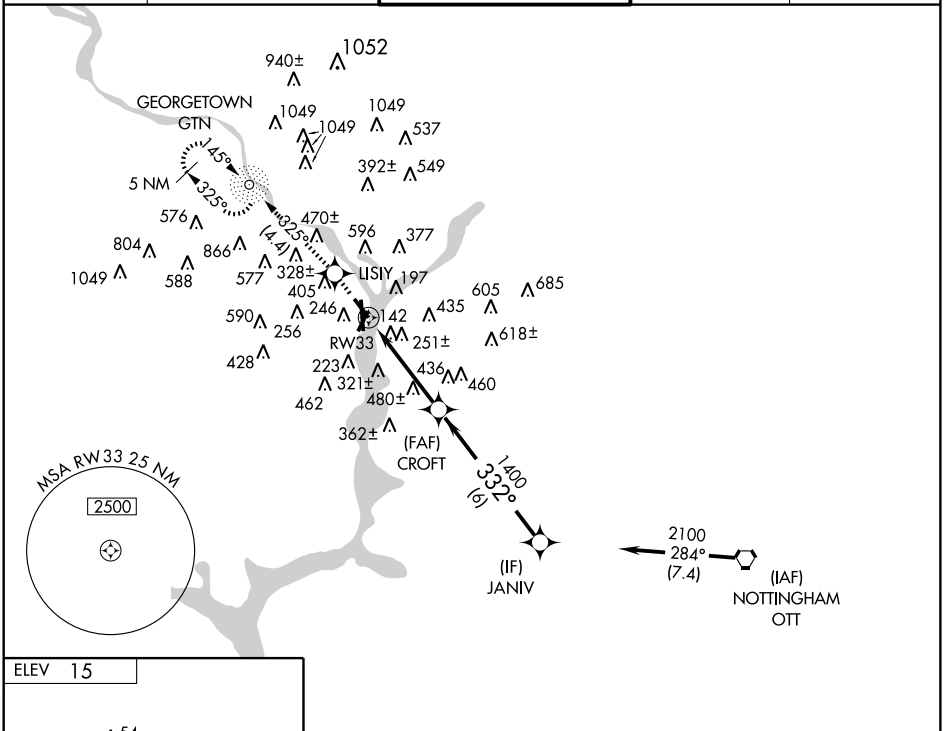
WAAS	APP CRS	Rwy Idg	5204
CH 90123	332°	TDZE	13
W33A		Apt Elev	15

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA) RNAV (GPS) RWY 33

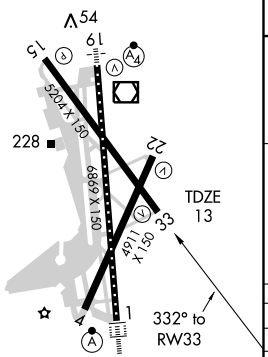
Circling NA for Cats C and D northeast of Rwy 15-33.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct LISIY and via 325° track to GTN NDB and hold.

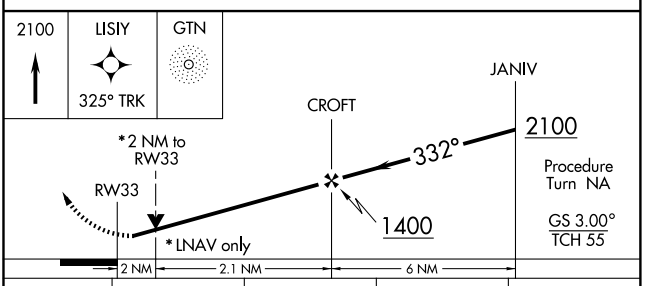
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 15



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



CATEGORY	A	B	C	D
LPV DA	269-¾ 256 (300-¾)			
LNAV/ VNAV DA	760-2½ 747 (800-2½)			
LNAV MDA	700-1 687 (700-1)		700-2 687 (700-2)	700-2¼ 687 (700-2¼)
CIRCLING	760-2½ 745 (800-2½)			

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6869
005°	TDZE	14
	Apt Elev	15

RNAV (RNP) RWY 1

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 40°C (104°F). Missed approach requires RNP less than 1.0. For inoperative ALSF, increase RNP 0.30 visibility to RVR 6000.

NA

ALSF-2

MISSED APPROACH: Climb to 2100 via left turn to FIVUD, and 325° track to HESLO, and 325° track to GTN NDB and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

MISSED APCH FIX

145°

5 NM

325°

GEORGETOWN GTN

RADAR REQUIRED

P-56B

392±

HESLO

325° (3.3)

470±

P-56A

596

377

328±

804

866

576

1049

588

577

596

FIVUD

MAX 185 KIAS

685

325° (1.3)

405

(2.2)

197

435

605

590

256

246

RW01

618±

428

83±

223

321±

460

462

480±

(4.6)

362±

(FAF) OXONN DC

P-73

005°

1600

(9.1)

1049

NOTE: PROHIBITED AREA (P56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.

(IF) MRION

2500

036°

(3.6)

MSA RW01 25 NM

2300

LITNE

3500

036°

(5.4)

(IAF) IRONS

ELEV 15

TDZ/CL Rwy 1

REIL Rwys 4, 15, 22 and 33

HIRL Rwys 1-19 and 15-33

MIRL Rwy 4-22

54

15

6L

5204 X 150

228

22

6869 X 150

33

4911 X 150

4

1

TDZE 14

005° to RW01

2100	FIVUD	HESLO	GTN
	325° TRK	325° TRK	

MRION

2500

OXONN

1600

005°

RW01

1600

GP 3.09°

TCH 60

4.6 NM

6.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	386/40 372 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6869
184°	TDZE	13
	Apt Elev	15

RNAV (RNP) RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, Procedure NA below -11°C (12°F) or above 49°C (120°F). Inoperative table does not apply. When East Side VGSI inop, Procedure NA.

MALSF

MISSED APPROACH: Climbing right turn to 1800 direct OXONN and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

(IAF) RAYEE 7000 — 3000 130° (8) — RAYEE: Procedure NA V8 NW Bnd

KIVEY 3800 — 2500 145° (2.6)

MAX 240 KIAS — KUBEY 3000 — 2500 (5.8)

2500 260° (8.8) — BELTS: Procedure NA V265 N Bnd

(IAF) BELTS 6900

3100 262° (15.1) — (IAF) BALTIMORE BAL 10000

BAL VORTAC: Procedure NA V44-214 SE Bnd; V268 SE Bnd

CUKLI 4000 — 3000 (2.7) — LICIP 3500 — 2500 (2.1)

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA - Avoid Surface to 18,000 MSL.

(IF) HIXIT 2500 — 2000 145° (3.3)

(FAF) JTSON — 145° (1.5)

3100 080° (9.9)

(IAF) ARMEL AML 8000

SETOC — (0.9) — FONVI — (0.9) — JUBOL — 144° (1.6)

P-56

MSA RW19 25 NM 2600

WIRSO — (0.6) — FIROP — RW19 184° (0.5)

ELEV 15 — 184° to RW19

TDZE 13

MISSED APCH FIX — OXONN — 185° 5000

HIXIT — JTSON — SETOC — FONVI — JUBOL — WIRSO — FIROP — RW19

2500 — 145° — 145° — 144° — 184°

2000 — 2000 — 1510 — 1218 — 933 — 424 — 234

Procedure Turn NA

GP 3.00° TCH 50

1800 — OXONN

3.3 NM — 1.5 — 0.9 — 0.9 — 1.6 — 0.6 — 0.5

CATEGORY	A	B	C	D
RNP 0.11 DA	475-1½ 462 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22, and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 22

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ASO	APP CRS	Rwy Idg	6869
109.9	147°	TDZE	14
Chan 36		Apt Elev	16

ROSSLYN LDA RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Glide slope provided by standard glide slope equipment.
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

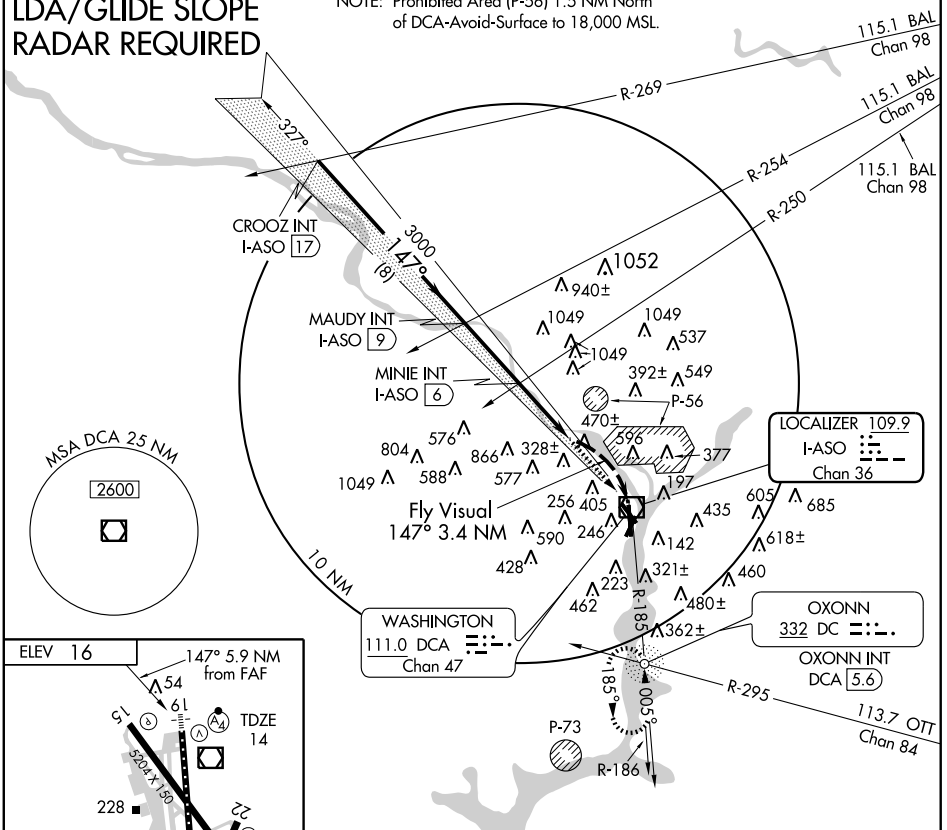
MALSF

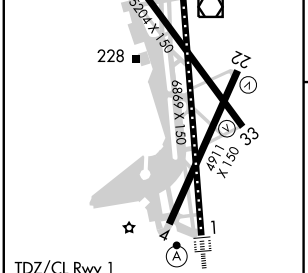
MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

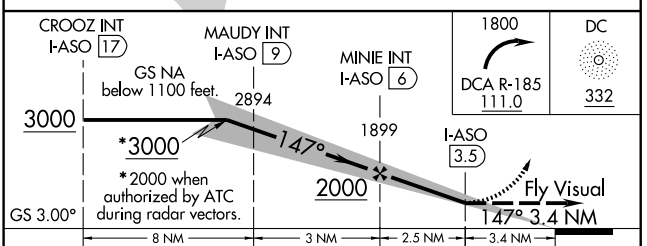
LDA/GLIDE SLOPE RADAR REQUIRED

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.





TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

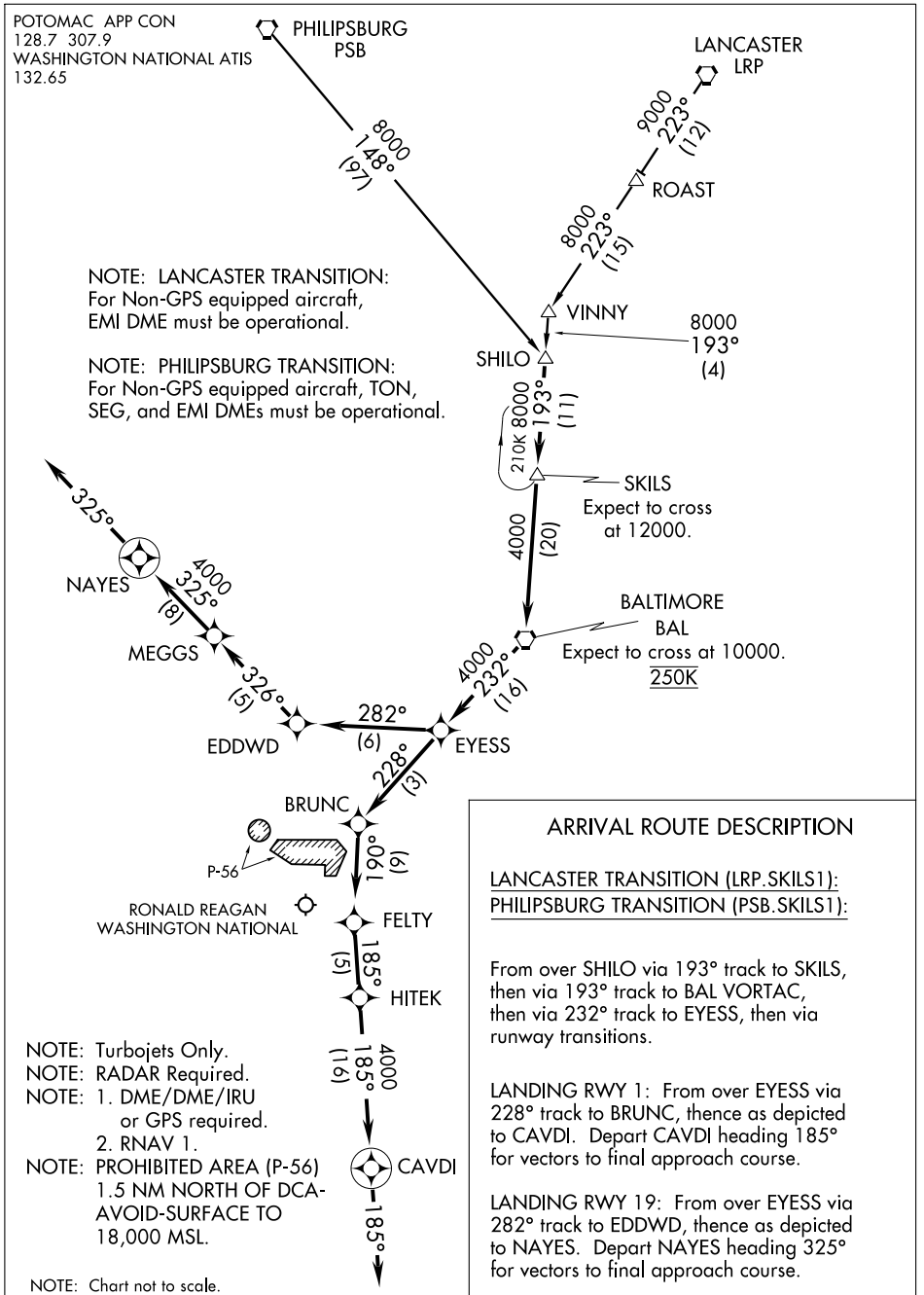


FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
S-LDA/GS 19	1100-3	1086 (1100-3)		
S-LDA 19	1100-3	1086 (1100-3)		
CIRCLING	1100-3	1084 (1100-3)		

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SKILS ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS1):
PHILIPSBURG TRANSITION (PSB.SKILS1):

From over SHILO via 193° track to SKILS, then via 193° track to BAL VORTAC, then via 232° track to EYESS, then via runway transitions.

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.

VOR/DME DCA	APP CRS	Rwy Idg 5204
111.0	144°	TDZE 16
Chan 47		Apt Elev 16

VOR/DME or GPS RWY 15

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Circling Cat C and D not authorized northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

RADAR REQUIRED

10 NM

NIPEE INT DCA 11.8

R-324 R-080 R-099 R-247

115.1 BAL Chan 98

2500 080° (12.3)

GEORGETOWN 323 GTN

GEORGETOWN INT DCA 5.9

2000 144° (5.9)

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.

P-56

WASHINGTON 111.0 DCA Chan 47

IAF ARMEL 113.5 AML Chan 82

OXONN 332 DC

OXONN INT DCA 5.6

113.7 OTT Chan 84

R-185 R-295 R-186 185° 005°

MSA DCA 25 NM 2600

P-73

ELEV 16

144° to VOR/DME

TDZE 16

5204 X 150

6889 X 150

4149 X 150

228

15 54 61 72 33 1

NIPEE INT DCA 11.8

GEORGETOWN NDB/INT DCA 5.9

2500 144° 2000

VOR/DME

1800 DCA R-185 111.0

DC 332

5.9 NM 5.5 NM 0.3 NM

CATEGORY	A	B	C	D
S-15	920-1¼ 904 (1000-1¼)		920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)
CIRCLING	920-1¼ 904 (1000-1¼)		920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME DCA	APP CRS	Rwy Idg 6869
111.0	155°	TDZE 13
Chan 47		Apt Elev 15

VOR/DME or GPS RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

MALSF

MISSED APPROACH: Climbing right turn to1800 via DCA R-185 to OXONN INT/NDB/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

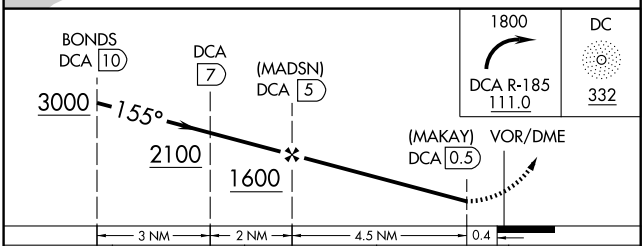
NE-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.

BONDS DCA 10
DCA 7
(MADSN) DCA 5
(MAKAY)
WASHINGTON 111.0 DCA Chan 47
OXONN 332 DC
OXONN INT DCA 5.6
NOTTINGHAM 113.7 OTT Chan 84
P-56
P-73
R-335
R-295
R-185
R-186
155°
2100
1500
10 NM
MSA DCA 25 NM
2600

ELEV 15
155° to DCA VOR/DME
TDZE 13
5204 X 150
6869 X 150
4911 X 150
228



CATEGORY	A	B	C	D
S-19	980/60 967 (1000-1¼)	980-1½ 967 (1000-1½)	980-3	967 (1000-3)
CIRCLING	980-1¼ 965 (1000-1¼)	980-1½ 965 (1000-1½)	980-3	965 (1000-3)

TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)
38°51′ N - 77°02′ W
VOR/DME or GPS RWY 19

VOR/DME DCA	APP CRS	Rwy Idg	6869
111.0	006°	TDZE	14
Chan 47		Apt Elev	15

VOR RWY 1

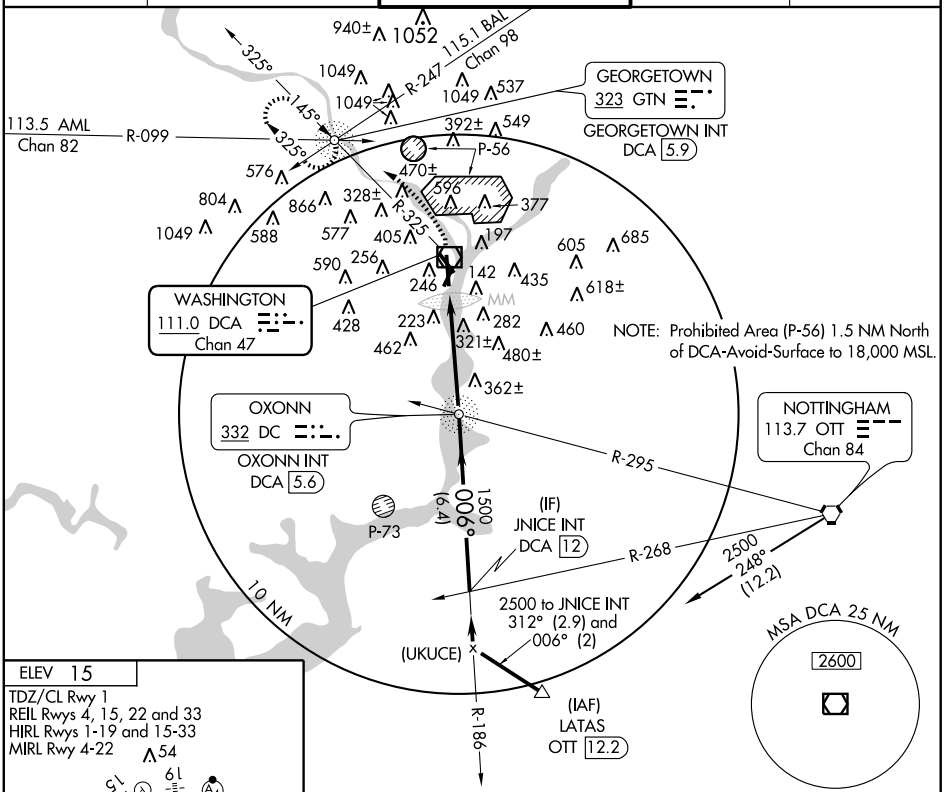
WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

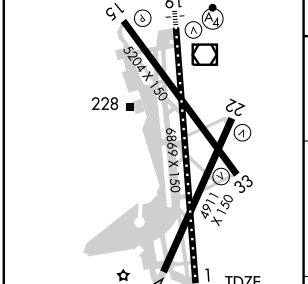
Circling NA NE of Rwy 15-33.

ALSF-2

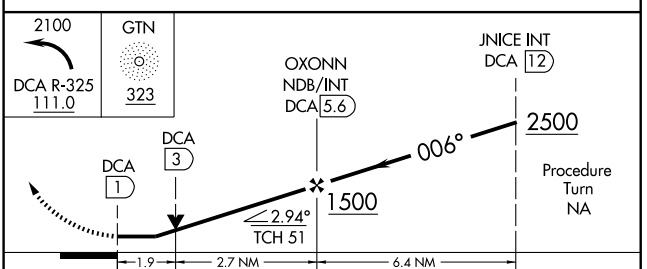
MISSED APPROACH: Climbing left turn to 2100 via DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-1	680/24	666 (700-½)	680/60 666 (700-1)	680 - 1½ 666 (700-1½)
CIRCLING	720 - 1	705 (800-1)	720 - 2 705 (800-2)	760 - 2¼ 745 (800-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

WASHINGTON, DC

(WZRRD.WZRRD2) 09071

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

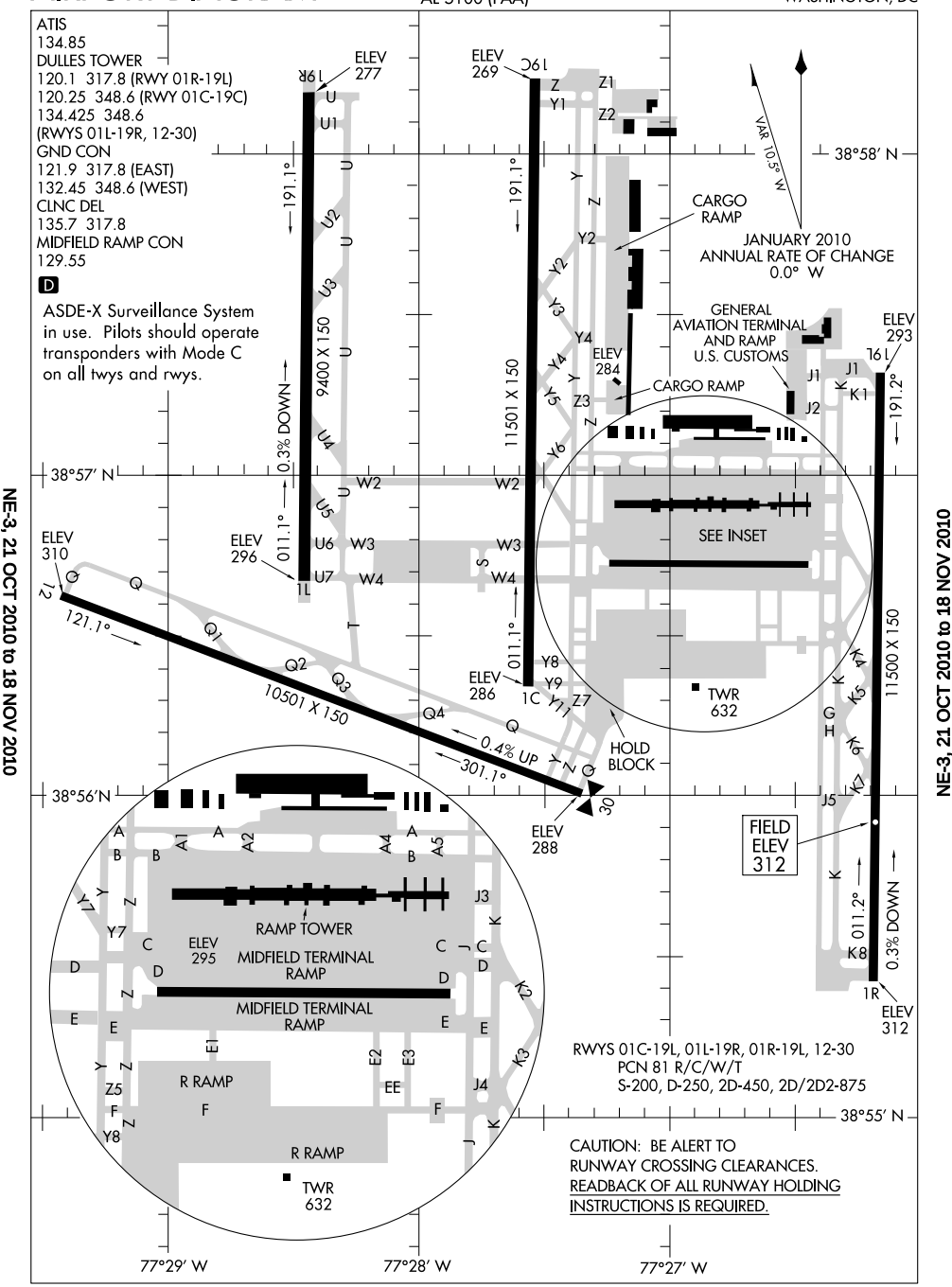
. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

AL-5100 (FAA)



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

10210

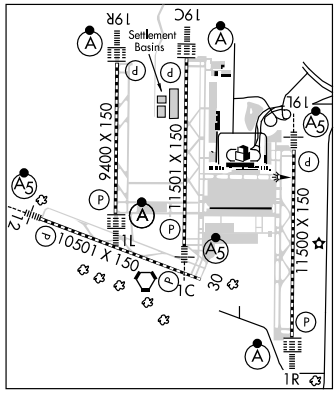
WASHINGTON DULLES INTL (IAD) 20 W UTC−5(−4DT) N38°56.85′ W77°27.60′ **WASHINGTON COPTER**
312 B S4 **FUEL** 100, JET A OX 1, 2, 3 LRA Class I, ARFF Index E **H–10H, 12I, L–29E, 34E, 36I, A IAP, AD**
NOTAM FILE IAD

RWY 01C–19C: H11501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
RWY 01C: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.
RWY 19C: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′.

RWY 01R–19L: H11500X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′. Building.
RWY 19L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Pole. 0.3% up.

RWY 01L–19R: H9400X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
RWY 01L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′. 0.3% down.
RWY 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.

RWY 12–30: H10501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
RWY 12: MALSR. TDZL. PAPI(P4R).
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 75′. 0.4% up.



RUNWAY DECLARED DISTANCE INFORMATION:

RWY 01L:	TORA–9400	TODA–9400	ASDA–9400	LDA–9400
RWY 01C:	TORA–11501	TODA–11501	ASDA–11501	LDA–11501
RWY 01R:	TORA–11500	TODA–11500	ASDA–11500	LDA–11500
RWY 12:	TORA–10501	TODA–10501	ASDA–10501	LDA–10501
RWY 19L:	TORA–11500	TODA–11500	ASDA–11500	LDA–11500
RWY 19C:	TORA–11501	TODA–11501	ASDA–11501	LDA–11501
RWY 19R:	TORA–9400	TODA–9400	ASDA–9400	LDA–9400
RWY 30:	TORA–10501	TODA–10501	ASDA–10501	LDA–10501

AIRPORT REMARKS: Attended continuously. Deer and large flocks of birds on and invof arpt. PAEW adjacent all rwys and twys indef. Flight training between 0300–1200Z‡ prohibited. Rwy 12 and Rwy 30 touchdown, rollout runway visual range avbl. Rwy 01C, Rwy 19C, Rwy 01R and Rwy 19L touchdown, midfield, and rollout, runway visual range avbl. Rwy 01L and Rwy 19R touchdown, midfield, and rollout visual range avbl. Itinerant acft ctc fixed base operator on 122.95 for services. ASDE–X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys. Air carrier push backs and power from all apron positions require clearance from MWAA Ramp tower. All acft with wingspan exceeding 118′ are restricted from using Taxilane A between Taxilane A1 and A5. Twy E1 rstd to acft with a wingspan less than 79′. Twy J–3 clsd west of Twy J. Runup blocks for Rwy 30 designated as non–movement area. Numerous flagged and lighted cranes operating in midfield area. Taxilane C active; pushback clncs on N side of midfield terminal are onto Taxilane D only unless otherwise authorized. All 180° turns out of apron positions shall be made using minimum power. During periods of acft saturation long term parking may not be avbl. Svc for fuel and go only will be avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (703) 661–2990. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS 134.85 (703) 661–6347. **UNICOM** 122.95
ARMEL RCO 113.5T 122.1R (LEESBURG RADIO)
Ⓡ **POTOMAC APP CON** 126.1 (331°–090°) 124.65 (091°–240°) 120.45 (241°–330°)
TOWER 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C)134.425 (Rwy 01L–19R, Rwy 12–30)
MIDFIELD RAMP CON 129.55
GND CON 121.9 (East) 132.45 (West) **CLNC DEL** 135.7
Ⓡ **POTOMAC DEP CON** 126.65(121°–299°) 125.05 (300°–120°)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ at fld. 297/08W
TILLE NDB (LOM) 346 IA N38°50.84′ W77°26.27′ 360° 6.1 NM to fld.
ILS 111.3 I–DLX Rwy 19C. Class IIIE.
ILS 111.3 I–OSZ Rwy 01C. Class IE.
ILS/DME 110.1 I–SGC Chan 38 Rwy 19L. Class IE.
ILS/DME 110.1 I–IAD Chan 38 Rwy 01R. Class IIIE. LOM TILLE NDB.
ILS/DME 110.75 I–ISU Chan 44Y Rwy 19R. Class IIIE.
ILS/DME 110.75 I–OIU Chan 44Y Rwy 01L. Class IIIE.
ILS 109.3 I–AJU Rwy 12. Class IE. Glideslope unmonitored.

BARIN ONE ARRIVAL (RNAV)

POTOMAC APP CON
124.65 306.925
DULLES ATIS
134.85

MARTINSBURG
MRB

010°
MIXNN
4000

LANDING RWYS 19L/C/R: Depart MIXNN heading 010°, expect radar vectors to final approach course.

012° (13)

NOTE: Maintain last ATC assigned altitude until cleared to "Descend via the Barin One Arrival."

TRING
4000

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

WASHINGTON DULLES INTL

NOTE: Radar required.

012° (15)

STAYO
4000

012° (11)

LANDING RWYS 1L/C/R or 30: After BARIN, expect radar vectors to final approach course.

BARIN
5000

008° (15)

BROOKE
BRV

4 NM 230K

FALKO
Non-turbojets expect to cross at 8,000.
Turbojets expect to cross at 10,000 and 250 KIAS.

(10)

4 NM 210K

(8)

OGATE

4 NM 230K

035° (7)

COATT

(5)

NABBS

(10)

DEAND

MAA 22000
3500
035°
(23)

MAA 22000
3500
346°
(20)

FLAT ROCK
FAK

RICHMOND
RIC

NOTE: Chart not to scale.

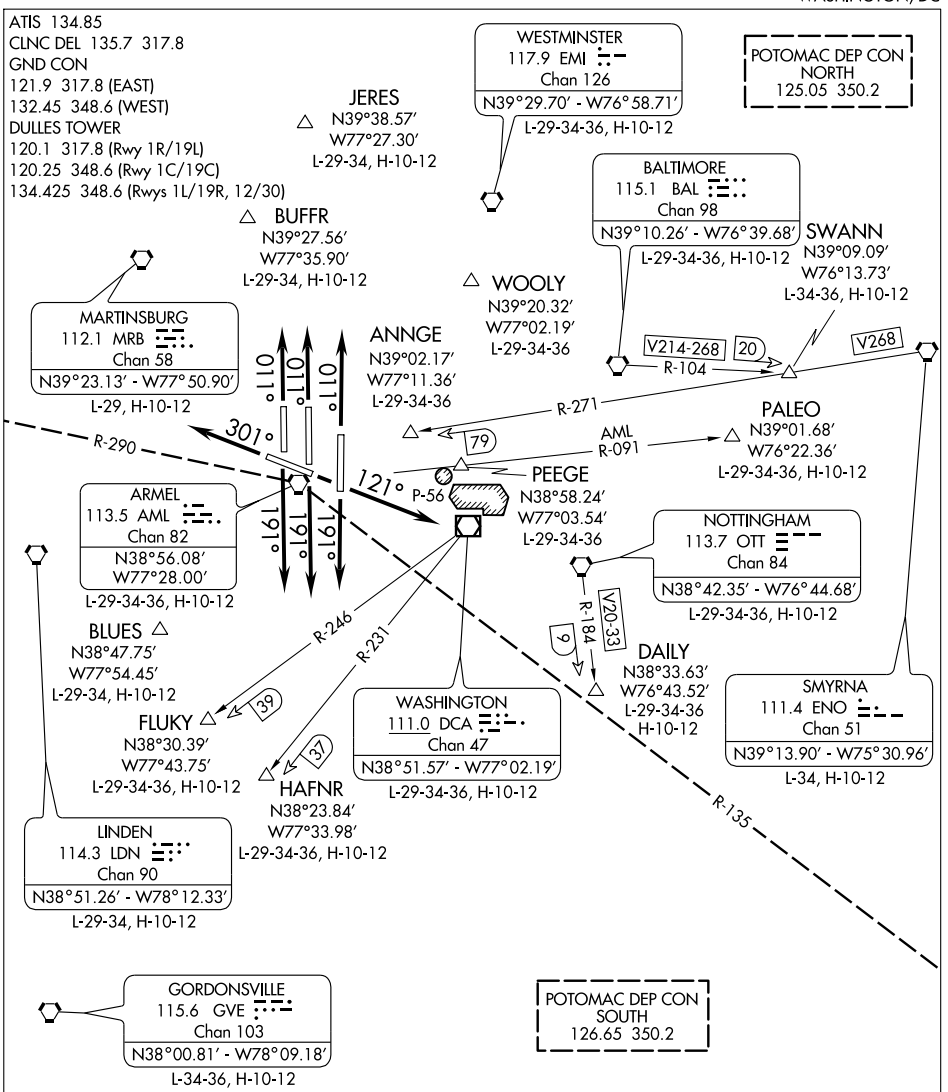
ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.BARIN1)
RICHMOND TRANSITION (RIC.BARIN1)

. . . From COATT via 035° track to OGATE, thence as depicted to MIXNN, cross MIXNN at 4,000', depart MIXNN heading 010°. Expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

CAPITAL SEVEN DEPARTURE



TAKE-OFF MINIMUMS

Rwys 1C, 1R, 1L, 12, 19C, 19R, 19L, 30: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 121° or as assigned, Thence. . . .
TAKE-OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 301° or as assigned, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

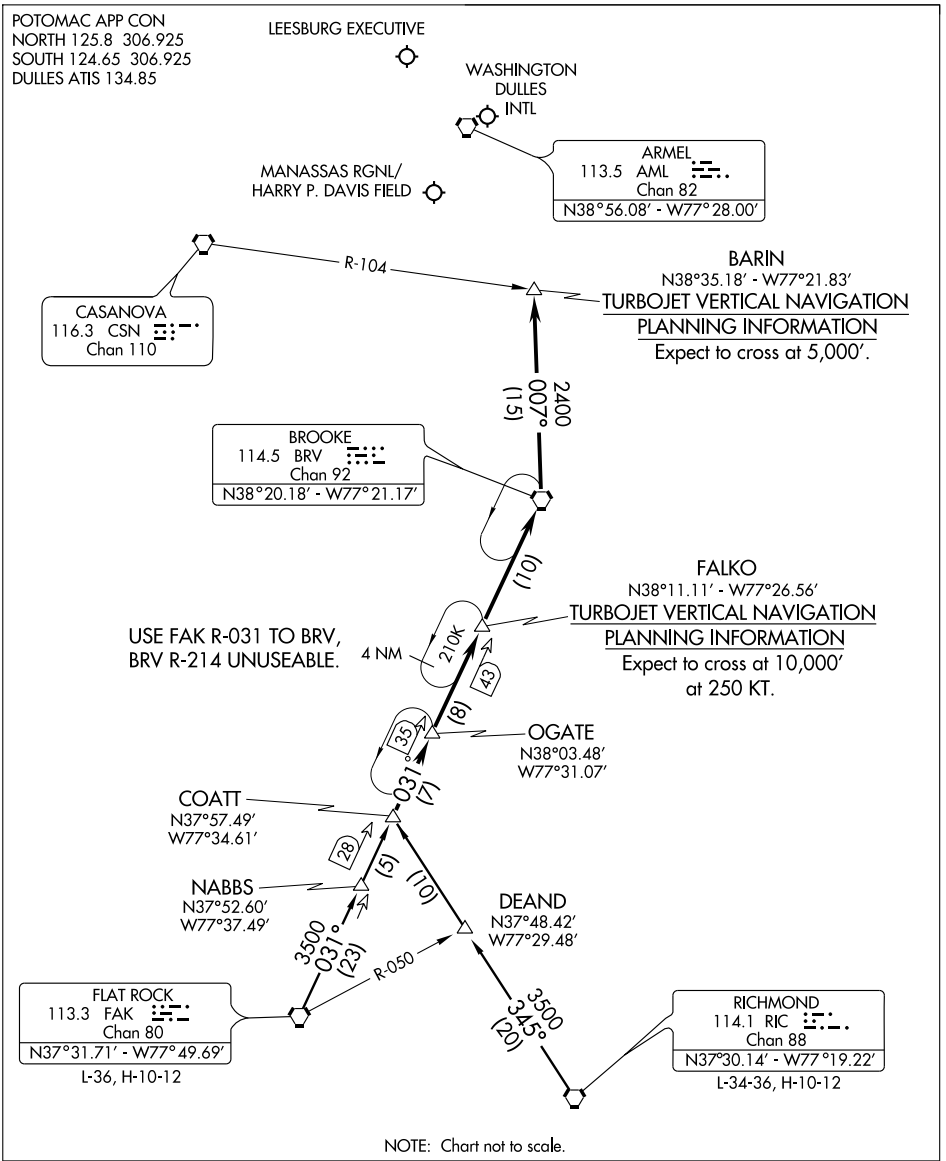
SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

TAKE-OFF OBSTACLES

Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL
Rwy 12: Tree 520′ from DER, 604′ left of centerline, 28′ AGL/307′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL.
Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NE-3, 21 OCT 2010 to 18 NOV 2010

COATT FOUR ARRIVAL



FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-AJU	APP CRS	Rwy Idg / TDZE / Apt Elev
109.3	121°	10501 / 310 / 312

CONVERGING ILS RWY 12

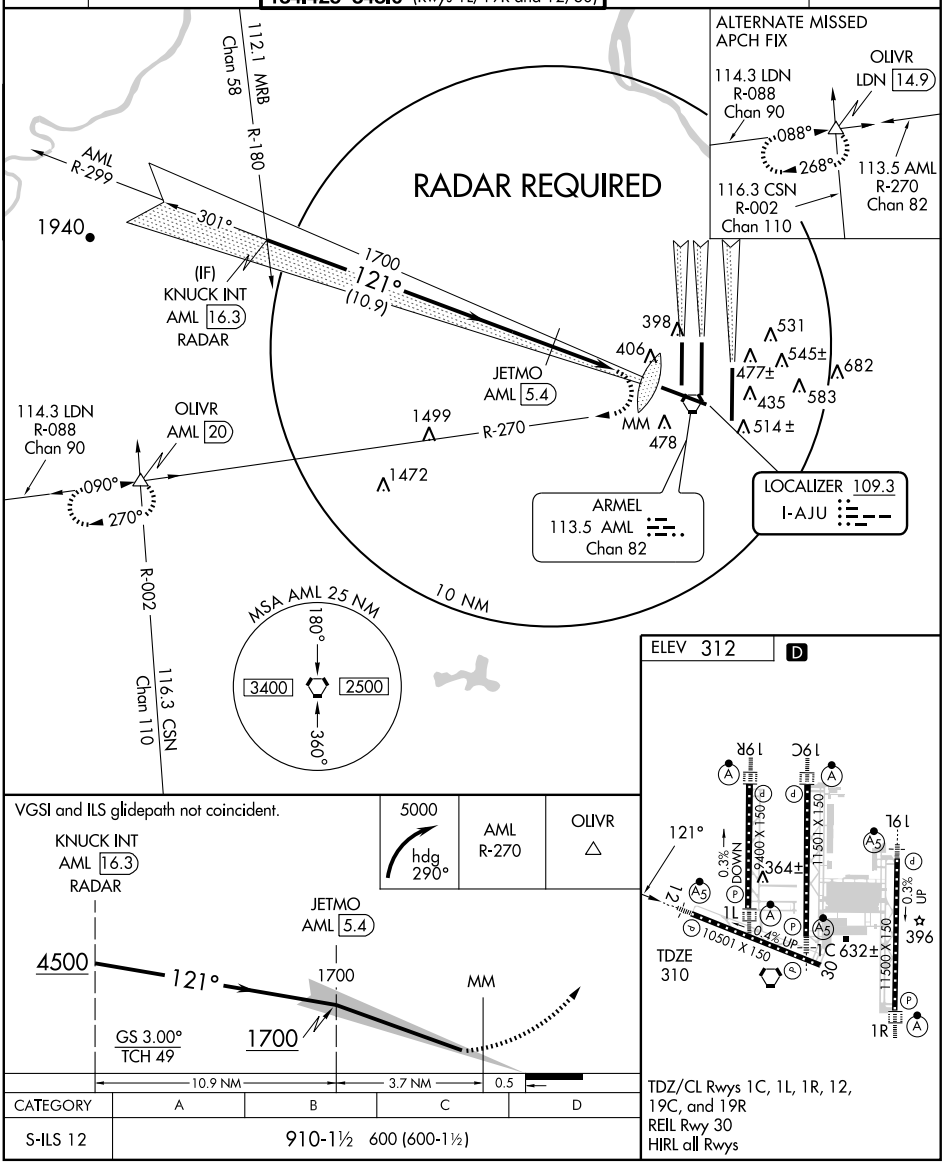
WASHINGTON DULLES INTL (IAD)

T / A NA — For inoperative MALSR, increase S-ILS 12 all Cats. visibility to 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R.

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



VGSI and ILS glidepath not coincident.

5000 hdg 290°	AML R-270	OLIVR

CATEGORY	A	B	C	D
S-ILS 12	910-1½ 600 (600-1½)			

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DLX	APP CRS	Rwy Idg	11501
111.3	191°	TDZE	272
		Apt Elev	312

CONVERGING ILS RWY 19C

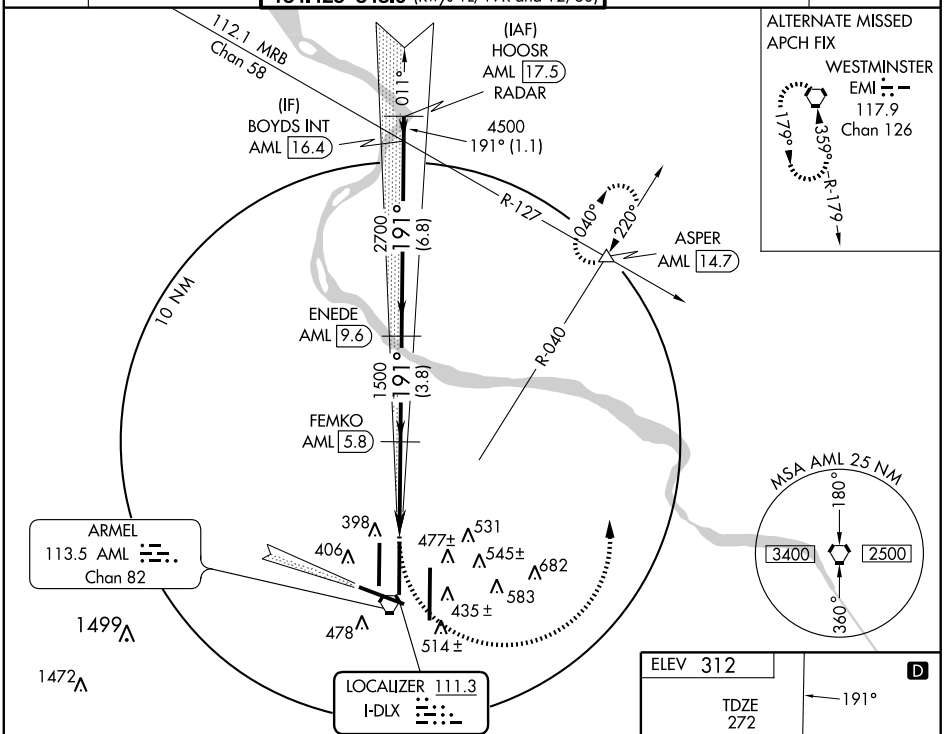
WASHINGTON DULLES INTL (IAD)

T A NA — Simultaneous converging approaches authorized with Rwy 12. For inoperative ALSF-2, increase S-ILS 19C all Cats visibility to 2.

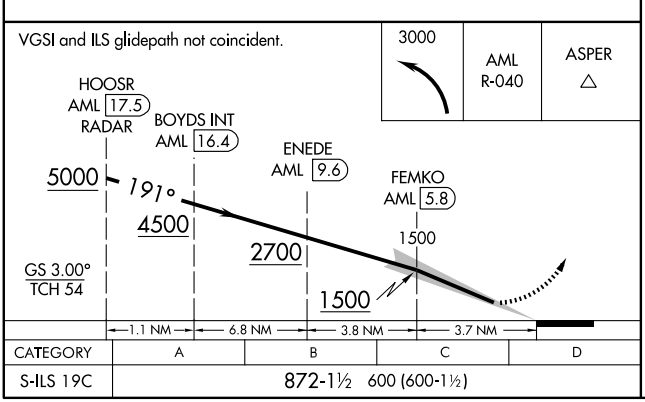
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

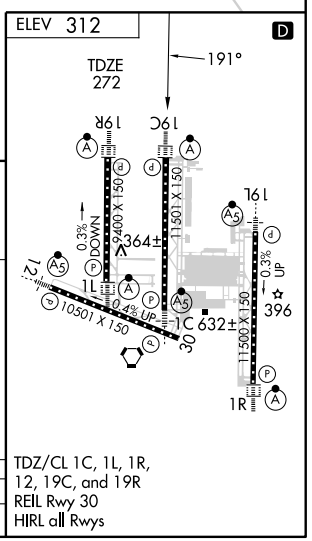
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 19C	872-1½ 600 (600-1½)			



TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SGC	APP CRS	Rwy Idg	11500
110.1	191°	TDZE	302
Chan 38		Apt Elev	312

CONVERGING ILS RWY 19L

WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative MALSR, increase S-ILS 19L all Cats visibility to 2 miles.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED

112.1 MRB R-127 Chan 58

3000 191° (2)

011°

(IAF) DADEY I-SGC 18.7 RADAR

(IF) IZUMI INT I-SGC 16.7

040° 220°

ASPER AML 14.7

10 NM

1700 191° (10.4)

R-040

R-014

AML R-023

DOMSE INT I-SGC 6.3

ALTERNATE MISSED APCH FIX

WESTMINSTER EMI 117.9 Chan 126

179° 359° R-179

MSA AML 25 NM

180° 3400 2500 360°

398 406 478 1499 1472

531 545± 682 477± 435± 583 514±

ARMEL 113.5 AML Chan 82

LOCALIZER 110.1 I-SGC Chan 38

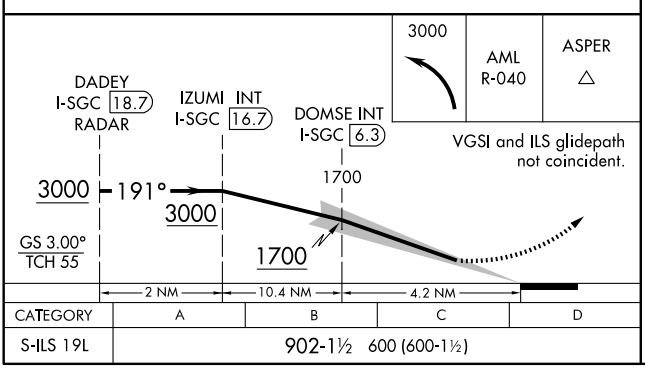
ELEV 312 D

191°

19R 19C TDZE 302

16L 11501 X 150 0.3% DOWN 2400 X 150 364± 12 0.3% UP 396 1L 0.4% UP 10501 X 150 1C 632± 30 11500 X 150 1R

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 19L	902-1½ 600 (600-1½)			

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44(Y)		Apt Elev	312

CONVERGING ILS RWY 19R

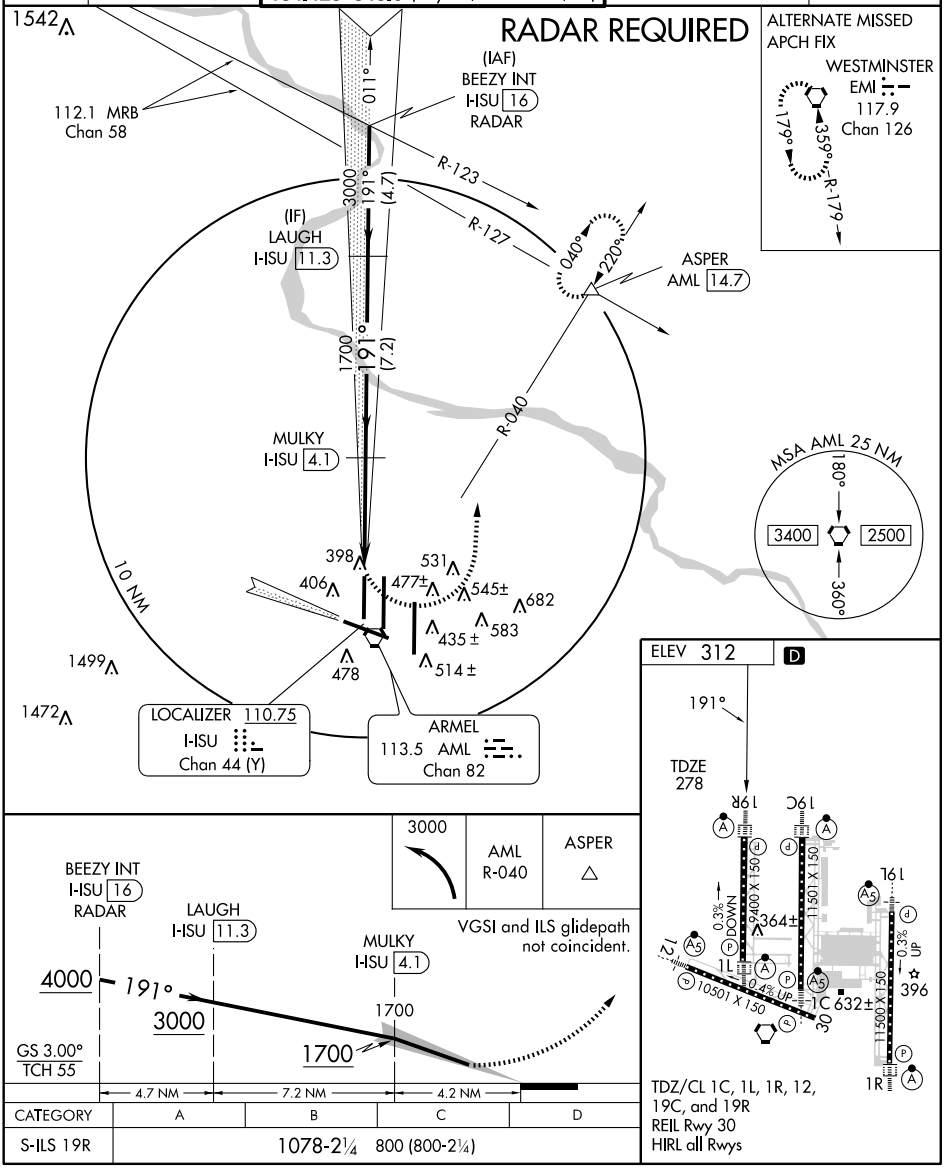
WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12. For inoperative ALSF-2, increase S-ILS 19R all Cats visibility to 2¾ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
S-ILS 19R	1078-2¼ 800 (800-2¼)			

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DELRO TWO ARRIVAL

(DELRO.DELRO2) 08101

WASHINGTON, DC
WASHINGTON DULLES INTL

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

RAVINE
114.6 RAV
Chan 93

JOANE
N40°02.64′
W76°27.36′

LANCASTER
117.3 LRP
Chan 120
N40°07.20′ - W76°17.48′
L-29-34, H-10-12

MODENA
113.2 MXE
Chan 79
N39°55.08′ - W75°40.25′
L-34, H-10-12

DELRO
N39°57.93′
W76°37.52′

MULRR
N39°37.89′ - W77°20.14′
Turbojets expect to cross at 10000 and 250 KIAS.
Non-turbojets expect to cross at 8000.

HYPER
N39°41.04′
W77°13.51′

BINNS
N39°47.10′
W77°00.66′

MARTINSBURG
112.1 MRB
Chan 58

P-40
R-4009

DUPONT
114.0 DQO
Chan 87

WESTMINSTER
117.9 EMI
Chan 126

BALTIMORE
115.1 BAL
Chan 98

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

R-193
R-309
R-013
R-003
R-323
R-304
R-065
R-016

5000
248°
(9)

(9)

5000
283°
(44)

V39-143
265K
248°
(21)
39

50
210K
(12)

34
245°
(6)
210K

28

4000
196°
(42)

N

NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: Radar Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO2): From over LRP VORTAC via LRP R-248 to DELRO INT. Thence....
MODENA TRANSITION (MXE.DELRO2): From over MXE VORTAC via MXE R-283 to DELRO INT. Thence....

.... From over DELRO via LRP R-248 to BINNS, then via LRP R-248 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

DELRO TWO ARRIVAL
(DELRO.DELRO2) 08101
WASHINGTON DULLES INTL
WASHINGTON, DC

ST-5100 (FAA)

HYPER TWO ARRIVAL (RNAV)

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

LANCASTER
LRP

5000
249°
(9)

JOANE

MODENA
MXE

5000
284°
(44)

MULRR
Non-turbojets expect to cross at 8000.
Turbojets expect to cross at 10000 and 250 KIAS.

7 NM DELRO

265K
(12)
249°
(21)

(9)

HYPER
248°
(6)

BINNS

248°
210K
4 NM

P-40

210K
4 NM

196°
(13)

SIGBE
7000

MARTINSBURG
MRB

189°
(9)

MOWAT
5000

(6)

HUSEL
4000

190°
(15)

YACKK
4000

191°
(14)

TICON
4000

190°

NOTE: Chart not to scale.

NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.HYPER2)
MODENA TRANSITION (MXE.HYPER2)

From over DELRO via 249° track to BINNS, thence as depicted to TICON.

HYPER TWO ARRIVAL (RNAV)

WASHINGTON, DC
WASHINGTON DULLES INTL

(HYPER.HYPER2) 09015

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OSZ	APP CRS	Rwy Idg	11501
111.3	011°	TDZE	286
		Apt Elev	312

ILS or LOC/DME RWY 1C

WASHINGTON DULLES INTL (IAD)

For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000. DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with Rwy 1R or 1L. DME Required. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. †1800 RVR authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB
112.1
Chan 58
289°
109°
R-109

LOCALIZER 111.3
I-OSZ

MISSED APCH FIX
FREDERICK
FDK
109.0
220°-R-040
040°

109.0 FDK R-200

ARMEL
113.5 AML
Chan 82

398
406
477±
531
545±
435±
682
583
478
MM
514 ±
1499
1472
419±

RCHLE
AML 2.3

10 NM

SKINS
AML 5.8

2300
011° (1.9)

CARRY
AML 7.7

** 2900
011°
(3.5)

CASANOVA
116.3 CSN
Chan 110

(IF)
PEPRR
AML 11.1

** 3900
011°
(4.2)

5000
089°
(19)

R-089

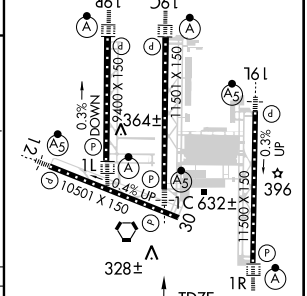
(IAF)
LUSIE INT
AML 15.3
RADAR

191°

AML
R-187

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312
D
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

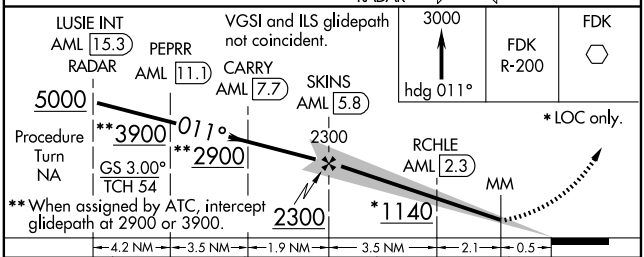


TDZE 286

011° 6.1 NM from FAF

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 1C	† 486/24 200 (200-½)			
S-LOC 1C	580/24 294 (300-½)			580/40 294 (300-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 1L

WASHINGTON DULLES INTL (IAD)

▼ Simultaneous approach authorized with Rwy 1R or 1C.
▲ LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088°
268°
114.3 LDN R-088 Chan 90
116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
090°
270°
R-270 113.5 AML Chan 82
116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

IM

398
406
477±
531
545±
435±
583
682
514±
478
444±
1499
1472
R-270
1900
011°
(3.1)
*2900
011°
(3.5)
3000
011°
(4.4)
10 NM
MSA AML 25 NM
180°
3400
2500
360°
4000
088°
(18.3)
R-088
AML
R-190
191°

DME or RADAR REQUIRED

CINNA INT
I-OIU 17.5
RADAR
4000
011°
FAZER
I-OIU 13.1
3000
BIGGZ
I-OIU 9.7
*2900
MORCE
I-OIU 6.5
1900
I-OIU 2.6
I-OIU 1.7
IM
1900

VGSI and ILS glidepath not coincident.

800
5000
hdg 240°
AML R-270
OLIVR

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2900.

4.4 NM — 3.5 NM — 3.1 NM — 3.9 NM — 0.8 — 0.1

CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)			660/40 364 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 D

19R 19C 19L
9400 X 150
1501 X 150
364±
0.3% DOWN
0.3% UP
12
1L
1C
30
1050 X 150
0.4% UP
632±
396
TDZE
296
1500 X 150
1R
011° 4.8 NM from FAF

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-AJU	APP CRS	Rwy Idg / TDZE / Apt Elev
109.3	121°	10501 / 310 / 312

ILS or LOC/DME RWY 12

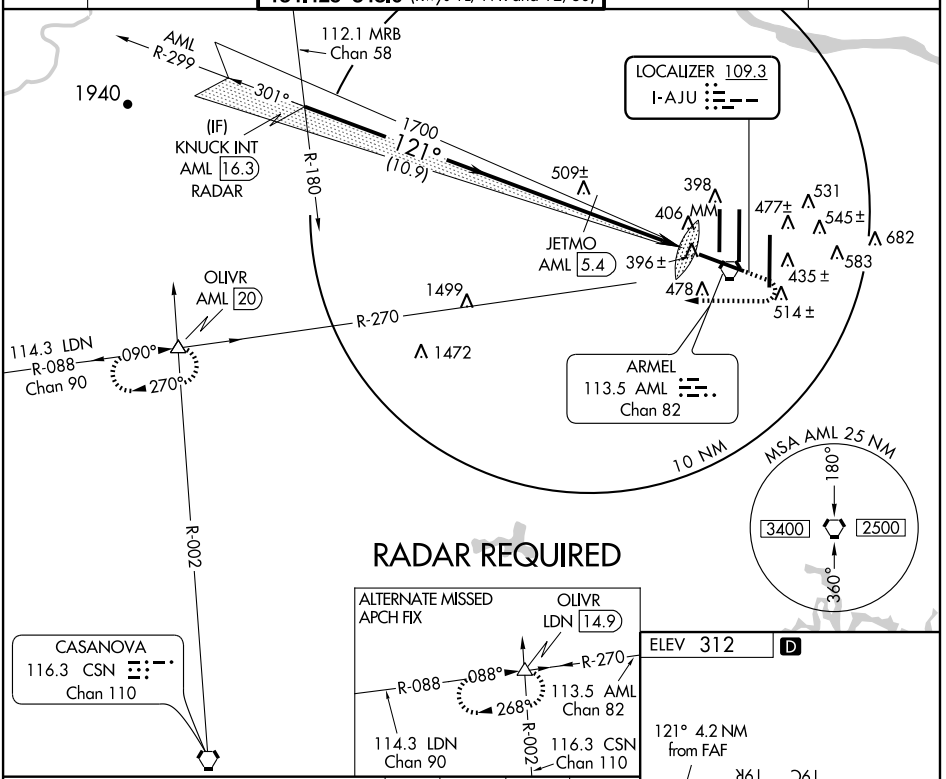
WASHINGTON DULLES INTL (IAD)

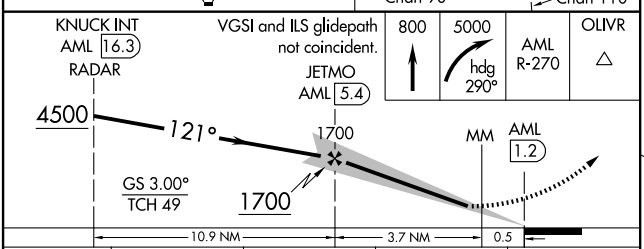
DME from AML VORTAC. Simultaneous reception of I-AJU and AML DME required.

MALSR

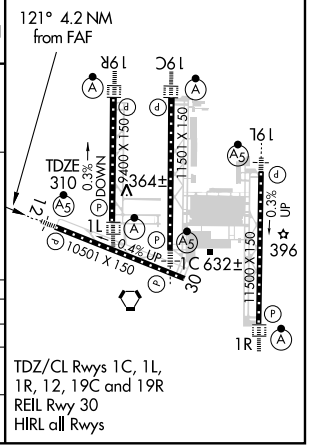
MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200-½)			
S-LOC 12	660/24 350 (400-½)			660/40 350 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS or LOC/DME RWY 19C
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

BOYDS
AML 16.4

*3700
191° (3.7)

(IF)
ARKAY
AML 12.7

*2700
191° (3.1)

ENEDE
AML 9.6

1500
191° (3.8)

FEMKO
AML 5.8

1713

DME or RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX
052°
232°–R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
406
478
IM 531
545±
682
477±
435±
583
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
007°
187°
R-083
R-187
113.5 AML
Chan 82
116.3 CSN
Chan 110
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312
D
191° 3.7 NM from FAF
TDZE 272

19R 19C 19L 1L 1C 1R 12 30
9400 X 150
1190 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

VGSI and ILS glidepath not coincident.

HOOSR AML 17.5 RADAR
BOYDS AML 16.4
ARKAY AML 12.7
ENEDE AML 9.6
FEMKO AML 5.8
IM AML 2.2

5000
191°
4500
*3700
*2700
1500
1500
GS 3.00°
TCH 54

3000
191°
AML R-187
ERACE INT AML 13.3

*When assigned by ATC, intercept glidepath at 2700 or 3700.

1.1 NM 3.7 NM 3.1 NM 3.8 NM 3.5 NM 0.2

CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	660/24 388 (400-½)			660/40 388 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 19R

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
114.3 LDN
Chan 90
R-002
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
360°
3400
2500

461
398
406
IM
531
545±
682
583
477±
435 ±
514 ±

ARMEL
113.5 AML
Chan 82

OLIVR
AML 20
AML
R-270
R-002
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1499
R-270
478
1472

ELEV 312
D
191° 4.3 NM from FAF

TDZE
278
19R
19C
16L
12
1L
1C
30
1R
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% Up
0.3% UP
364±
632±
396

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR
4000
191°
3000
*2700
1700
LAUGH
I-ISU 11.3
CLAYY
I-ISU 7.2
MULKY
I-ISU 4.1
I-ISU DME ANTENNA
I-ISU 1.0
IM
I-ISU 0.2
GS 3.00°
TCH 55
* When assigned by ATC, intercept glidepath at 2700.
4.7 NM
4.1 NM
3.1 NM
3.1
1.1
0.1

VGSI and ILS glidepath not coincident.

800
5000

AML
R-270

OLIVR

CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

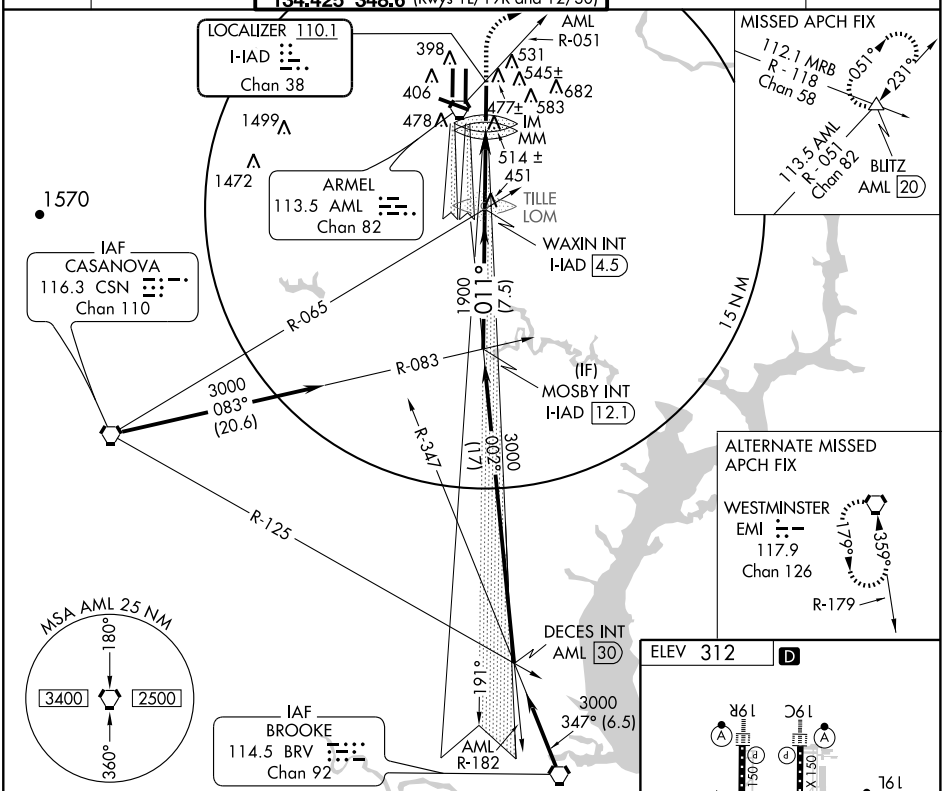
ILS or LOC RWY 1R
WASHINGTON DULLES INTL (IAD)

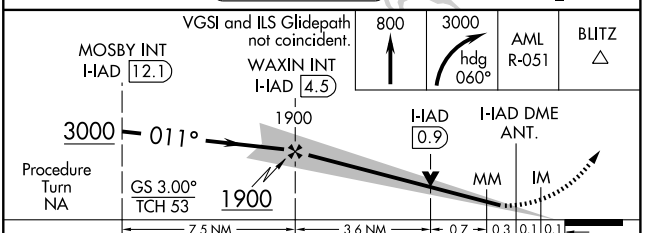
T A — Simultaneous approach authorized with Rwy 1C or 1L. LOC procedure NA during simultaneous operations.

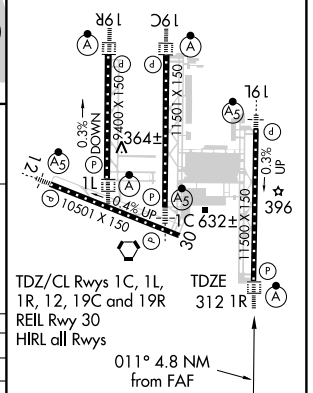
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 19L

WASHINGTON DULLES INTL (IAD)

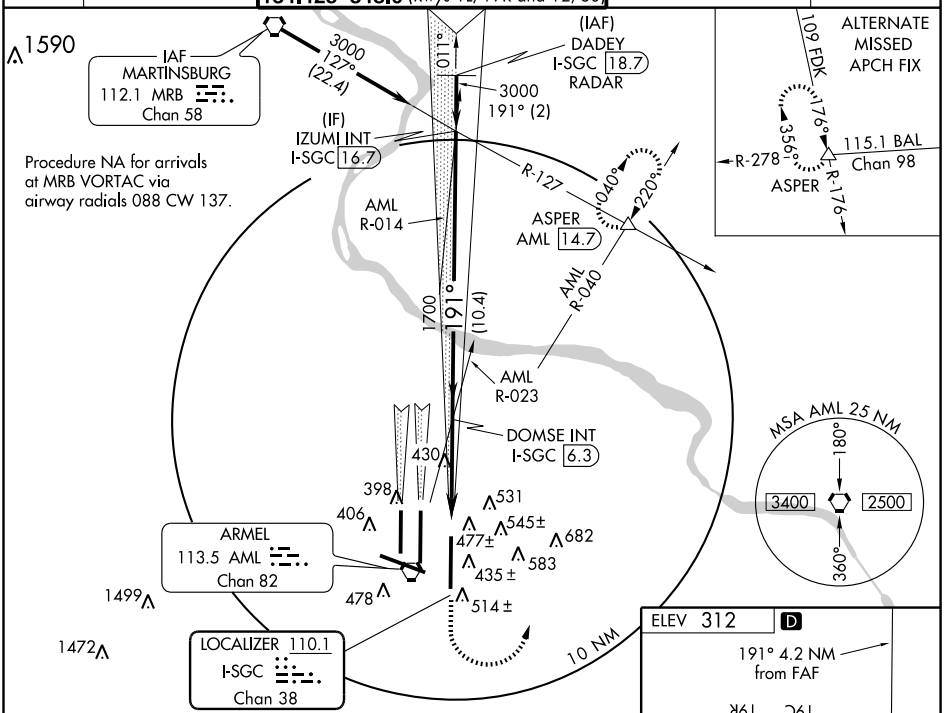
LOC/DME I-SGC	APP CRS	Rwy Idg	11500
110.1	191°	TDZE	302
Chan 38		Apt Elev	312

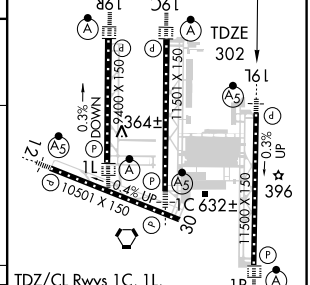
Simultaneous approach authorized with Rwy 19C or 19R.
LOC procedure NA during simultaneous operations. *1800 RVR authorized with the use of FD or AP or HUD to DA.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

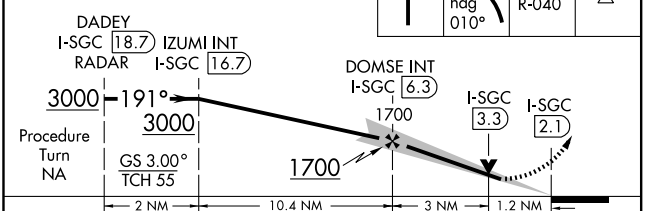




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

VGSI and ILS glidepath not coincident.

800	3000 hdg 010°	AML R-040	ASPER △



CATEGORY	A	B	C	D
S-ILS 19L	* 502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)		740/40 438 (500-¾)	740/50 438 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 1C (CAT II)

WASHINGTON DULLES INTL (IAD)

LOC I-OSZ	APP CRS	Rwy Idg	11501
111.3	011°	TDZE	286
		Apt Elev	312

DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required.
Simultaneous approach authorized with Rwy 1R or 1L. DME Required.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB
112.1
Chan 58
289° R-109
109°

LOCALIZER 111.3
I-OSZ

MISSED APCH FIX
FREDERICK
FDK
109.0
220° R-040
040°

109.0 FDK R-200

ARMEL
113.5 AML
Chan 82

398 406 531 477± 545± 435± 682 583 478 MM 514 ± 1499 1472 419±

10 NM

SKINS
AML 5.8

2300
011° (1.9)

CARRY
AML 7.7

** 2900 011° (3.5)

CASANOVA
116.3 CSN
Chan 110

(IF)
PEPRR
AML 11.1

** 3900 011° (4.2)

5000
089°
(19)

R-089

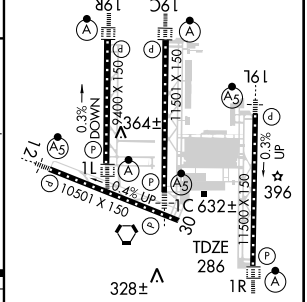
(IAF)
LUSIE INT
AML 15.3
RADAR

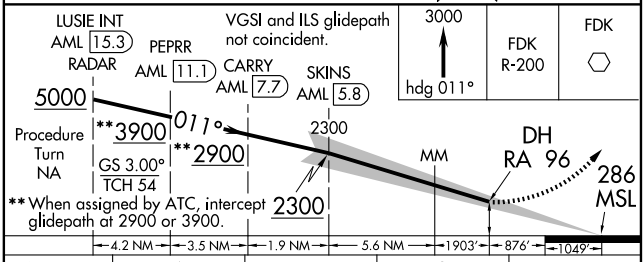
191°

AML
R-187

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312 D





CATEGORY	A	B	C	D
S-ILS 1C	RA 96/12 100 DA 386			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT II)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088° 114.3 LDN R-088 Chan 90
268° 116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
090° 113.5 AML R-270 Chan 82
270° 116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

398 406 477± 531 545± 435± 583 682 514± 478 444± IM
1499 R-270
1472
MORCE I-OIU 6.5
BIGGZ I-OIU 9.7
(IF) FAZER I-OIU 13.1
(IAF) CINNA INT I-OIU 17.5 RADAR
1900 011° (3.1)
*2900 011° (3.5)
3000 011° (4.4)
10 NM
MSA AML 25 NM
180° 3400 2500 360°
R-088 4000 088° (18.3)
AML R-190
191°

DME or RADAR REQUIRED

CINNA INT I-OIU 17.5 RADAR
FAZER I-OIU 13.1
BIGGZ I-OIU 9.7
MORCE I-OIU 6.5
VGSI and ILS glidepath not coincident.
800 5000 hdg 240 AML R-270 OLIVR
4000 011° 3000 *2900 1900 IM
DH RA 97
296 MSL
GS 3.00° TCH 55
* When assigned by ATC, intercept glidepath at 2900.
4.4 NM 3.5 NM 3.1 NM 4.7 NM 857′ 1108′

CATEGORY	A	B	C	D
S-ILS 1L	RA 97/12 100 DA 396			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 312 D

19R 19C 16L 1L 1C 12 30 16R 1R
9400 X 150 0.3% DOWN
11501 X 150
364±
0.4% UP
10501 X 150
11500 X 150 0.3% UP
632±
396
TDZE 296

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088° 114.3 LDN R-088 Chan 90
268° 116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
090° 113.5 AML R-270 Chan 82
270° 116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

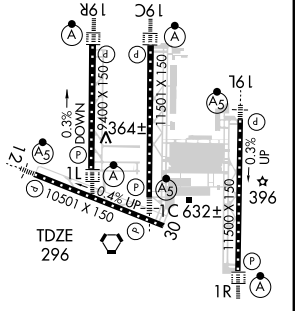
IM

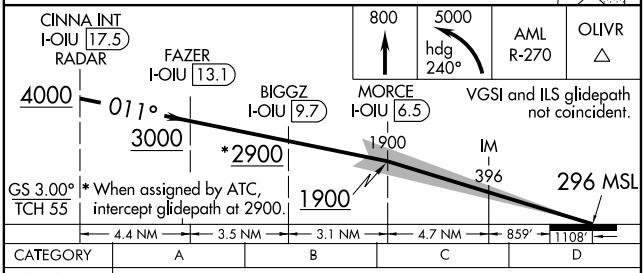
398 406 477± 531 545± 435± 682 583 514± 478 444± 1499 1472 R-270 R-088 AML R-190 191° 011° 1900 2900 3000 (3.1) (3.5) (4.4) 10 NM 4000 088° (18.3)

MSA AML 25 NM
180° 3400 2500 360°

DME or RADAR REQUIRED

ELEV 312 D





CATEGORY	A	B	C	D
S-ILS 1L		CAT IIIa	RVR 07	
S-ILS 1L		CAT IIIb	RVR 06	
S-ILS 1L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

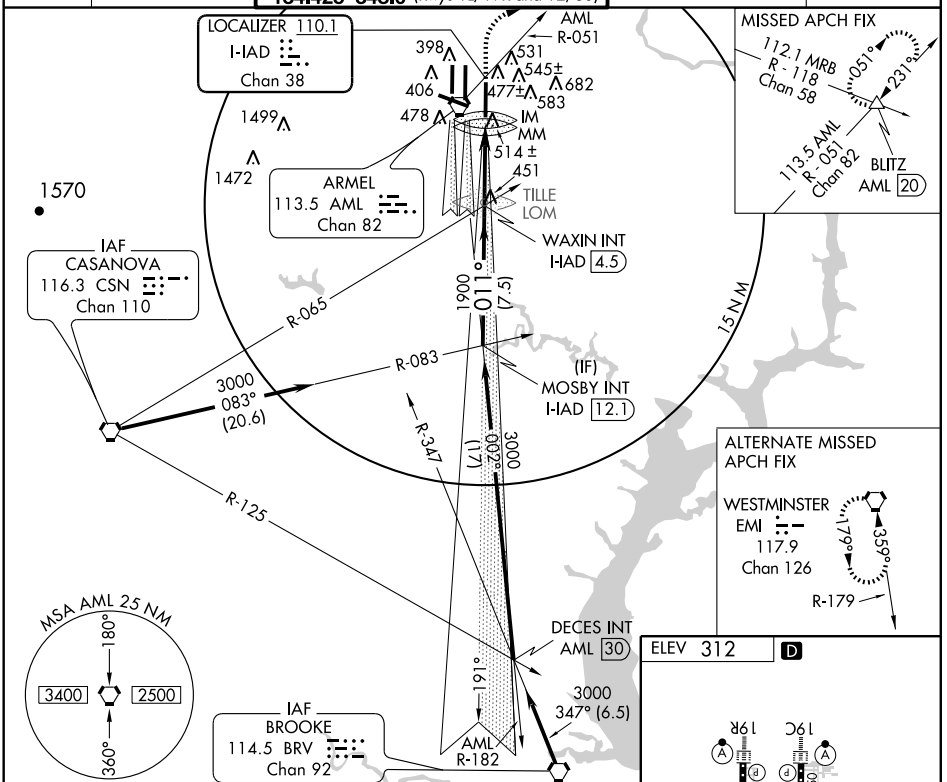
ILS RWY 1R (CAT II)
WASHINGTON DULLES INTL (IAD)

T A Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



Procedure Turn NA

MOSBY INT
I-IAD 12.1

WAXIN INT
I-IAD 4.5

3000 — 011° — 1900

1900

GS 3.00°
TCH 53

VGSI and ILS Glidepath not coincident.

800	3000	AML	BLITZ
	hdg 060°	R-051	△

MM I-IAD DME ANT. DH 94 RA

IM

312 MSL

7.5 NM — 4.2 NM — 2311′ — 910′ — 1050′

CATEGORY	A	B	C	D
S-ILS 1R	RA 94/12 100 DA 412			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

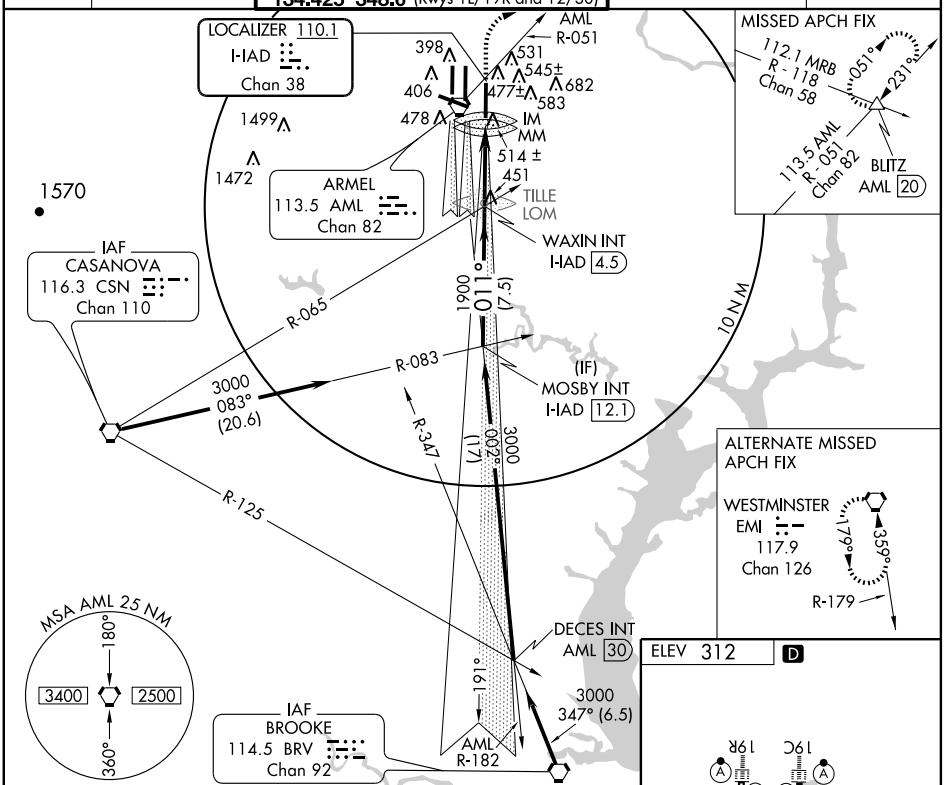
ILS RWY 1R (CAT III)
WASHINGTON DULLES INTL (IAD)

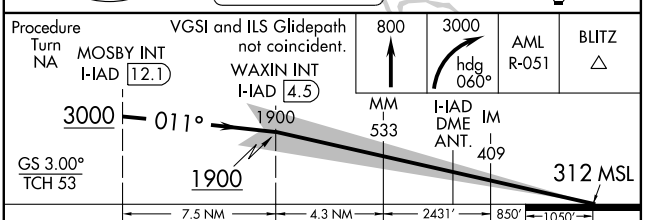
Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

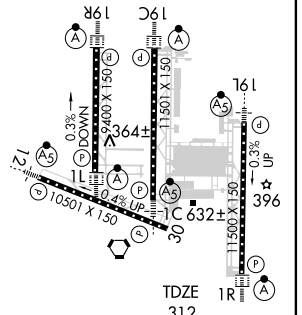
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
S-ILS 1R		CAT IIIa	RVR 07	
S-ILS 1R		CAT IIIb	RVR 06	
S-ILS 1R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT II)
WASHINGTON DULLES INTL (IAD)

▼ DME from AML VORTAC.
▲ Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

DME or RADAR REQUIRED

BOYDS
AML 16.4

*3700
191°
(3.7)

(IF)
ARKAY
AML 12.7

*2700
191°
(3.1)

ENEDE
AML 9.6

1500
191°
(3.8)

FEMKO
AML 5.8

10 NM

1713

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
406
IM
531
545±
477±
682
435±
583
478
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
113.5 AML
Chan 82
116.3 CSN
Chan 110
000°
187°
R-083
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312 D

VGSI and ILS glidepath not coincident.

3000
hdg 191°

AML
R-187

ERACE
AML 13.3

HOOSR
AML 17.5
RADAR

BOYDS
AML 16.4

ARKAY
AML 12.7

ENEDE
AML 9.6

FEMKO
AML 5.8

5000
191°
GS 3.00°
TCH 54

4500
*3700
*2700
1500

DH
RA 108

IM

272 MSL

* When assigned by ATC, intercept glidepath at 2700 or 3700.

1.1 NM | 3.7 NM | 3.1 NM | 3.8 NM | 3.5 NM | 941′ | 1030′

CATEGORY	A	B	C	D
S-ILS 19C	RA 108/12 100 DA 372			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

19R
19C
TDZE
272
16L
12
1L
1C
30
1R
11501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT III)
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

DME or RADAR REQUIRED

BOYDS
AML 16.4

*3700
191° (3.7)

(IF)
ARKAY
AML 12.7

*2700
191° (3.1)

ENEDE
AML 9.6

1500
191° (3.8)

FEMKO
AML 5.8

10 NM

1713

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
IM 531
406
477±
545±
682
583
435±
478
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
007°
187°
R-083
116.3 CSN
Chan 110
113.5 AML
Chan 82
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312 D

HOOSR
AML 17.5
RADAR
BOYDS
AML 16.4
ARKAY
AML 12.7
ENEDE
AML 9.6
FEMKO
AML 5.8

5000
191°
4500
*3700
*2700
1500
GS 3.00°
TCH 54

IM
369

272 MSL

*When assigned by ATC, intercept glidepath at 2700 or 3700.

3000
hdg 191°
AML R-187
ERACE INT AML 13.3

VGSI and ILS glidepath not coincident.

1.1 NM | 3.7 NM | 3.1 NM | 3.8 NM | 3.5 NM | 880' | 1030'

CATEGORY	A	B	C	D
S-ILS 19C		CAT IIIa	RVR 07	
S-ILS 19C		CAT IIIb	RVR 06	
S-ILS 19C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

19R 19C
TDZE 272
16L
9400 X 150
11501 X 150
0.3% DOWN
364±
12
1L
0.4% UP
1C 632±
10501 X 150
30
396
11500 X 150
0.3% UP
1R

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 19L (CAT II)

WASHINGTON DULLES INTL (IAD)

LOC/DME I-SGC	APP CRS	Rwy Idg	11500
110.1	191°	TDZE	302
Chan 38		Apt Elev	312

T A — Simultaneous approach authorized with Rwy 19C or 19R. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

1590

IAF MARTINSBURG 112.1 MRB Chan 58

3000 127° (22.4)

(IAF) DADEY I-SGC 18.7 RADAR

011°

3000 191° (2)

(IF) IZUMI INT I-SGC 16.7

Procedure NA for arrivals at MRB VORTAC via airway radials 088 CW 137.

R-127

040° 220°

AML R-014

ASPER AML 14.7

AML R-040

1700 191° (10.4)

AML R-023

DOMSE INT I-SGC 6.3

430

398 406 531 545± 477± 682 583 435± 478 514±

ARMEL 113.5 AML Chan 82

1499 1472

LOCALIZER 110.1 I-SGC Chan 38

10 NM

ALTERNATE MISSED APCH FIX

109 FDK 176° 356° R-278 R-176 ASPER 115.1 BAL Chan 98

MSA AML 25 NM 180° 360° 3400 2500

ELEV 312 D

VGSI and ILS glidepath not coincident.

800	3000 hdg 010°	AML R-040	ASPER

DADEY I-SGC 18.7 RADAR — IZUMI INT I-SGC 16.7 — DOMSE INT I-SGC 6.3

3000 — 191° — 3000 — 1700

Procedure Turn NA

GS 3.00° TCH 55

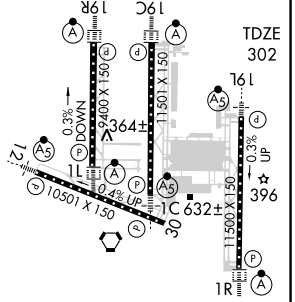
DH RA 102

302 MSL

2 NM — 10.4 NM — 4.1 NM — 1021′ — 999′

CATEGORY	A	B	C	D
S-ILS 19L	RA 102/12	100 DA 402		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 19R (CAT II)

WASHINGTON DULLES INTL (IAD)

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
R-088
114.3 LDN
088°
Chan 90
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

MULKY
I-ISU 4.1

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
682
583
477±
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270

OLIVR
AML 20

R-002
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110

1499
R-270
478
1472

ELEV 312 D

TDZE
278

19R
19C
16L
16L
1L
12
30
1C
1R

0.3% DOWN
0.3% UP
0.4% UP
11501 X 150
10501 X 150
11500 X 150
364±
396
632±

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

LAUGH
I-ISU 11.3

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANT.

VGSI and ILS glidepath not coincident.

800 5000

AML R-270

OLIVR

4000
3000
*2700
1700
DH
IM RA 103
278 MSL

GS 3.00°
TCH 55'

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM 4.1 NM 3.1 NM 4.1 NM 878' 1050'

CATEGORY	A	B	C	D
S-ILS 19R	RA 103/12 100 DA 378			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
R-088
114.3 LDN
088°
Chan 90
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
477±
682
583
435 ±
514 ±

ARMEL
113.5 AML
Chan 82

AML
R-270
R-002
OLIVR
AML 20
114.3 LDN
Chan 90
090°
270°
CSN 116.3
Chan 110
R-088
1499
R-270
478
1472

ELEV 312 D

TDZE
278
19R
19C
16L
12
1L
1C
30
10501 X 150
11500 X 150
9400 X 150
11501 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

BEEZY INT
I-ISU 16
RADAR
LAUGH
I-ISU 11.3
CLAYY
I-ISU 7.2
MULKY
I-ISU 4.1
I-ISU DME ANTENNA
IM
378
278 MSL
4000
3000
*2700
1700
1700

VGSI and ILS glidepath not coincident.

800	5000	AML R-270	OLIVR

GS 3.00°
TCH 55'

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM — 4.1 NM — 3.1 NM — 4.1 NM — 883' — 1050'

CATEGORY	A	B	C	D
S-ILS 19R	CAT IIIa	RVR 07		
S-ILS 19R	CAT IIIb	RVR 06		
S-ILS 19R	CAT IIIc	NA		

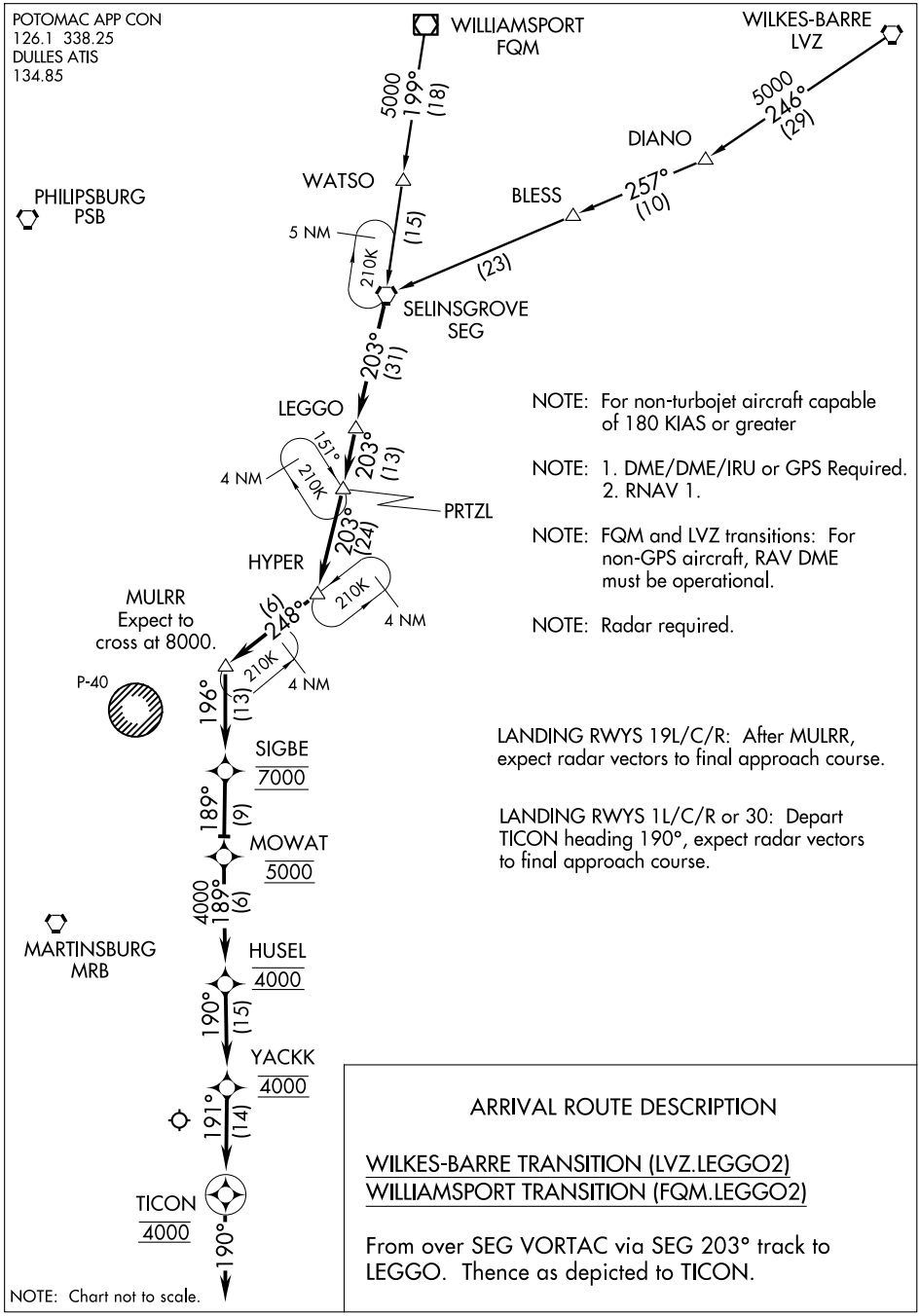
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LEGGO TWO ARRIVAL (RNAV)



NOTE: For non-turbojet aircraft capable of 180 KIAS or greater

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: FQM and LVZ transitions: For non-GPS aircraft, RAV DME must be operational.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R or 30: Depart TICON heading 190°, expect radar vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.LEGGO2)
WILLIAMSPORT TRANSITION (FQM.LEGGO2)

From over SEG VORTAC via SEG 203° track to LEGGO. Thence as depicted to TICON.

LEGGO TWO ARRIVAL (RNAV)
(LEGGO.LEGGO2) 09015
WASHINGTON, DC
WASHINGTON DULLES INTL
NE-3, 21 OCT 2010 to 18 NOV 2010

PHILIPSBURG TWO ARRIVAL

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′ - W77°59.56′
L-30, H-10-12

5000
151°
(65)

SELINSGROVE
110.4 SEG
Chan 41

R-201

44

210K

PRTZL
N40°04.34′
W77°06.40′

HYPER
N39°41.04′
W77°13.51′

201°
(24)

LANCASTER
117.3 LRP
Chan 120

R-248

50

MARTINSBURG
112.1 MRB
Chan 58

34

V39-143

245°
(6)

210K

P-40
R-4009

R-065

28

R-323

R-304

MULRR
N39°37.89′ - W77°20.14′
Expect to cross at
10000 at 250 KIAS.

WESTMINSTER
117.9 EMI
Chan 126

4000
196°
(42)

R-016

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

NOTE: For turbojet aircraft only.
NOTE: Radar required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over PSB via R-151 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML.
Expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

PRTZL THREE ARRIVAL (RNAV)

NE-3, 21 OCT 2010 to 18 NOV 2010

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
PSB

8000
151°
(65)

PRTZL

210K
4 NM

NOTE: For turbojet aircraft only.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

NOTE: For non-GPS equipped aircraft, EMI and RAV DMEs must be operational.

203°
(24)

P-40

HYPER

248°

210K
4 NM

210K (6)
4 NM

MULRR
Expect to cross
at 10000 and 250 KIAS.

7000
196°
(13)

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

SIGBE
7000

MARTINSBURG
MRB

5000
189°
(9)

MOWAT
5000

4000
189°
(6)

HUSEL
4000

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

190°
(15)

YACKK
4000

191°
(14)

TICON
4000

190°

ARRIVAL ROUTE DESCRIPTION

From over PSB via 151° track to PRTZL, thence as depicted to TICON. Depart TICON heading 190°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

WAAS	APP CRS	Rwy Idg	9400
CH 99309	011°	TDZE	296
W01D		Apt Elev	312

RNAV (GPS) RWY 1L
WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct COCAV and via 300° track to PRISM and via 346° track to MRB VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MISSED APCH FIX
MARTINSBURG MRB
292°
112°
4 NM

346°
PRISM
300°
COCAV

398
406
RW01L
477±
531
545±
682
435±
583
514±
478
444±
1499
1472

(FAF)
MORCE
1900
011°
(6.6)

(IF)
FAZER
3000
011°
(4.4)

(IAF)
CINNA

CASANOVA
CSN
4000
092°
(18.3)

Procedure NA for arrivals at CSN VORTAC via V286 northwest bound.

MSA RW01L 25 NM
3400

ELEV 312 D

19R 19C 16L 1L 1C 12 30 TDZE 296
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
348±
396

011° to RW01L

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

Procedure Turn NA
VSGI and RNAV glidepath not coincident.
FAZER
MORCE
3000
011°
1900
1900
GS 3.00°
TCH 55
6.6 NM
3.7 NM
1.1 NM

4000	COCAV	tr 300°	PRISM	tr 346°	MRB

*1.1 NM to RW01L
*LNAV only.
RW01L

CATEGORY	A	B	C	D
LPV DA	496/24 200 (200-½)			
LNAV/VNAV DA	828/60 532 (600- 1¼)			
LNAV MDA	720/24 424 (500-½)		720/40 424 (500-1)	720/50 424 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	10501
CH 86310	121°	TDZE	310
W12A		Apt Elev	312

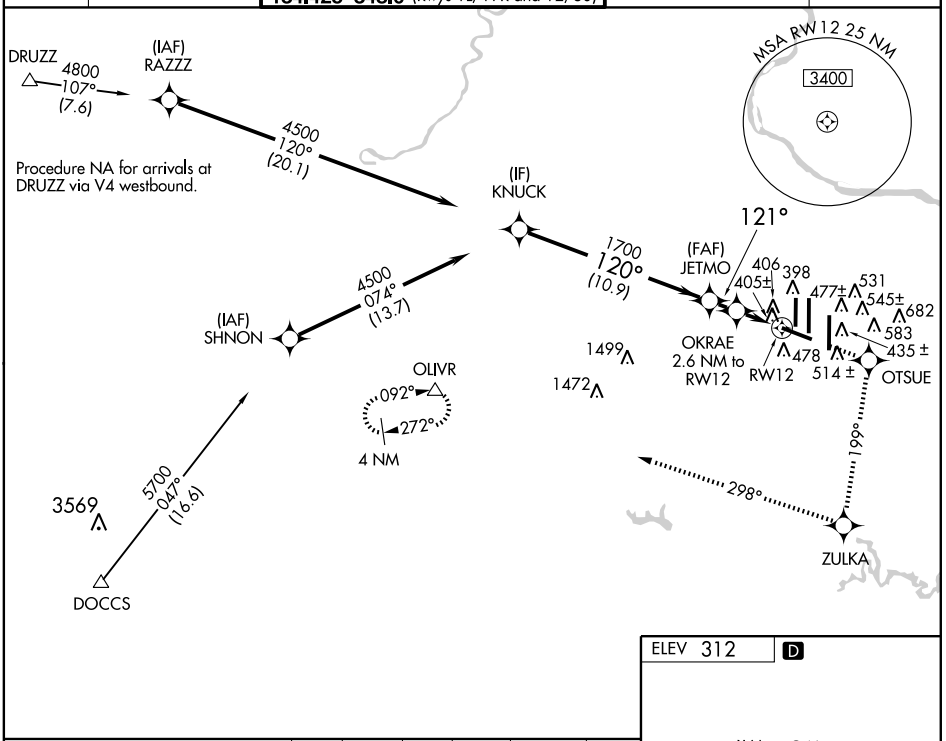
RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

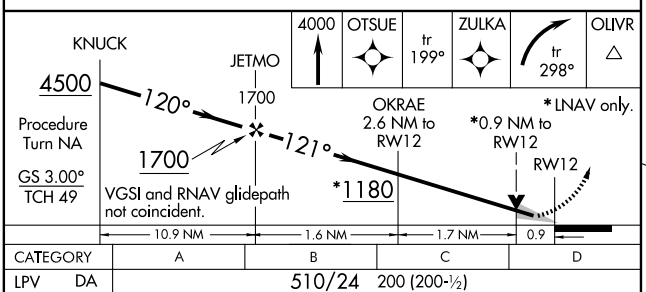
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

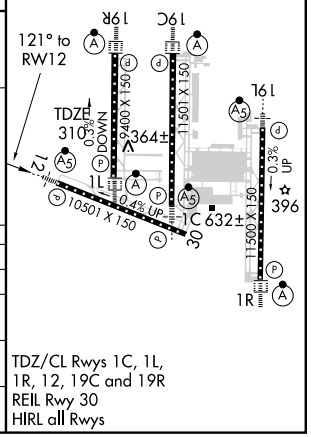
MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
LPV DA	510/24 200 (200-½)			
LNAV/VNAV DA	729/50 419 (500-1)			
LNAV MDA	660/24 350 (400-½)			660/50 350 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9400
CH 86709	191°	TDZE	278
W19D		Apt Elev	312

RNAV (GPS) RWY 19R

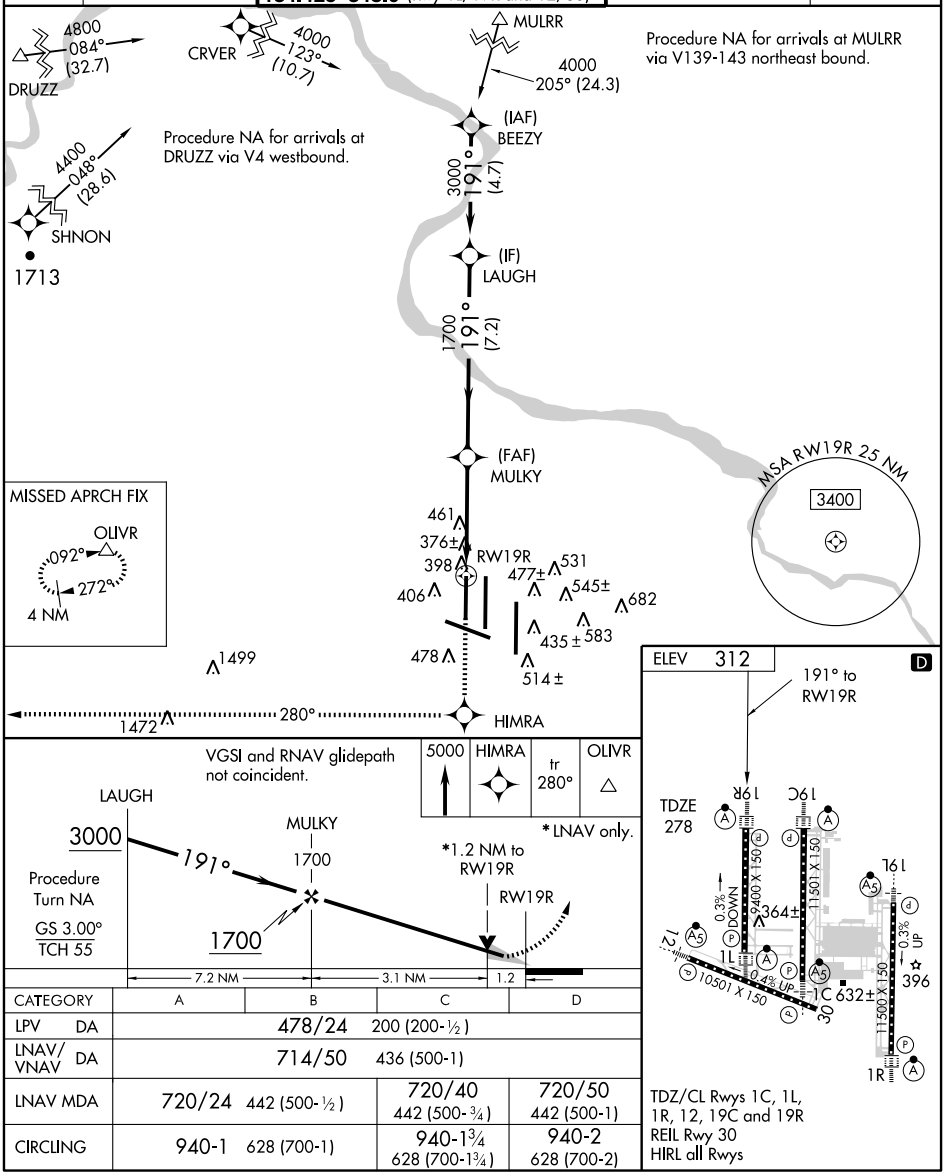
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HIMRA and via 280° track to OLIVR and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



VGSI and RNAV glidepath not coincident.

5000	HIMRA	tr 280°	OLIVR
			△

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	478/24		200 (200-½)	
LNAV/VNAV DA	714/50		436 (500-1)	
LNAV MDA	720/24	442 (500-½)	720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11501
CH 97509	011°	TDZE	286
W01B		Apt Elev	312

RNAV (GPS) Y RWY 1C

WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BOYDS and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MISSED APCH FIX

4 NM 191° 011° BOYDS

GILBY 4000 187° (15.6)

1499 1472

398 406 477± 531 545± 682 583 435 ± 478 514 ± RW01C

(FAF) SKINS

2300 011° (1.9)

CARRY

2900 011° (5.7)

(IAF) KIESS 4000 101° (5)

(IF) ERACE

4000 338° (8.9) (IAF) BARIN

R-6608A

MSA RW01C 25 NM 3400

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

ERACE 4000 Procedure Turn NA GS 3.00° TCH 54 011° 2900 CARRY SKINS 2300 2300 *1.7 NM to RW01C *LNAV only RW01C

5.7 NM 1.9 NM 4.4 NM 1.7

VGSI and RNAV glidepath not coincident.

3000 BOYDS

CATEGORY	A	B	C	D
LPV DA	486/24 200 (200-½)			
LNAV/VNAV DA	785/60 499 (500-1¼)			
LNAV MDA	900/24 614 (600-½)		900/60 614 (600-1¼)	900-1½ 614 (600-1½)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 D

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R

REIL Rwy 30

HIRL all Rwys

19R 19C 16L 9400 X 150 11501 X 150 0.3% DOWN 364± 12 1L 10301 X 150 0.4% UP 1C 632± 0.3% UP 396 11500 X 150 30 348± TDZE 286 011° to RW01C 1R

WAAS CH 56409 W01A	APP CRS 011°	Rwy Idg 11500 TDZE 312 Apt Elev 312

RNAV (GPS) Y RWY 1R

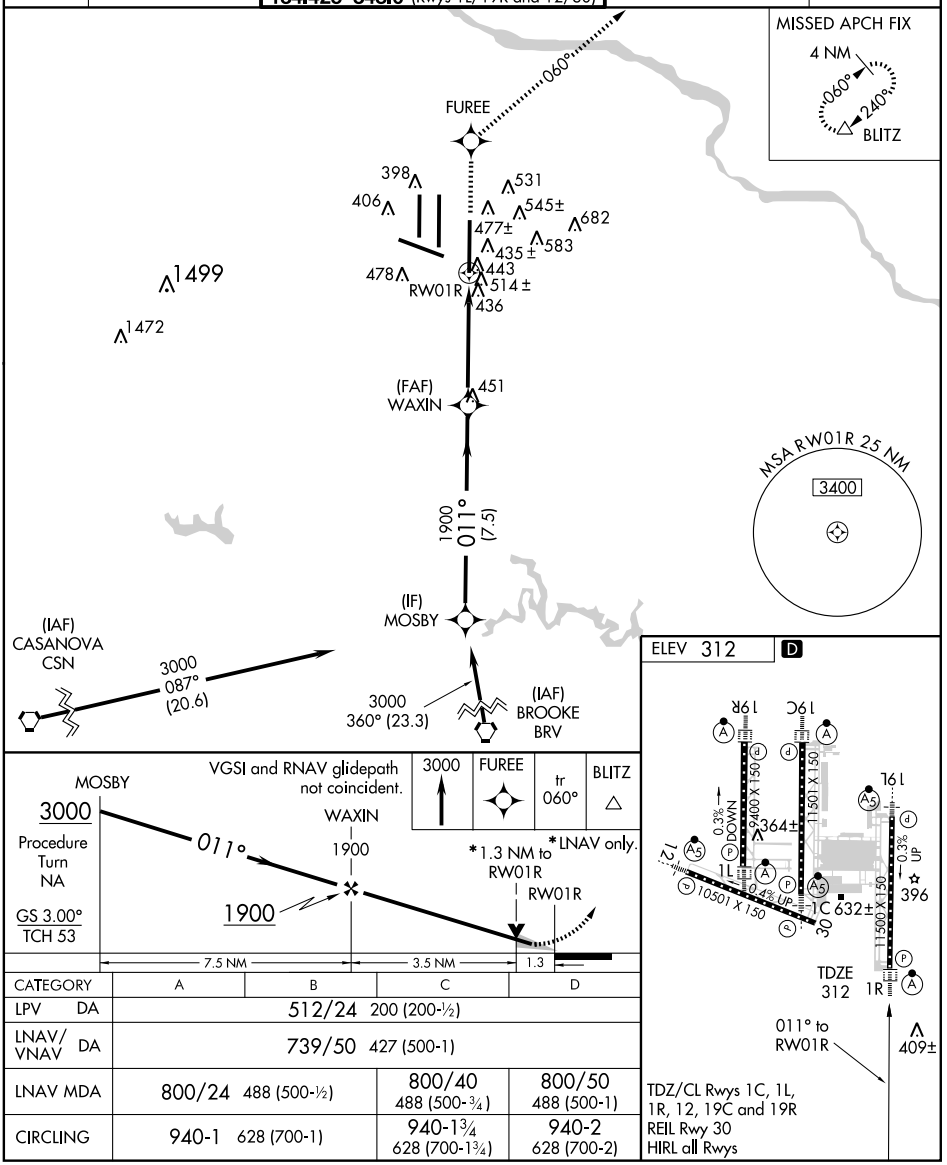
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FUREE and via 060° track to BLITZ and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	739/50 427 (500-1)			
LNAV MDA	800/24 488 (500-½)		800/40 488 (500-¾)	800/50 488 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40305 W19B	APP CRS 191°	Rwy ldg 11501 TDZE 272 Apt Elev 312

RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOPAC and via 242° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

Procedure NA for arrivals at DRUZZ via V4 westbound.

Procedure NA for arrivals at MULRR via V139-143 northeast bound.

MULRR

4000 206° (20.1)

(IAF) DIMKE

CRVER

4000 101° (10.6)

4800 084° (32.7)

DRUZZ

4000 191° (6)

(IF) BOYDS

1500 191° (10.6)

4400 048° (28.6)

1940

SHNON

(FAF) FEMKO

RW19C

430 477± 398 531 406 545± 682 583 478 435± 514 ±

1499 1472

MSA RW19C 25 NM

3400

MISSED APCH FIX

4 NM 207° 027° CASANOVA CSN

BOPAC

242°

4000 | BOPAC | tr 242° | CSN

VGSI and RNAV glidepath not coincident.

BOYDS

4000

Procedure Turn NA

GS 3.00° TCH 54

*LNAV only.

*1.1 NM to RW19C

RW19C

FEMKO

191°

1500

1.1 | 2.6 NM | 10.6 NM

ELEV 312

D

191° to RW19C

19R 19C TDZE 272

16L

9400 X 150

7501 X 150

0.3% DOWN

364±

0.3% UP

12 1L 1C 632± 30

10501 X 150

4% UP

1500 X 150

396

1R

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	472/24 200 (200-½)			
LNAV/VNAV DA	717/50 445 (500-1)			
LNAV MDA	680/24 408 (400-½)		680/40 408 (400-¾)	680/50 408 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58105 W19A	APP CRS 191°	Rwy Idg 11500 TDZE 302 Apt Elev 312

RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

Procedure NA for arrivals at DRUZZ via V4 Westbound.

Procedure NA for arrivals at MULRR via V139-143 Northeast bound.

MULRR

(IAF) YYANG

4000 203° (19.8)

CRVER

4000 101° (11.7)

4800 084° (32.7)

DRUZZ

3000 191° (6.7)

(IF) IZUMI

4400 048° (28.6)

1700 191° (10.4)

1940

SHNON

(FAF) RW19L DOMSE

510±

398 406 498 531 545± 682 583 478 435± 514±

1499 1472

MSA RW19L 25 NM

3400

WAXIN

191° 011°

4 NM

ELEV 312 D

191° to RW19L

TDZE 302

2400 X 150

1501 X 150

0.3% DOWN

364±

0.4% UP

10501 X 150

1500 X 150

0.3% UP

396

632±

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

2000 WAXIN

VGSI and RNAV glidepath not coincident.

IZUMI 3000

Procedure Turn NA

GS 3.00° TCH 55

*LNAV only.

*1.4 NM to RW19L

DOMSE

191°

RW19L

1700

1.4 2.8 NM 10.4 NM

CATEGORY	A	B	C	D
LPV DA	502/24 200 (200-½)			
LNAV/VNAV DA	829/60 527 (600-1¼)			
LNAV MDA	820/24 518 (600-½)		820/50 518 (600-1)	820/60 518 (600-1¼)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 1C

WASHINGTON DULLES INTL (IAD)

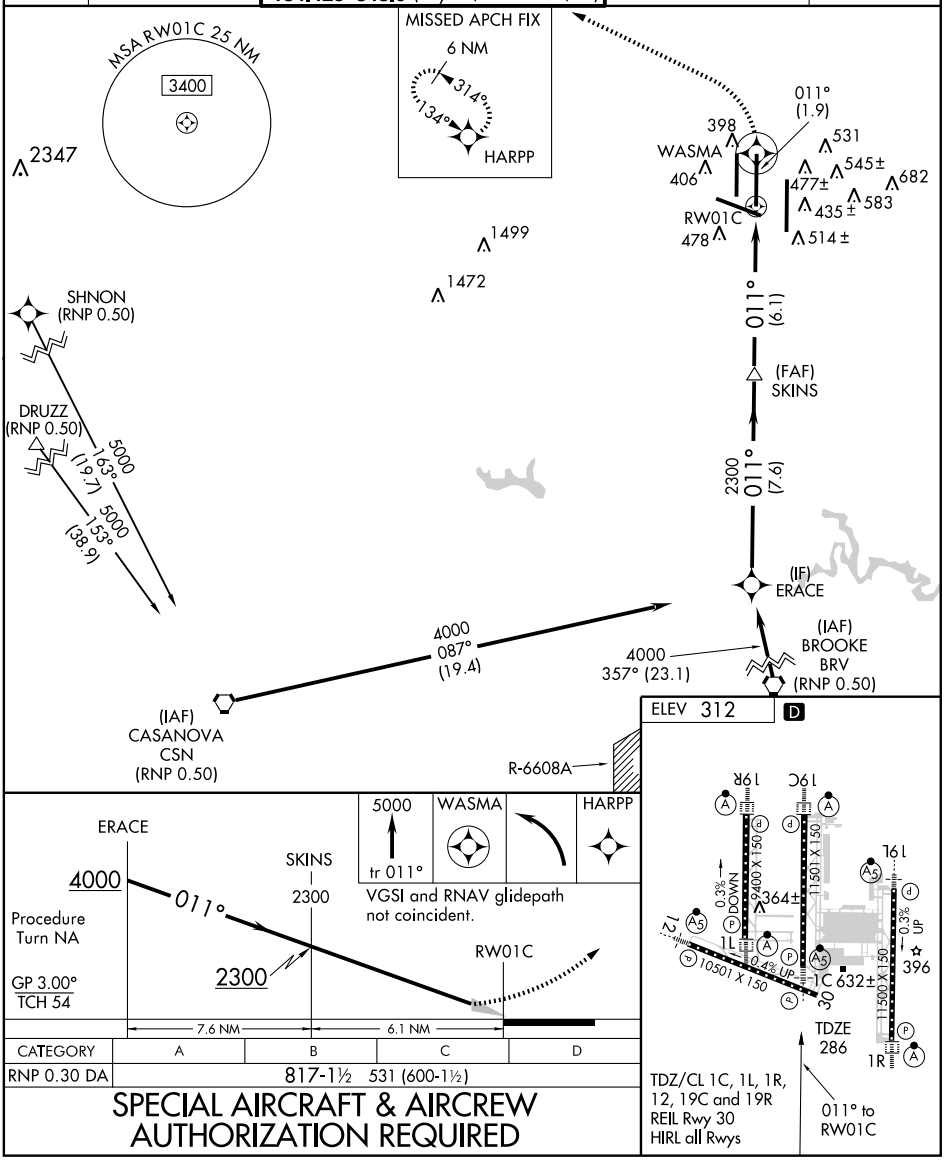
APP CRS	Rwy Idg	11501
011°	TDZE	286
	Apt Elev	312

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 011° to WASMA and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
RNP 0.30 DA	817-1½	531 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy ldg	TDZE	Apt Elev
011°	11500	312	312

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

1940

MSA RW01R 25 NM
3400

MISSED APCH FIX
6 NM
314°
134°
HARPP

1499
1472

304° (25.2)
FUREE

406 398 011° (4.9) 531
477± 545± 682
435 ± 583
478 RW01R 514 ± 439

011° (4.8)

(FAF)
WAXIN

1900 011° (7.5)

(IF)
MOSBY

SHNON
(RNP 0.50)

5000
163° (19.7)
5000
153° (38.9)

DRUZZ
(RNP 0.50)

3000
360° (23.3)

(IAF)
BROOKE
BRV
(RNP 0.50)

3000
087°
(20.6)

(IAF)
CASANOVA
CSN
(RNP 0.50)

R-6608A
R-6608B

ELEV 312 D

19R 19C 19L
9400 X 150
11501 X 150
364±
0.3% DOWN
0.3% UP
0.4% UP
12 1L 1C 632± 396
10501 X 150
11500 X 150
30
1R
011° to RW01R
TDZE 312

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

MOSBY
3000
011°
WAXIN
1900
1900
RW01R
7.5 NM
4.8 NM

Procedure Turn NA
GP 3.00°
TCH 53

5000
tr 011°
FUREE
HARPP

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.30 DA	767/50	455 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 19C

WASHINGTON DULLES INTL (IAD)

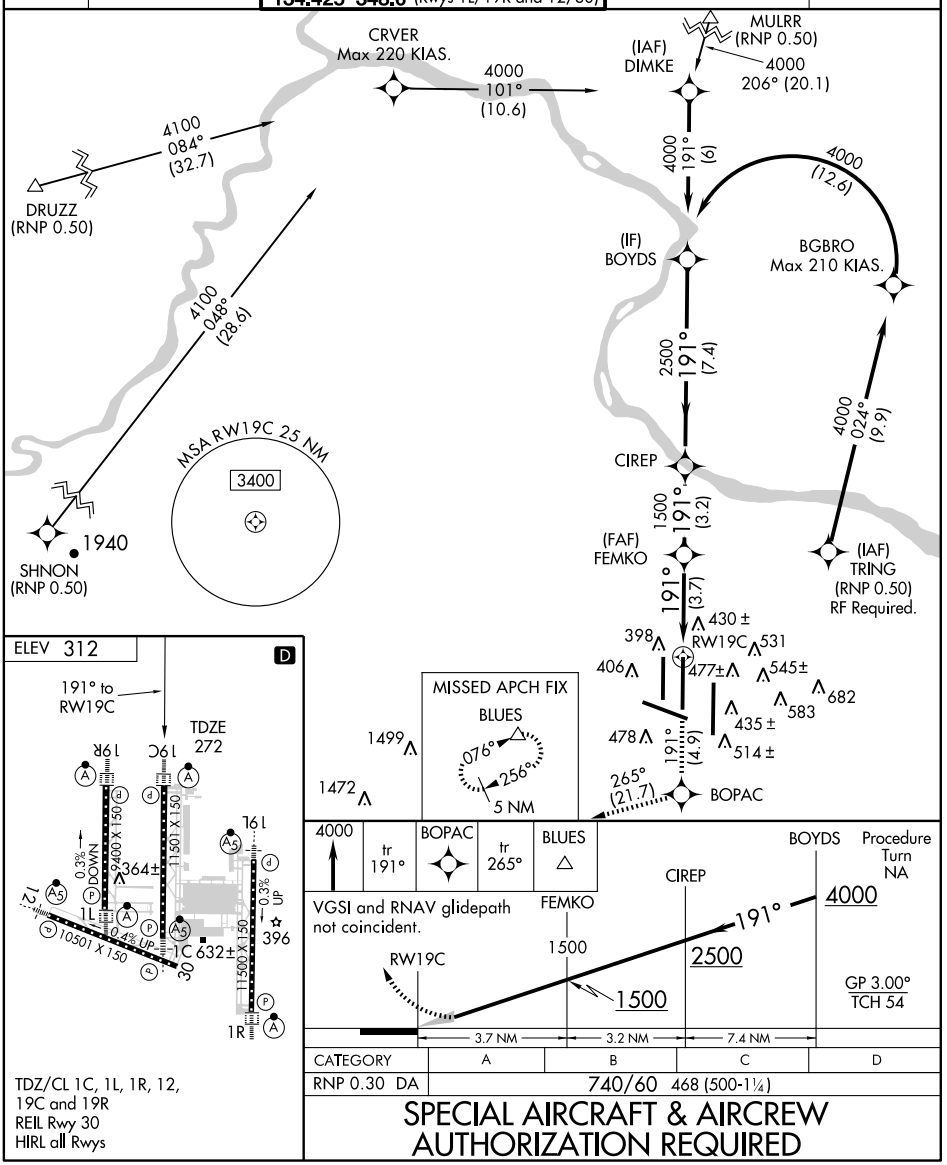
APP CRS	Rwy ldg	11501
191°	TDZE	272
	Apt Elev	312

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
RNP 0.30 DA	740/60 468 (500-1¼)			

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 19L

WASHINGTON DULLES INTL (IAD)

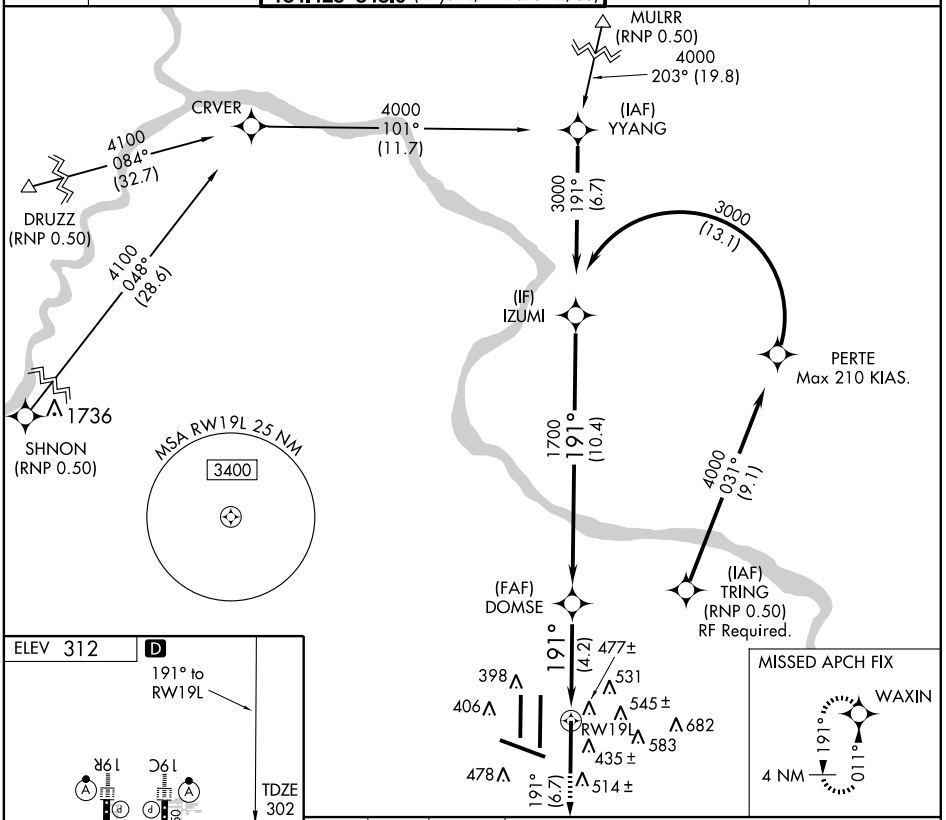
APP CRS	Rwy ldg	11500
191°	TDZE	302
	Apt Elev	312

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½.

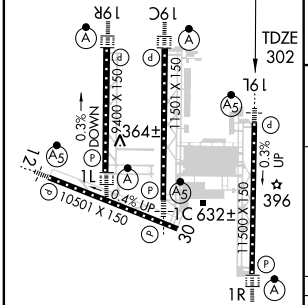
MALSR

MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

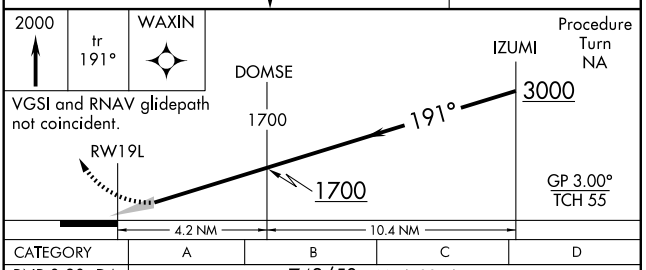


ELEV 312 D



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

MISSED APCH FIX

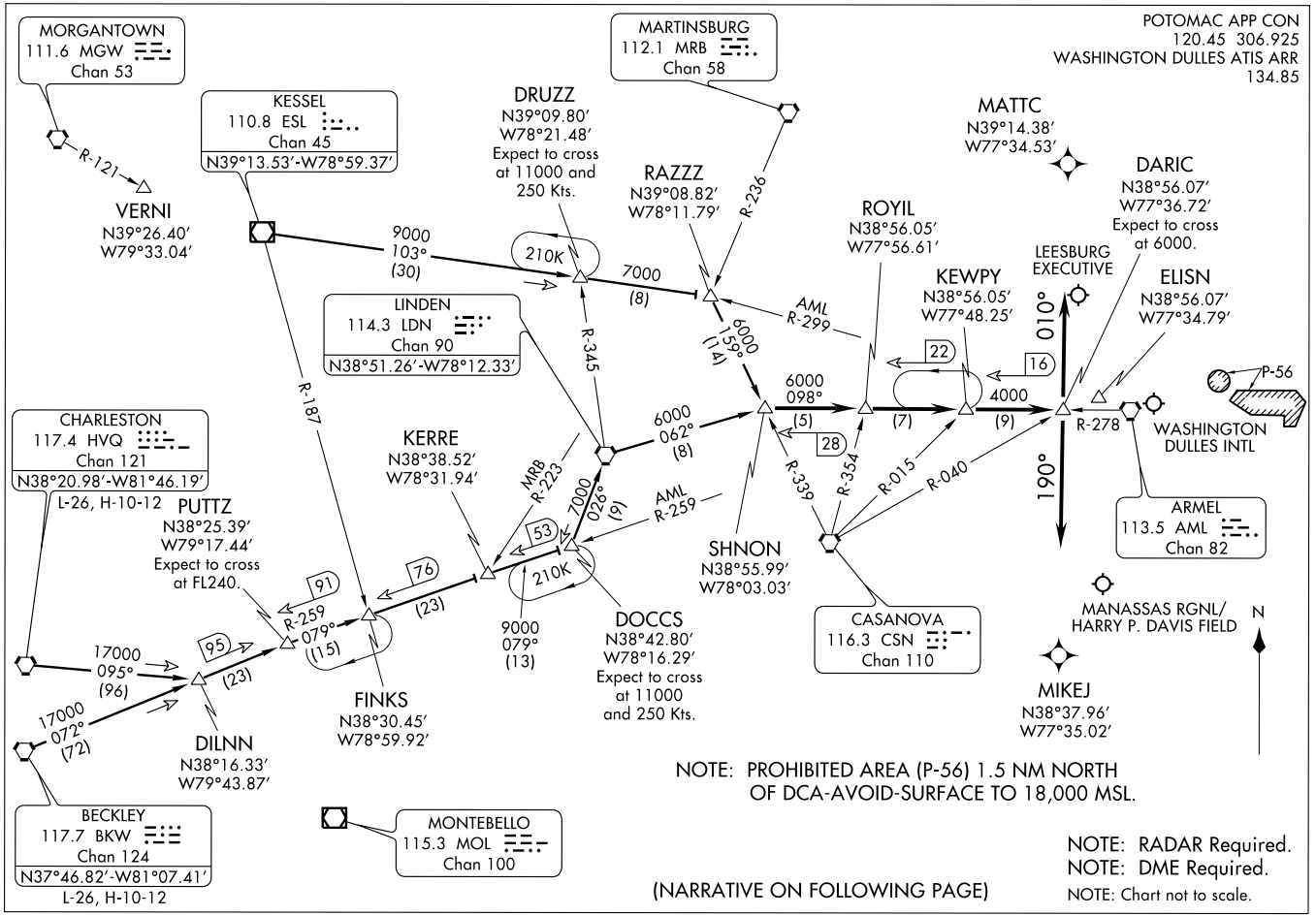


CATEGORY	A	B	C	D
RNP 0.30 DA	743/50 441 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC



ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

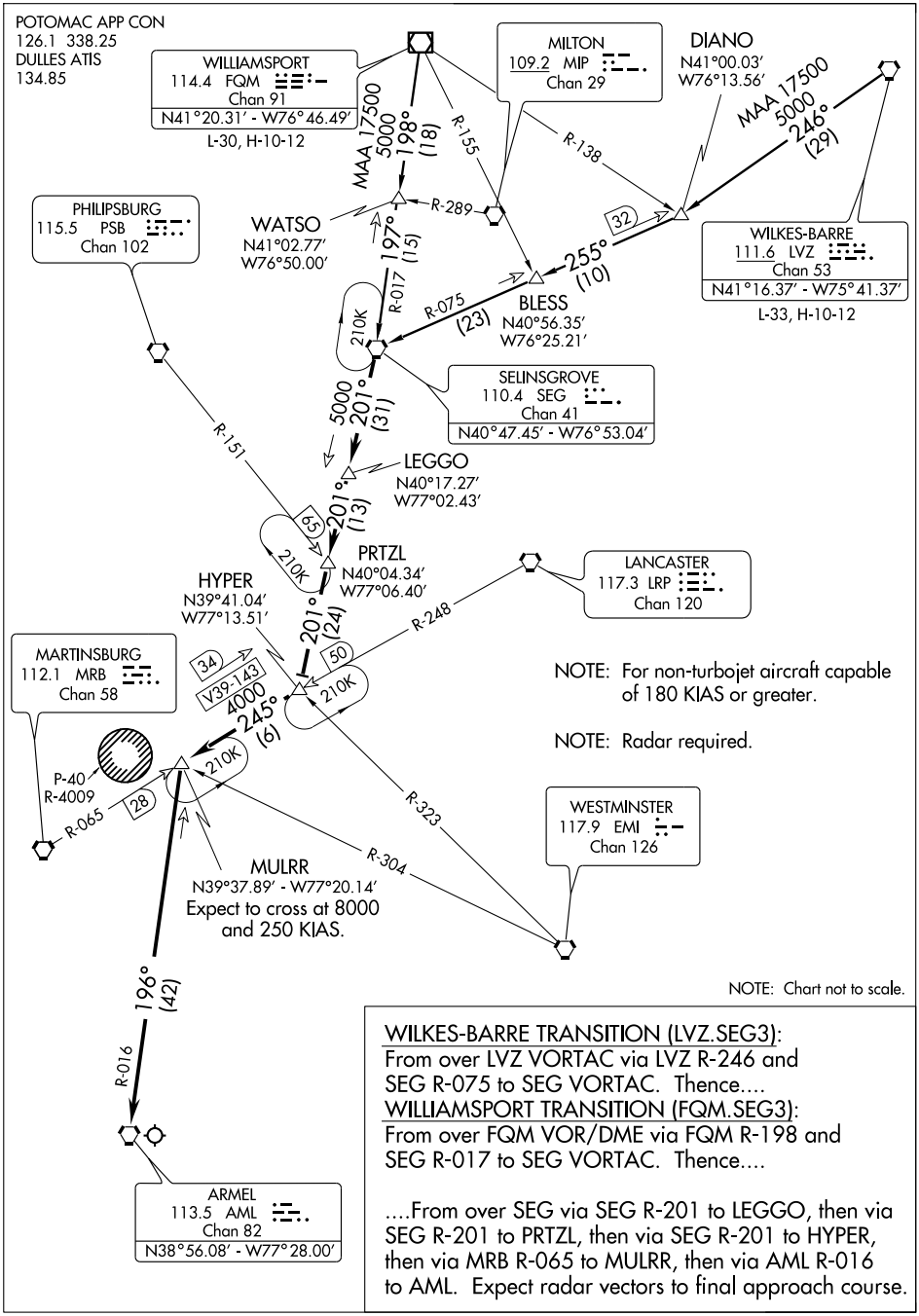
. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

SELINSGROVE THREE ARRIVAL



WILKES-BARRE TRANSITION (LVZ.SEG3):
From over LVZ VORTAC via LVZ R-246 and SEG R-075 to SEG VORTAC. Thence....
WILLIAMSPORT TRANSITION (FQM.SEG3):
From over FQM VOR/DME via FQM R-198 and SEG R-017 to SEG VORTAC. Thence....

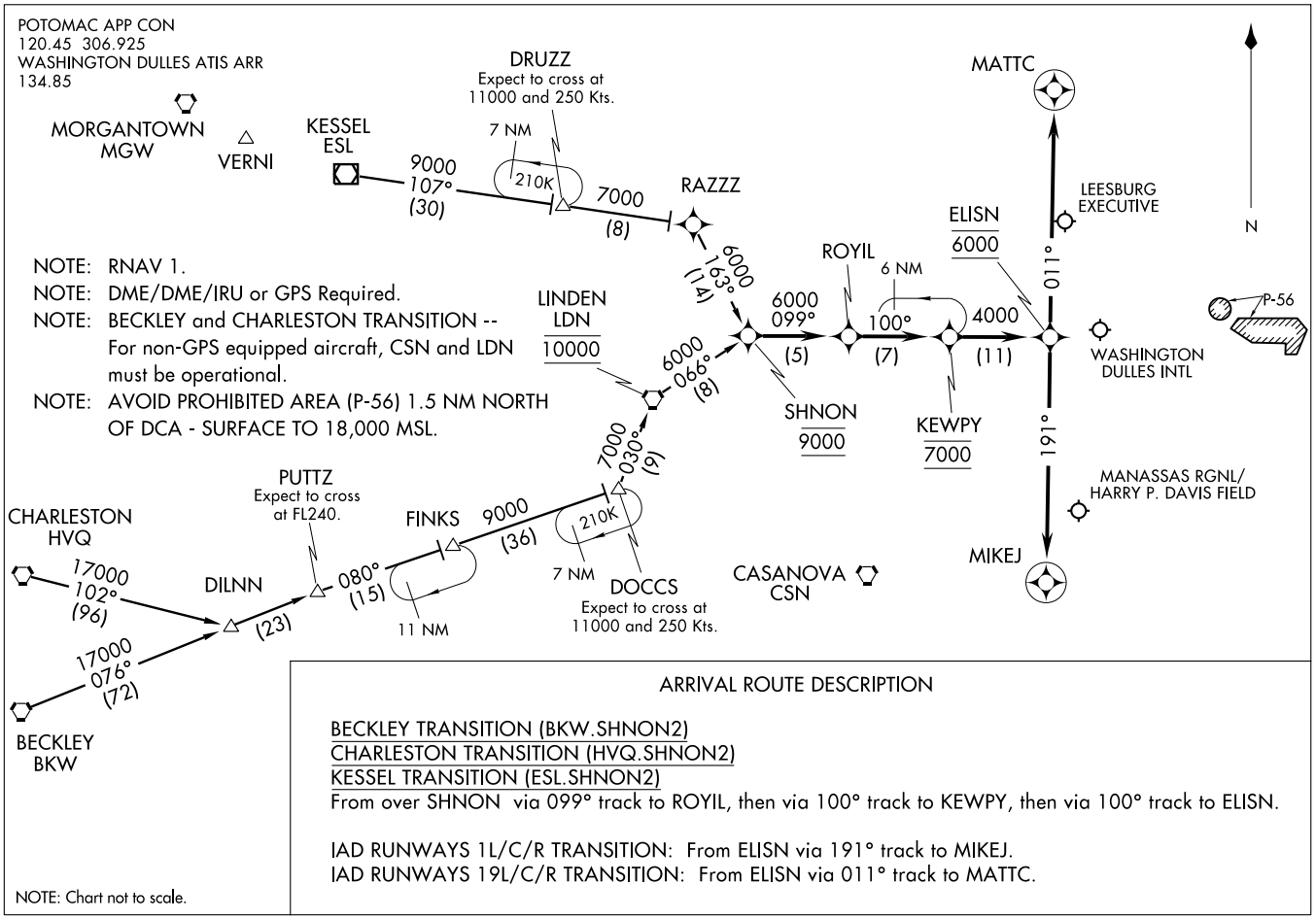
....From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183
WASHINGTON, DC

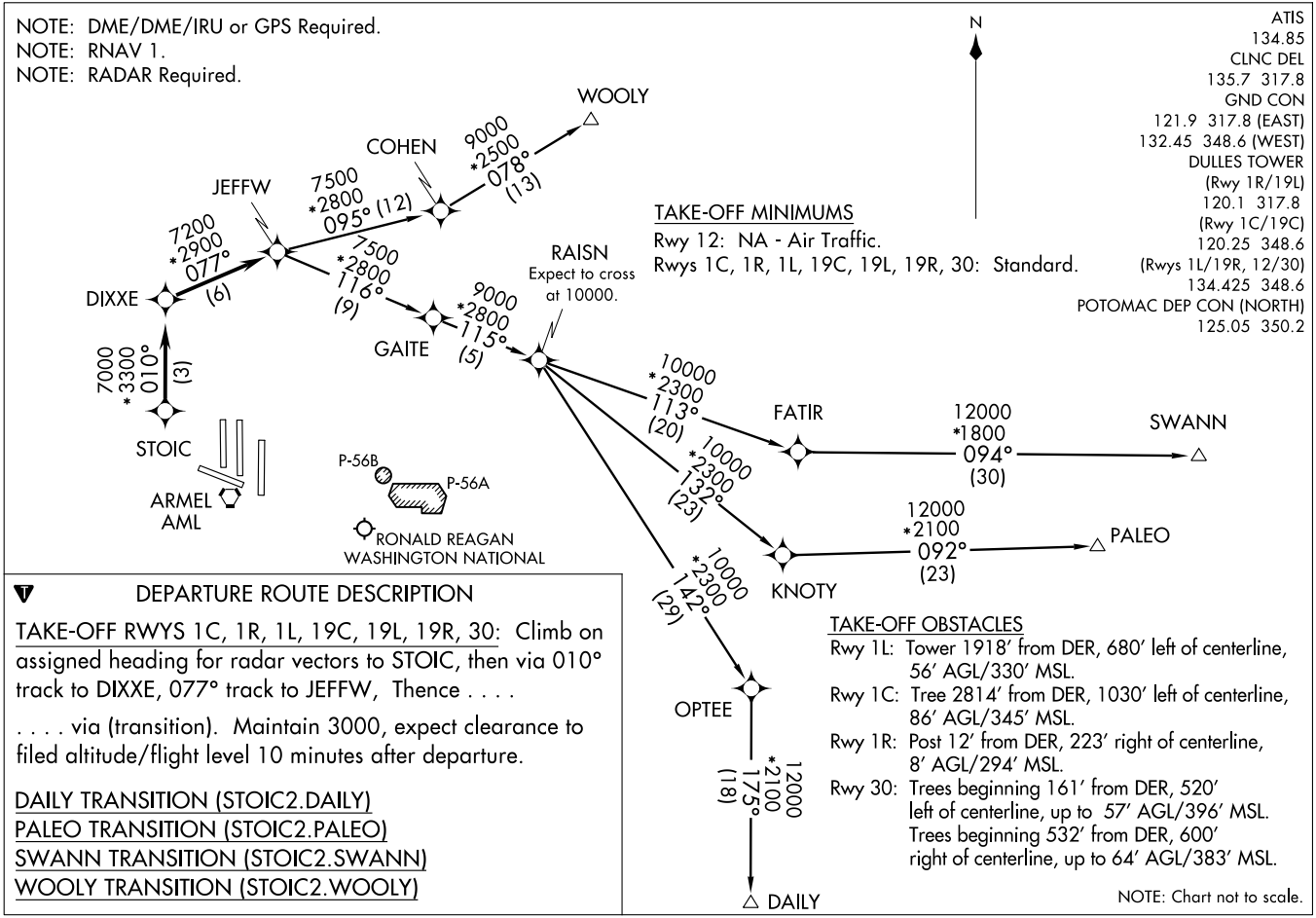
ST-5100 (FAA)

STOIC TWO DEPARTURE (RNAV)

(STOIC2.STOIC) 10098

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.



TAKE-OFF MINIMUMS

Rwy 12: NA - Air Traffic.
Rwys 1C, 1R, 1L, 19C, 19L, 19R, 30: Standard.

ATIS 134.85
CLNC DEL 135.7 317.8
GND CON 121.9 317.8 (EAST) 132.45 348.6 (WEST)
DULLES TOWER (Rwy 1R/19L) 120.1 317.8 (Rwy 1C/19C) 120.25 348.6 (Rwys 1L/19R, 12/30) 134.425 348.6
POTOMAC DEP CON (NORTH) 125.05 350.2

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 1C, 1R, 1L, 19C, 19L, 19R, 30: Climb on assigned heading for radar vectors to STOIC, then via 010° track to DIXXE, 077° track to JEFFW, Thence . . . .

. . . . via (transition). Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

DAILY TRANSITION (STOIC2.DAILY)
PALEO TRANSITION (STOIC2.PALEO)
SWANN TRANSITION (STOIC2.SWANN)
WOOLY TRANSITION (STOIC2.WOOLY)

TAKE-OFF OBSTACLES

Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL.
Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL. Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NOTE: Chart not to scale.

STOIC TWO DEPARTURE (RNAV)
(STOIC2.STOIC) 10098
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

SL-5100 (FAA)

VORTAC AML 113.5 Chan 82	APP CRS 120°	Rwy Idg 10501 TDZE 310 Apt Elev 312

VOR/DME or TACAN RWY 12

WASHINGTON DULLES INTL (IAD)

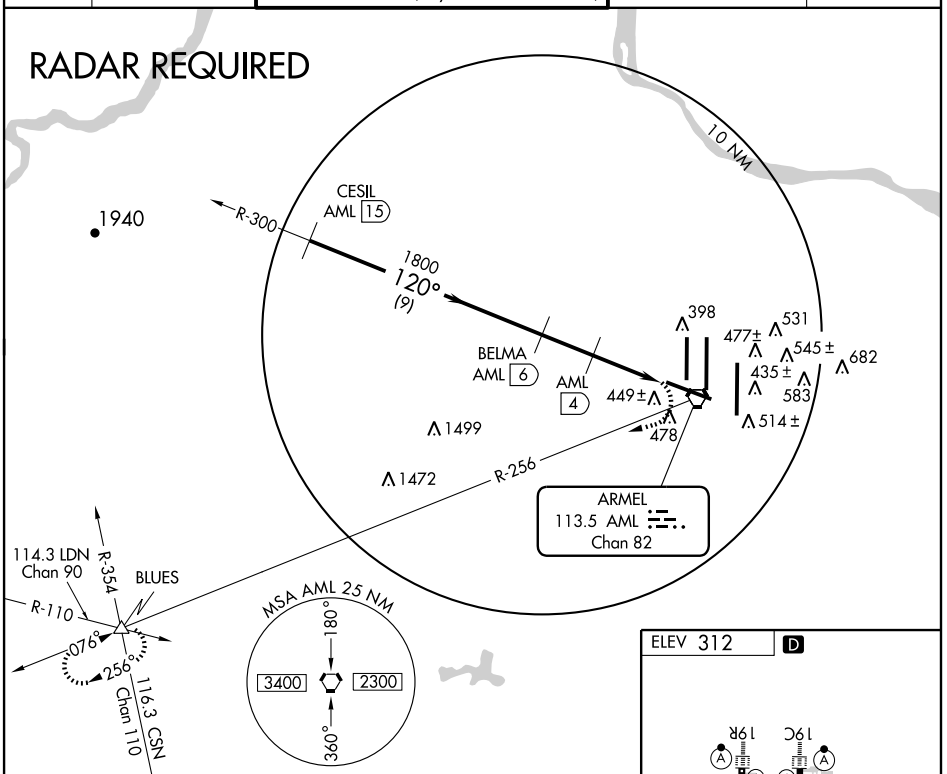
For inoperative MALSR, increase S-12 Cat D visibility to 1¼ mile.

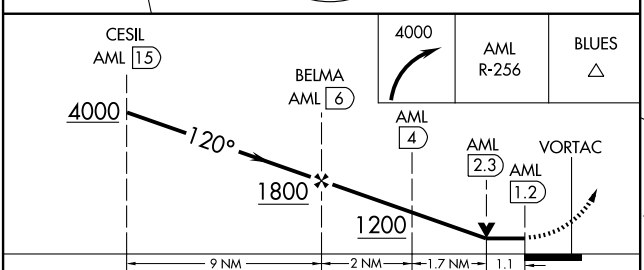
MALSR

MISSED APPROACH: Climbing right turn to 4000 via AML R-256 to BLUES INT and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

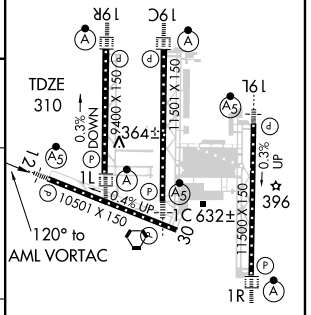
RADAR REQUIRED





CATEGORY	A	B	C	D
S-12	700/24 390 (400-½)			700/50 390 (400-1)
CIRCLING	820-1 508 (600-1)		840-1½ 528 (600-1½)	880-2 568 (600-2)

ELEV 312 D



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**

NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]

[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **LDA Rwy 33[12]**
LOC Rwy 15[1]
VOR/DME or TACAN Z Rwy 15[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE .. ..**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[3]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**

NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]

[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19
NA when local weather not available.
Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA

BLUE RIDGE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33**[12]
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5**[1]
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A
NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

WISE,VA

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24,** climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6,** vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24,** hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME	TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R,** std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before turning left. **Rwy 28,** climb heading 285° to 900 before turning right. **Rwy 33L,** climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4,** rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28,** tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R,** trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

21 OCT 2010 to 18 NOV 2010

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD
CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)
FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

*Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)
DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE
DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17,** vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

21 OCT 2010 to 18 NOV 2010

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD 09267
Rwy 6, Obstacle identification surface begins 15' above DER.
Rwy 14, Obstacle identification surface begins 35' above DER.
Rwy 20, Obstacle identification surface begins 20' above DER.
Rwy 24, Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA 09295
Diverse departures not authorized.
Rwy 2, 400-2½*
Rwy 20, 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

21 OCT 2010 to 18 NOV 2010

QUINTON, VA

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

21 OCT 2010 to 18 NOV 2010

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

21 OCT 2010 to 18 NOV 2010

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

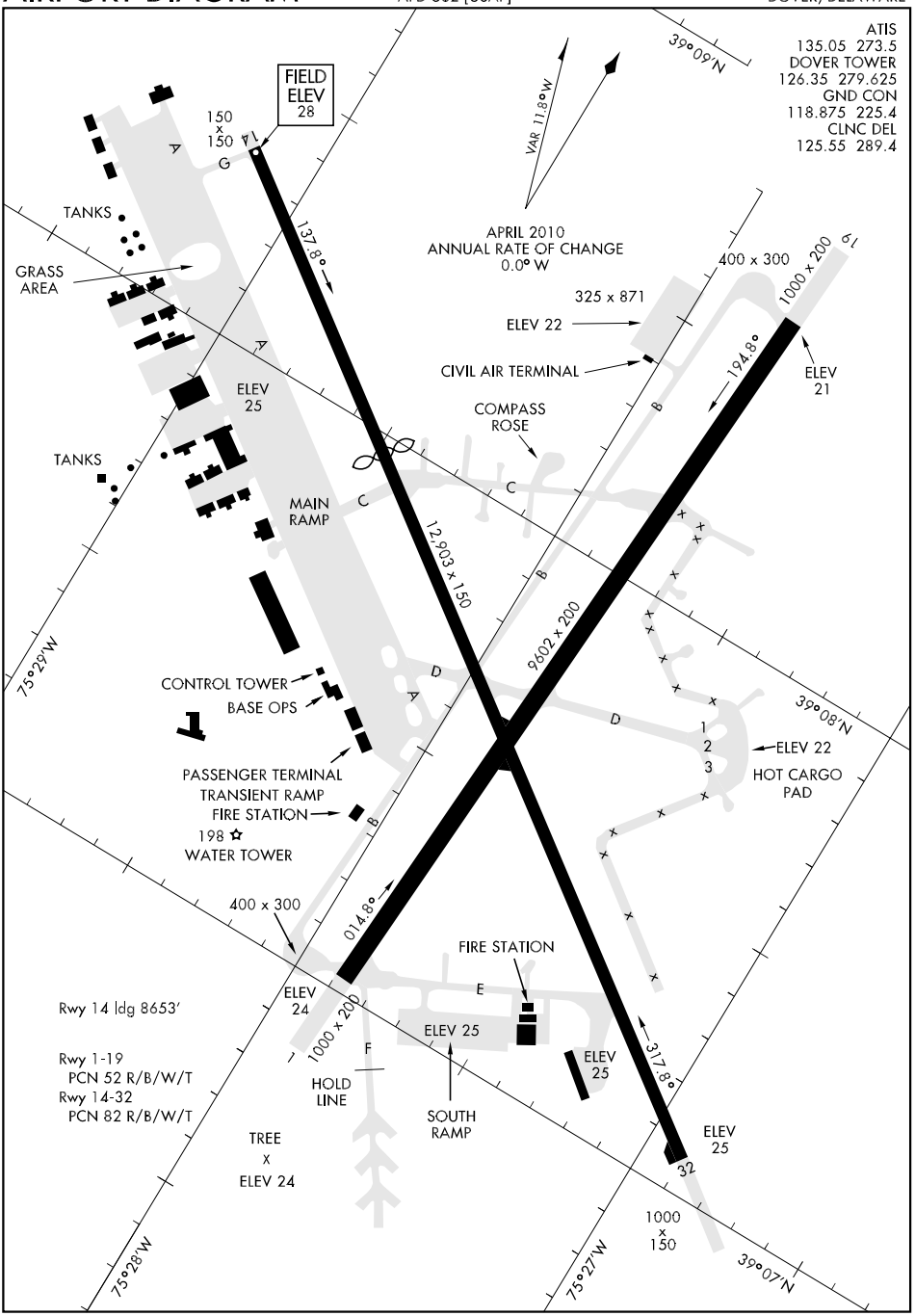
WISE, VA

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

DOVER AFB (DOV)(KDOV) AF 3 E UTC−5(−4DT) N39°07.77′ W75°27.96′ **WASHINGTON**
28 B TPA–See Remarks AOE Class IV, ARFF Index A NOTAM FILE DOV Not insp. **H–10I, 12I, L–34F, A**
RWY 14–32: H12903X150 (PEM) PCN 82 R/B/W/T HIRL **DIAP, AD**
RWY 14: PAPI(P2L). Thld dsplcd 4250′. **RWY 32:** REIL. PAPI(P4L).
RWY 01–19: H9602X200 (PEM) PCN 52 R/B/W/T HIRL CL
RWY 01: ALSF2. TDZL. PAPI(P4L). **RWY 19:** ALSF1. PAPI(P4L).
MILITARY SERVICE: LGT Rwy 01 and Rwy 19 PAPI and ILS glide paths not coincident except for height group 4 acft (A300, B1, B747/767/777, C5, DC10, E4, KC10, VC25). PAPI provides proper TCH for height group 4 acft only. Rwy 04 PAPI on left side. **JASU** 3(MA–1A) (M32A–86) (adapters not avbl.) **FUEL** A+
FLUID SP PRESAIR LPOX LOX **OIL** O–133–148 SOAP **TRAN ALERT** Opr 24 hours.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** Non–DOD civil acft ops 72 hrs PPR by contacting (302) 736–6614. PPR except AMC, Special Air Mission, DoD courier svc, and evacuation mission DSN 445–2861. All acft with hazardous material/rqr remote/isolated parking will ctc 436 airborne pulse search radar Explosive Handling Section DSN 445–2304 1230–2130Z‡ or ATOC Duty Officer DSN 445–2300 2130–1230Z‡ for PPR. Base OPS DSN 445–2861/4192, C302–677–2861/4192. All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Rwy 32 tkf distance avbl 10,070′. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Base OPS for current Bird Watch condition. No practice apch between 0300–1200Z‡ (0400–1200Z‡ during Bird Aircraft Strike Hazard Phase II). ATC will approve 1 apch to full stop ldg only. Acft taxiing out of main ramp using taxi lane between Delta row and spot Echo must use minimum power and in–board engine only (C5 acft should not exceed 40 percent N1 RPM) when turning onto Twy A. **CAUTION** Possible jet wake turbulence in tfc pattern and C5 jet blast during gnd opr. High speed, low alt heavy jet traffic within 10 NM. Five civilian arpt located within 10 NM radius. Special hazard exist for wide body acft taxiing from ramp. Follow me truck rqr for all movements on ramp by non C5 tran acft, tran C5 follow me svc avbl on request. Tree line east of Rwy 19 apch end may cause wind shear during ldg when wind is from southeast. Bird hazard Oct–Apr. Breaking action less than optimum when rwy is wet due to rubber build–up. **TFC PAT** TPA–Rectangular 1804(1776), overhead 2504(2476). Aero Club/lgt acft 1004(976). **NS ABTMT** Strict compliance with procedure rqr. **MISC** First 1000′ Rwy 01–19 concrete, middle 7600′ asphalt. Twy D edge lgts 40′ from twy edge between Rwy 32 hold line and Rwy 01–19. Rwy 32 first 2000′, 1000′ southeast of Twy C and last 1000′ concrete, remainder of rwy asphalt. Rwy 14–32 grooved full length exc at the intersection of Rwy 01–19. First 4250′ Rwy 14 and first 1650′ Rwy 32 grooved concrete, middle 7000′ asphalt. Afld management has no COMSEC avbl for tran aircrews. Tran aircrews should plan to arr with appropriate amount of COMSEC to complete entire mission. Afld management has limited COMSEC storage for tran aircrews.
WEATHER DATA SOURCES: ASOS DSN 445–2698 C302–677–2698.
COMMUNICATIONS: **D–ATIS** 135.05 273.5 DSN 445–2847. 269.125 (134.1 thru Comd Post) **PTD** 134.1
SMYRNA RCO 122.1R 111.4T (MILLVILLE RADIO)
Ⓡ **APP CON** 132.425 135.15X 142.2X 257.875 (VFR sequencing svc 25 NM out on 125.9 282.325)
TOWER 126.35 279.625 **GND CON** 118.875 225.4 **CLNC DEL** 125.55 289.4
Ⓡ **DEP CON** 134.425 257.875 323.0
COMD POST 134.1 349.4 **PMSV METRO** Automated ASOS in use, DSN 445–2698, C302–677–2698. Full wx svc avbl Mon–Fri 1100–2300Z‡, clsd weekends and holidays. Wx flight DSN 445–4175/76, C(302) 677–4175/76. Wx briefings for tran aircrew are avbl via the 15 operational squadron (OWS) at Scott AFB, DSN 576–9755/9702, C(618) 256–9755/9702. Jet side svc 1 stop–shop prints IFM crew packages. Building obstruction may impact prevailing visibility 150°–260°. During evac of Wx flight contact 15 OWS at number above. Alternate wx location visibility slightly limited due to building and parked aircraft. ATC will supplement observation as needed.
RADIO AIDS TO NAVIGATION: NOTAM FILE DOV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 168° 6.6 NM to fld. 10/9W.
(T) TACAN Chan 37 DOV (110.0) N39°07.94′ W75°28.04′ at fld. 17/9W. No NOTAM MP Wed 1100–1400Z‡ (2000/2+1).
ILS 109.95 I–DOV Rwy 01. No NOTAM MP Mon, Tue, Thu, Fri 1100–1430Z‡ (2000/2+1).
ILS 111.9 I–LIR Rwy 19. Back course unusable. No NOTAM MP Mon, Tue, Thu, Fri 0800–1100Z‡ (3000/5+1) ILS Wheel crossing height data: Group 4(18.1′).
COMM/NAV/WEATHER REMARKS: Radar No NOTAM MP Mon, Tue, Thu, Fri 0800–1100Z‡ (3000/5+1).

ILS or LOC/DME RWY 1

LOC I-DOV	APCH CRS	Rwy Idg	9602
109.95	013°	TDZE	24
		Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

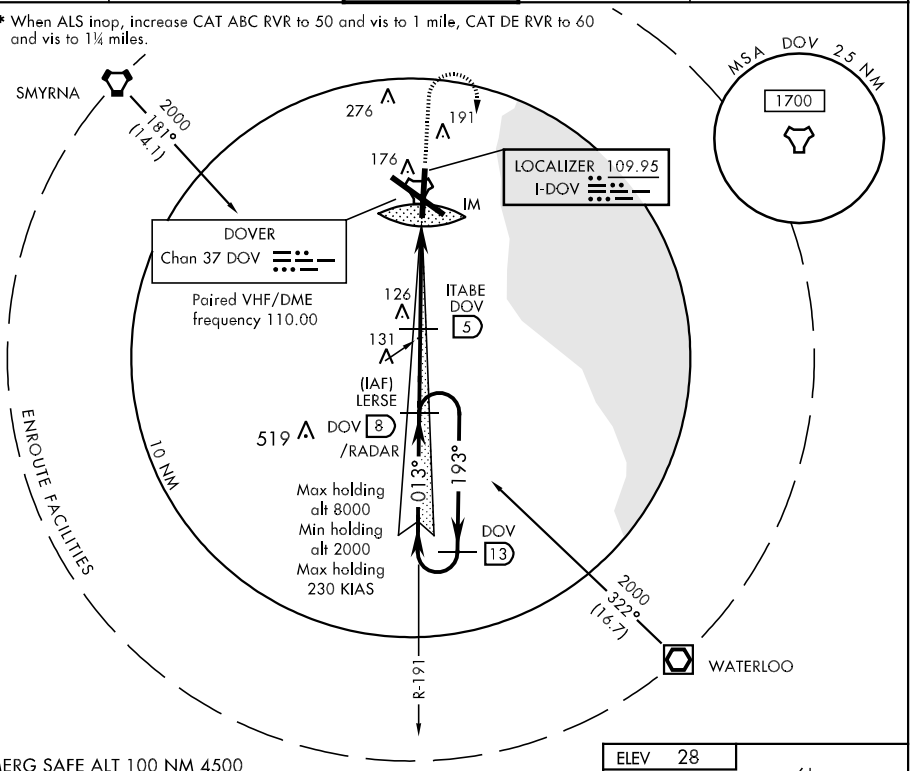
▼ * Circling not authorized SW of Rwy 1 and 14.
** When ALS inop, increase RVR to 40 and vis to ¾ mile. When TDZ/CL inop, increase CAT AB RVR to 24.

ALSF-2

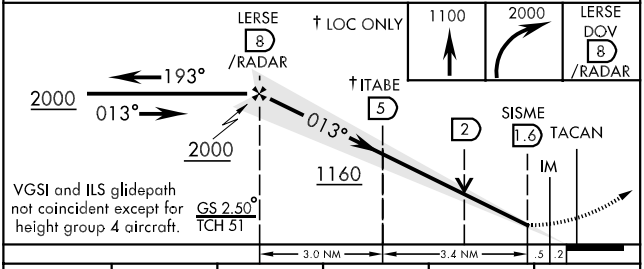
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

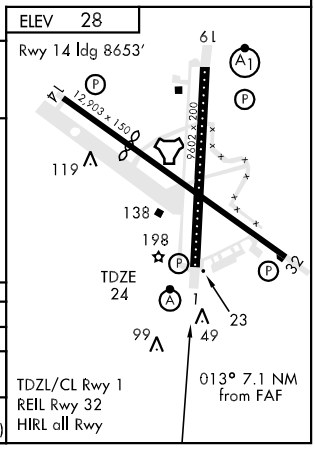
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-ILS 1**	224/18 200 (200-½)		224/24 200 (200-½)		
S-LOC 1***	380/24 356 (400-½)		380/40 356 (400-¾)		
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 19

LOC I-LIR	APCH CRS	Rwy Idg	9602
111.9	193°	TDZE	22
		Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

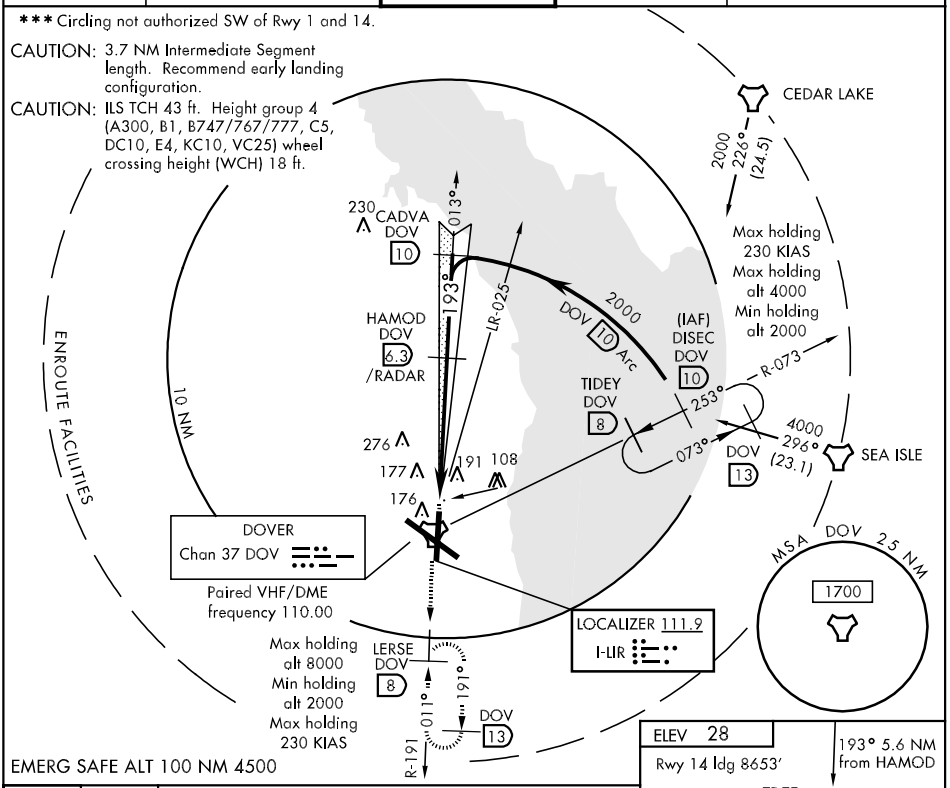
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

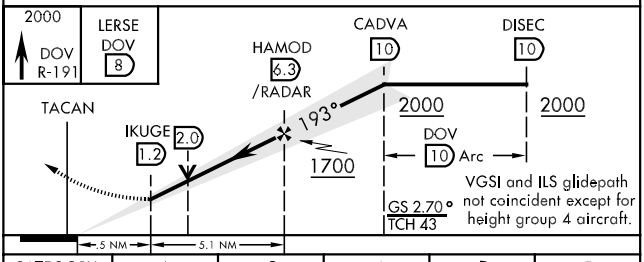
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

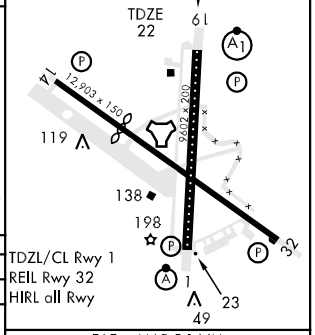
*** Circling not authorized SW of Rwy 1 and 14.

CAUTION: 3.7 NM Intermediate Segment length. Recommend early landing configuration.

CAUTION: ILS TCH 43 ft. Height group 4 (A300, B1, B747/767/777, C5, DC10, E4, KC10, VC25) wheel crossing height (WCH) 18 ft.







CATEGORY	A	B	C	D	E
S-ILS 19 *	222/18 200 (200-½)		222/24 200 (200-½)		
S-LOC 19 **	460/24 438 (500-½)		460/40 438 (500-¾)	460/50 438 (500-1)	
CIRCLING ***	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 1 (CAT II)

LOC I-DOV	APCH CRS	Rwy Idg	9602
109.95	013°	TDZE	24
		Arpt Elev	28

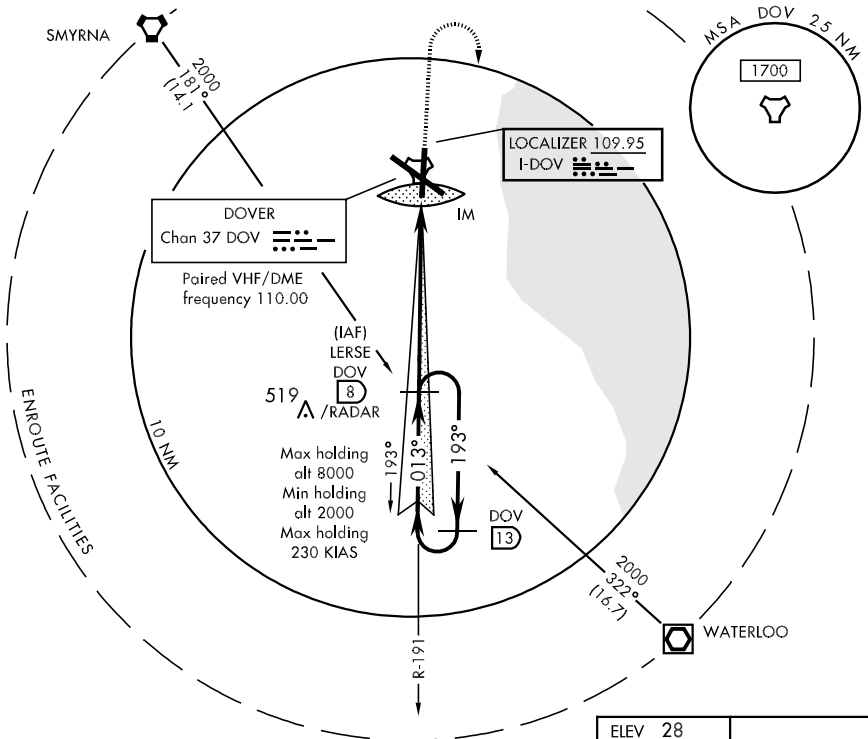
AL-562 [USAF]

DOVER AFB (KDOV)

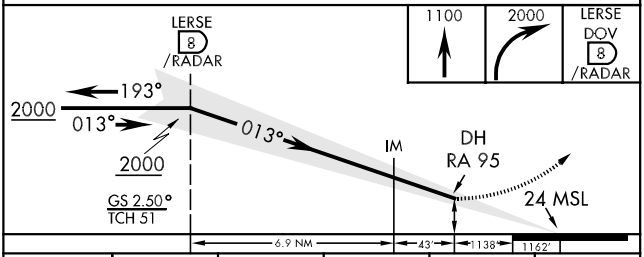
ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



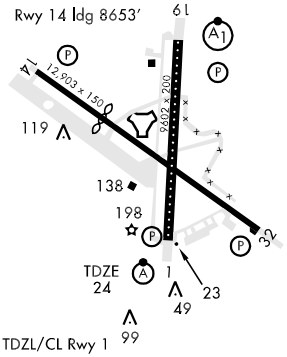
EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-ILS 1	RA 95/12 100			DA 124	

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 28



TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	9602
013°	TDZE	24
	Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

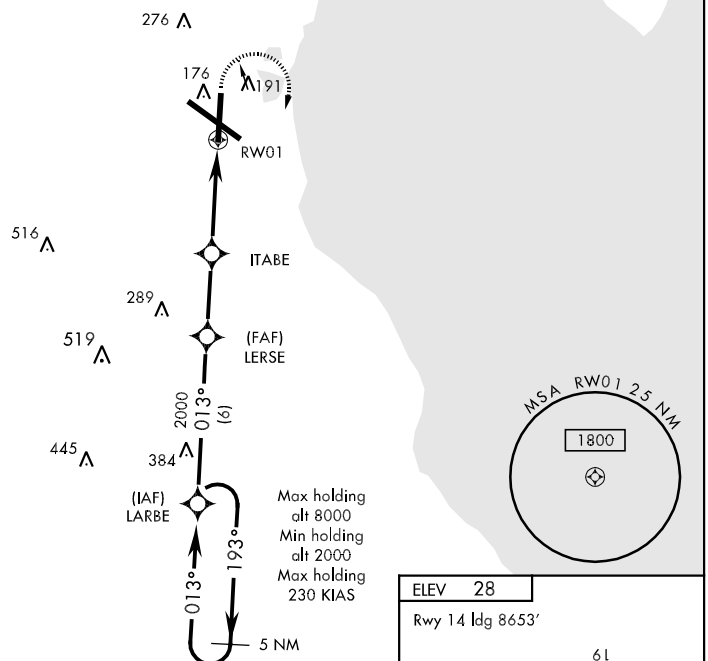
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 direct LARBE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

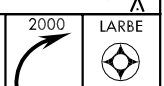
DME/DME RNP-0.3 NA.

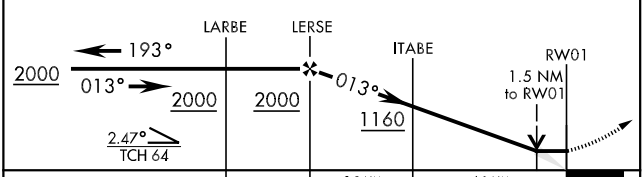


EMERG SAFE ALT 100 NM 4500

486

5 NM
Holding pattern

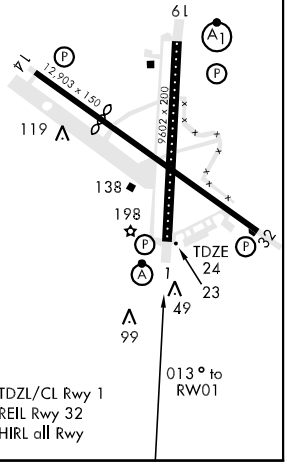




CATEGORY	A	B	C	D	E
LNAV MDA *	480/24 456 (500-½)		480/40 456 (500-¾)	480/50 456 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

ELEV 28

Rwy 14 ldg 8653'



TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	9602
193°	TDZE	22
	Arpt Elev	28

AL-562 [USAF]

DOVER AFB (KDOV)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
**Circling not authorized SW of Rwy 1 and 14.

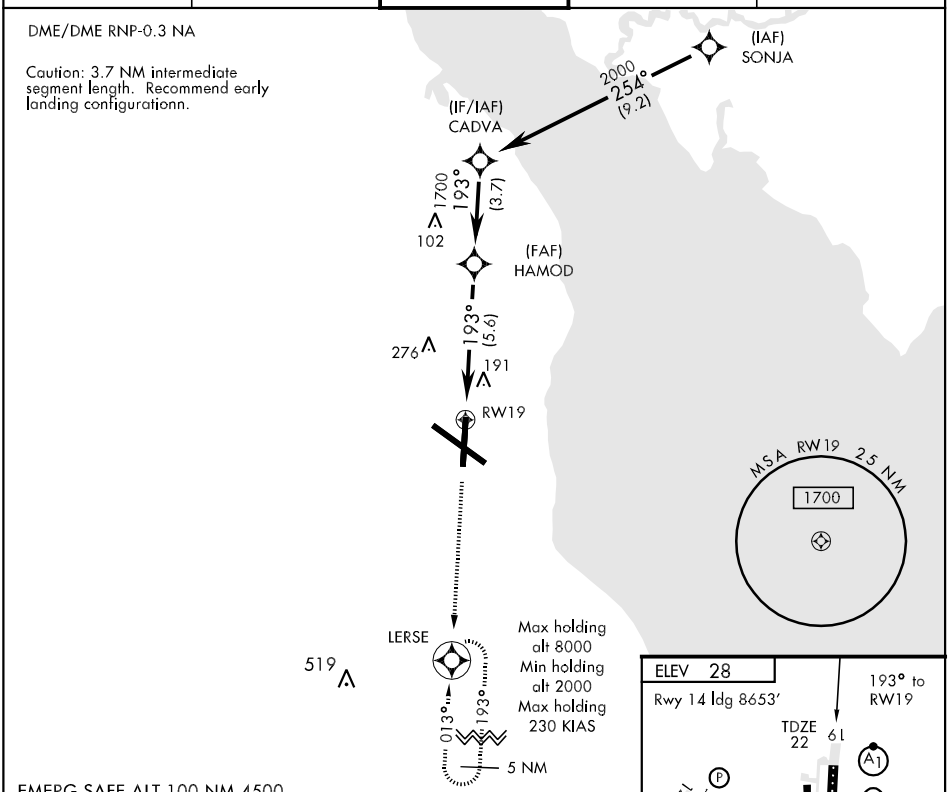
ALSF-1

MISSED APPROACH: Climb to 2000 direct LERSE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

DME/DME RNP-0.3 NA

Caution: 3.7 NM intermediate segment length. Recommend early landing configurationn.



CATEGORY	A	B	C	D	E
LNAV MDA *	480/24 458 (500-½)		480/40 458 (500-¾)	480/50 458 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032 (1100-3)

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	12,903
316°	TDZE	26
	Arpt Elev	28

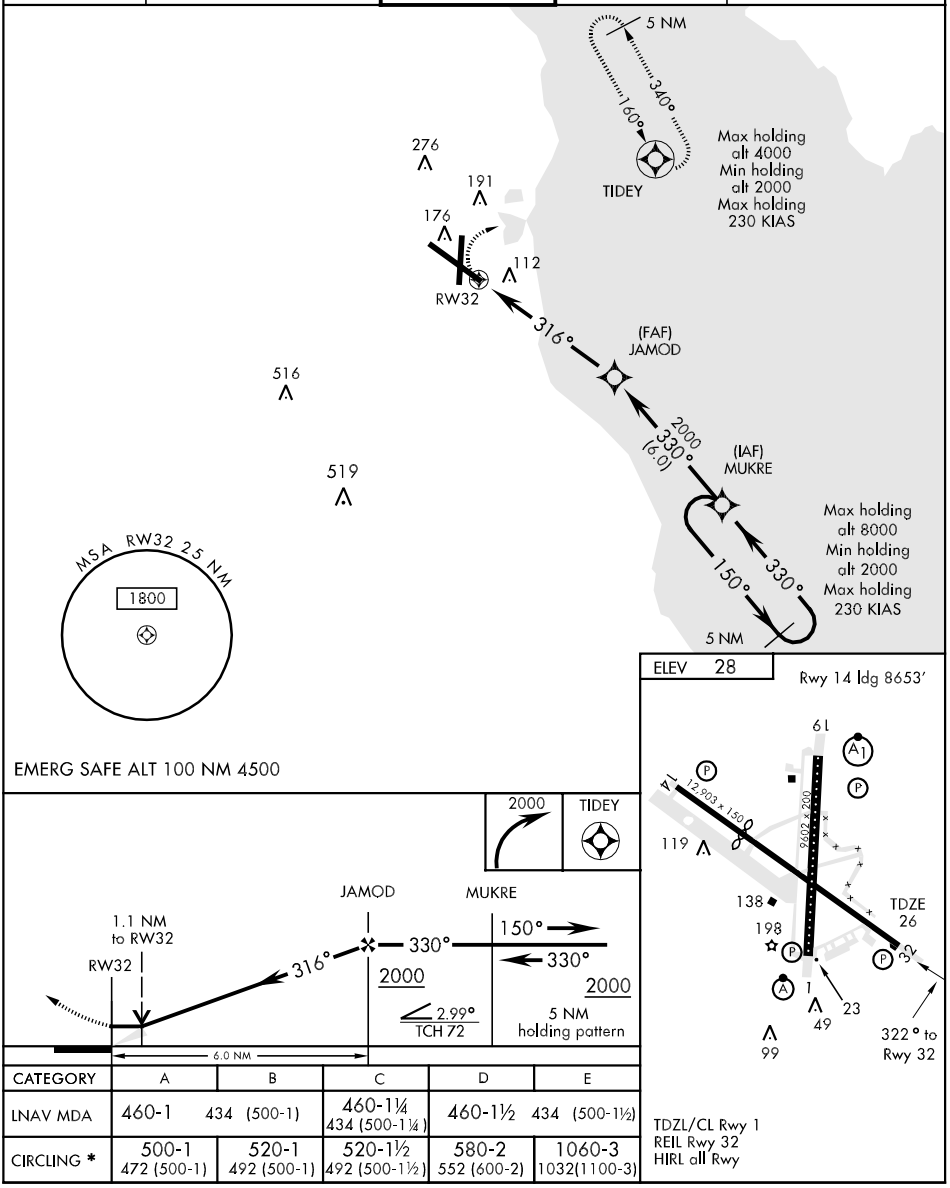
AL-562 [USAF]

DOVER AFB (KDOV)

* Circling not authorized SW of Rwy 1-14.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct TIDEY and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



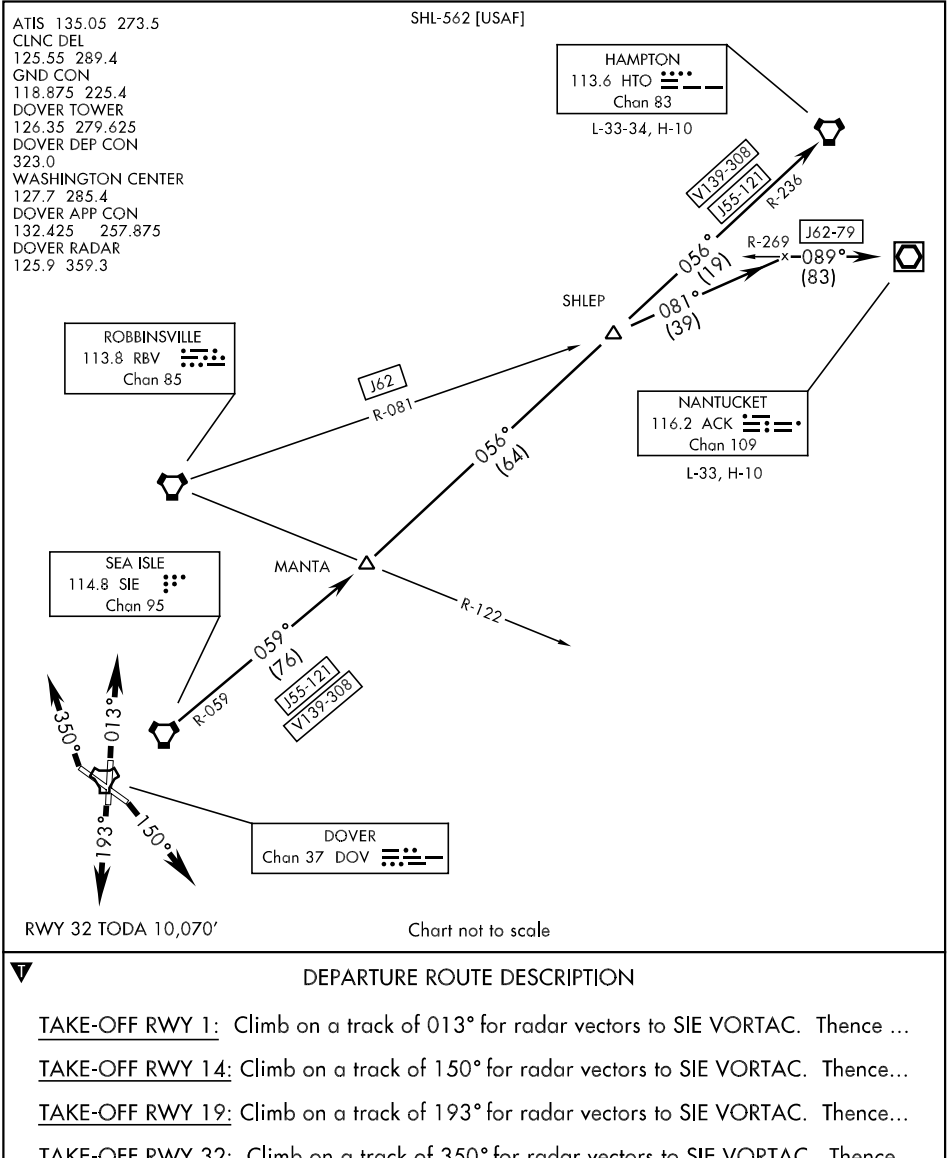
CATEGORY	A	B	C	D	E
LNAV MDA	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SEA ISLE-FIVE DEPARTURE (SIE5•SIE)

NE-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb on a track of 013° for radar vectors to SIE VORTAC. Thence ...

TAKE-OFF RWY 14: Climb on a track of 150° for radar vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 19: Climb on a track of 193° for radar vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 32: Climb on a track of 350° for radar vectors to SIE VORTAC. Thence ...

Via (Transition) or (Assigned Route).

HAMPTON TRANSITION: (SIE5•HTO) Via SIE R-059 and HTO VORTAC R-236 to HTO.

NANTUCKET TRANSITION: (HIGH ALT ONLY) (SIE5•ACK) Via SIE R-059, HTO VORTAC R-236 and J62 to ACK VOR/DME.

SMYRNA THREE ARRIVAL (ENO.ENO3) 10154

DOVER APP CON
132.425 257.875
ATIS 135.05 273.5

NOTE: This STAR applicable to turbojet aircraft only.

MARTINSBURG
112.1 MRB
Chan 58
N39°23.14′-W77°50.90′
L-29, H-10-12

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110
N38°38.47′-W77°51.93′
L-29-34-36, H-10-12

BROOKE
114.5 BRV
Chan 92

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

HOPEWELL
112.0 HPW
Chan 57

WOOLY
N39°20.32′
W77°02.19′

WASHINGTON
111.0 DCA
Chan 47

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.69′

TAPPA
N37°58.21′
W76°50.68′

BALTIMORE
115.1 BAL
Chan 98
N39°10.26′-W76°39.68′

SWANN
N39°09.09′
W76°13.73′

DEALE
N38°47.87′
W76°32.01′

COLIN
N38°05.99′
W76°39.85′

PATUXENT
117.6 PXT
Chan 123
N38°17.27′ W76°24.01′

HARCUM
108.8 HCM
Chan 25

DUPONT
114.0 DQO
Chan 87

GOLDA
N39°10.34′
W76°02.85′

GRACO
N38°56.50′
W76°11.99′

HEDGE
N38°53.54′
W75°50.24′

GARED
N38°41.67′
W76°01.37′

RIDGY
N38°56.58′
W75°47.39′

LAFLN
N38°47.45′
W75°30.79′

SALISBURY
111.2 SBY
Chan 49
N38°20.70′-W75°30.63′

SAWED
N37°32.01′
W75°51.49′

SMYRNA
111.4 ENO
Chan 51
N39°13.90′-W75°30.95′

ATLANTIC CITY
108.6 ACY
Chan 23

DOVER
DOV
Chan 37

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

CAPE CHARLES
112.2 CCV
Chan 59

NORFOLK
116.9 ORF
Chan 116
N36°53.51′-W76°12.02′
L-35-36, H-10-12

3800 101° (38)
5500 091° (53)
10000 098° (62)
3000 071° (11)
6000 058° (12)
4000 046° (30)
2500 104° (20)
2000 091° (9)
1800 (36)
1800 (26)
5000 030° (42)
031° (51)
012° (27)
131° (20)

R-311 R-233 R-224 R-271 R-246 R-251 R-226 R-265 R-289 R-189 R-275 R-334 R-211 R-323 R-090 R-025 R-276 R-122 R-238 R-074 R-052 R-133

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

N

DOVER, DELAWARE
DOVER AFB

ST-562 (FAA)

ARRIVAL DESCRIPTION

CASANOVA TRANSITION (CSN.ENO3): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Then from OTT VORTAC via OTT R-071 and ENO R-251 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.ENO3): From over GVE VORTAC via GVE R-098 and PXT R-238 to PXT VORTAC. Then from PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

MARTINSBURG TRANSITION (MRB.ENO3): From over MRB VORTAC via MRB R-101 and BAL R-311 to BAL VORTAC. Then from BAL VORTAC via BAL R-104 and ENO R-271 to ENO VORTAC. Thence. . . .

NORFOLK TRANSITION (ORF.ENO3): From over ORF VORTAC via ORF R-030 and SBY R-211 to SBY VORTAC. Then from SBY VORTAC via SBY R-012 and ENO R-189 to ENO VORTAC. Thence. . . .

. . . . Expect radar vectors to final approach course from ENO VORTAC.

NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1

TACAN DOV Chan 37	APCH CRS 005°	Rwy ldg 9602 TDZE 24 Arpt Elev 28

AL-562 [USAF]

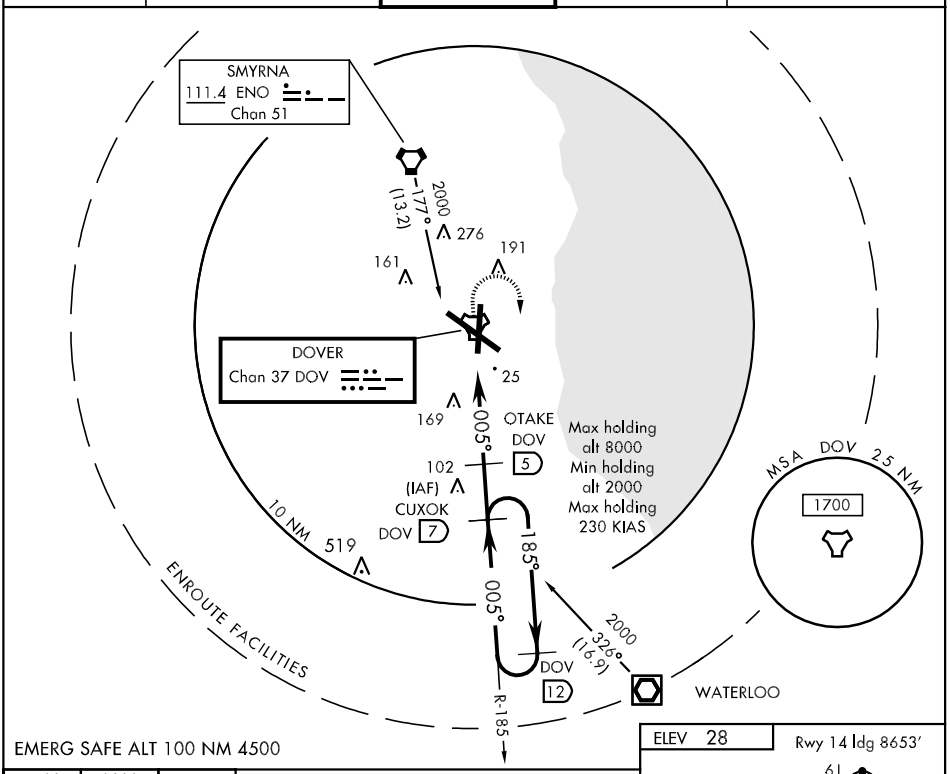
DOVER AFB (KDOV)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

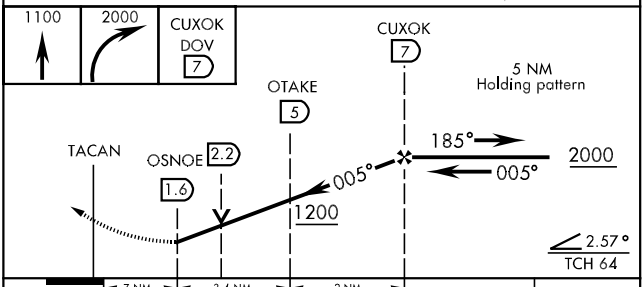
ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CUXOK and hold.

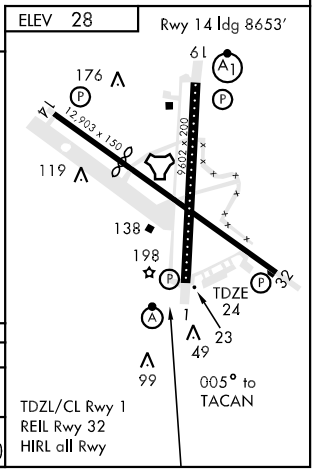
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-1 *	440/24 416 (500-½)		440/40 416 (500-¾)		440/50 416 (500-1)
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	9602
DOV		TDZE	22
Chan 37	201°	Arpt Elev	28

AL-562 [USAF]

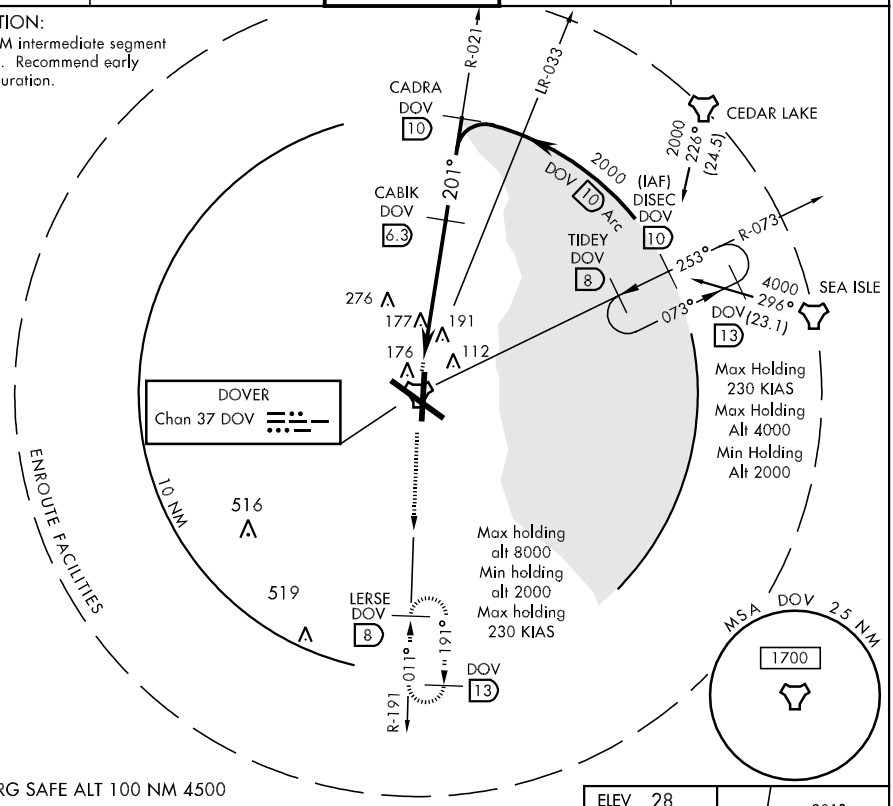
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

ALSF-1

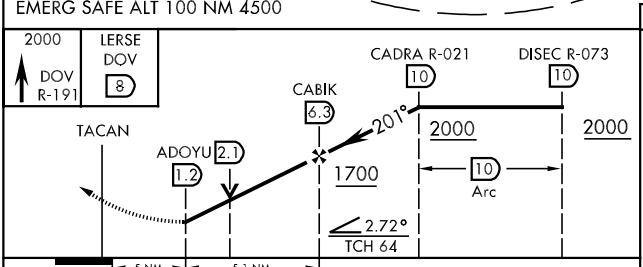
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

CAUTION:
3.7 NM intermediate segment length. Recommend early configuration.

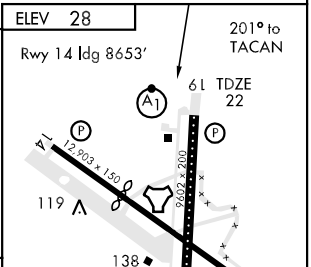


EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-19 *	480/24 458	(500-½)	480/40 458 (500-¾)	480/50 458	(500-1)
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

ELEV 28



TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

TACAN DOV Chan 37	APCH CRS 321°	Rwy Idg 12,903 TDZE 26 Arpt Elev 28

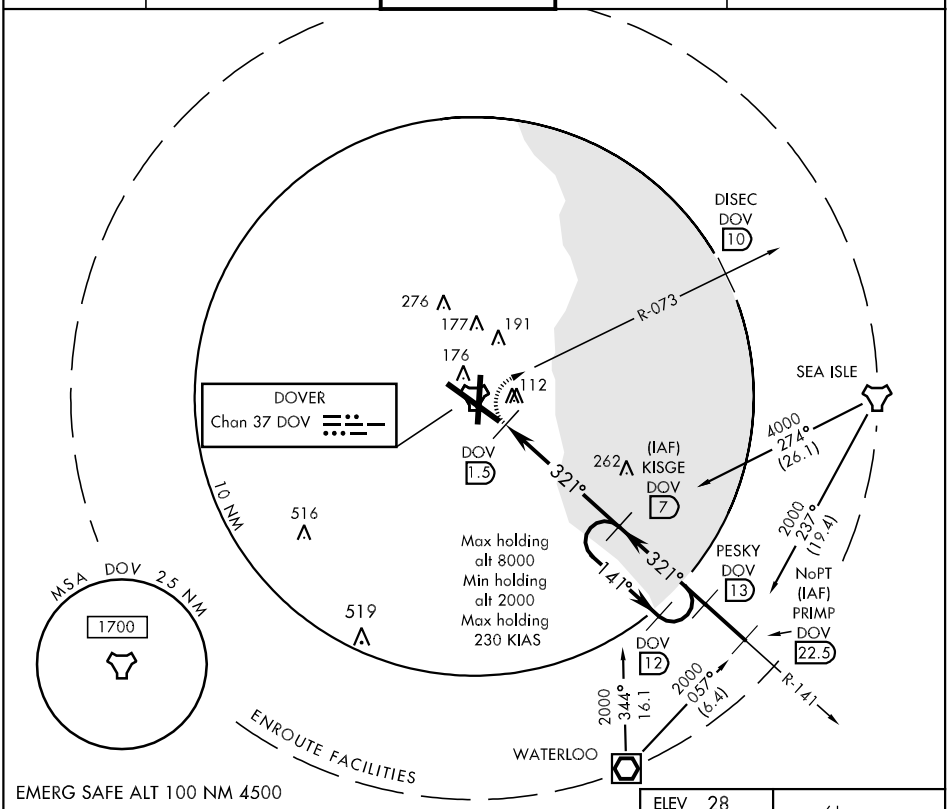
AL-562 [USAF]

DOVER AFB (KDOV)

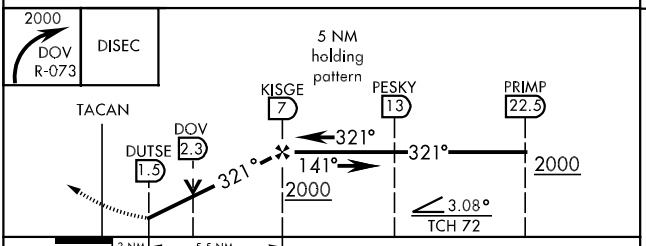
* Circling not authorized SW of Rwy 1 and 14.

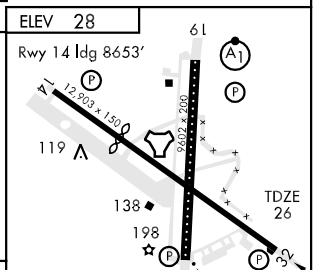
MISSED APPROACH: Climbing right turn to 2000, intercept DOV R-073 to DISEC. EFC with ATC.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 1

VORTAC ENO	APCH CRS	Rwy Idg 9602
111.4	350°	TDZE 24
Chan 51		Arpt Elev 28

AL-562 [USAF]

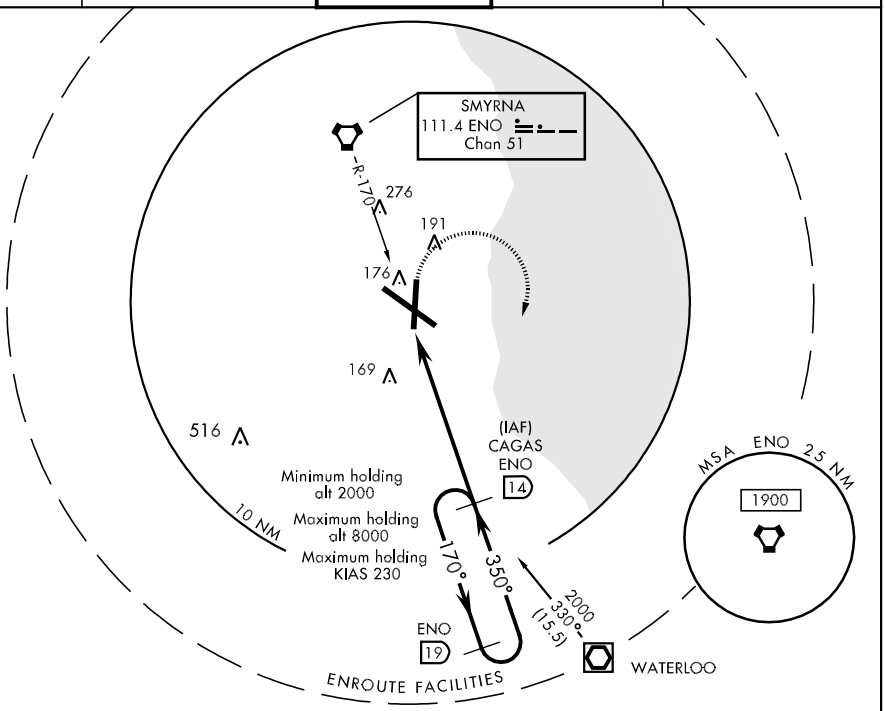
DOVER AFB (KDOV)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

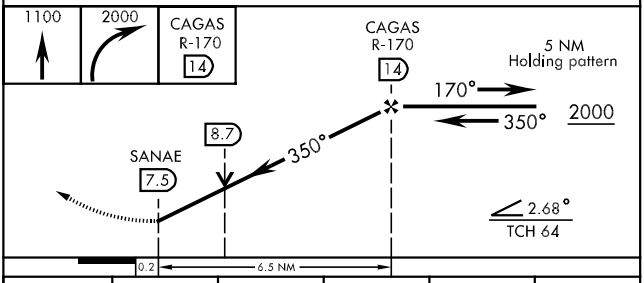
ALSF-2

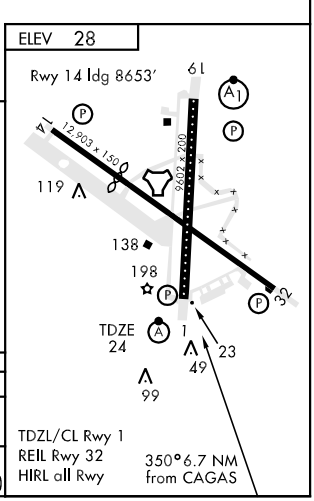
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CAGAS and hold.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM
4500 FROM "ENO" VORTAC





CATEGORY	A	B	C	D	E
S-1 *	480/24 456 (500-½)		480/40 456 (500-¾)	480/50 456 (500-1)	
CIRCLING **	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 32

VORTAC ENO	APCH CRS	Rwy ldg 12,903
111.4 Chan 51	344°	TDZE 26
		Arpt Elev 28

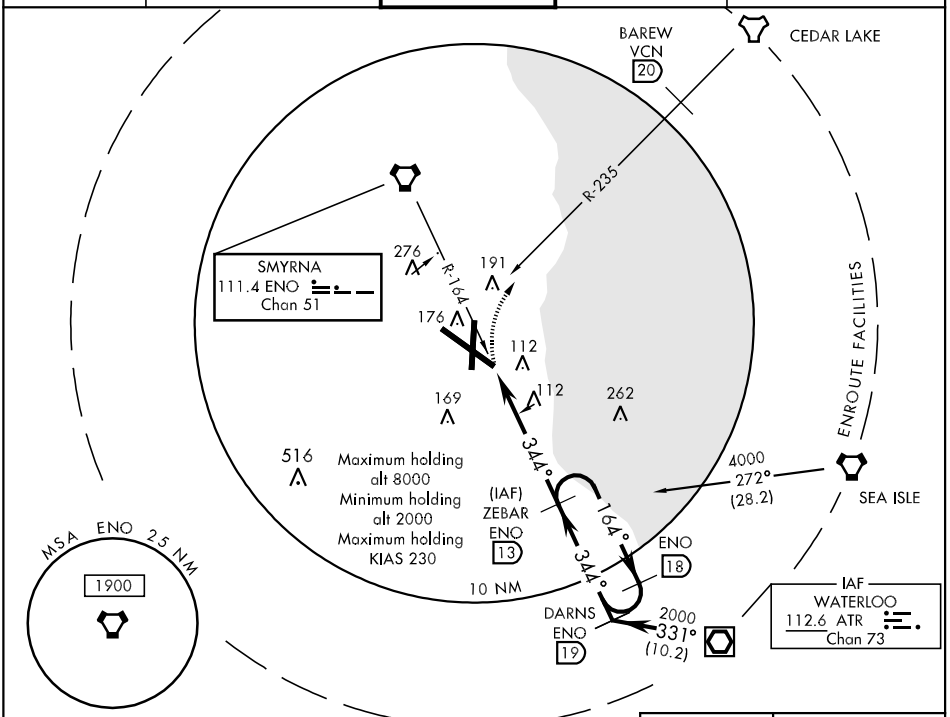
AL-562 [USAF]

DOVER AFB (KDOV)

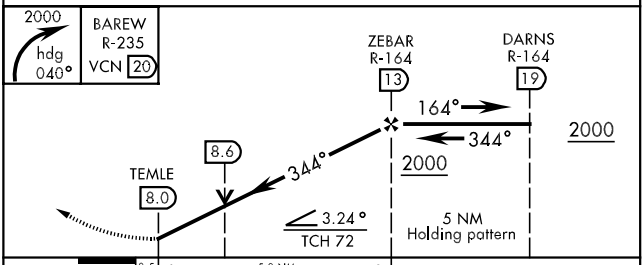
▼ * Circling not authorized SW of Rwy 1 and 14.

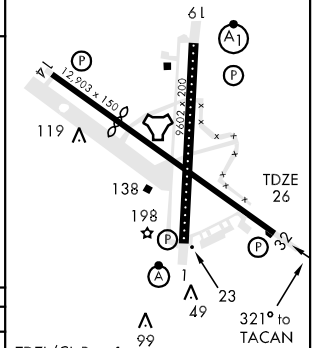
MISSED APPROACH: Climbing right turn to 2000 heading 040° to intercept VCN R-235 to BAREW (VCN R-235/20). Expect further clearance with ATC.

ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
135.05 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4500 FROM "ENO" VORTAC





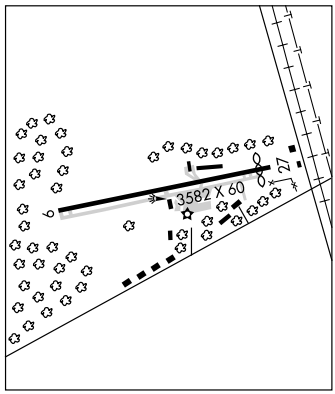
TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy
Rwy 14 ldg 8653'

CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)	
CIRCLING *	500-1 472 (500-1)	520-1 492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)	1060-3 1032(1100-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DOVER/CHESWOLD

DELAWARE AIRPARK (33N) 1 W UTC−5(−4DT) N39°13.10′ W75°35.80′ WASHINGTON
56 B **FUEL** 100LL TPA—912(856) NOTAM FILE MIV L–34F, A
RWY 09–27: H3582X60 (ASPH) S–13, D–18 MIRL 0.3% up W IAP
RWY 27: Thld dsplcd 350′. Antenna.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3582 TODA–3582 ASDA–3232 LDA–3232
RWY 27: TORA–3582 TODA–3582 ASDA–3582 LDA–3232
AIRPORT REMARKS: Attended 1300–2100Z‡. 24 hr self-service credit card fuel avbl. Uncontrolled vehicular tfc crosses center fld. Deer on and invof arpt. Mowing ops conducted Apr–Oct 1100–1800Z‡. If your acft cannot opr at this arpt due to size or lack of facilities, an alternative is the Dover Civil Air Terminal located at Dover AFB. To use, 72 hr PPR call 302–735–5519. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
SMYRNA RCO 122.1R 111.4T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425 **CLINC DEL** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 267° 3.8 NM to fld. 10/09W.



DUPONT N39°40.69′ W75°36.42′ NOTAM FILE ILG. WASHINGTON
(L) VORTAC 114.0 DQO Chan 87 at New Castle. 70/10W. H–10I, L–34G, A
VOR portion unusable:
025°–039° byd 5 NM blo 10,000′
025°–039° byd 25 NM
040°–120° byd 25 NM blo 4000′
125°–225° blo 10000′
225°–230° byd 15 NM blo 3000′
230°–265° byd 22 NM
265°–275° byd 30 NM blo 8000′
300°–315° byd 35 NM blo 3000′
355°–005° blo 3000′
355°–005° byd 15 NM blo 4000′
355°–005° byd 25 NM

DME portion unusable:
040°–100° byd 25 NM blo 5000′
210°–235° byd 30 NM blo 3000′
235°–265° byd 22 NM
265°–275° byd 30 NM blo 5000′
310°–320° byd 35 NM blo 4000′
RCO 122.1R 114.0T (MILLVILLE RADIO)

FARMINGTON

CHORMAN (D74) 2 SW UTC−5(−4DT) N38°50.97′ W75°36.77′ WASHINGTON
66 B S4 NOTAM FILE MIV L–34F, 36J, A
RWY 16–34: H3588X37 (ASPH) LIRL
RWY 16: REIL. TRCV (TRIL). Trees. **RWY 34:** REIL. TRCV (TRIL). Sign.
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–dusk. Agriculture spraying activity on and invof arpt. Rwy 16–34 large unsealed surface cracks, alligator patches. Loading pad adjacent to east side Rwy 34. For rotating bcn call 302–349–5055 or 645–9225. For LIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34 call 302–349–5055 or 645–9225.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 286° 19 NM to fld. 5/09W.

FELTON

HENDERSON AVIATION (ØN6) 2 NE UTC−5(−4DT) N39°00.77′ W75°32.04′ WASHINGTON
50 S4 NOTAM FILE MIV
RWY 15–33: 2048X40 (TURF)
RWY 15: Building. **RWY 33:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡.
COMMUNICATIONS: CTAF/UNICOM 123.0

APP CRS	Rwy Idg	3232
085°	TDZE	55
	Apt Elev	55

RNAV (GPS) RWY 9

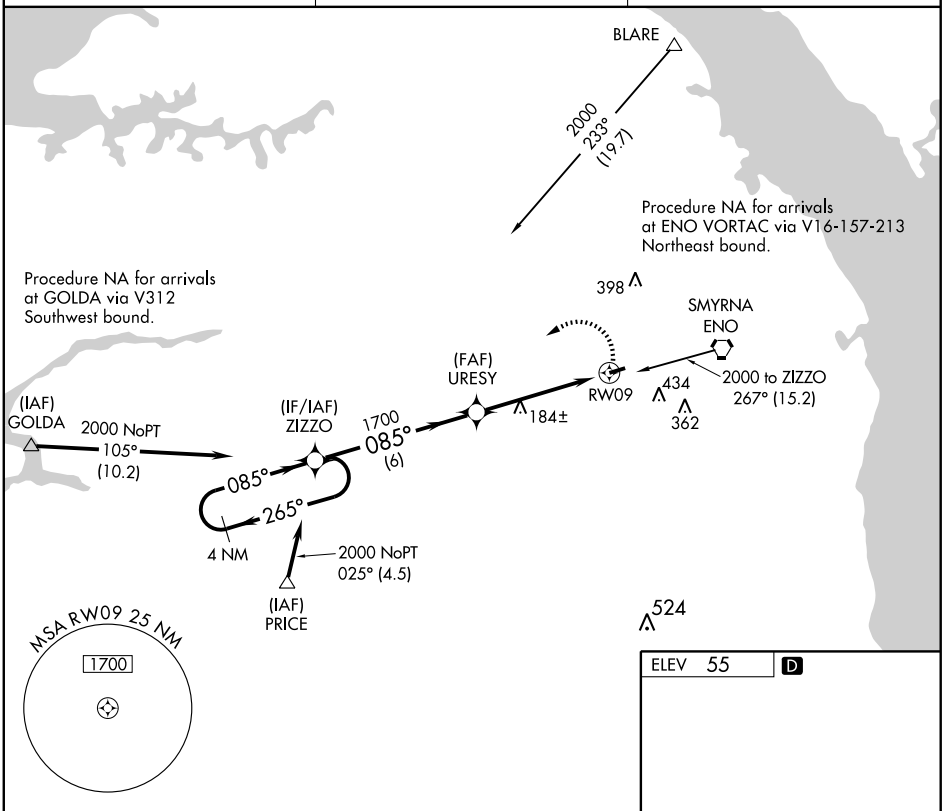
DOVER/ DELAWARE AIRPARK (33N)

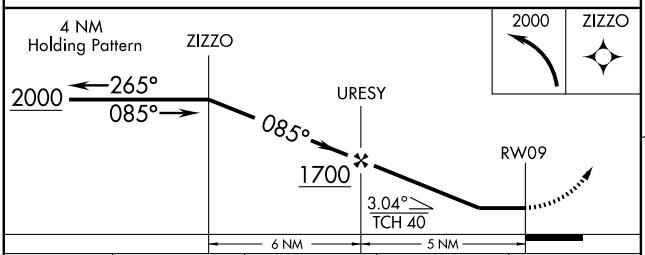
T
NA

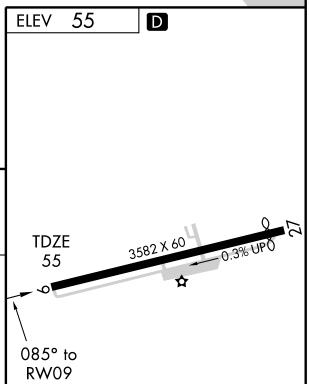
Use Dover AFB altimeter setting.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct ZIZZO and hold.

DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 405 (500-1)		460-1¼ 405 (500-1¼)	NA
CIRCLING	580-1 525 (600-1)		820-2¼ 765 (800-2¼)	NA

MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3232
265°	TDZE	52
	Apt Elev	56

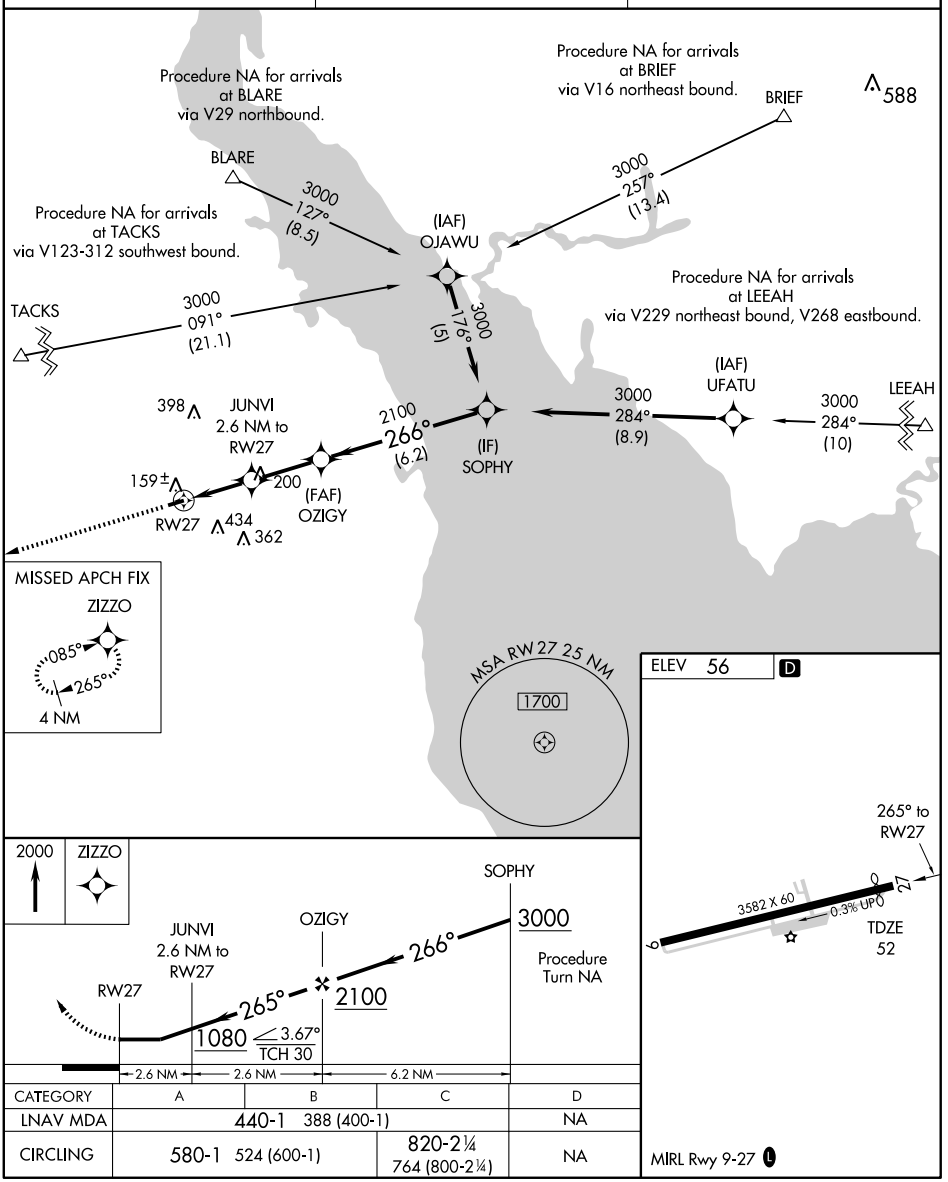
RNAV (GPS) RWY 27

DOVER/ DELAWARE AIRPARK (33N)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA
Use Dover AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct ZIZZO and hold.

DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	440-1	388 (400-1)		NA
CIRCLING	580-1	524 (600-1)	820-2¼ 764 (800-2¼)	NA

MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ENO	APP CRS	Rwy Idg 3232
111.4	267°	TDZE 55
Chan 51		Apt Elev 56

VOR RWY 27

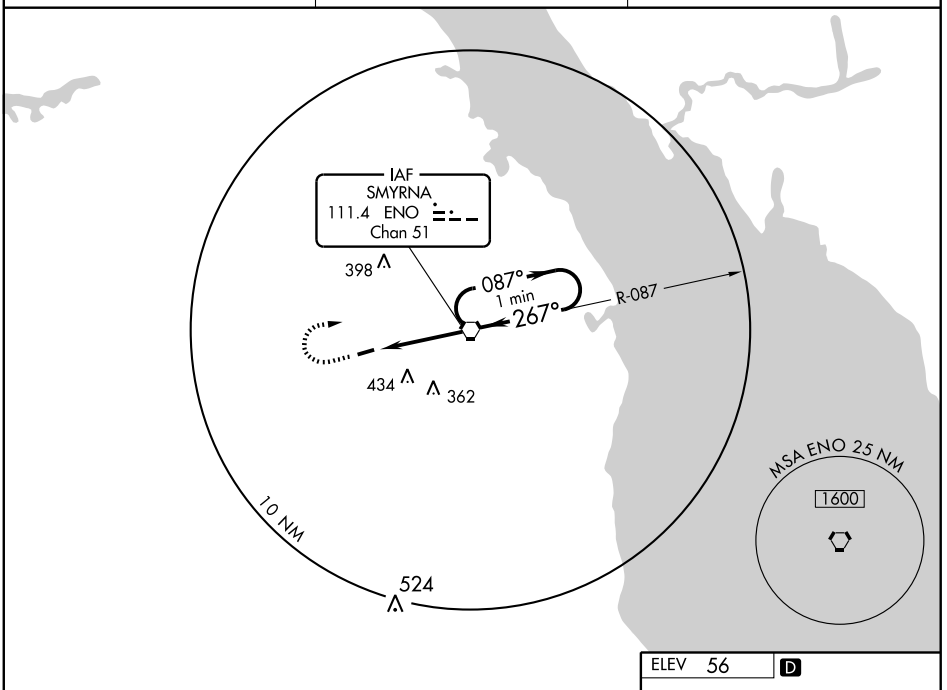
DOVER/ DELAWARE AIRPARK (33N)

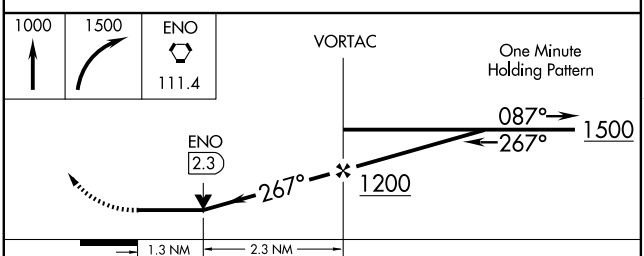
NA

Use Dover AFB altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1500 direct to ENO VORTAC and hold.

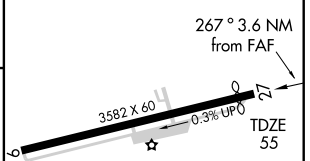
DOVER APP CON	CLNC DEL	UNICOM
132.425 257.875	125.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-27	520-1	465 (500-1)	520-1¼ 465 (500-1¼)	NA
CIRCLING	580-1	524 (600-1)	820-2¼ 764 (800-2¼)	NA

ELEV 56 D



MIRL Rwy 9-27 L

FAF to MAP 3.6 NM

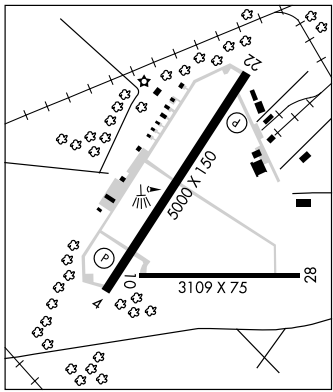
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

GEORGETOWN

SUSSEX CO (GED) 2 SE UTC−5(−4DT) N38°41.27′ W75°21.50′ **WASHINGTON**
53 B S4 **FUEL** 100LL, JET A NOTAM FILE GED **H–10I, 12I, L–34F, 36J, A**
RWY 04–22: H5000X150 (ASPH-GRVD) MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 10–28: H3109X75 (ASPH) MIRL
RWY 10: REIL. **RWY 28:** REIL.
AIRPORT REMARKS: Attended 1200–0200Z‡. Parachute Jumping. PAEW within safety area of all rwys and twys. ACTIVATE MIRL Rwys 04–22 and 10–28 and REIL Rwy 04, Rwy 22, Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (302) 856–2927.
COMMUNICATIONS: CTAF/UNICOM 123.0
WATERLOO RCO 122.1R 112.6T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425
GCO 125.55 (DOVER CLNC), OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 232° 10.1 NM to fld. 5/09W.

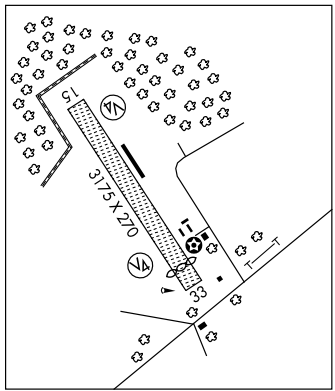


HADIN N39°34.87′ W75°36.83′ NOTAM FILE ILG. **WASHINGTON**
NDB (LOM) 248 IL 013° 5.9 NM to New Castle. **L–34G**

HENDERSON AVIATION (See FELTON)

JENKINS (See WYOMING)

LAUREL (NØ6) 1 SW UTC−5(−4DT) N38°32.53′ W75°35.66′ **WASHINGTON**
30 B S4 NOTAM FILE MIV **L–34F, 36J, A**
RWY 15–33: 3175X270 (TURF) LIRL **IAP**
RWY 15: REIL. TRCV (TRIL) Trees.
RWY 33: TRCV (TRIL) Thld dsplcd 270′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Significant sky–diving operation seasonal to all but winter months. Rwy 33 dsplcd thld marked with 3 large orange cones each side. Rwy 15 TRCV calibration unconfirmed. Rwy 33 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy 15–33 and REIL Rwy 33 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.05 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
SALISBURY (L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 354° 12.5 NM to fld. 50/12W.



WAAS	APP CRS	Rwy Idg	5000
CH 65621	045°	TDZE	50
W04A		Apt Elev	50

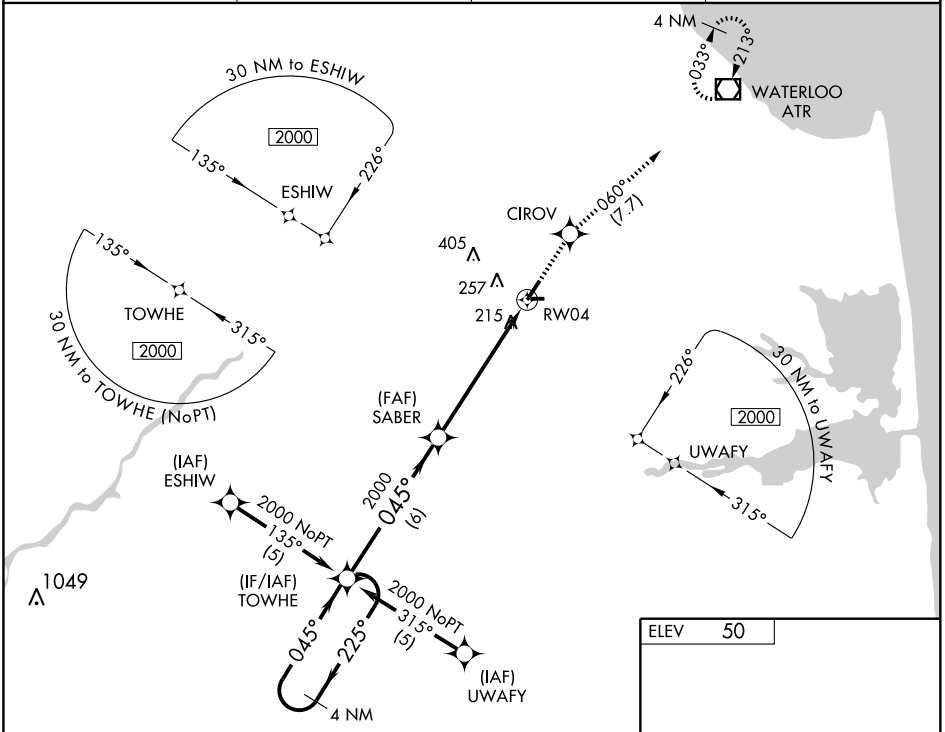
RNAV (GPS) RWY 4

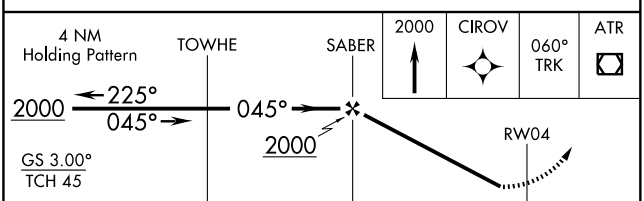
GEORGETOWN / SUSSEX COUNTY (GED)

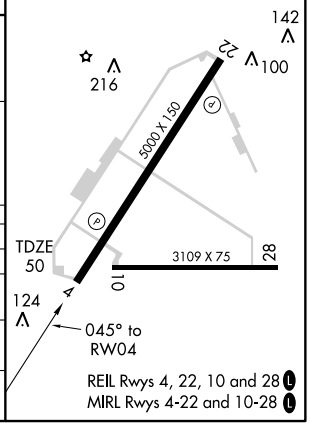
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIROV and via 060° track to ATR VOR/DME and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	470-1½ 420 (500-1½)			
LNAV/VNAV DA	520-1¾ 470 (500-1¾)			
LNAV MDA	480-1 430 (500-1)		480-1¼ 430 (500-1¼)	480-1½ 430 (500-1½)
CIRCLING	560-1¾ 510 (600-1¾)		600-1¾ 550 (600-1¾)	600-2 550 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60921 W22A	APP CRS 225°	Rwy Idg 5000 TDZE 50 Apt Elev 50

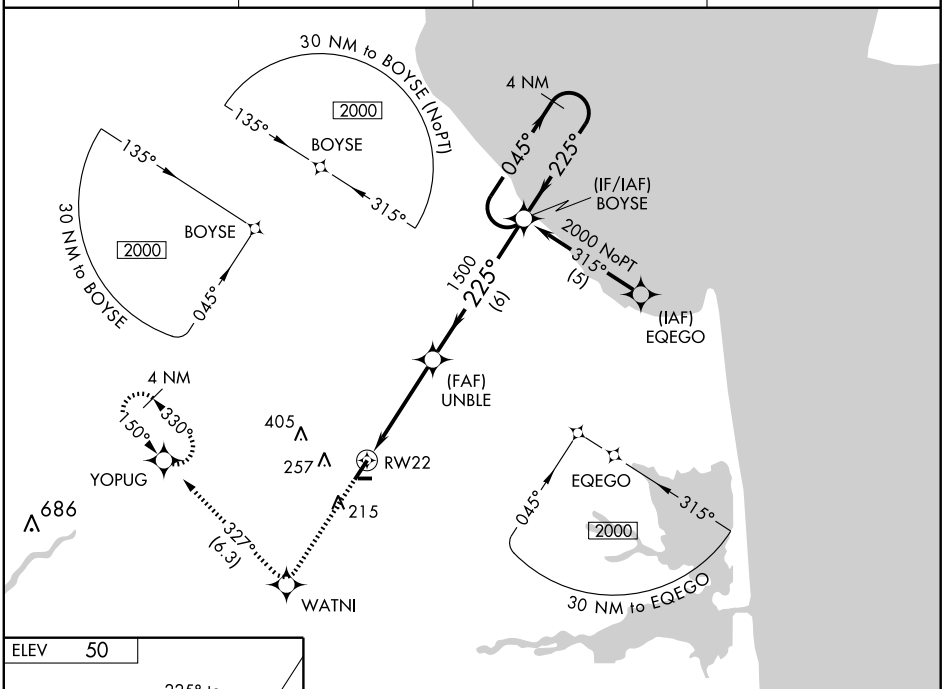
RNAV (GPS) RWY 22

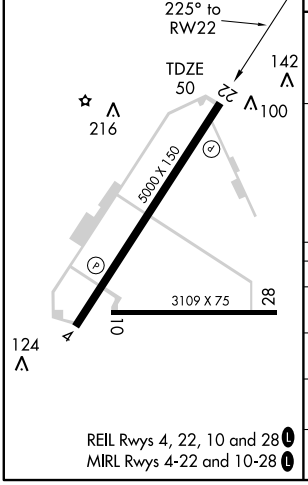
GEORGETOWN / SUSSEX COUNTY (GED)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (56°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

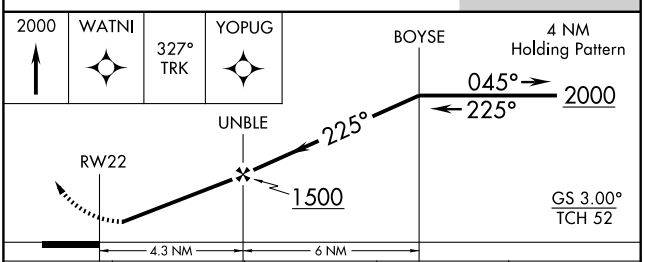
MISSED APPROACH: Climb to 2000 direct WATNI and via 327° track to YOPUG and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L



CATEGORY	A	B	C	D
LPV DA	360-1 310 (400-1)			
LNAV/VNAV DA	400-1¼ 350 (400-1¼)			
LNAV MDA	480-1 430 (500-1)		480-1¼ 430 (500-1¼)	480-1½ 430 (500-1½)
CIRCLING	560-1¼ 510 (600-1¼)		600-1½ 550 (600-1½)	600-2 550 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME ATR	APP CRS	Rwy Idg 5000
112.6	053°	TDZE 50
Chan 73		Apt Elev 50

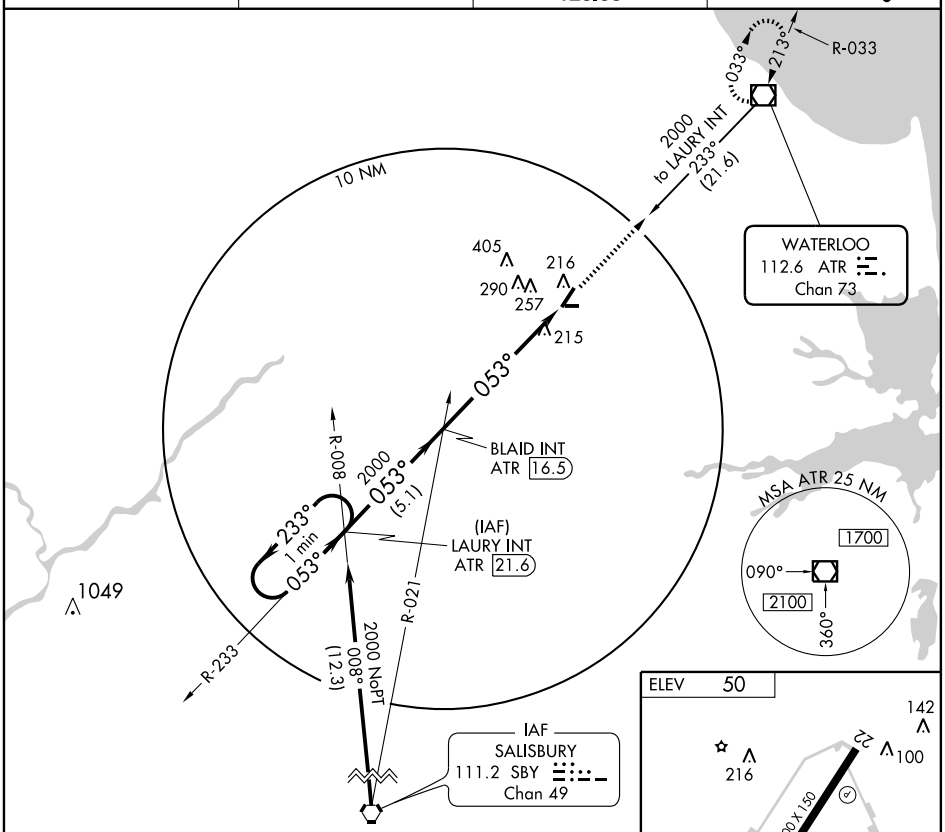
VOR RWY 4

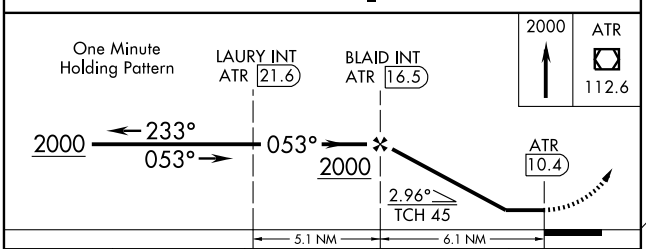
GEORGETOWN / SUSSEX COUNTY (GED)

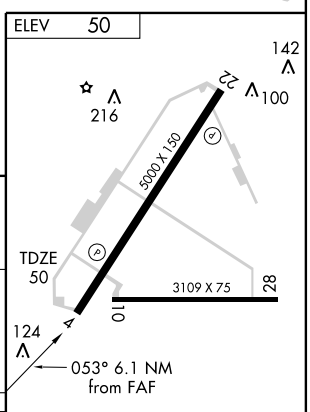
NA

MISSED APPROACH: Climb to 2000 direct to ATR VOR/DME and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	520-1 470 (500-1)		520-1¼ 470 (500-1¼)	520-1½ 470 (500-1½)
CIRCLING	580-1 530 (600-1)		600-1½ 550 (600-1½)	600-2 550 (600-2)

REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME ATR	APP CRS	Rwy Idg 5000
112.6	234°	TDZE 50
Chan 73		Apt Elev 50

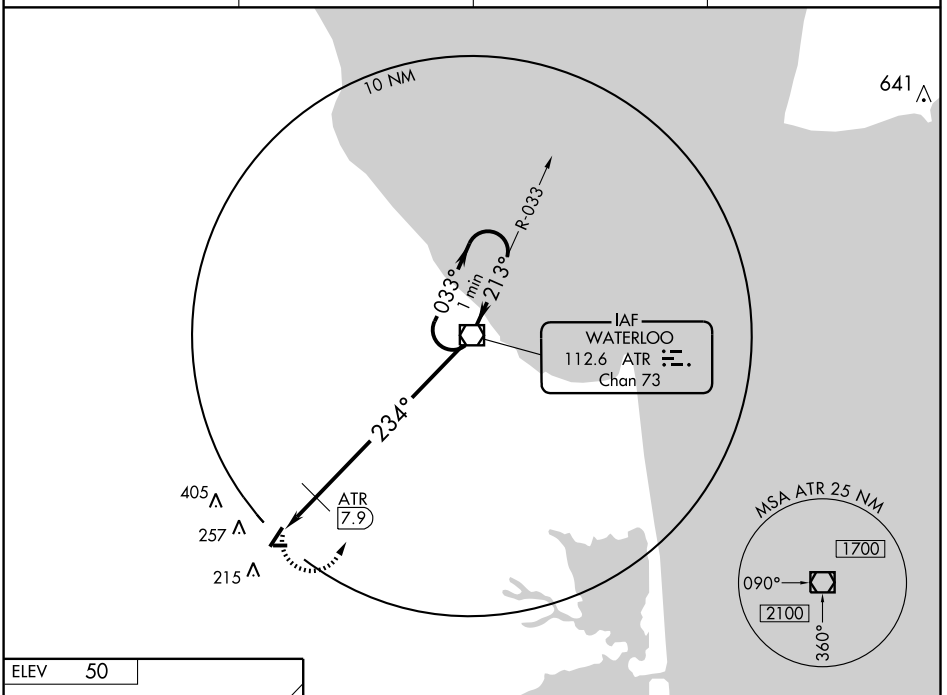
VOR RWY 22

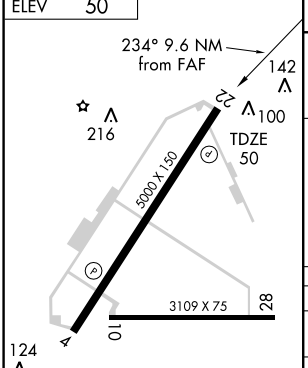
GEORGETOWN / SUSSEX COUNTY (GED)

NA

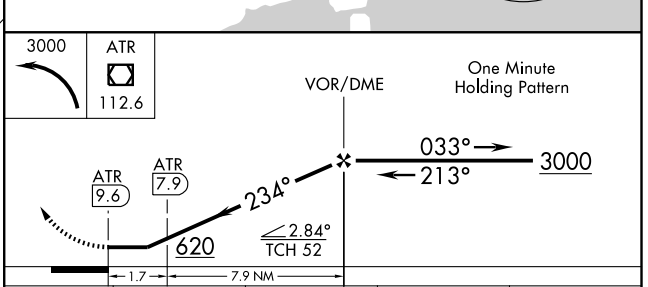
MISSED APPROACH: Climbing left turn to 3000 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	CLNC DEL	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

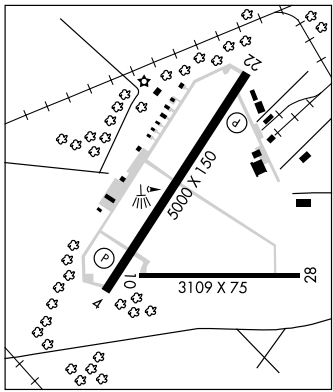


CATEGORY	A	B	C	D
S-22	620-1 570 (600-1)		620-1½ 570 (600-1½)	620-1¾ 570 (600-1¾)
CIRCLING	620-1 570 (600-1)		620-1½ 570 (600-1½)	620-2 570 (600-2)
DME MINIMUMS				
S-22	440-1 390 (400-1)			440-1¼ 390 (400-1¼)
CIRCLING	580-1 530 (600-1)		600-1½ 550 (600-1½)	600-2 550 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

GEORGETOWN

SUSSEX CO (GED) 2 SE UTC−5(−4DT) N38°41.27′ W75°21.50′ **WASHINGTON**
53 B S4 **FUEL** 100LL, JET A NOTAM FILE GED **H–10I, 12I, L–34F, 36J, A**
RWY 04–22: H5000X150 (ASPH-GRVD) MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 10–28: H3109X75 (ASPH) MIRL
RWY 10: REIL. **RWY 28:** REIL.
AIRPORT REMARKS: Attended 1200–0200Z‡. Parachute Jumping. PAEW within safety area of all rwys and twys. ACTIVATE MIRL Rwys 04–22 and 10–28 and REIL Rwy 04, Rwy 22, Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (302) 856–2927.
COMMUNICATIONS: CTAF/UNICOM 123.0
WATERLOO RCO 122.1R 112.6T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425
GCO 125.55 (DOVER CLNC), OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 232° 10.1 NM to fld. 5/09W.

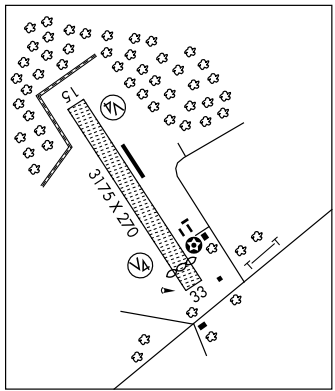


HADIN N39°34.87′ W75°36.83′ NOTAM FILE ILG. **WASHINGTON**
NDB (LOM) 248 IL 013° 5.9 NM to New Castle. **L–34G**

HENDERSON AVIATION (See FELTON)

JENKINS (See WYOMING)

LAUREL (NØ6) 1 SW UTC−5(−4DT) N38°32.53′ W75°35.66′ **WASHINGTON**
30 B S4 NOTAM FILE MIV **L–34F, 36J, A**
RWY 15–33: 3175X270 (TURF) LIRL **IAP**
RWY 15: REIL. TRCV (TRIL) Trees.
RWY 33: TRCV (TRIL) Thld dsplcd 270′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Significant sky–diving operation seasonal to all but winter months. Rwy 33 dsplcd thld marked with 3 large orange cones each side. Rwy 15 TRCV calibration unconfirmed. Rwy 33 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy 15–33 and REIL Rwy 33 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PATUXENT APP/DEP CON 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.05 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.
SALISBURY (L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 354° 12.5 NM to fld. 50/12W.



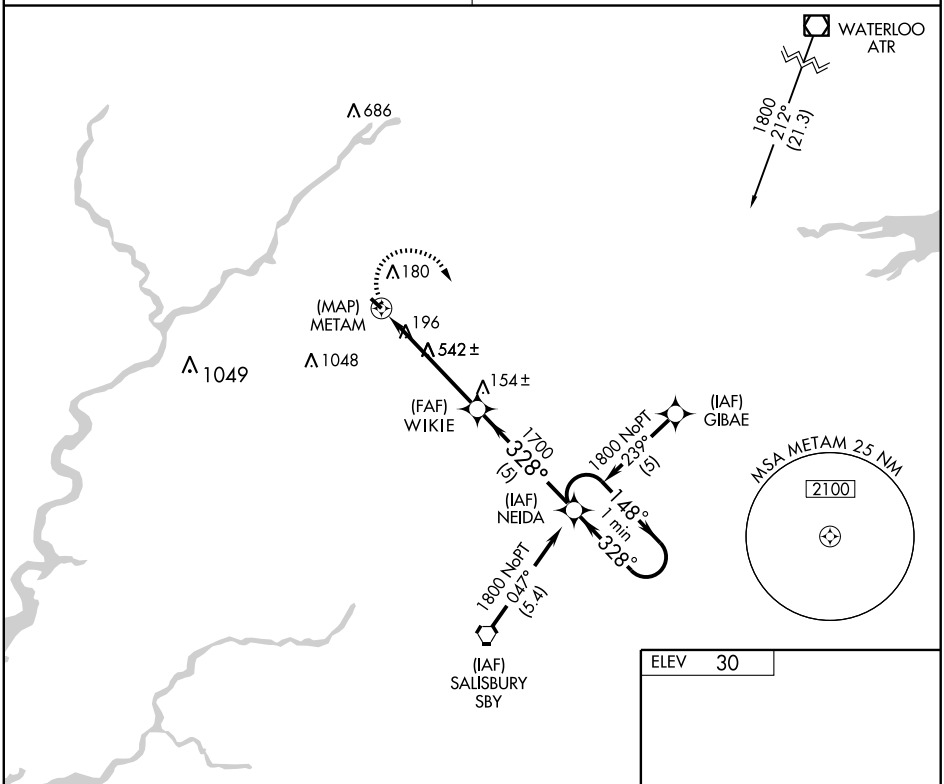
APP CRS	Rwy Idg	N/A
328°	TDZE	N/A
	Apt Elev	30

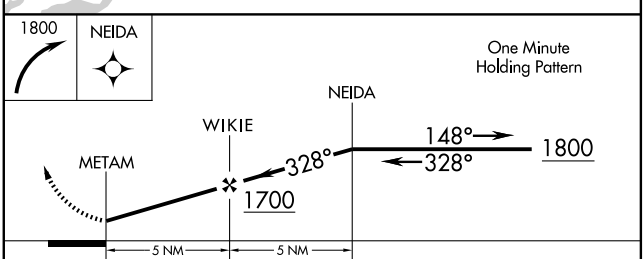
GPS-A
LAUREL (NØ6)

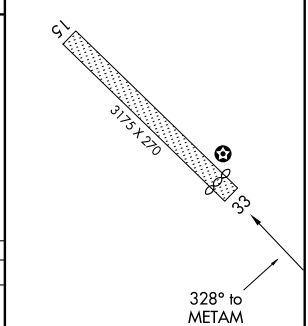
T NA — Obtain Salisbury altimeter setting on CTAF (122.8); when not received, use Patuxent River NAS altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA WP and hold.

PATUXENT APP CON ★	UNICOM
127.95 314.0	122.8 (CTAF) L







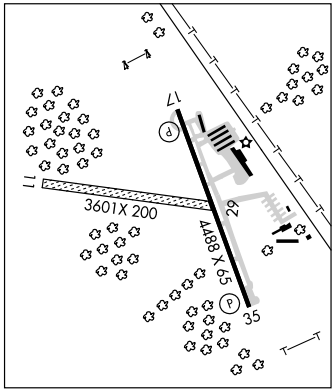
CATEGORY	A	B	C	D
CIRCLING	880-1 850 (900-1)	880-1¼ 850 (900-1¼)	NA	
PATUXENT RIVER NAS ALTIMETER SETTING MINIMUMS				
CIRCLING	940-1¼	910 (1000-1¼)	NA	

LIRL Rwy 15-33 L
REIL Rwy 15
REIL Rwy 33 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

MIDDLETOWN

SUMMIT (EVY) 5 N UTC−5(−4DT) N39°31.26′ W75°43.42′ **WASHINGTON**
70 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MIV **L–34G, A**
RWY 17–35: H4488X65 (ASPH) MIRL **IAP**
RWY 17: REIL. PAPI(P4R). **RWY 35:** REIL. PAPI(P4L).
RWY 11–29: 3601X200 (TURF) LIRL
RWY 11: REIL. **RWY 29:** REIL.
AIRPORT REMARKS: Attended 1200–0000Z‡. Extensive medium/heavy helicopter training in progress all hrs on and invof arpt; high rotor downwash velocities. When CH47 helicopters opr, req advisories on UNICOM. S end of parking ramp and mid–field twy clsd. ACTIVATE LIRL and REIL Rwy 11–29—123.5.
WEATHER DATA SOURCES: AWOS–3 132.325 (302) 378–2063.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **PHILADELPHIA APP/DEP CON** 118.35 **CLNC DEL** 125.3 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.
DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 220° 10.9 NM to fld. 70/10W.
HADIN NDB (LOM) 248 IL N39°34.87′ W75°36.83′ 245° 6.2 NM to fld.



NEW CASTLE (See WILMINGTON)

SMYRNA N39°13.90′ W75°30.96′ NOTAM FILE MIV. **WASHINGTON**
(L) VORTAC 111.4 ENO Chan 51 267° 3.8 NM to Delaware Airpark. 10/09W. **H–10I, L–34F, A**
TACAN azimuth and DME unusable:
140°–150° byd 36 NM blo 2000′ 200°–300° byd 36 NM blo 3000′
RCO 122.1R 111.4T (MILLVILLE RADIO)

SMYRNA (38N) 1 E UTC−5(−4DT) N39°18.22′ W75°35.03′ **WASHINGTON**
18 B **FUEL** 100LL, MOGAS TPA—818(800) NOTAM FILE MIV
RWY 10–28: 2600X125 (TURF) LIRL
RWY 10: REIL. TRCV(TRIL). Trees. **RWY 28:** REIL. TRCV(TRIL). Trees.
AIRPORT REMARKS: Attended irregularly. Arpt lgts opr dusk–0500Z‡. ACTIVATE LIRL Rwy 10–28—CTAF. Migratory water fowl on and in vicinity of arpt Oct–Feb. Rwy 10–28 rolling surface.
COMMUNICATIONS: CTAF/UNICOM 122.8

SUMMIT (See MIDDLETOWN)

SUSSEX CO (See GEORGETOWN)

WATERLOO N38°48.59′ W75°12.68′ NOTAM FILE MIV. **WASHINGTON**
(L) VOR/DME 112.6 ATR Chan 73 233° 10.0 NM to Sussex Co. 5/09W. **H–10I, L–34F, 36J, A**
DME portion unusable 179°–293° beyond 30 NM below 2000′, 294°–330° inside 10 NM.
RCO 122.1R 112.6T (MILLVILLE RADIO)

NDB-A

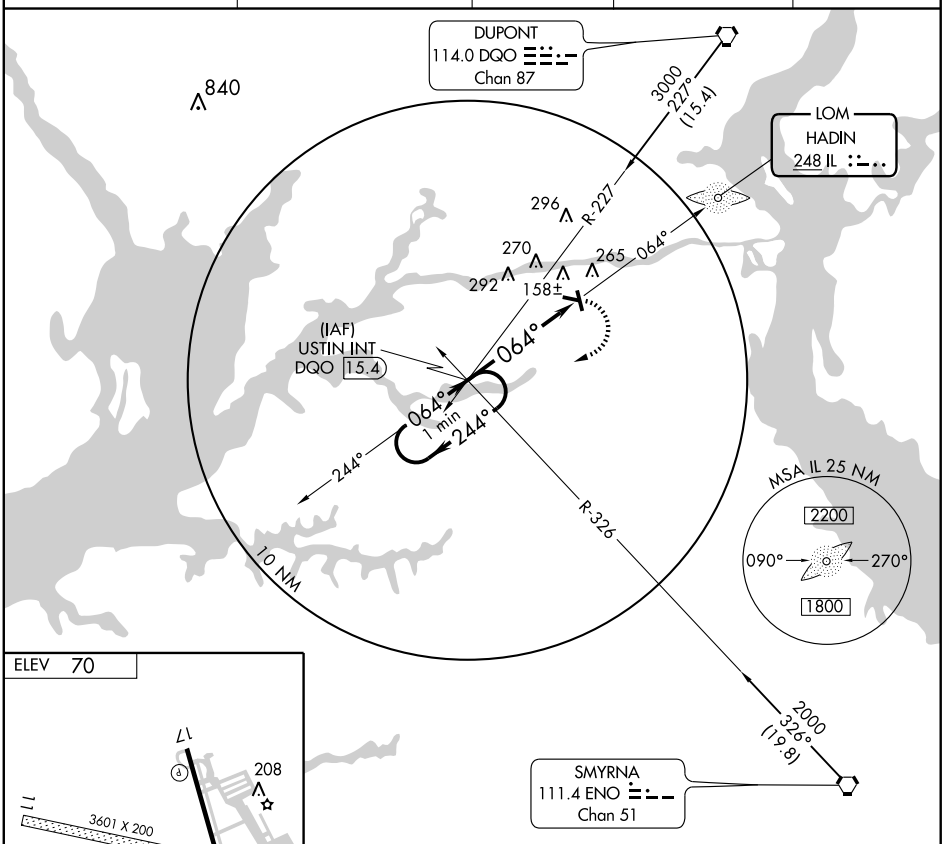
MIDDLETOWN / SUMMIT (EVY)

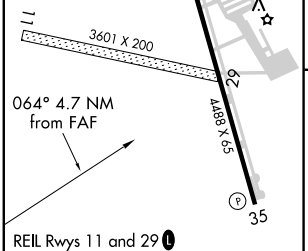
LOM IL 248	APP CRS 064°	Rwy Idg N/A TDZE N/A Apt Elev 70

When local altimeter setting not received, use Wilmington altimeter setting and increase all MDA 40 feet, increase Circling Cat D visibility ¼ mile.

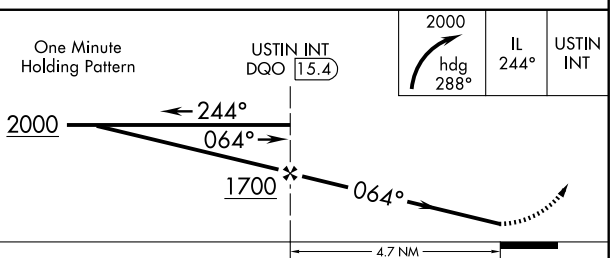
MISSED APPROACH: Climbing right turn to 2000 via heading 288° and 244° bearing from HADIN LOM to USTIN INT/ DQO 15.4 DME and hold, continue climb-in-hold to 2000.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L





REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	700-1 630 (700-1)		700-1¾ 630 (700-1¾)	720-2 650 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4488
CH 49002	175°	TDZE	70
W17A		Apt Elev	70

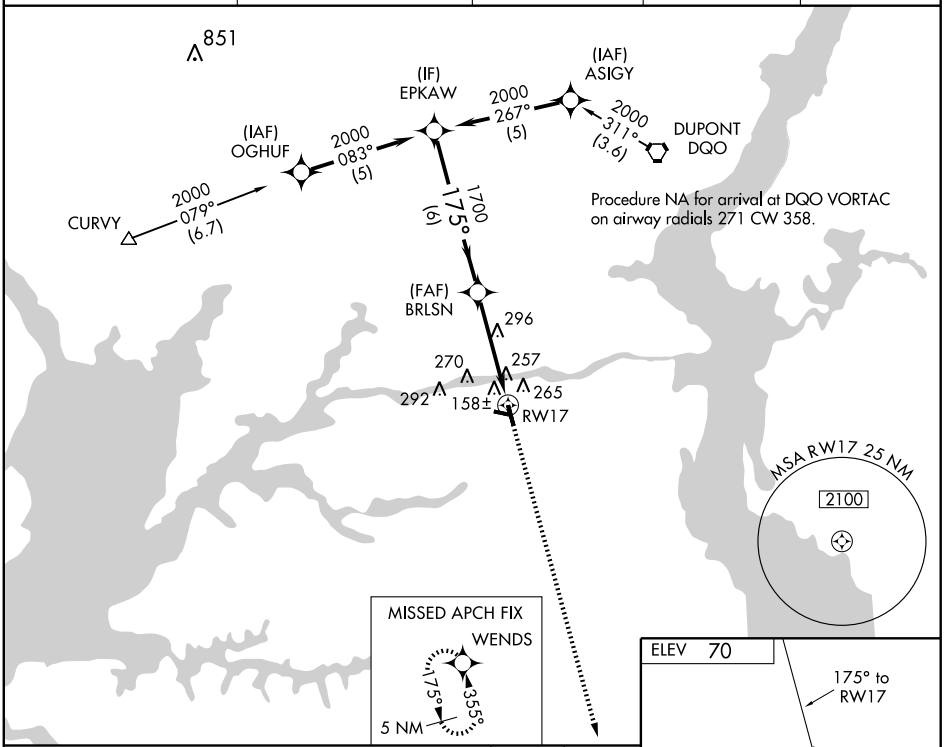
RNAV (GPS) RWY 17

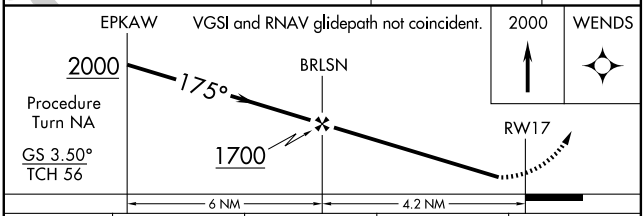
MIDDLETOWN / SUMMIT (EVY)

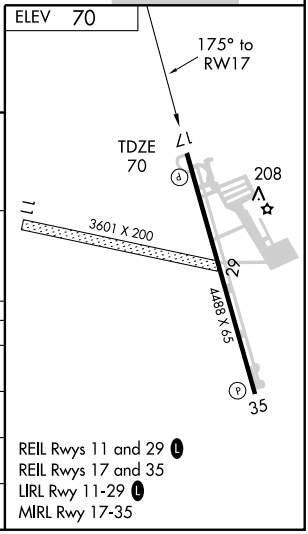
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 97°C (206°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L







CATEGORY	A	B	C	D
LPV DA	608-1¾ 538 (600-1¾)		NA	
LNAV/VNAV DA	619-1¾ 549 (600-1¾)		NA	
LNAV MDA	600-1 530 (600-1)		NA	
CIRCLING	660-1 590 (600-1)		NA	

REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4488
CH 40302	355°	TDZE	70
W35A		Apt Elev	70

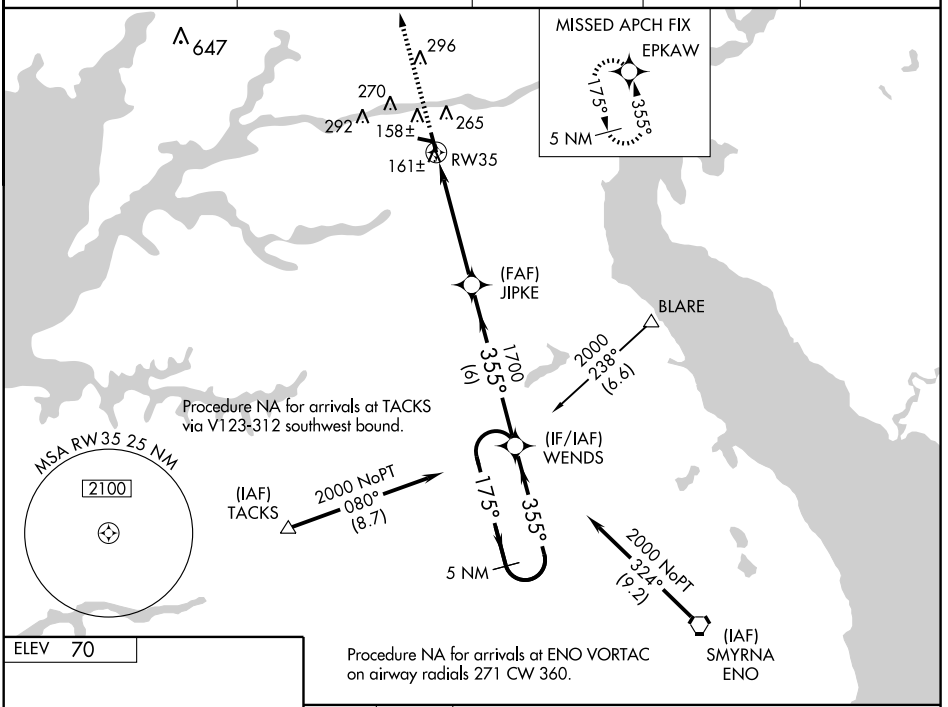
RNAV (GPS) RWY 35

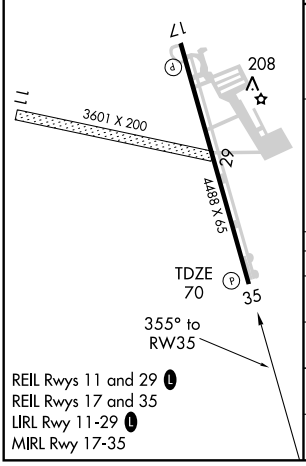
MIDDLETOWN / SUMMIT (EVY)

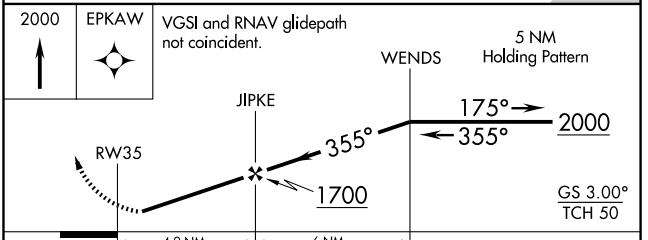
Circling to Rwy 11, 29, 17 NA at night. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 (L)







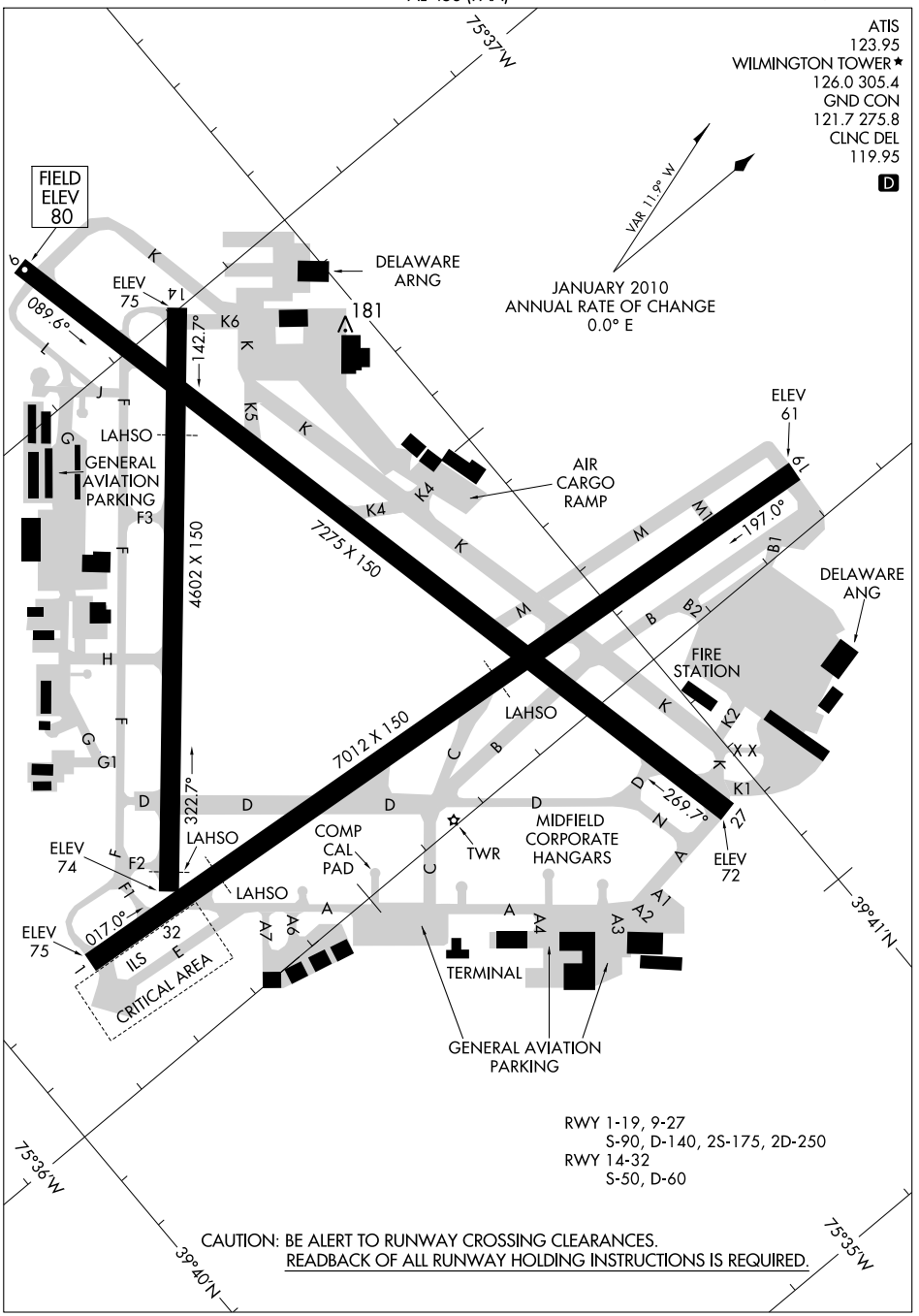
CATEGORY	A	B	C	D
LPV DA	356-1 286 (300-1)			
LNAV/VNAV DA	421-1¼ 351 (400-1¼)			
LNAV MDA	480-1 410 (500-1)		480-1¼ 410 (500-1¼)	
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	660-2 590 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-458 (FAA)

WILMINGTON/ NEW CASTLE (ILG)
WILMINGTON, DELAWARE



RWY 1-19, 9-27
S-90, D-140, 2S-175, 2D-250
RWY 14-32
S-50, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WILMINGTON, DELAWARE
WILMINGTON/ NEW CASTLE (ILG)

10210

WILMINGTON

NEW CASTLE (ILG) 4 S UTC−5(−4DT) N39°40.72′ W75°36.40′ **WASHINGTON**

80 B S4 **FUEL** 100LL, JET A, OX 1, 2, 3, 4 LRA Class I, ARFF Index B **H–10I, 12J, L–34G, A**

NOTAM FILE ILG **IAP, AD**

RWY 09–27: H7275X150 (ASPH–GRVD) S–90, D–140, 2S–175, 2D–250 HIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 55′. Trees.

RWY 27: VASI(V4L)—GA 3.0°TCH 51′. Trees.

RWY 01–19: H7012X150 (ASPH–GRVD) S–90, D–140, 2S–175, 2D–250 HIRL

RWY 01: MALSR. Road.

RWY 19: REIL. PAPI(P4L)—GA 3.0°TCH 55′. Trees.

RWY 14–32: H4602X150 (ASPH) S–50, D–60 MIRL

RWY 14: Trees. **RWY 32:** VASI(V4L)—GA 3.0°TCH 27′.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	09–27	4050
RWY 14	01–19	4450
RWY 19	14–32	5750
RWY 32	09–27	3600

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–7012	TODA–7012	ASDA–7012	LDA–7012
RWY 09:	TORA–7000	TODA–7275	ASDA–7000	LDA–7000
RWY 14:	TORA–4603	TODA–4603	ASDA–4603	LDA–4603
RWY 19:	TORA–7012	TODA–7012	ASDA–7012	LDA–7012
RWY 27:	TORA–7000	TODA–7275	ASDA–7000	LDA–7000
RWY 32:	TORA–4603	TODA–4603	ASDA–4603	LDA–4603

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 09–27 no touch and go ldg for turbo jet 0400–1200Z‡. When twr clsd, pilots must announce intentions over CTAF before ldgs; tkf or ground travel on rwys and twys. When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 14–32 NSTD military assault landing zone (ALZ) lighting. Rwy 14–32 CLOSED to air carrier aircraft ops. Ctc FBO's for overngt parking; extended svcs. When terminal building clsd 0400–1100Z‡ contact arpt ops department on 126.0 or 302–229–6315 (24 hr cell). Private gnd vehicles cross Twy A between Twy A4 and Twy C. Twy G section between Twy H and Twy J limited to acft with wingspan of 79 ft or less. Twy G section between Twy H and Twy D limited to acft with wingspan of 49 ft or less. When twr clsd ACTIVATE HIRL Rwy 01–19, Rwy 09–27, MIRL Rwy 14–32, PAPI Rwy 09, Rwy 19, Rwy 27 and twy lgts—CTAF. Ldg fee for all acft over 7,500 pounds except federal government and military.

WEATHER DATA SOURCES: ASOS (302) 328–1536.

COMMUNICATIONS: CTAF 126.0 **ATIS** 123.95 **UNICOM** 122.95

DUPONT RCO 122.1R 114.0T (MILLVILLE RADIO)

Ⓡ **PHILADELPHIA APP/DEP CON** 118.35 **CLNC DEL** 119.95 TF 800–354–9884

WILMINGTON TOWER 126.0 (1130–0400Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1130–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ at fld. 70/10W.

HADIN NDB (LOM) 248 IL N39°34.87′ W75°36.83′ 013° 5.9 NM to fld.

ILS 110.3 I–ILG Rwy 01. Class IA. LOM HADIN NDB. ILS unmonitored when twr clsd.

WYOMING

JENKINS (15N) 1 W UTC−5(−4DT) N39°07.04′ W75°35.07′ **WASHINGTON**

53 B S4 NOTAM FILE MIV

RWY 18–36: 2842X70 (TURF) LIRL

RWY 18: TRCV (TRIL). Trees. **RWY 36:** TRCV (TRIL). Thld dsplcd 225′. Road.

RWY 12–30: 2035X70 (TURF)

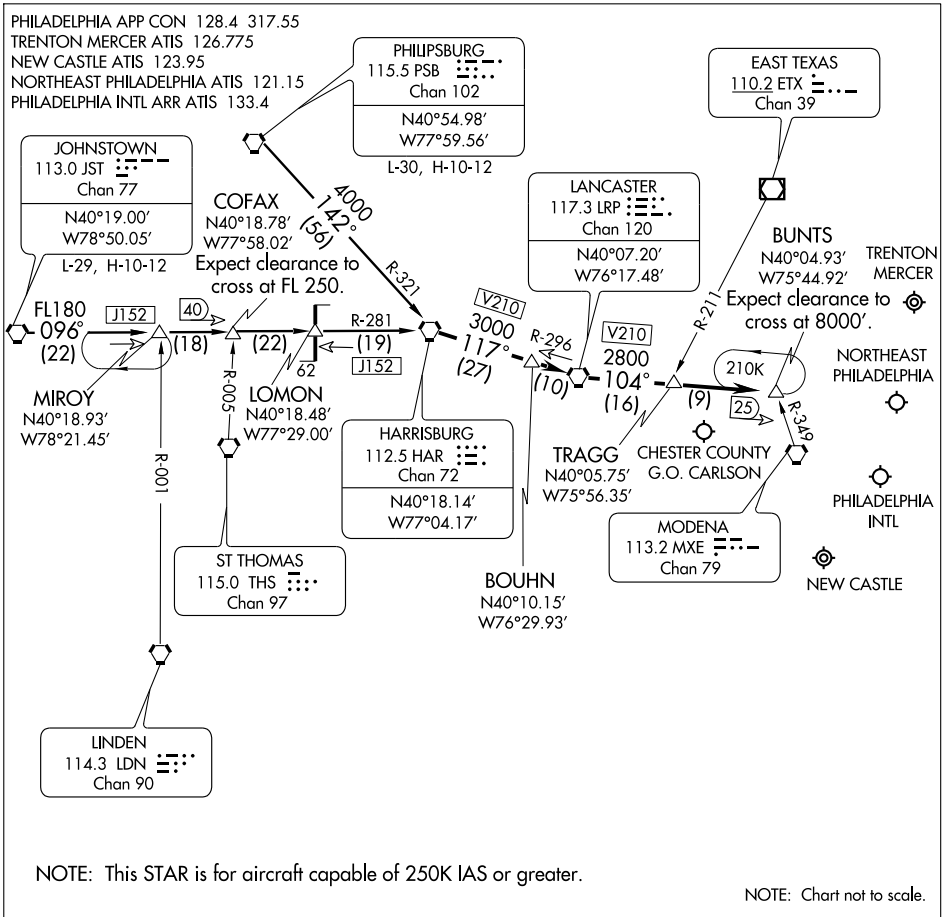
RWY 30: Road.

AIRPORT REMARKS: Attended continuously. Rwy 18 TRCV calibration unconfirmed. Rwy 36 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy18–36 and rotating bcn—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.8

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

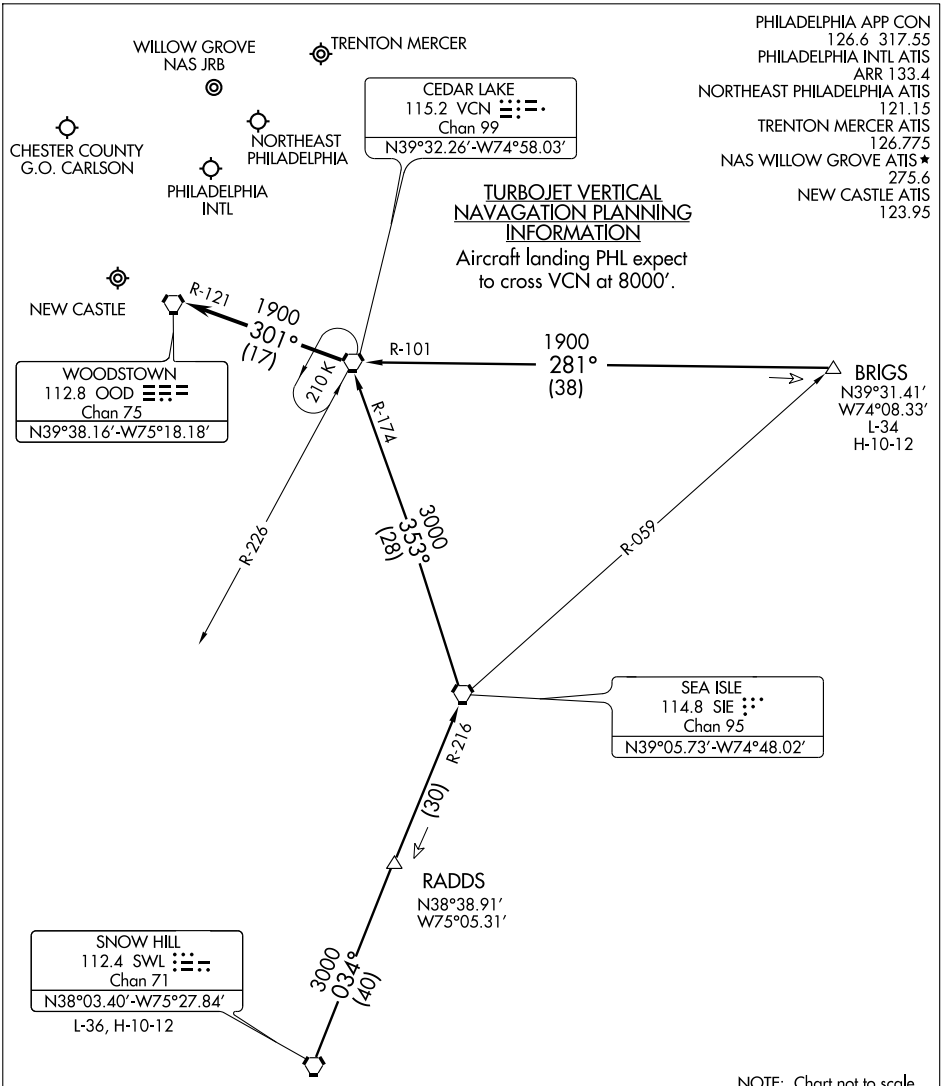
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(VCN.VCN8) 07298

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ILG	APP CRS	Rwy ldg 7012
110.3	015°	TDZE 76
		Apt Elev 80

ILS or LOC RWY 1

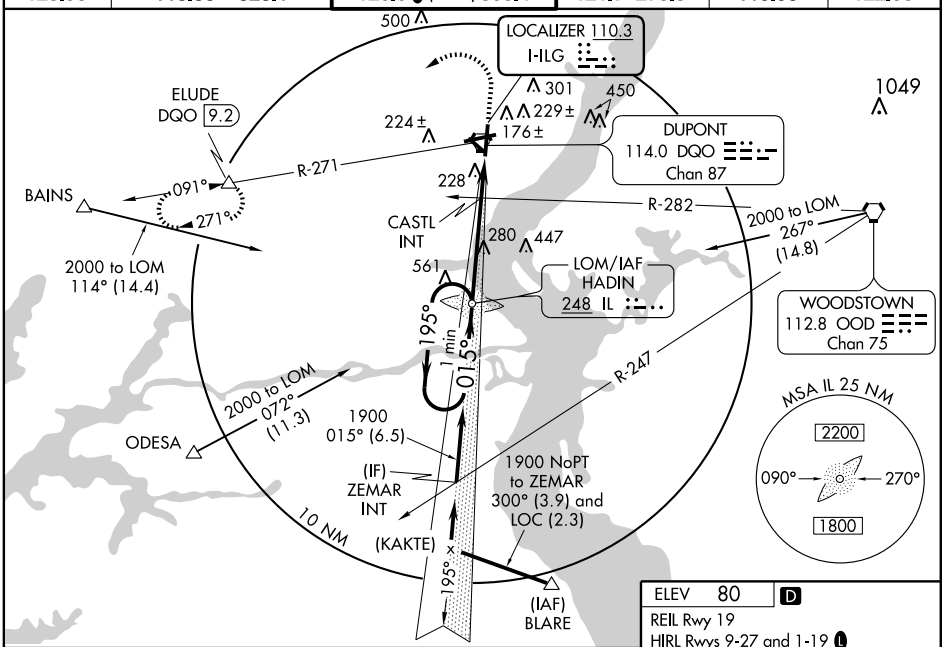
WILMINGTON / NEW CASTLE (ILG)

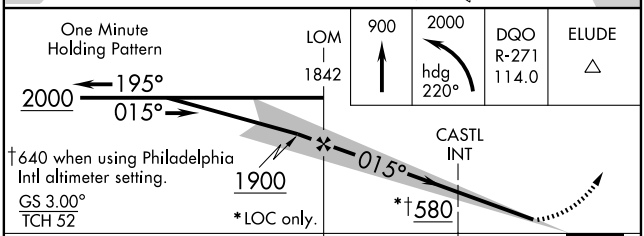
Inoperative table does not apply to S-ILS 1 all Cats. and S-LOC 1 Cats. A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase DA to 380, all MDA 60 feet, S-LOC 1 Cat. D visibility to RVR 6000; CASTL Fix minimums, increase S-LOC 1 Cat. D visibility ¼ mile. CASTL Fix minimums: inoperative table does not apply to S-LOC 1. DME or ADF REQUIRED.

MALSR

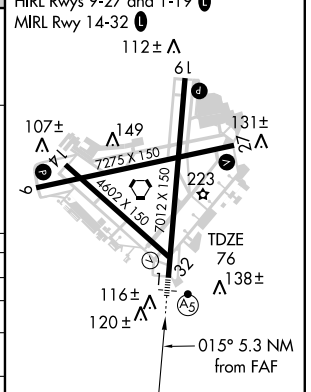
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via heading 220° and DQO VORTAC R-271 to ELUDE/DQO 9.2 DME and hold (Non-DME aircraft climb to 900, then climbing left turn to 2000 direct HADIN LOM and hold).

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
S-ILS 1		326/50 250 (300-1)		
S-LOC 1		580/50 504 (500-1)		
CIRCLING	580-1 500 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)
CASTL FIX MINIMUMS				
S-LOC 1		400/50 324 (400-1)		
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
NORFOLK, VA			
NORFOLK INTL (ORF)	14	05-23	2,850 feet
	23	14-32	6,300 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 7012
CH 65815	015°	TDZE 76
W01A		Apt Elev 80

RNAV (GPS) RWY 1

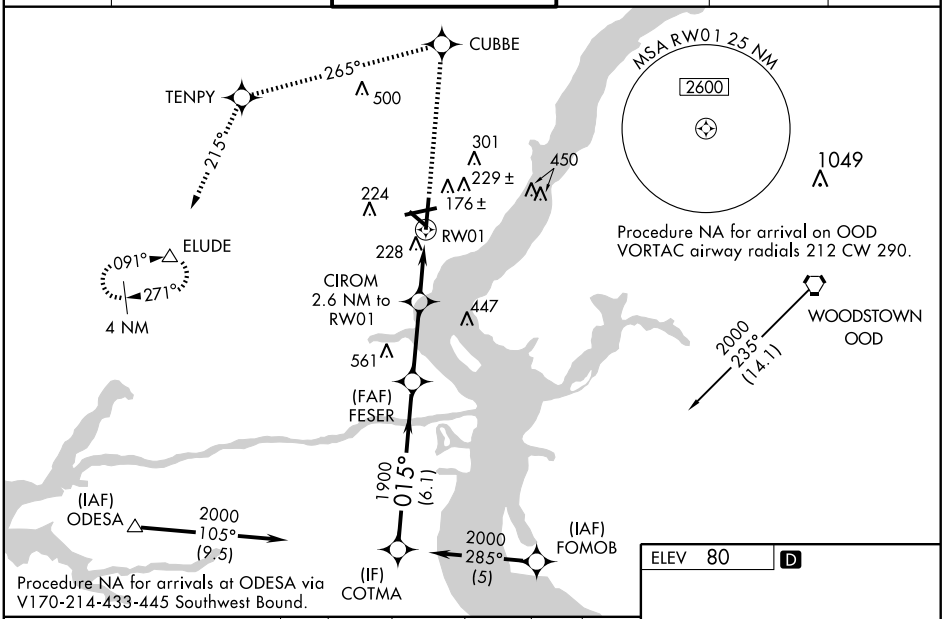
WILMINGTON / NEW CASTLE (ILG)

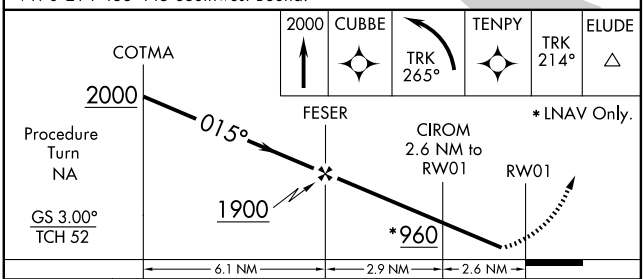
Inoperative table does not apply to LPV all Cats. and LNAV Cats. A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDA 60 ft; increase LNAV/VNAV all Cats.visibility to RVR 6000. For inoperative MALSR, increase LNAV Cats. C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat. C ¼ mile.

MALSR

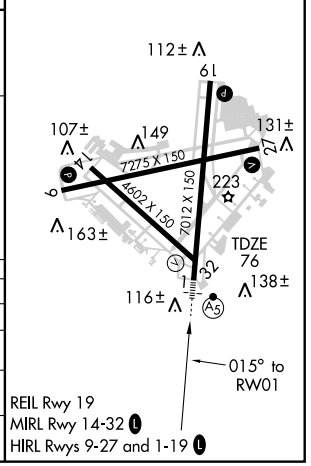
MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
LPV DA	326/50	250 (300-1)		
LNAV/ VNAV DA	525/50	449 (500-1)		
LNAV MDA	480/50	404 (400-1)		
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49015 W09A	APP CRS 088°	Rwy ldg 7275 TDZE 80 Apt Elev 80

RNAV (GPS) RWY 9

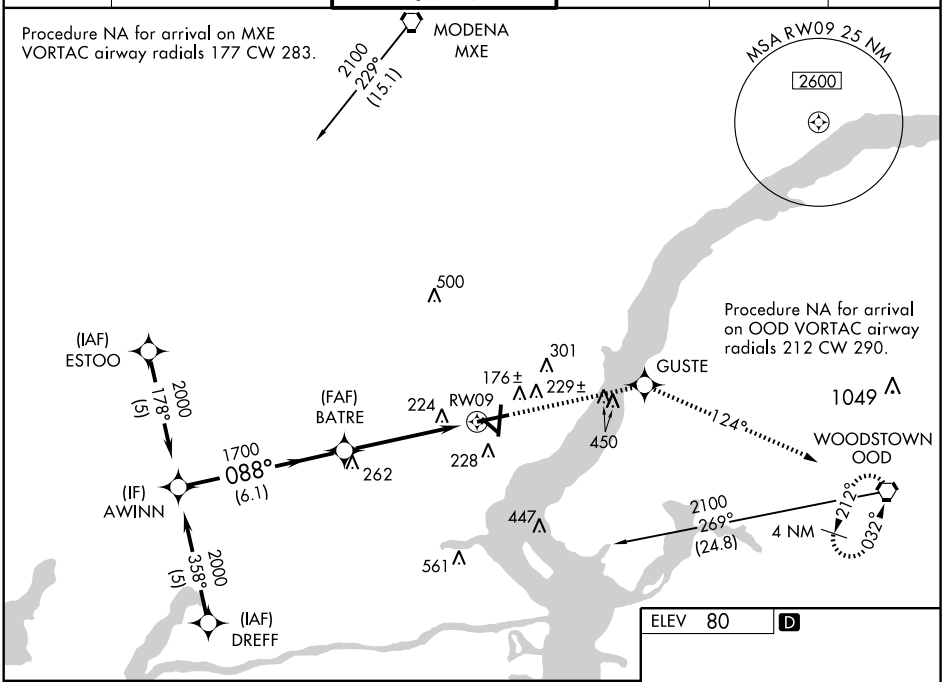
WILMINGTON / NEW CASTLE (ILG)

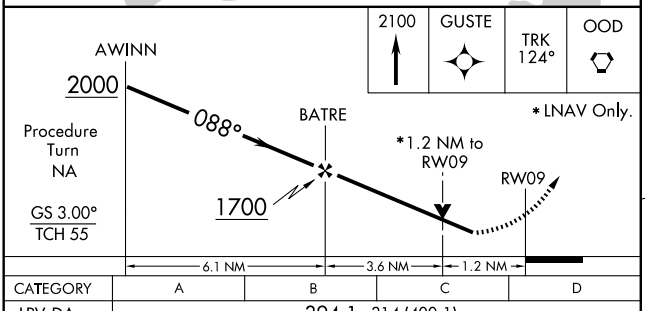
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568 and all MDA 60 ft; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

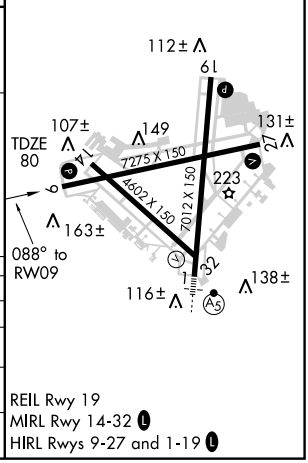
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95

Procedure NA for arrival on MXE VORTAC airway radials 177 CW 283.





CATEGORY	A	B	C	D
LPV DA	394-1 314 (400-1)			
LNAV/VNAV DA	433-1¼ 353 (400-1¼)			
LNAV MDA	520-1 440 (500-1)		520-1¼ 440 (500-1¼)	520-1½ 440 (500-1½)
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82115 W19A	APP CRS 195°	Rwy ldg 7012 TDZE 71 Apt Elev 80

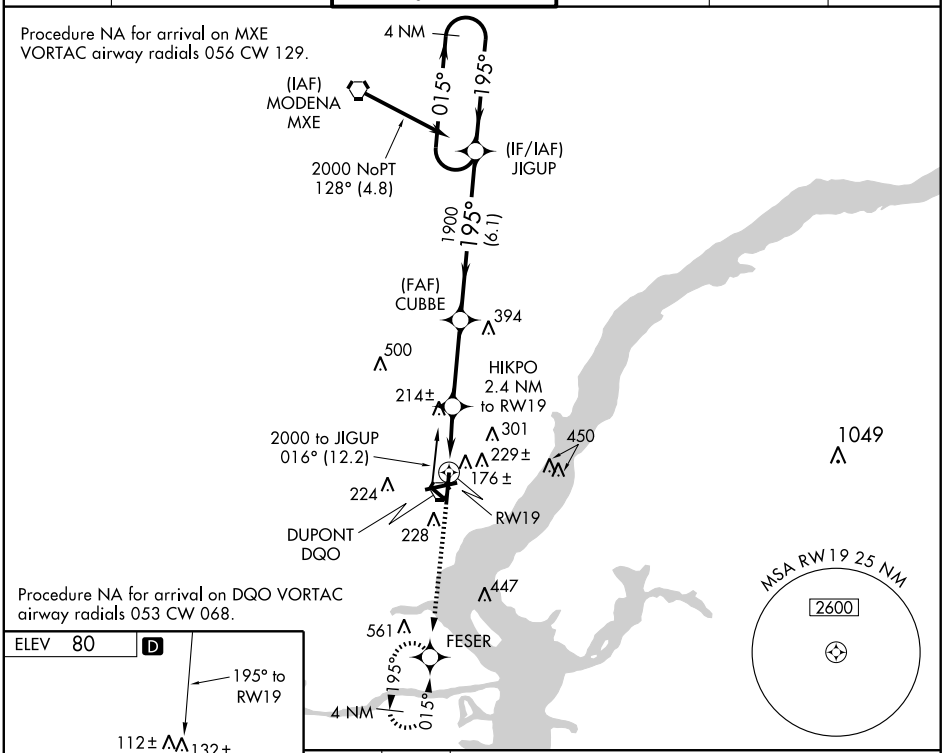
RNAV (GPS) RWY 19

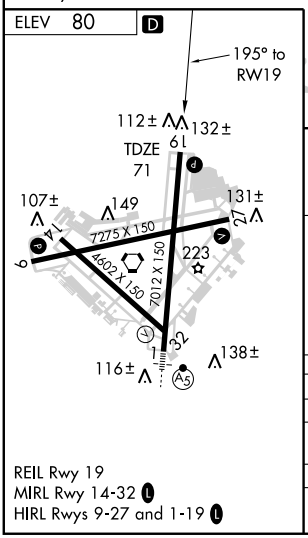
WILMINGTON / NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDA 60 ft; increase LPV all Cats and LNAV Cat. D visibility ¼ mile.

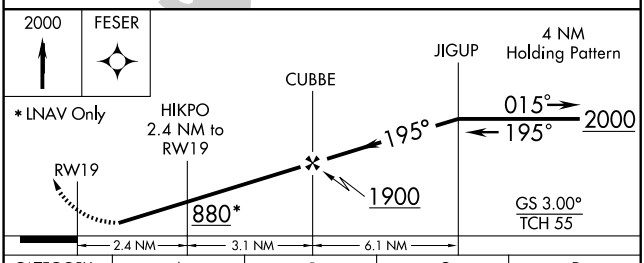
MISSED APPROACH: Climb to 2000 direct FESER and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 305.4	121.7 275.8	119.95	122.95





REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L



CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1 409 (400-1)		480-1¼ 409 (400-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

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NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 7275
CH 53515	268°	TDZE 72
W27A		Apt Elev 80

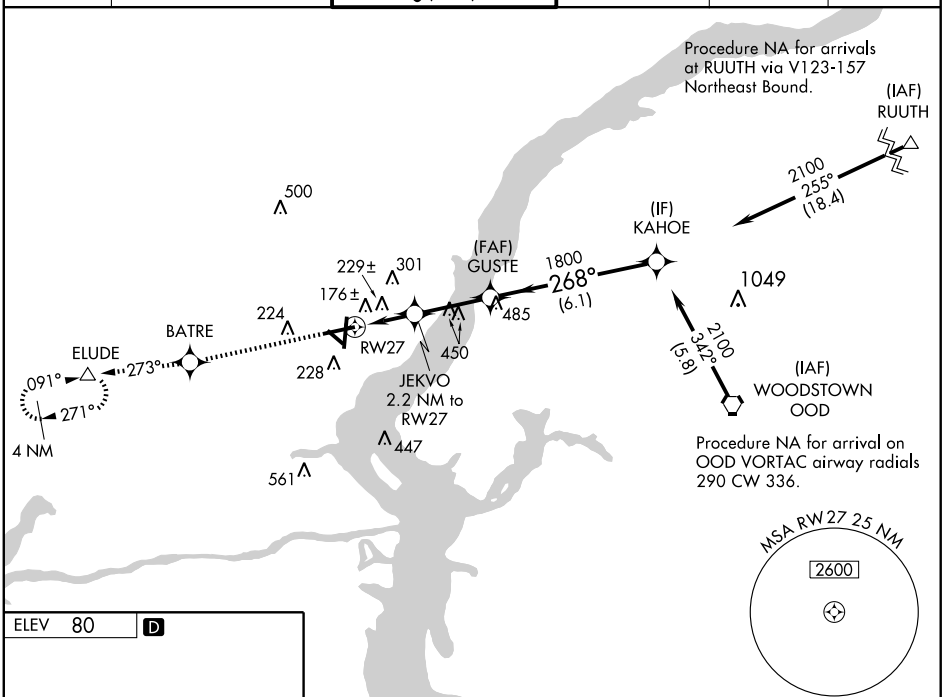
RNAV (GPS) RWY 27

WILMINGTON / NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 570, and all MDA 60 ft; increase LNAV/VNAV all Cats and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

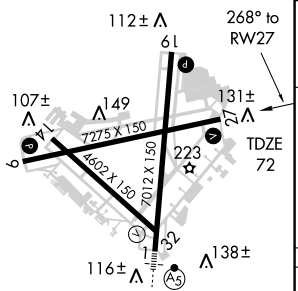
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95



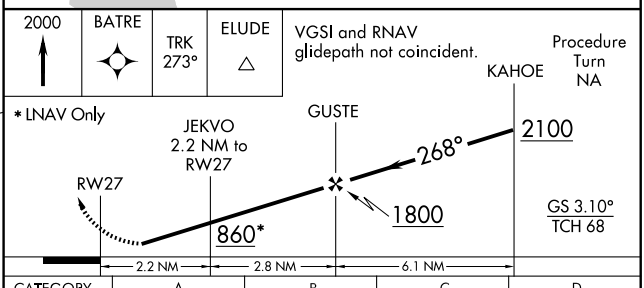
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 80 D



REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L



CATEGORY	A	B	C	D
LPV DA	426-1¼ 354 (400-1¼)			
LNAV/VNAV DA	516-1½ 444 (500-1½)			
LNAV MDA	480-1 408 (400-1)		480-1¼ 408 (400-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

VORTAC DQO	APP CRS	Rwy Idg 7012
114.0	004°	TDZE 76
Chan 87		Apt Elev 80

VOR RWY 1

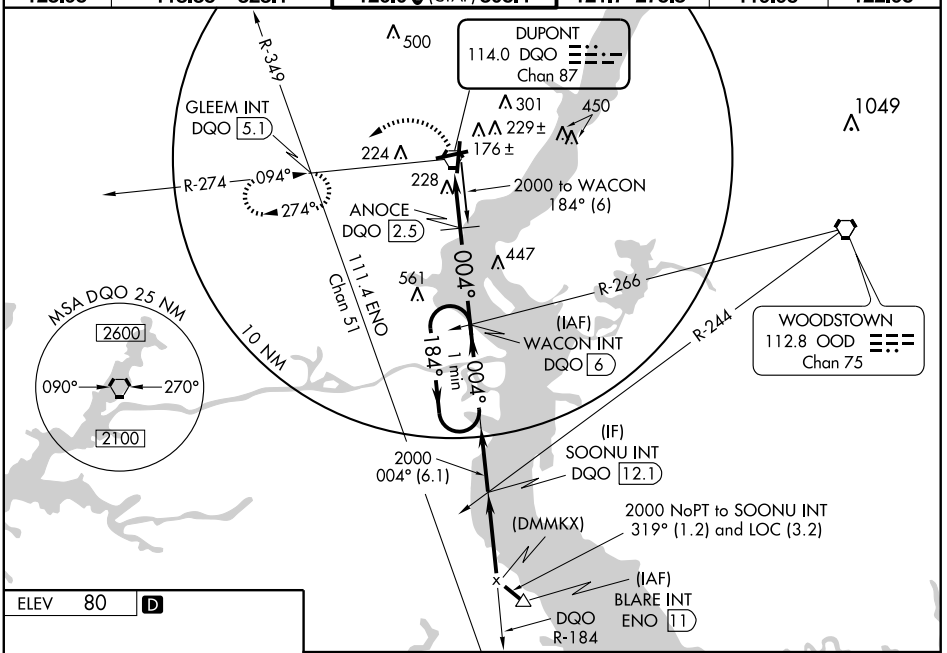
WILMINGTON / NEW CASTLE (ILG)

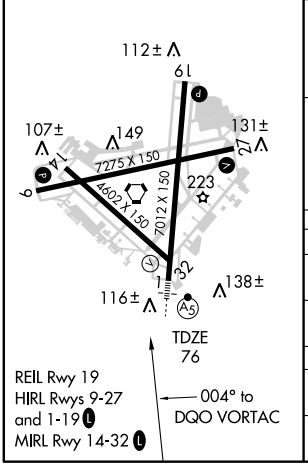
Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl. altimeter setting: increase all MDA 60 ft; increase S-1 Cats C/D and Circling Cats B/C/D visibility ¼ mile. Inoperative table does not apply to S-1 Cats A/B and ANOCE Fix minimums S-1 Cats A/B. For inoperative MALSR, when using Philadelphia Intl. altimeter setting, increase S-1 Cat B and ANOCE Fix minimums S-1 Cat C ¼ mile. When using Philadelphia Intl. altimeter setting, inoperative table does not apply to S-1 Cat A and ANOCE Fix minimums S-1 Cats A/B.

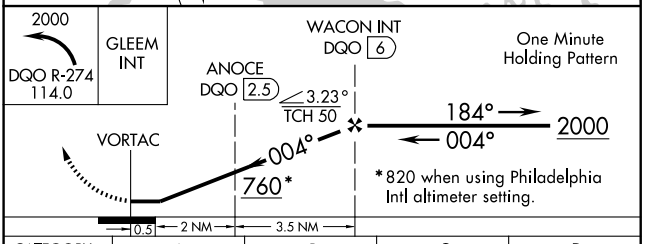
MALSR

MISSED APPROACH: Climbing left turn to 2000 via DQO VORTAC R-274 to GLEEM Int/ DQO 5.1 DME and hold, continue climb-in-hold to 2000.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
S-1	760/50 684 (700-1)		760-1½ 684 (700-1½)	760-1¾ 684 (700-1¾)
CIRCLING	760-1 680 (700-1)		760-2 680 (700-2)	760-2¼ 680 (700-2¼)
ANOCE FIX MINIMUMS				
S-1	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DQO	APP CRS	Rwy Idg 7275
114.0	094°	TDZE 80
Chan 87		Apt Elev 80

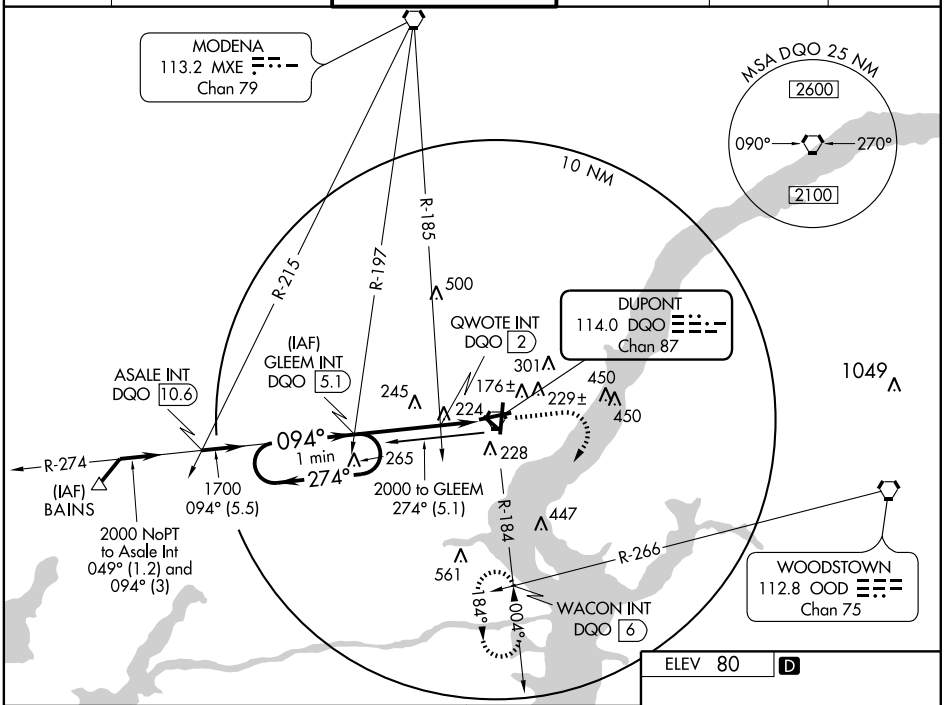
VOR RWY 9

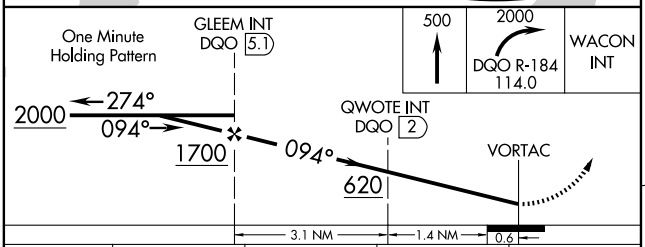
WILMINGTON / NEW CASTLE (ILG)

Inoperative table does not apply to ODALS.

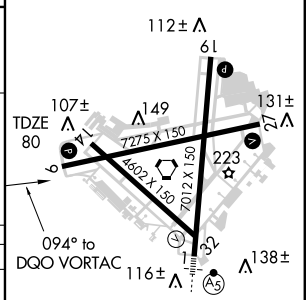
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via DQO R-184 to WACON Int/DQO 6 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
S-9	620-1 540 (600-1)		620-1½ 540 (600-1½)	620-1¾ 540 (600-1¾)
CIRCLING	620-1 540 (600-1)		620-1½ 540 (600-1½)	640-2 560 (600-2)
QWOTE INT MINIMUMS				
S-9	440-1 360 (400-1)			440-1¼ 360 (400-1¼)
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)



REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

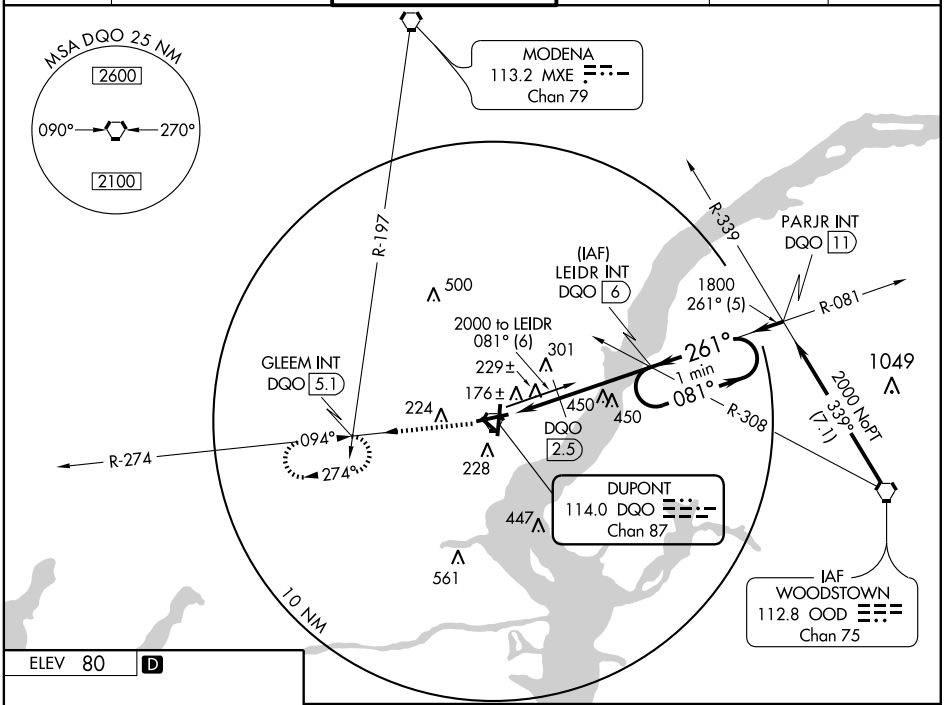
VORTAC DQO	APP CRS	Rwy Idg 7275
114.0	261°	TDZE 72
Chan 87		Apt Elev 80

VOR RWY 27

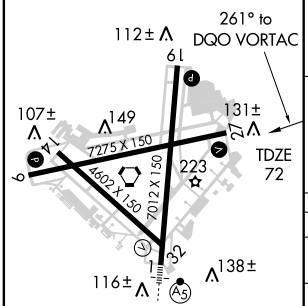
WILMINGTON / NEW CASTLE (ILG)

MISSED APPROACH: Climb to 2000 via DQO VORTAC R-274 to GLEEM Int/DQO 5.1 DME and hold.

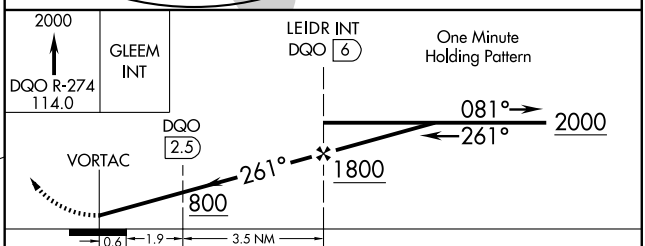
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 305.4	121.7 275.8	119.95	122.95



ELEV 80 D



REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-27	800-1 728 (800-1)		800-2 728 (800-2)	800-2¼ 728 (800-2¼)
CIRCLING	800-1 720 (800-1)		800-2 720 (800-2)	800-2¼ 720 (800-2¼)
DME MINIMA				
S-27	560-1 488 (500-1)		560-1¼ 488 (500-1¼)	560-1½ 488 (500-1½)
CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

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NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

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PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

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SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

BEDFORD, MASSACHUSETTS

AL-626 (FAA)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEDFORD, MASSACHUSETTS
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

10266

BEDFORD

LAURENCE G HANSCOM FLD (BED) 0 NE UTC−5(−4DT) N42°28.20′ W71°17.34′ **NEW YORK**

133 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks LRA Class I, ARFF Index A **COPTER**

NOTAM FILE BED **H–11D, 12K, L–33D, 34J**

RWY 11–29: H7001X150 (ASPH–GRVD) S–78, D–100, 2S–127, 2D–190 HIRL **IAP, AD**

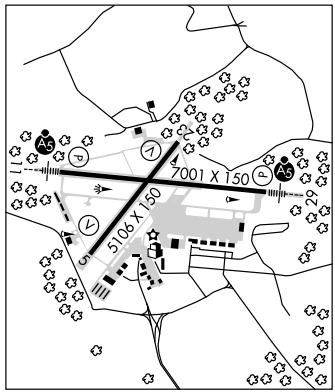
RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 62′. Hill.

RWY 29: MALSR. PAPI(P4R)—GA 3.0°TCH 52′. Rgt tfc acft over 12,500 lbs. Trees.

RWY 05–23: H5106X150 (ASPH–GRVD) S–72, D–117, 2S–149, 2D–207 MIRL

RWY 05: REIL. VASI(V4L)—GA 3.75° TCH 62′. Trees.

RWY 23: REIL. VASI(V4R)—GA 3.25° TCH 53′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	11–29	3000
RWY 11	05–23	2650
RWY 29	05–23	3650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5106	TODA–5106	ASDA–5106	LDA–5106
RWY 11:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001
RWY 23:	TORA–5106	TODA–5106	ASDA–5106	LDA–5106
RWY 29:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001

AIRPORT REMARKS: Attended continuously. Birds and wildlife on and invof arpt. PPR for all acft carrying explosives, call 781–869–8000. No practice low apchs/touch and go ldg for acft 12,500 lbs and over. No practice low apchs/touch and go ldgs for acft under 12,500 lbs between 0400–1200Z‡. Unlighted 215 ft AGL obstruction 1000 ft south of apch end Rwy 11. Noise rules in effect, helicopters operating within controlled airspace are required to main-tain highest possible altitude. Surcharge for each ldg and/or departure 0400–1200Z‡. Be alert for small acft parked on ramps. TPA 1133 (1000) fixed wing; 1633 (1500) turbojet; 1933 (1800) heavy jet acft. CLOSED to Part 121 air carrier ops with over 60 seats except 24 hour PPR call 781–869–8000. Twy N unavbl Nov 15–Apr 1. Twys N and B clsd to air carrier acft. Twy G between Rwy 11–29 and Rwy 05–23 restricted—no acft with wingspans greater than 118′. Twys F, J, M, N, R, S, T clsd greater than 118′ wingspan. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 11–29, MALSR Rwy 11 and 29, and twy lgts—118.5. Commercial and transient ldg fee. Flight Notification Service (ADCUS) available. User pays customs cost.

WEATHER DATA SOURCES: ASOS (781) 274–9733. LAWRS.

COMMUNICATIONS: CTAF 118.5 **ATIS** 124.6 781–274–6283. **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 124.4

HANSCOM TOWER 118.5 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.85

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 223° 18.4 NM to fld. 302/15W.

SHAKER HILL NDB (MHW) 251 SKR N42°27.35′ W71°10.71′ 296° 5 NM to fld. NOTAM FILE BED. Unmonitored indefinitely. Unusable beyond 10 NM.

BEDDS NDB (LOM) 332 BE N42°28.79′ W71°23.32′ 114° 4.5 NM to fld. Unmonitored when twr clsd.

ILS/DME 111.15 I–BED Chan 48(Y) Rwy 11. Class IA. LOM BEDDS NDB. ILS unmonitored when twr clsd. Middle marker unmonitored 24 hours daily.

ILS/DME 111.15 I–ULJ Chan 48(Y) Rwy 29. Class IB.

BERKLEY

MYRICKS (1M8) 3 SE UTC−5(−4DT) N41°50.34′ W71°01.59′ **NEW YORK**

71 S2 **FUEL** 100LL NOTAM FILE BDR

RWY 09–27: 2466X50 (TURF)

RWY 09: Tree. **RWY 27:** Trees.

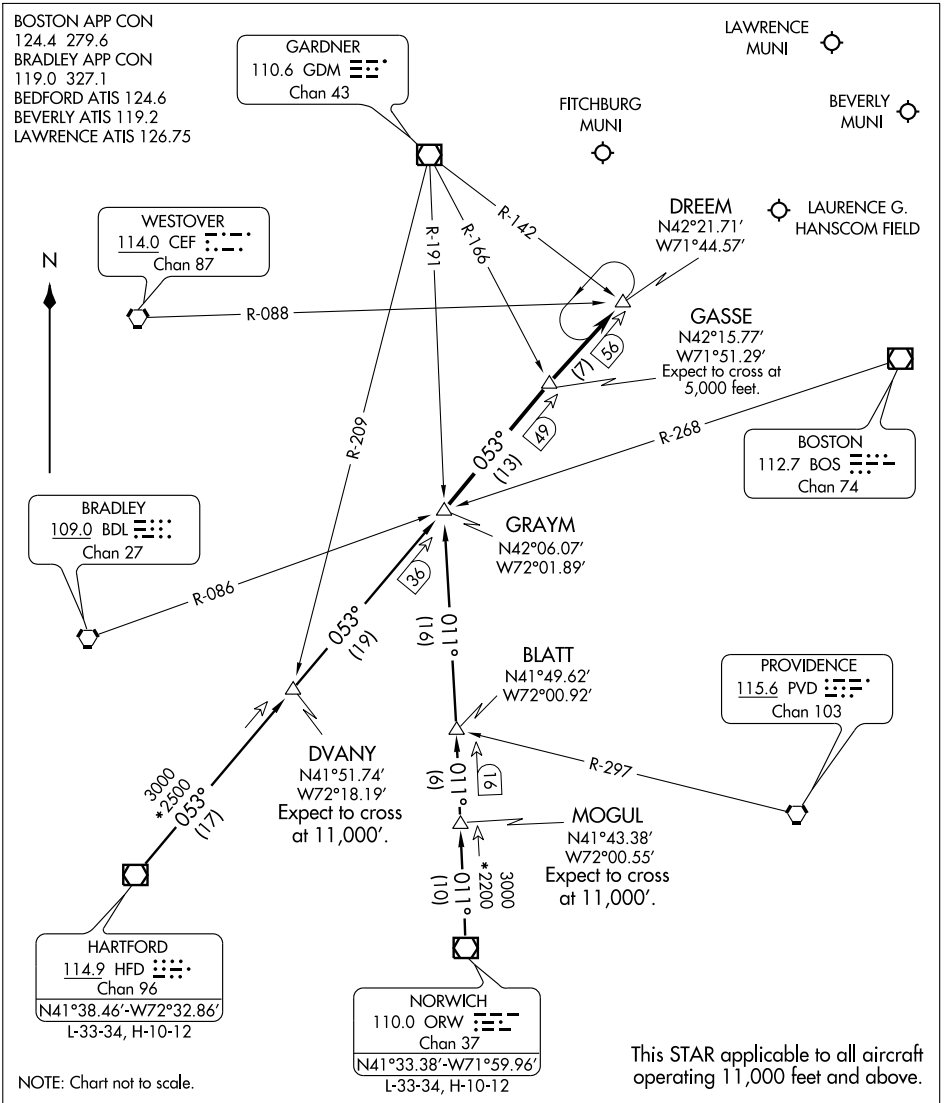
AIRPORT REMARKS: Attended dalgt hours. Aerial banner pickup and drop ops on and in vicinity of arpt.

COMMUNICATIONS: CTAF: 122.9

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

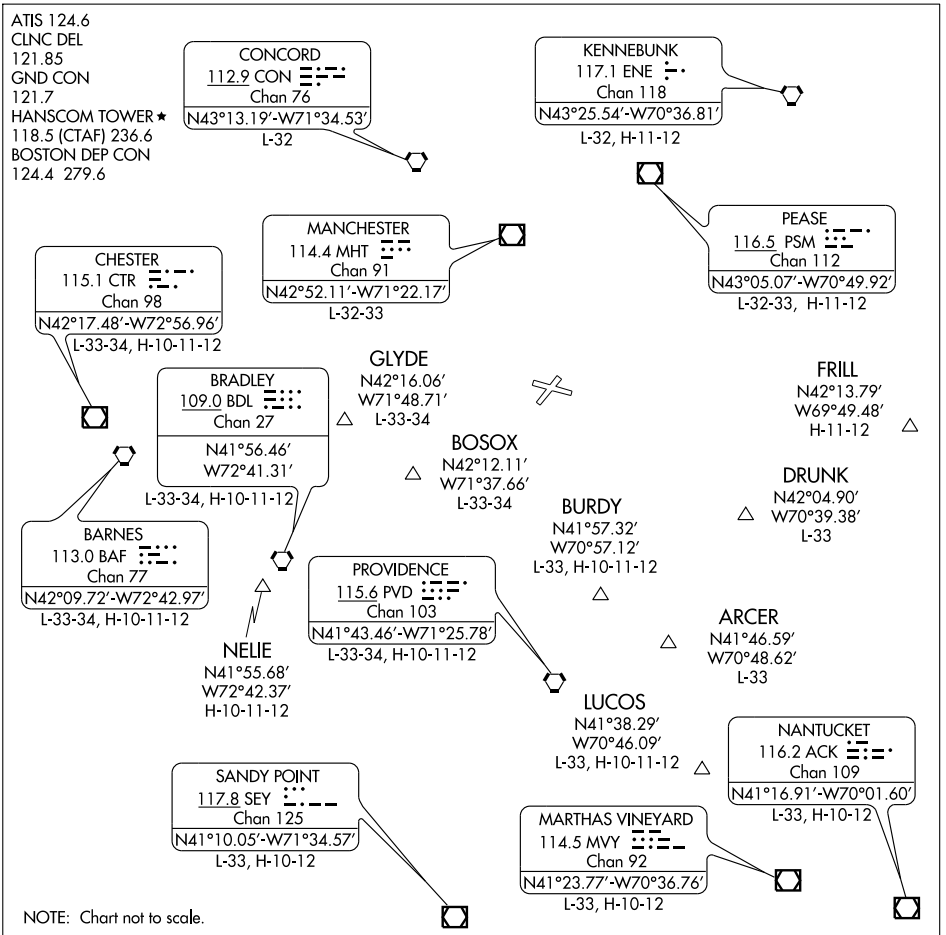
GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

NE-1, 21 OCT 2010 to 18 NOV 2010

HANSCOM SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-BED	APP CRS	Rwy Idg 7001
111.15	113°	TDZE 133
Chan 48 (Y)		Apt Elev 133

ILS or LOC RWY 11

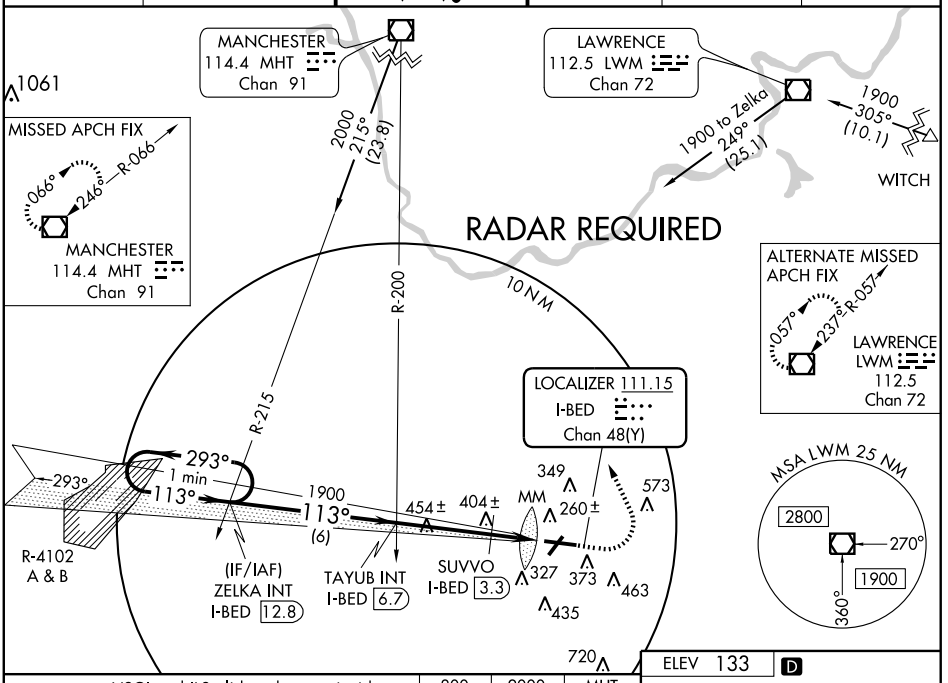
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-ILS 11 all Cats and S-LOC 11 Cats A and B. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



VSGI and ILS glidepath not coincident.

One Minute Holding Pattern

ZELKA INT I-BED 12.8 — TAYUB INT I-BED 6.7 — SUVVO I-BED 3.3 — I-BED 1.4

1900 293° 113° 1900 113° 1900 *720

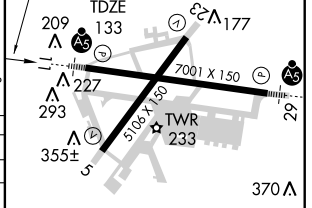
*LOC only. 780 when using Boston altimeter setting.

GS 3.00° TCH 50

6 NM — 3.4 NM — 1.4 — 0.6

800 2000 MHT 114.4

113° 5.3 NM from FAF



CATEGORY	A	B	C	D
S-ILS 11	383/50		250 (300-1)	
S-LOC 11	720/50	587 (600-1)		720/60 587 (600-1¼)
CIRCLING	720 - 1	587 (600-1)	720 - 1½ 587 (600-1½)	780 - 2 647 (700-2)
	SUVVO FIX MINIMUMS			
S-LOC 11	660/50	527 (600-1)		660/60 527 (600-1¼)
CIRCLING	680 - 1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

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LOC/DME I-ULJ	APP CRS	Rwy Idg	7001
111.15	293°	TDZE	128
Chan 48(Y)		Apt Elev	133

ILS or LOC RWY 29

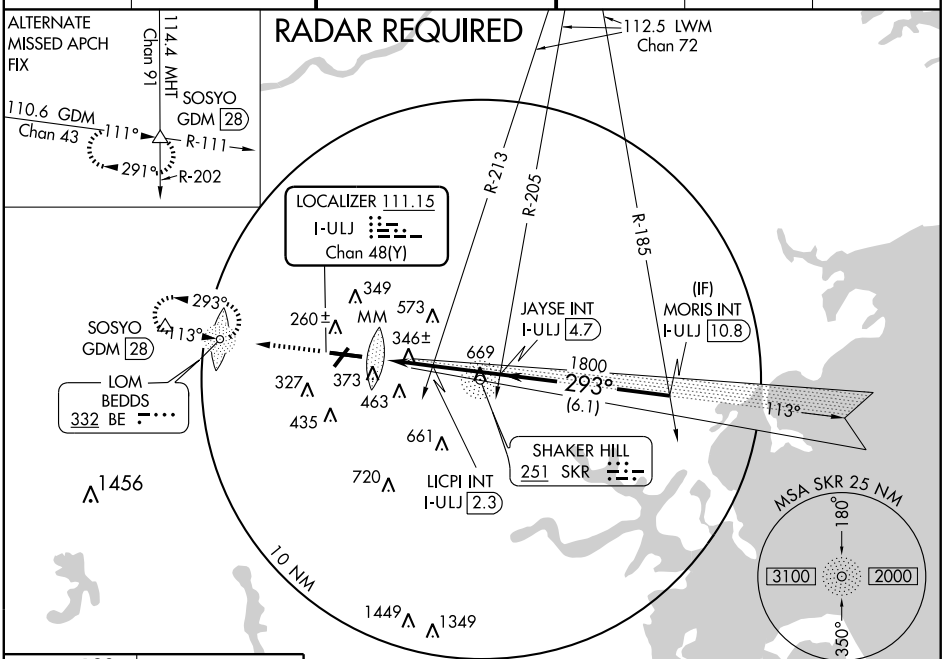
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

ADF required. VDP NA when using Boston altimeter setting. If local altimeter setting not received, use Boston altimeter setting and increase all DAs to 377 feet and all MDAs 60 feet.

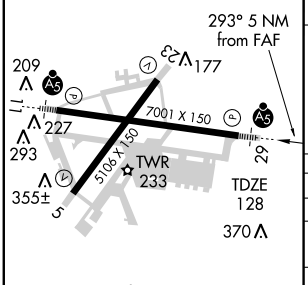
MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

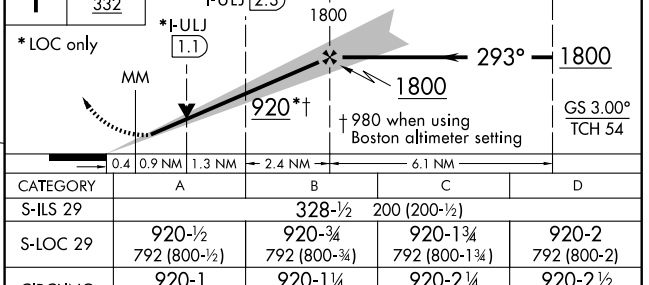


ELEV 133 D



MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	328-½ 200 (200-½)			
S-LOC 29	920-½ 792 (800-½)	920-¾ 792 (800-¾)	920-1¾ 792 (800-1¾)	920-2 792 (800-2)
CIRCLING	920-1 787 (800-1)	920-1¼ 787 (800-1¼)	920-2¼ 787 (800-2¼)	920-2½ 787 (800-2½)
LICPI FIX MINIMUMS				
S-LOC 29	600-½ 472 (500-½)		600-¾ 472 (500-¾)	600-1 472 (500-1)
CIRCLING	680-1 547 (600-1)		700-1½ 567 (700-1½)	780-2 647 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

NDB SKR 251	APP CRS 297°	Rwy Idg 7001 TDZE 128 Apt Elev 133

NDB RWY 29

BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)

NA — When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase S-29 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

ALTERNATE MISSED APCH FIX

118° 298° 118°

SHAKER HILL SKR 251

110.6 GDM Chan 43

293° 113°

LOM BEDDS 332 BE

349 260± 573 327 373 297° 463 471 669 435 661 1456 720 1449

R-111 1700 291° (9.7)

(IF/IAF) REVER

291°

R-030

SHAKER HILL 251 SKR

BOSTON 112.7 BOS Chan 74

10 NM

MSA SKR 25 NM

180° 3100 2200 360°

ELEV 133 D

297° 4.4 NM from FAF

209 177 23 11 227 293 355± 5 29 7001 X 150 5106 X 150 TWR 233 TDZE 128 370

MIRL Rwy 5-23 L

HIRL Rwy 11-29 L

REIL Rwys 5 and 23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2000 BE 332

REVER INT

Procedure Turn NA

NDB

3000

291°

297° 1700

3.30° TCH 52

VGSI and descent angles not coincident.

4.4 NM 9.7 NM

CATEGORY	A	B	C	D
S-29	780-¾ 652 (700-¾)		780-1¼ 652 (700-1¼)	780-1¾ 652 (700-1¾)
CIRCLING	780-1 647 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87000	113°	TDZE	133
W11A		Apt Elev	133

RNAV (GPS) RWY 11

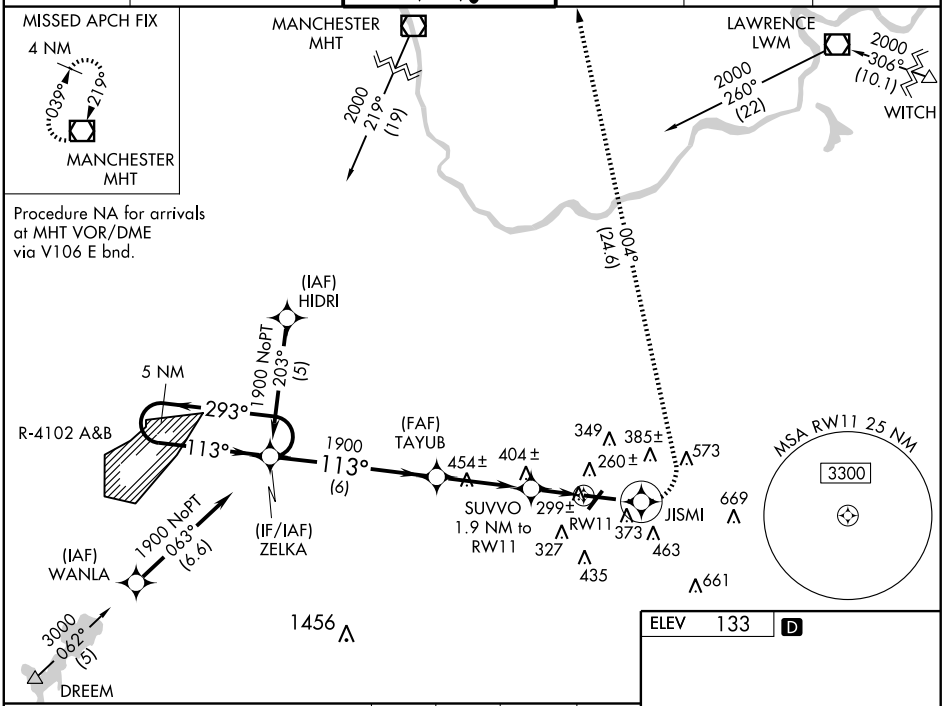
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

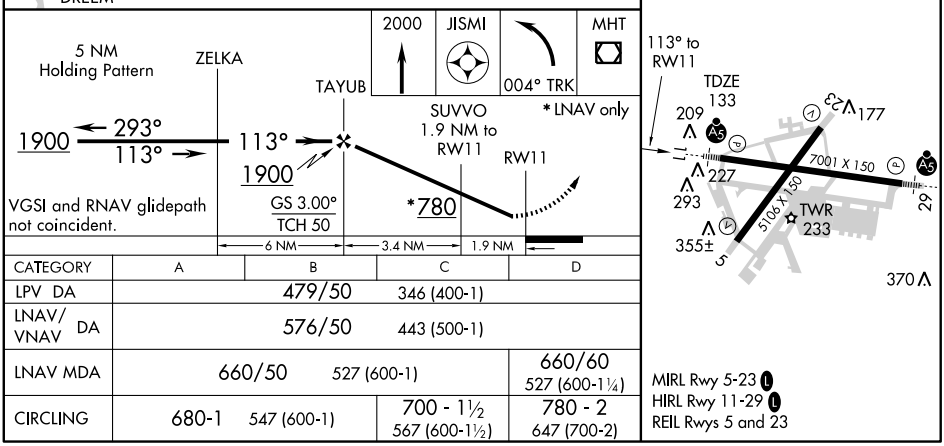
If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Boston altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JISMI and left turn via 004° track to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) 236.6	121.7	121.85	122.95





CATEGORY	A	B	C	D
LPV DA		479/50	346 (400-1)	
LNAV/VNAV DA		576/50	443 (500-1)	
LNAV MDA		660/50	527 (600-1)	660/60 527 (600-1¼)
CIRCLING	680-1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5106
233°	TDZE	129
	Apt Elev	133

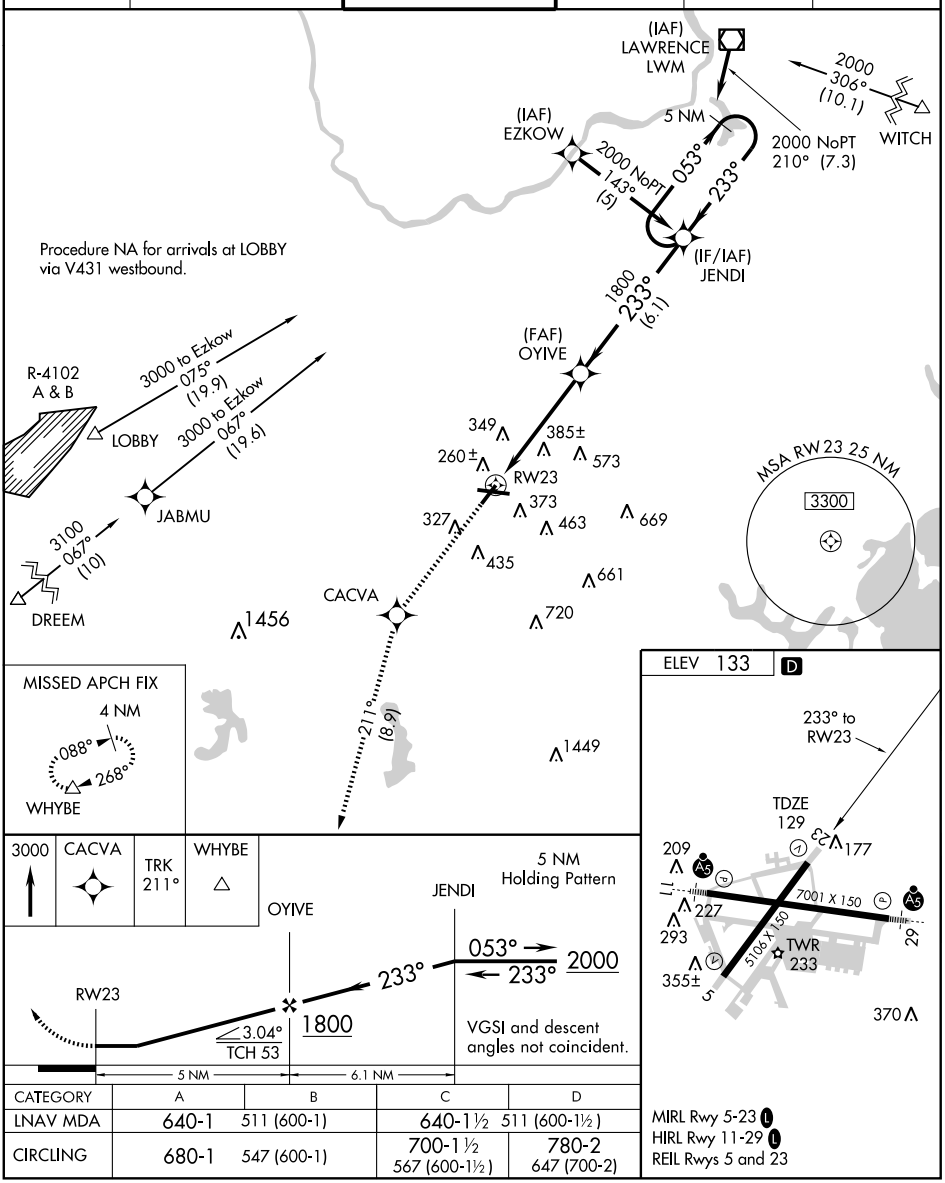
RNAV (GPS) RWY 23

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Boston altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CACVA and via 211° track to WHYBE and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	640-1	511 (600-1)	640-1½	511 (600-1½)
CIRCLING	680-1	547 (600-1)	700-1½ 567 (600-1½)	780-2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 86612	293°	TDZE	128
W29A		Apt Elev	133

RNAV (GPS) RWY 29

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

Baro-VNAV NA when using Boston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 48 ft and all MDA 60 ft; increase LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibilities ¼ mile. VDP NA when using Boston altimeter setting.

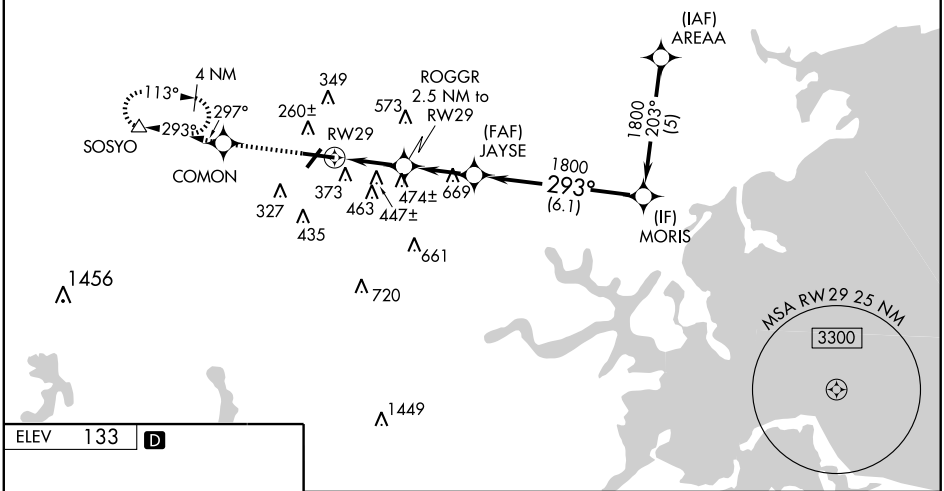
MALSR

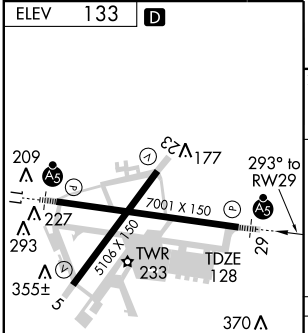
MISSED APPROACH: Climb to 2000 direct COMON and via 297° track to SOSYO and hold.

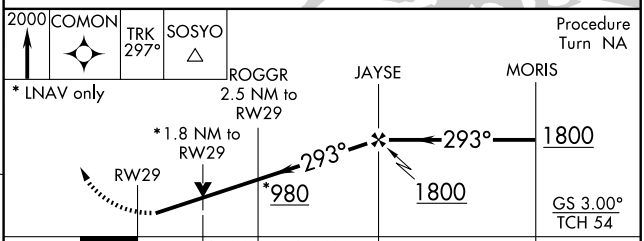
ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

NE-1, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	328-½ 200 (200-½)			
LNAV/ VNAV DA	793-1¾ 665 (700-1¾)			
LNAV MDA	740-½ 612 (700-½)		740-1¼ 612 (700-1¼)	740-1½ 612 (700-1½)
CIRCLING	740-1 607 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

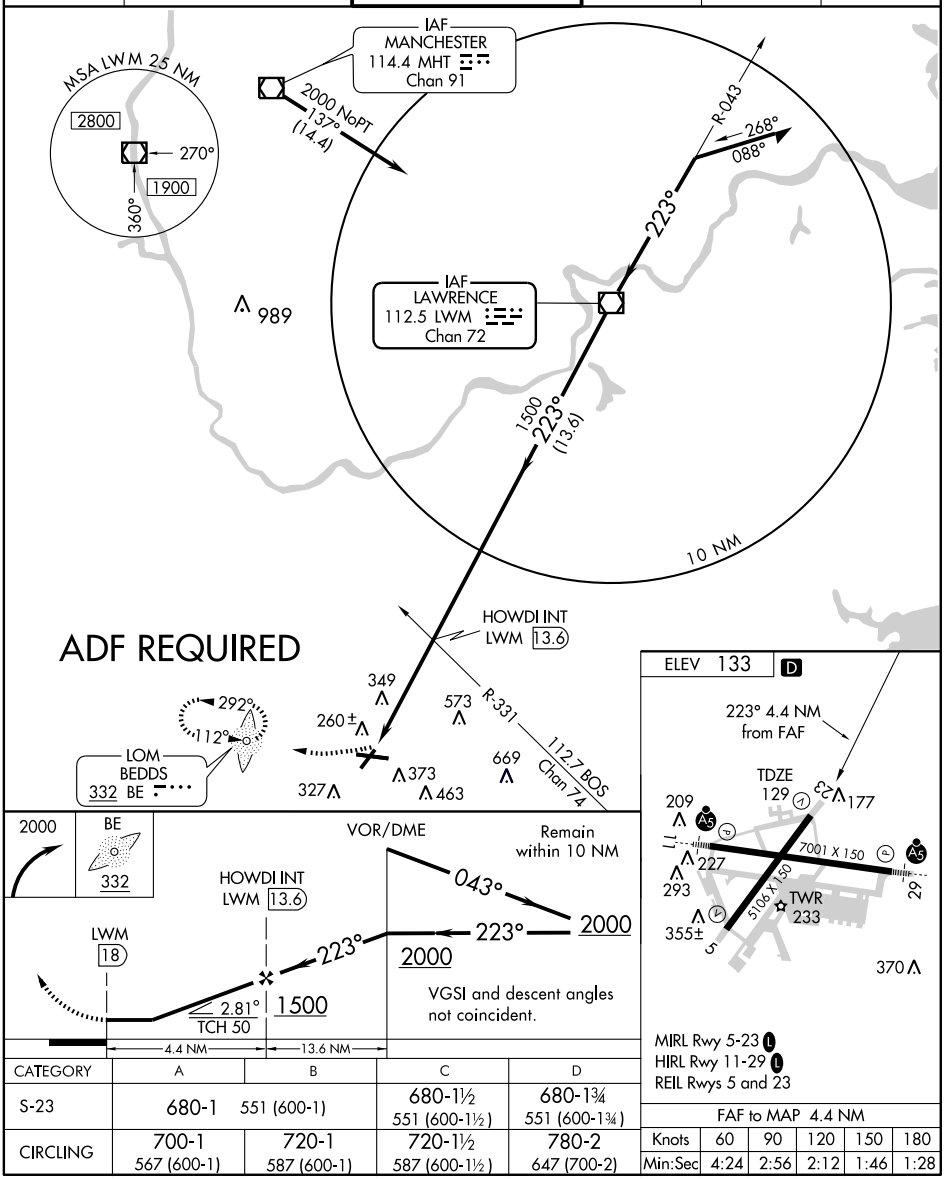
VOR/DME LWM	APP CRS	Rwy Idg	5106
112.5	223°	TDZE	129
Chan 72		Apt Elev	133

VOR RWY 23

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

MISSED APPROACH: Climbing right turn to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



CATEGORY	A	B	C	D
S-23	680-1 551 (600-1)		680-1½ 551 (600-1½)	680-1¾ 551 (600-1¾)
CIRCLING	700-1 567 (600-1)	720-1 587 (600-1)	720-1½ 587 (600-1½)	780-2 647 (700-2)

FAF to MAP 4.4 NM

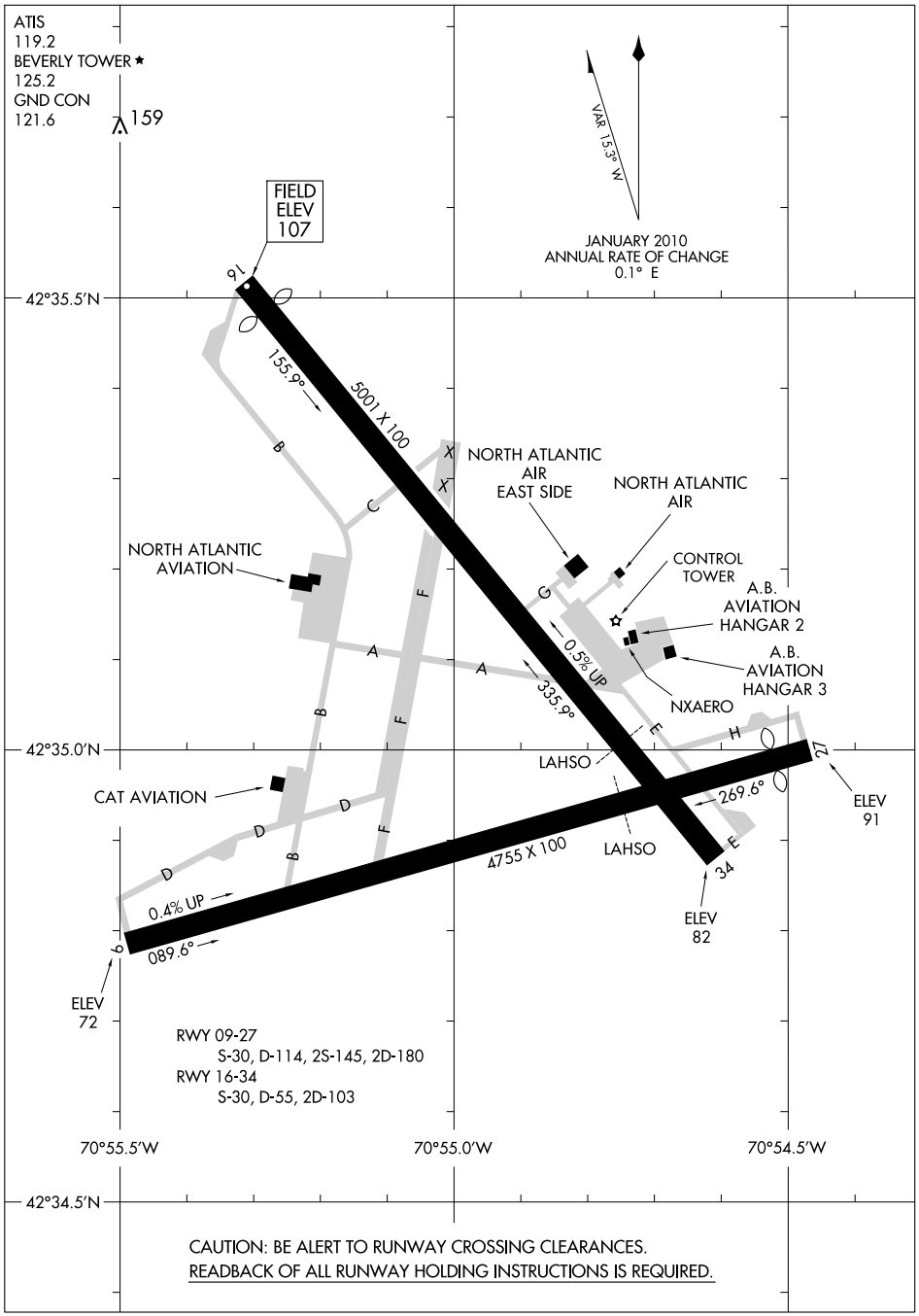
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

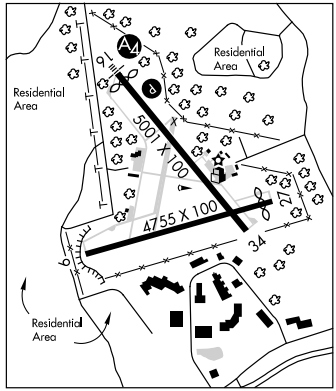
AIRPORT DIAGRAM

BEVERLY, MASSACHUSETTS
BEVERLY MUNI (BVY)

10210

NE-1, 21 OCT 2010 to 18 NOV 2010

BEVERLY MUNI (BVY) 3 NW UTC−5(−4DT) N42°35.05′ W70°54.97′ **NEW YORK COPTER**
107 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE BVY **H–11D, 12K, L–33D**
RWY 16–34: H5001X100 (ASPH) S–30, D–55, 2D–103 **IAP, AD**
MIRL 0.5% up NW
RWY 16: MALS. PAPI(P4L)—GA 3.5° TCH 40′. Thld dsplcd 239′. Trees.
RWY 34: REIL.
RWY 09–27: H4755X100 (ASPH–GRVD) S–30, D–114, 2S–145, 2D–180 MIRL 0.4% up E
RWY 09: Tree. **RWY 27:** Thld dsplcd 250′. Trees.



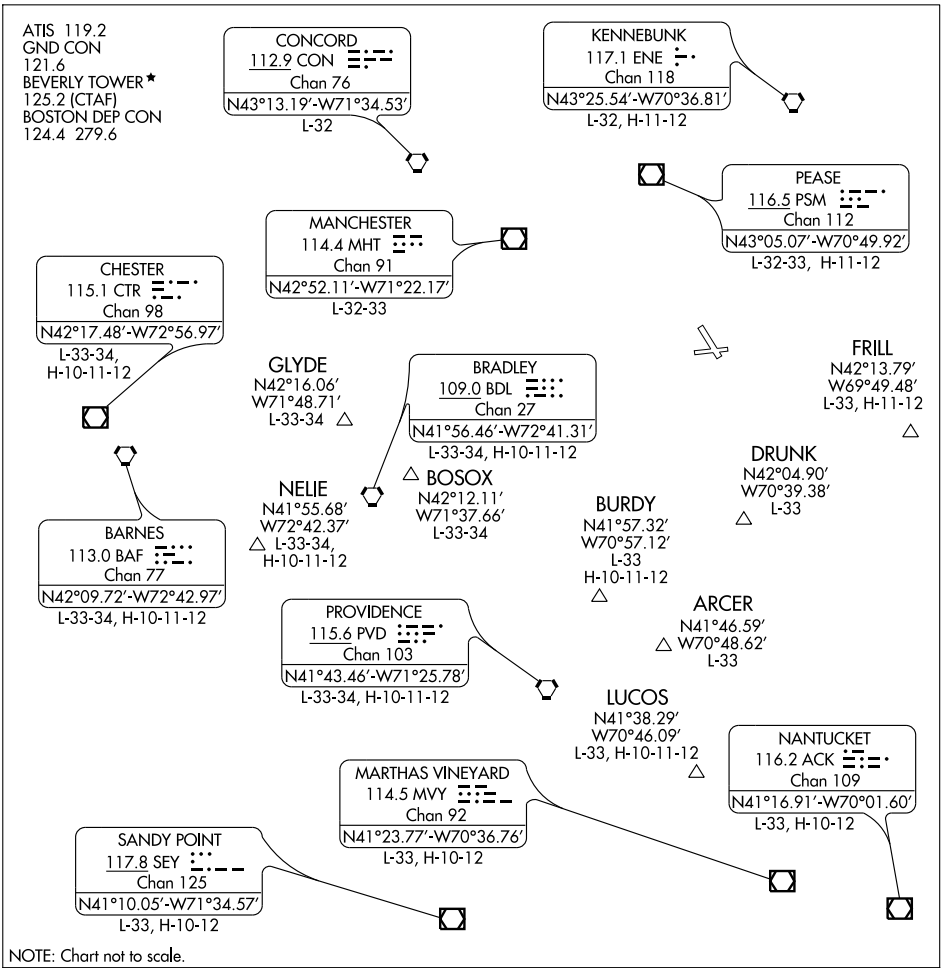
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	16–34	3450
RWY 16	09–27	4000

AIRPORT REMARKS: Attended 1200Z‡–dusk. Fuel svc 1100–0300Z‡, after hours by prior req only on 978–774–2070. Birds frequently on and invof arpt; occasional deer or coyote on rwy. Rwy safety areas have drop offs and/or rough terrain. East ramp sfc rough with loose stones. Twy A east 800′ clsd indef. Noise sensitive arpt. Voluntary compliance requested of all acft exceeding 75 DB to not land/depart arpt 0400–1200Z‡. Noise abatement procedures in effect ctc arpt manager 978–921–6072. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off end of Rwy 09 and south of Rwy 09. No tiedown ropes on public transient parking. Transient acft must use anti–theft device when acft unattended. Parking–west side transient at North Atlantic Air. East side transient parking for small acft located on north end of East Ramp, larger acft by south end of East Ramp. Rwy 16 NSTD MALS—800′. ACTIVATE MIRL Rwy 09–27 and Rwy 16–34; MALS Rwy 16 and REIL Rwy 34—CTAF; when twr clsd ACTIVATE PAPI Rwy 16—CTAF. Overnight parking fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (978) 921–5042. LAWRS.
COMMUNICATIONS: CTAF 125.2 **ATIS** 119.2 **UNICOM** 122.95
Ⓡ **BOSTON APP/DEP CON** 124.4
TOWER 125.2 (15 May–31 Oct 1200–0200Z‡; 1 Nov–14 May 1200–0100Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 15 May–31 Oct 1200–0200Z‡, 1 Nov–14 May 1200–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BVY.
LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 155° 12.3 NM to fld. 302/15W.
TOPSFIELD NDB (MHW) 269 TOF N42°37.16′ W70°57.41′ 156° 2.8 NM to fld. Unmonitored.
ILS/DME 110.5 I–BVY Chan 42 Rwy 16. LOC only.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower. Between 0300–1200Z‡ close flight plan with Boston twr—121.6.

BOGEY N41°42.97′ W70°12.18′ NOTAM FILE HYA.
NDB (LOM) 342 HY 246° 4.5 NM to Barnstable Muni–Boardman/Polando Fld. Unmonitored when twr clsd.

BOSTON N42°21.45′ W70°59.37′ NOTAM FILE BOS. **NEW YORK COPTER**
(H) VOR/DME 112.7 BOS Chan 74 at General Edward Lawrence Logan Intl. 20/16W. **H–11D, 12K, L–33D, 34J**
VOR portion unusable:
277°–024° byd 25 NM blo 3000′
DME unusable 277°–024° byd 35 NM blo 2500′



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearance to filed altitude/flight level ten minutes after departure.

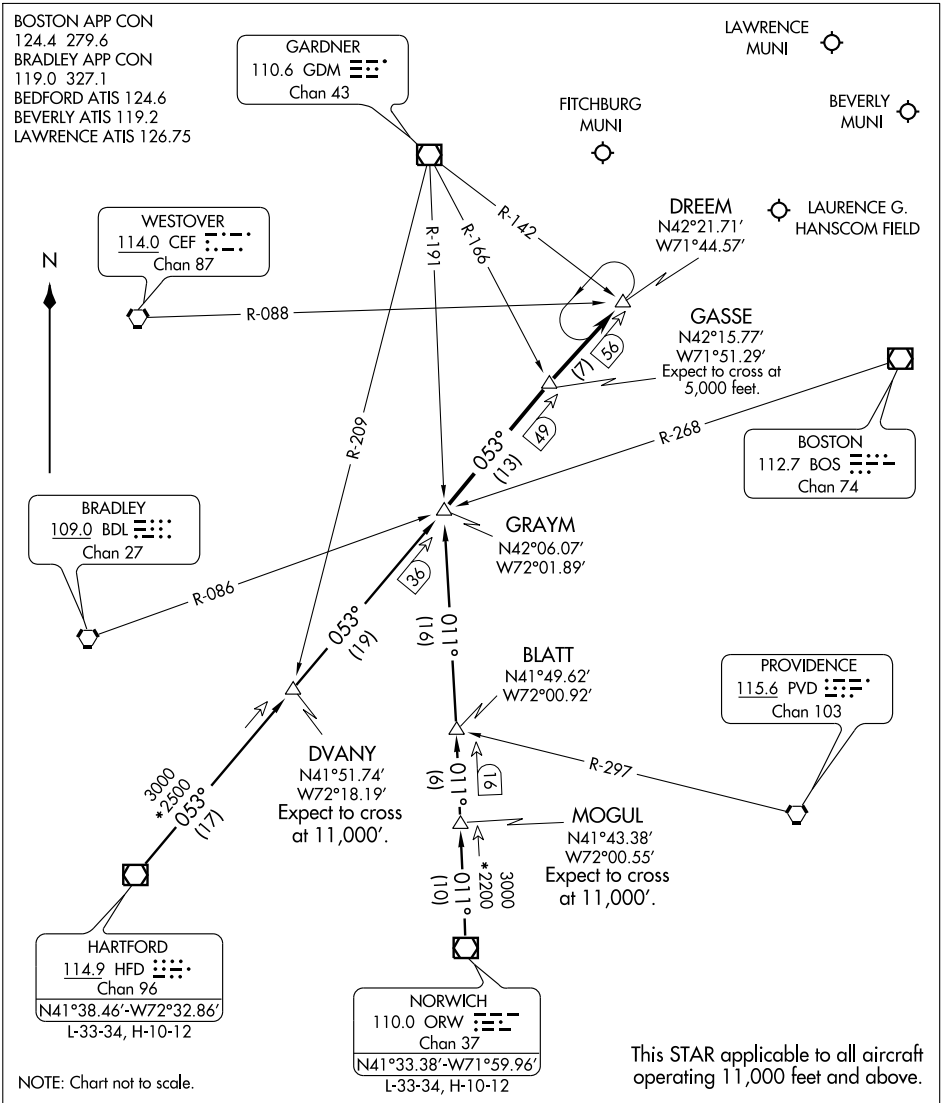
TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME I-BVY	APP CRS	Rwy Idg	4762
110.5	157°	TDZE	107
Chan 42		Apt Elev	107

LOC RWY 16

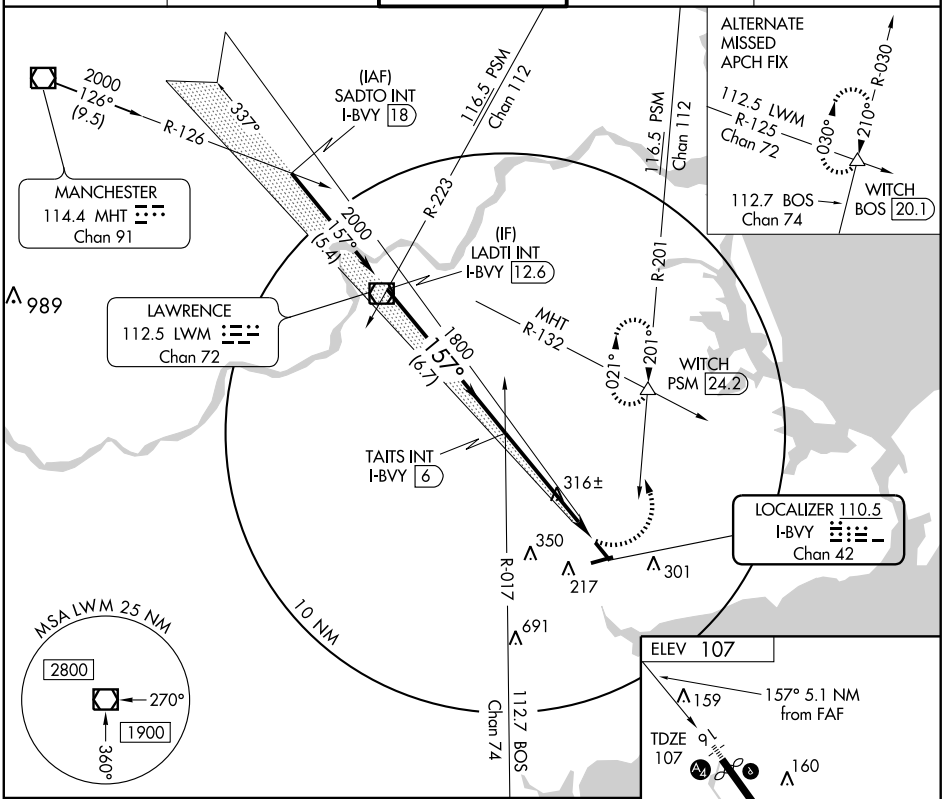
BEVERLY MUNI (BVY)

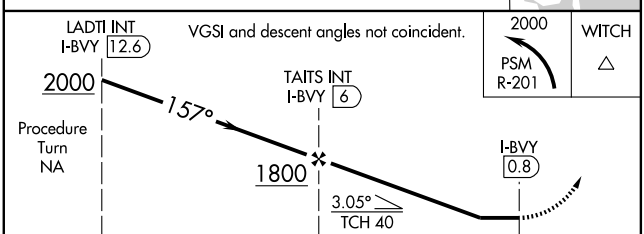
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence Muni altimeter setting and increase all MDA 40 feet and increase S-16 Cat C and D visibility ¼ mile.

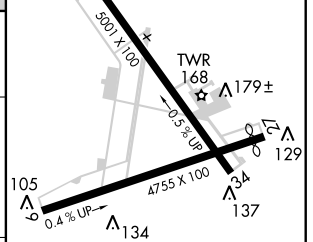
MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM VOR/DME R-201 to WITCH INT/PSM 24.2 DME and hold, continue climb-in-hold to 2000.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-16	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	620-1	513 (600-1)	620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

BEVERLY MUNI (BVY)

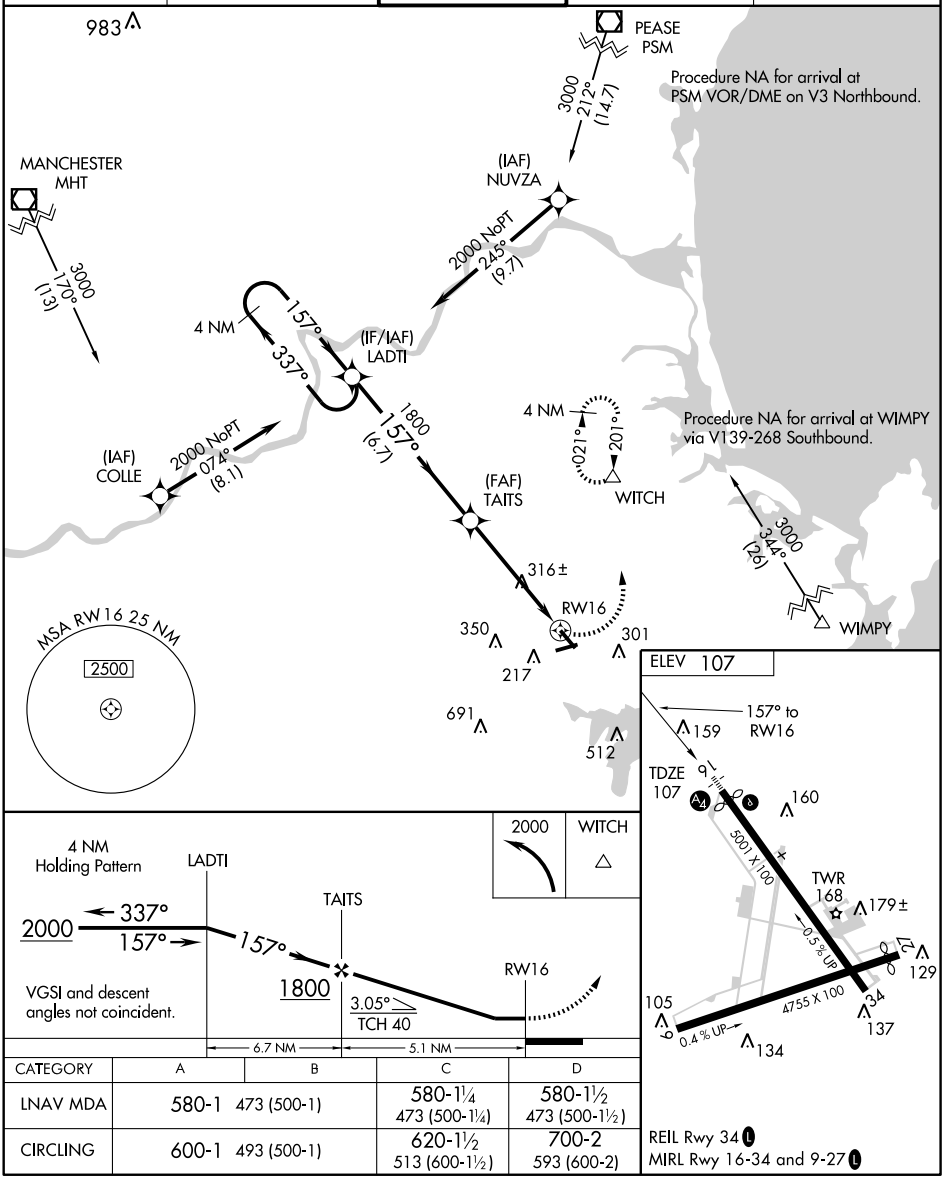
APP CRS	Rwy Idg	4762
157°	TDZE	107
	Apt Elev	107

DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALS

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER*	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF)	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	580-1 473 (500-1)		580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	600-1 493 (500-1)		620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L

MIRL Rwy 16-34 and 9-27 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 16
BEVERLY MUNI (BVY)

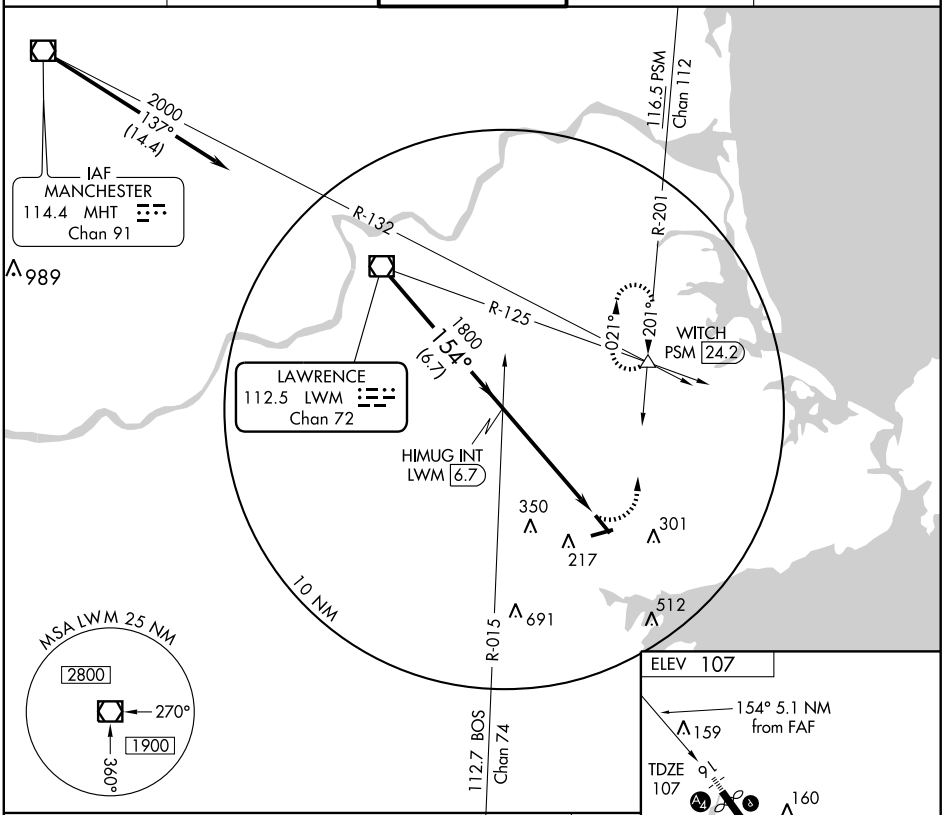
VOR/DME LWM	APP CRS	Rwy Idg	4762
112.5	154°	TDZE	107
Chan 72		Apt Elev	107

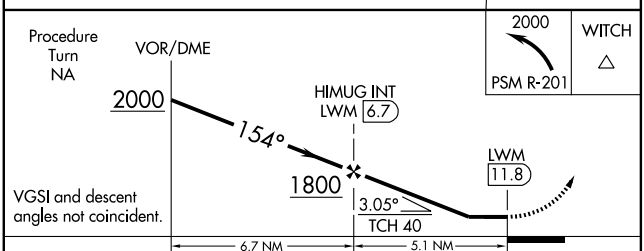
Inoperative table does not apply.

MALS

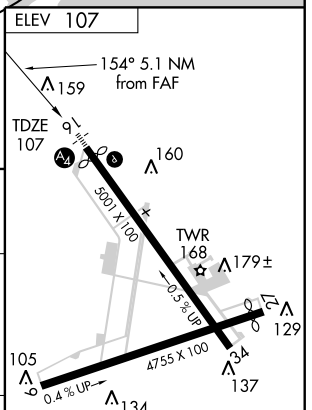
MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH INT/24.2 DME and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-16	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	720-2 613 (700-2)
CIRCLING	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	740-2 633 (700-2)

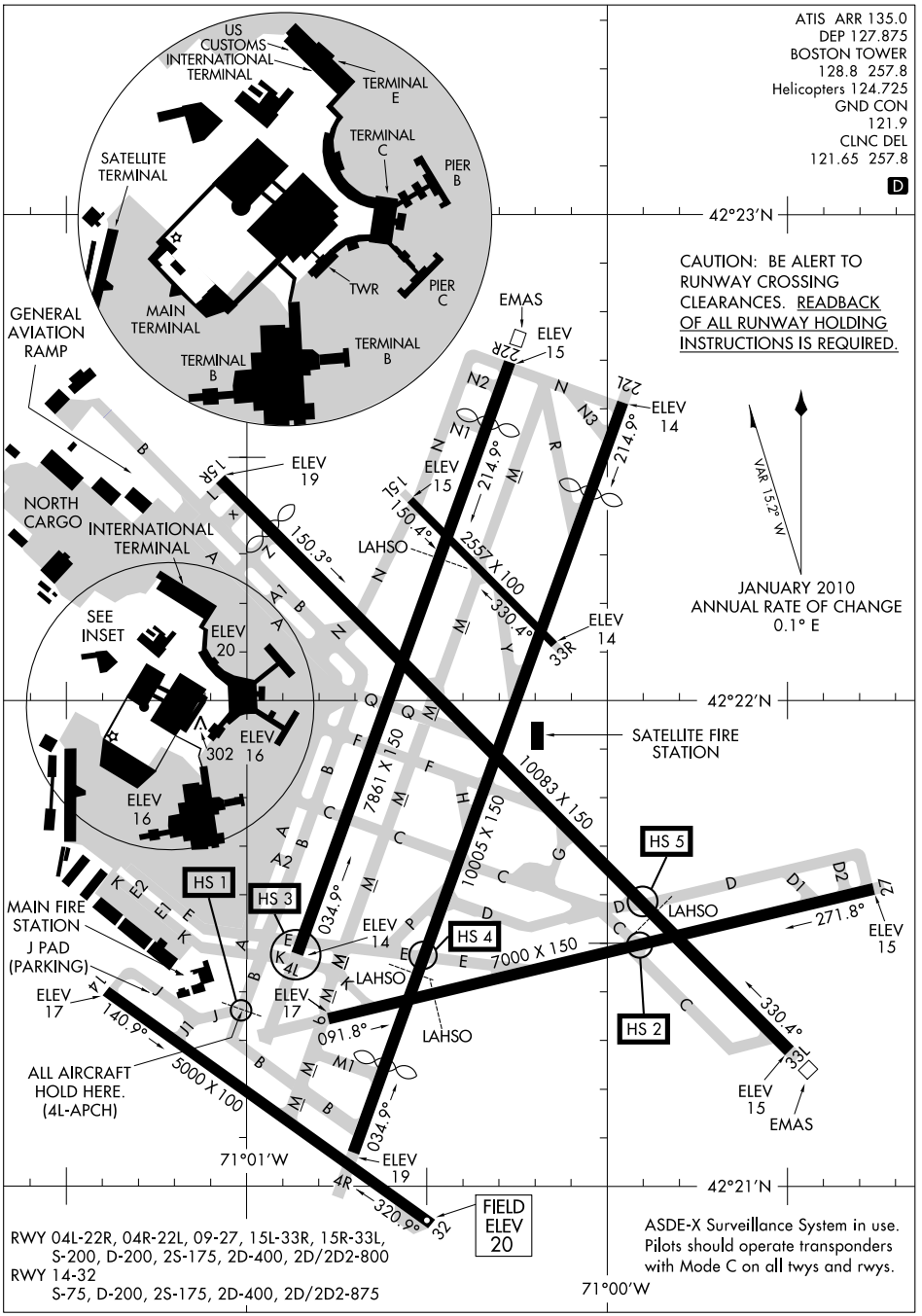


REIL Rwy 34 L

MIRL Rwy 16-34 and 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

BOSTON

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) 1 E UTC−5(−4DT)

N42°21.78′ W71°00.39′

NEW YORK
COPTER
H–10J, 11D, 12K, L–33D, 34J
IAP, AD

20 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E

NOTAM FILE BOS

RWY 15R–33L: H10083X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

RWY 15R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 880′. Trees.

RWY 33L: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 57′. Boat.

RWY 04R–22L: H10005X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 67′.Thld dsplcd 1154′. Boat.

RWY 22L: MALSF. PAPI(P4R)—GA 3.0° TCH 55′. Thld dsplcd 1199′. Boat.

RWY 04L–22R: H7861X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL

RWY 04L: REIL. PAPI(P4L)—GA 3.0°TCH 50′. Boat.

RWY 22R: PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 815′. Boat.

RWY 09–27: H7000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

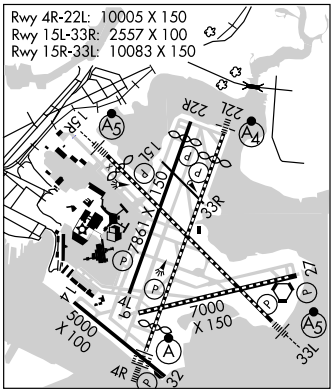
RWY 09: Boat.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 71′. Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400, 2D/2D2–875 HIRL

RWY 14: Bldg. **RWY 32:** REIL. PAPI (P4L)—GA 3.0° TCH 45′.

RWY 15L–33R: H2557X100 (ASPH) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 MIRL



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04L	15L–33R	5250
RWY 15R	09–27	6800
RWY 22L	09–27	6400
RWY 27	04R–22L	5650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–7861	TODA–7861	ASDA–7861	LDA–7861
RWY 04R:	TORA–10005	TODA–10005	ASDA–10005	LDA–8851
RWY 09:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 14:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 15L:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557
RWY 15R:	TORA–10083	TODA–10083	ASDA–10083	LDA–9203
RWY 22L:	TORA–10005	TODA–10005	ASDA–10005	LDA–8806
RWY 22R:	TORA–7861	TODA–7861	ASDA–7861	LDA–7046
RWY 27:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 32:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 33L:	TORA–10083	TODA–10083	ASDA–10083	LDA–10083
RWY 33R:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557

ARRESTING GEAR/SYSTEM

RWY 04L: EMAS

RWY 15R: EMAS

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

WEATHER DATA SOURCES: ASOS (617) 567–5762. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

BOSTON TOWER 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

PRE–TAXI CLNC 121.65 **GATE CON** 134.05

AIRSPACE: CLASS B See VFR Terminal Area chart

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

LYNDY NDB (HW) 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

HULLZ NDB (LOM) 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

MILTT NDB (LOM) 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

ILS 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.

ILS/DME 110.7 I–MDC Chan 44 Rwy 15R.

COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS)

CAPE COD CGAS (See FALMOUTH)

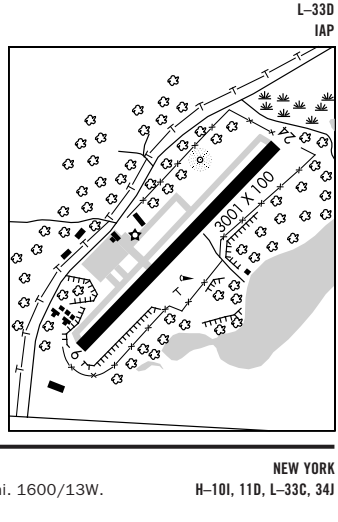
CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.4% up NE

RWY 06: Trees. **RWY 24:** Tank.



AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

NAUSET NDB (MHW) 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.

CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

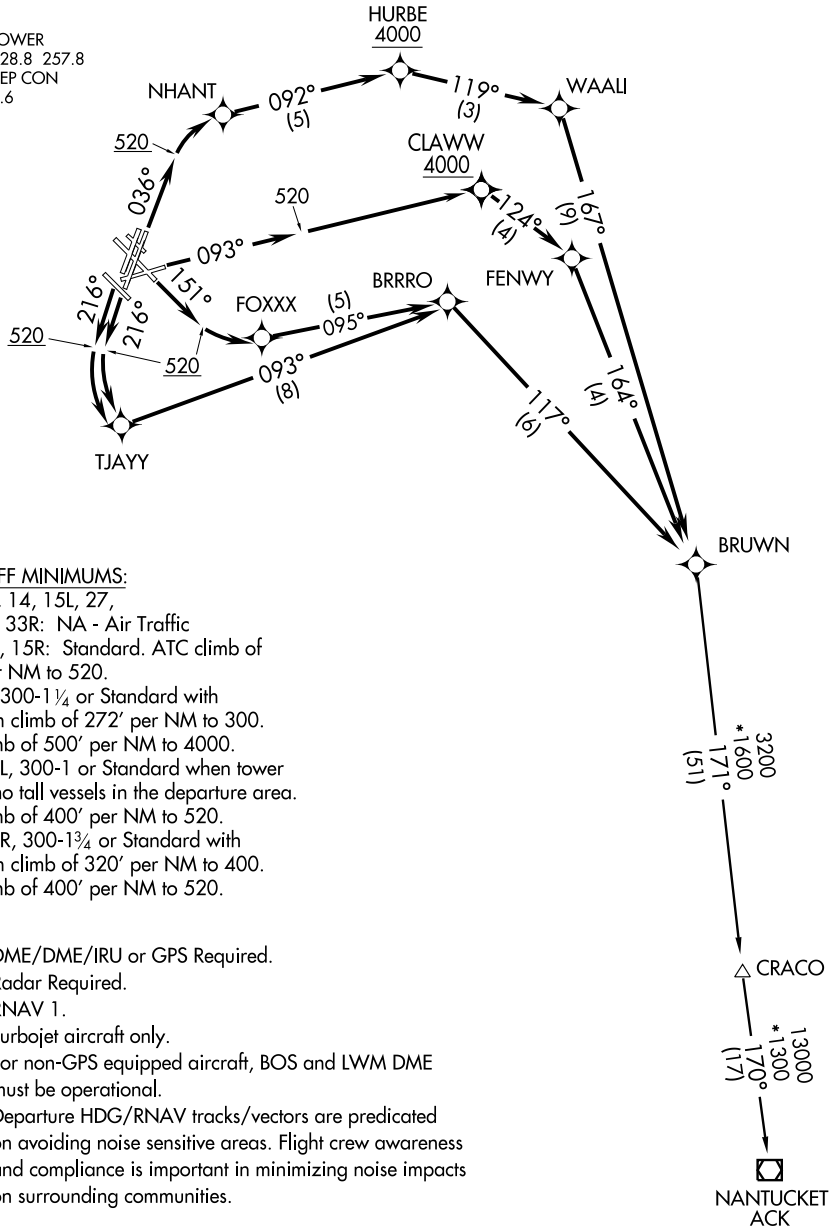
(L) VOR/DME 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

RCO 122.1R 115.1T (BURLINGTON RADIO)

CRANLAND (See HANSON)

BRUWN ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
RWY 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
RWY 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
RWY 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
RWY 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
RWY 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to BRUWN. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NANTUCKET TRANSITION (BRUWN1.ACK):

TAKE-OFF OBSTACLES:

RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

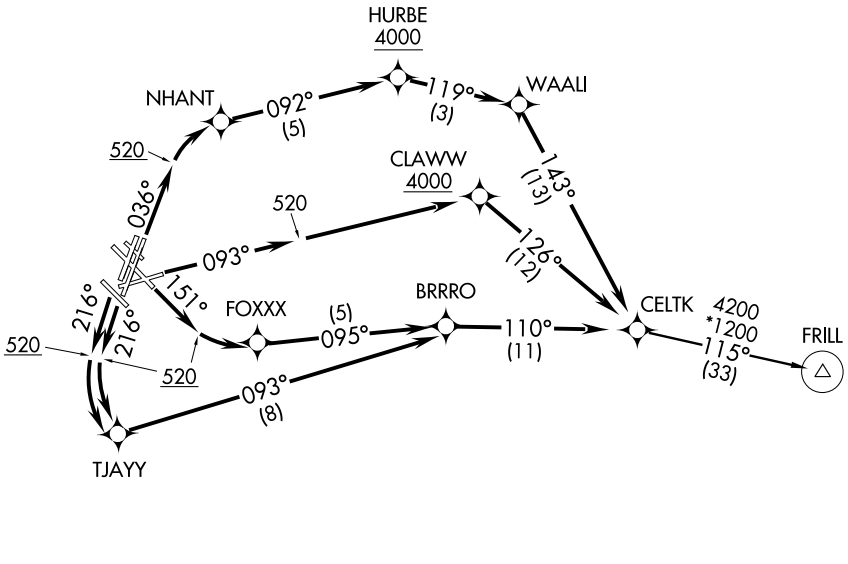
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

RWY 22L: RIG 2,441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

RWY 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure, For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwys 9, 15R, 22L, 22R, departure, For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard.
ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300.
ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400.
ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to CELTK. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

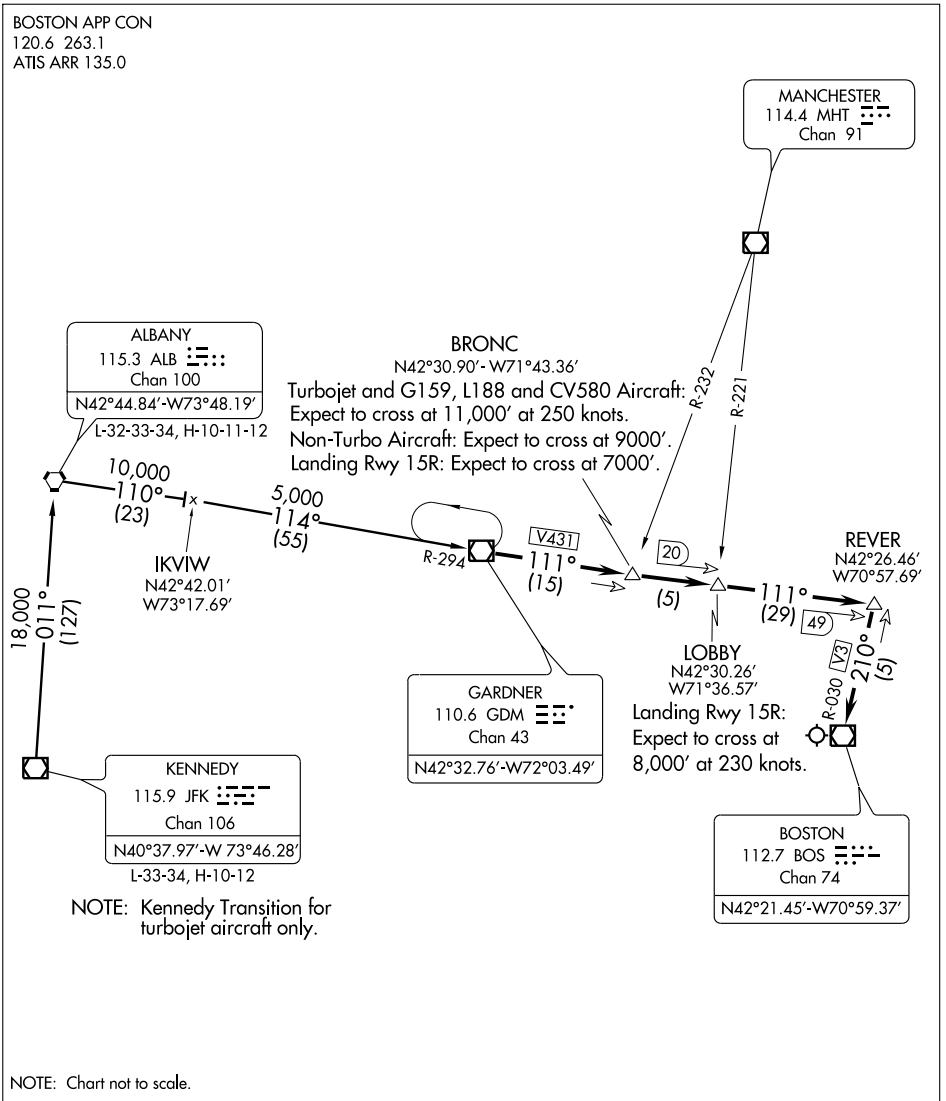
FRILL TRANSITION (CELTK1.FRILL):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

GARDNER THREE ARRIVAL

ST-58 (FAA)



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.GDM3): From over ALB VORTAC via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

KENNEDY TRANSITION (JFK.GDM3): From over JFK VOR/DME via JFK R-011 to ALB VORTAC, then via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

....From over GDM VOR/DME via GDM R-111 (V431) to BOS R-030 (V3) to BOS VOR/DME. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

HYLND ONE DEPARTURE (RNAV)

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

MANCHESTER
MHT

8000
*1900
328°
(18)

KERMT

7700
*1500
330°
(5)

HYLND

(4)
295°

KANGY

(3)
311°

SHAAN

320°
(9)

PTRIK

337°
(3)

004°
(4)

322°
(7)

MARBB

350°
(6)

HEARR

024°
(2)

TURRN

040°
(4)

BOATT

092°
(7)

FOXXX

092°
(10)

TJAYY

216°
216°

520
520
520

151°

093°

520

CLAWW
4000

049°
(3)

036°

NHANT

520

092°
(5)

BUOYY

014°
(3)

KNOFF

058°
(4)

HURBE
4000

STAYC

TAKE-OFF MINIMUMS

Rwys 4L, 14, 15L, 27,32, 33L, 33R:
NA - Air Traffic
Rwys 4R, 15R: Standard. ATC climb of 400' per NM to 520.
Rwy 9, 300-1¼ or Standard with minimum climb of 272' per NM to 300. ATC climb of 500' per NM to 4000.
Rwy 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400' per NM to 520.
Rwy 22R, 300-1¾ or Standard with minimum climb of 320' per NM to 400. ATC climb of 400' per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned atitude direct CLAWW, cross CLAWW at or above 4000 thence . . . .

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence . . . .

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to HYLND. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

MANCHESTER TRANSITION (HYLND1.MHT):

TAKE-OFF OBSTACLES NOTES

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOS	APP CRS	Rwy Idg	8851
110.3	036°	TDZE	18
Chan 40		Apt Elev	20

ILS or LOC RWY 4R

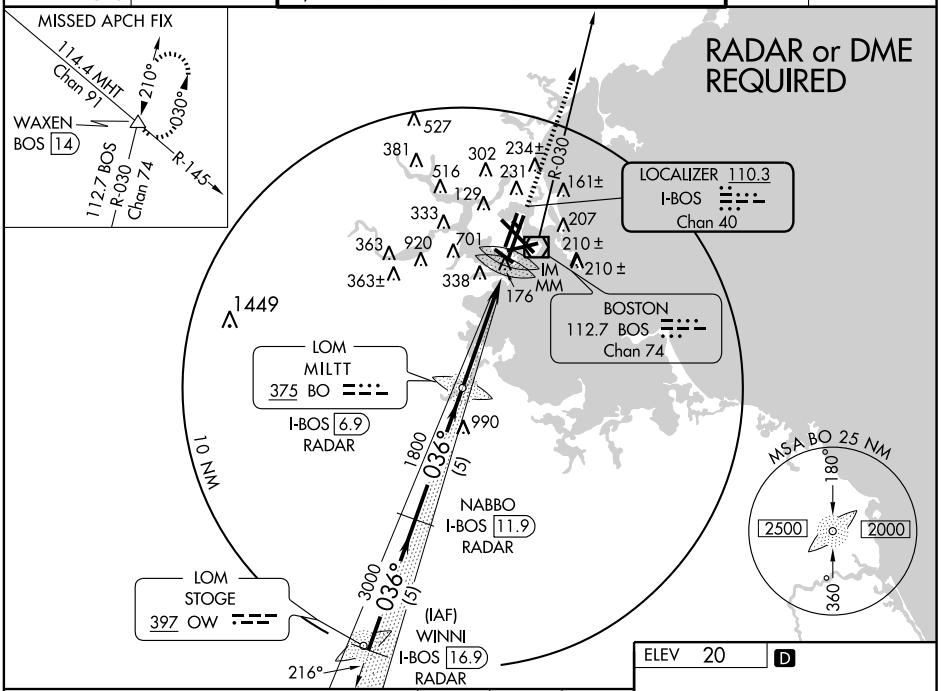
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

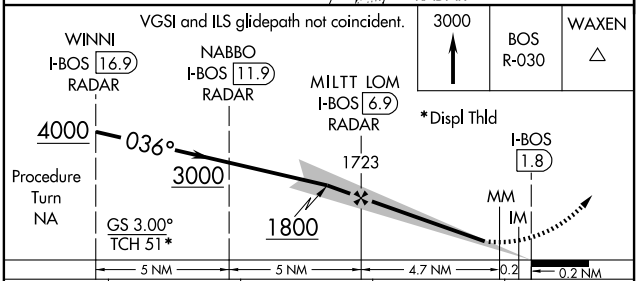
T Circling to Rwy 14 NA. Circling NA for Cats C and D west of Rwys 4L and 15R.
A ** Inoperative table does not apply.

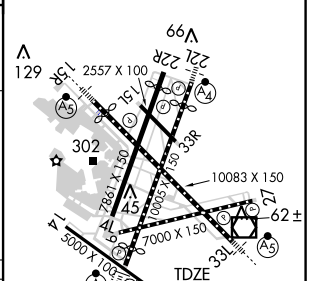
ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		







CATEGORY	A	B	C	D
S-ILS 4R	218/18 200 (200-½)			
S-LOC 4R	440/24 422 (500-½)		440/40 422 (500-¾)	
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)
APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA				
S-ILS 4R**	359/60 341 (400-1¼)			
S-LOC 4R**	440/60 422 (500-1¼)			

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LQN	APP CRS	Rwy Idg	8806
110.3	216°	TDZE	16
Chan 40		Apt Elev	20

ILS or LOC RWY 22L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

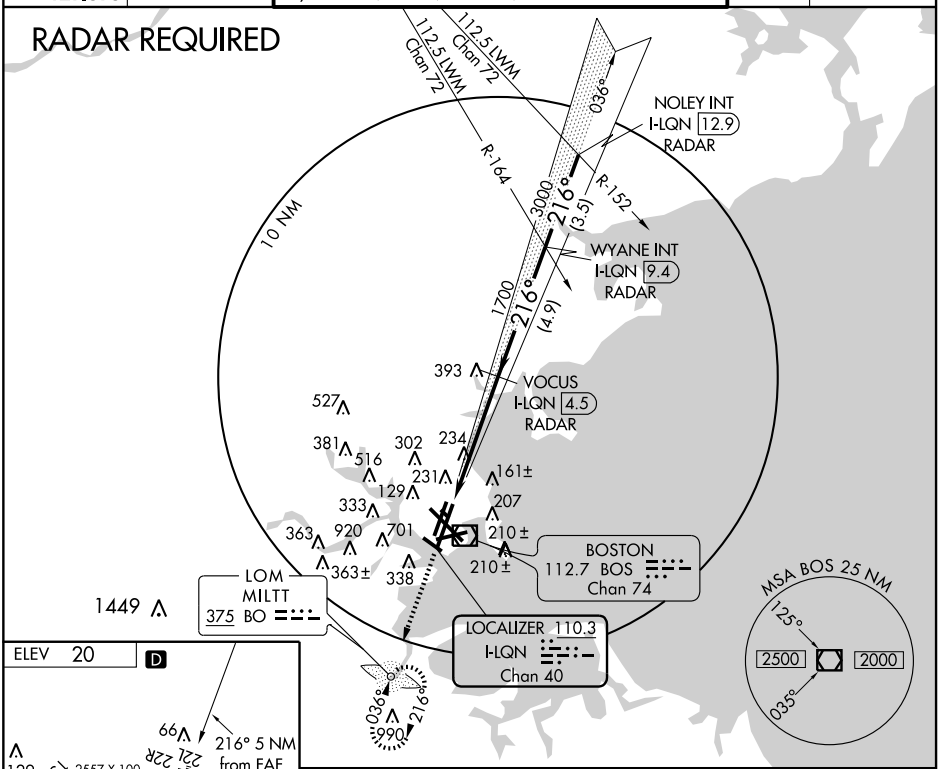
* DME or RADAR required for LOC minimums. ADF required. Cat C and D Circling NA west of Rwys 4L and 15R. Inoperative table does not apply to S-LOC 22L Cat C. Circling to Rwy 14 NA.

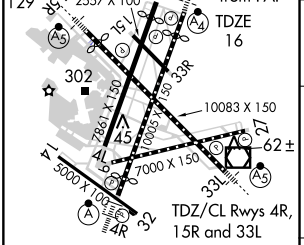
MALSF

MISSED APPROACH: Climb to 3000 direct MILTT LOM and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

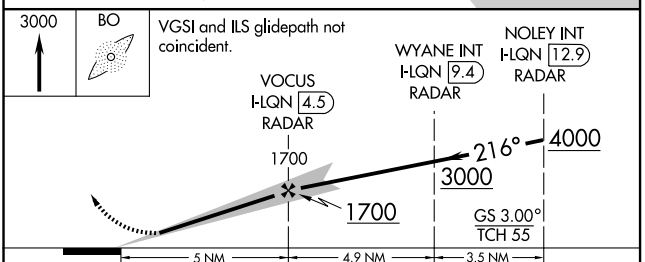
RADAR REQUIRED





REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 22L	216/40 200 (200-¾)			
S-LOC 22L*	620/40 604 (600-¾)		620-1¾ 604 (600-1¾)	620-2 604 (600-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700 -1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DGU	APP CRS	Rwy Idg 7000
111.3	273°	TDZE 17
Chan 50		Apt Elev 20

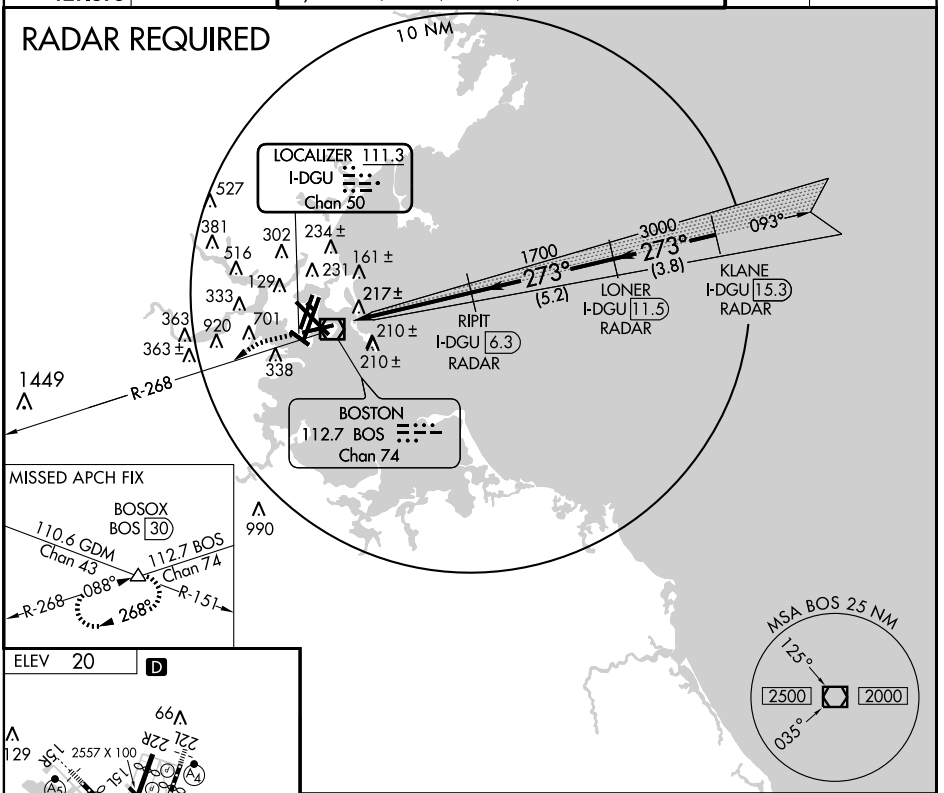
ILS or LOC RWY 27

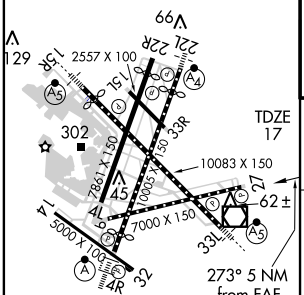
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

* Radar or DME REQUIRED.
Circling to Rwy 14 NA.
Circling NA for Cats C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.

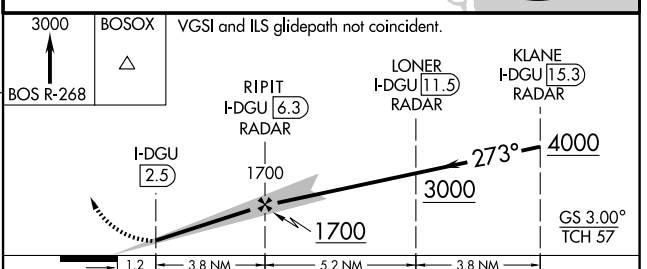
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 27	460-1½ 443 (500-1½)			
S-LOC 27 *	460-1½ 443 (500-1½)			
CIRCLING	940-1½ 920 (1000-1½)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS or LOC RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

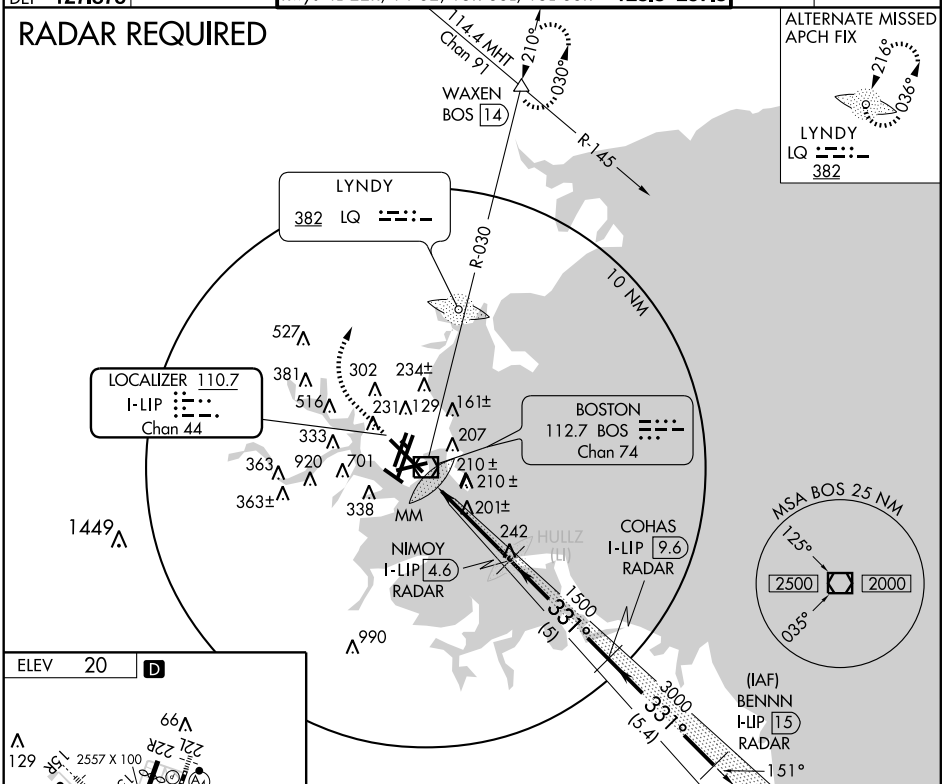
DME or Radar required. Circling NA for Cats C and D west of Rwys 4L and 15R. Circling to Rwy 14 NA.

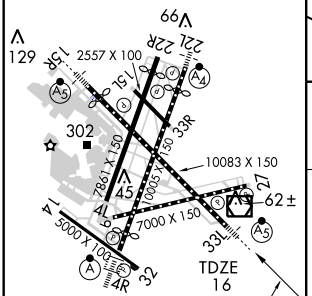
MALSR

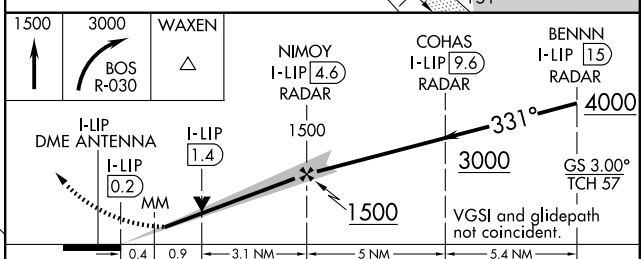
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED







TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° 4.4 NM from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3	036°	TDZE 18
Chan 40		Apt Elev 20

ILS RWY 4R (CAT II)

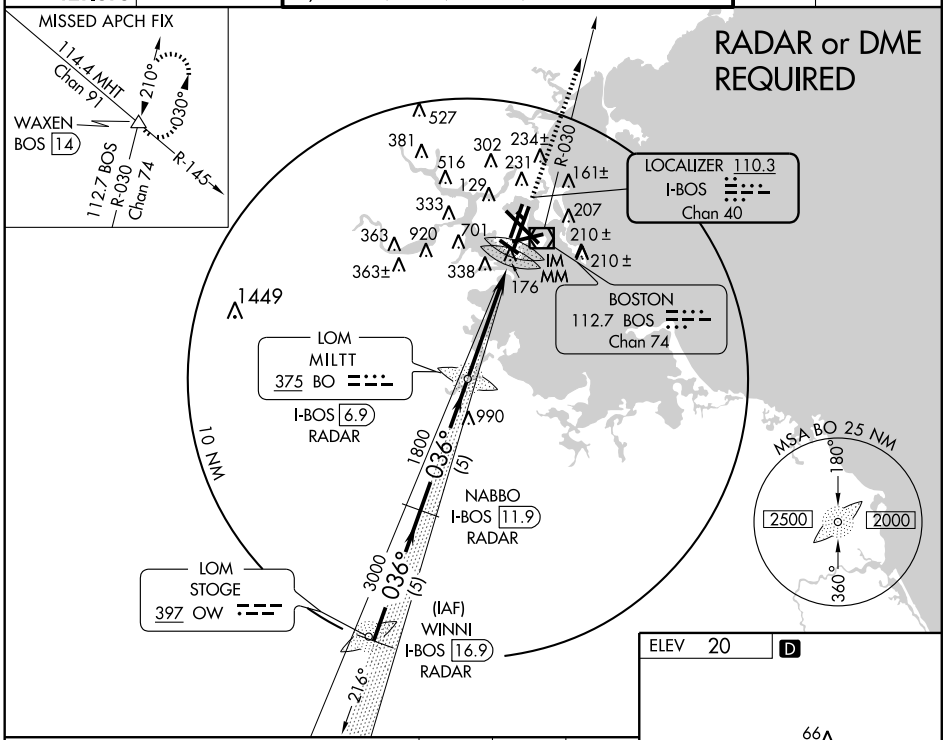
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

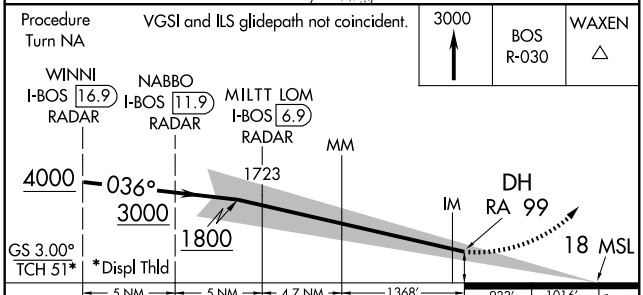
RVR 1000 authorized with specific OPSSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
** When control tower reports tall vessels in approach area, procedure NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

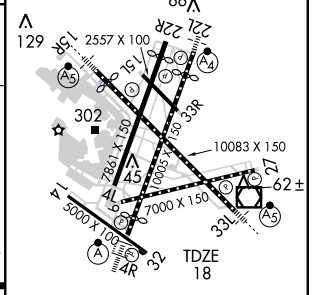
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





CATEGORY	A	B	C	D
S-ILS 4R**	RA 99/12	100 DA 118		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3	036°	TDZE 18
Chan 40		Apt Elev 20

ILS RWY 4R (CAT III)

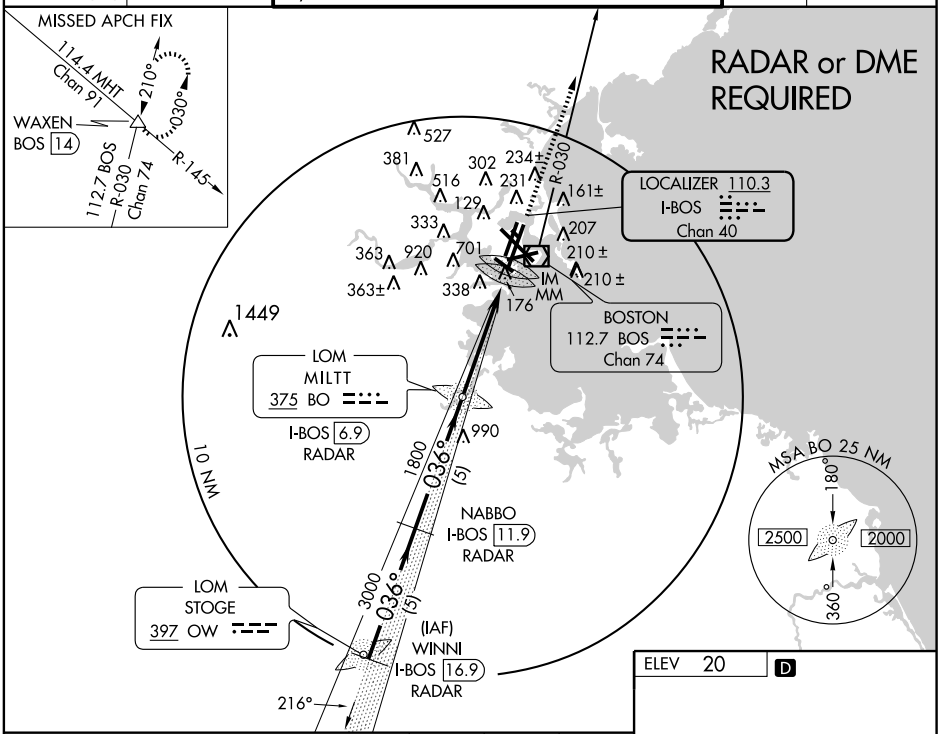
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

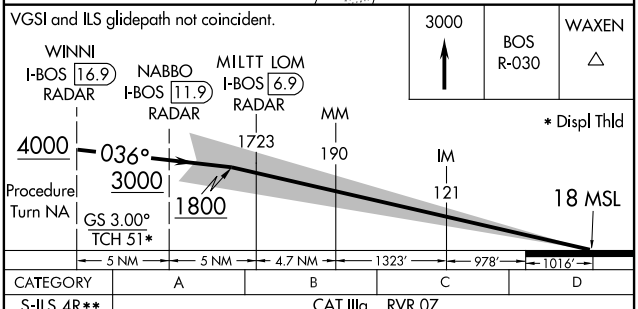
** When control tower reports tall vessels in approach area, procedure NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

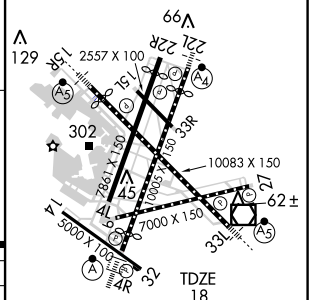
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





CATEGORY	A	B	C	D
S-ILS 4R**	CAT IIIa RVR 07			
S-ILS 4R**	CAT IIIb RVR 06			
S-ILS 4R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MDC	APP CRS	Rwy Idg	9201
110.7	150°	TDZE	17
Chan 44		Apt Elev	19

ILS RWY 15R

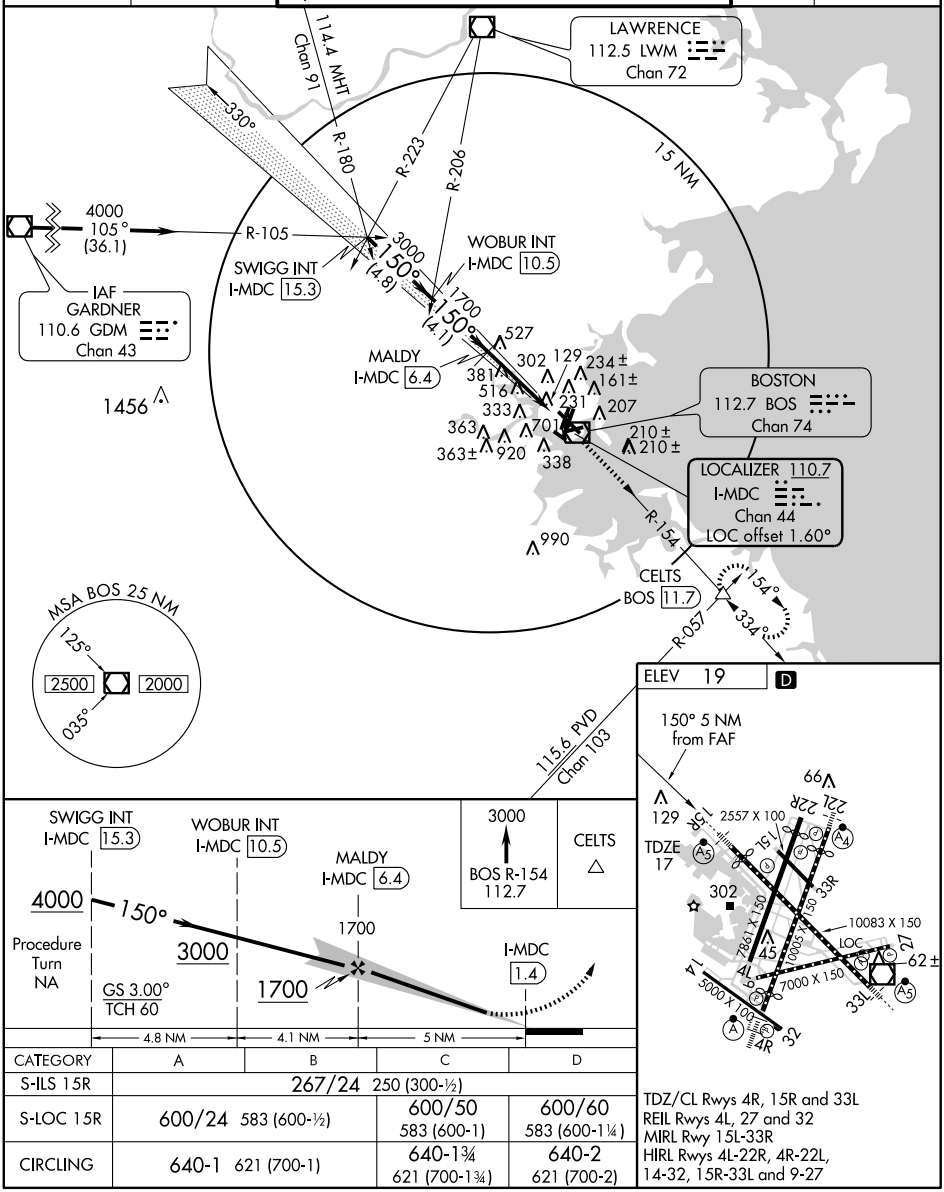
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CAT C and D circling not authorized west of Rwys 4L and 15R
For inoperative MALSR, increase S-LOC 15R CATs A and B visibility to RVR 5000. DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		



CATEGORY	A	B	C	D
S-ILS 15R	267/24 250 (300-½)			
S-LOC 15R	600/24 583 (600-½)		600/50 583 (600-1)	600/60 583 (600-1¼)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS RWY 33L (CAT II)

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. DME or Radar required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

114.4 MHT Chan 91

WAXEN BOS 14

210° 030° R-145 R-030

LYNDY 382 LQ

10 NM

ALTERNATE MISSED APCH FIX

216° 036°

LYNDY LQ 382

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

527 381 516 333 363 363± 1449 302 234± 231 129 161± 207 210± 210± 201± 920 701 338 MM 242 HULLZ (LI) 990

NIMOY I-LIP 4.6 RADAR

COHAS I-LIP 9.6 RADAR

1500 331° (5) 3000 331° (5.4)

(IAF) BENNN I-LIP 15 RADAR 151°

MSA BOS 25 NM 125° 2500 2000 035°

ELEV 20 D

129 99 2557 X 100 7SR 15L 22L 22R 15R 33L 33R 302 10083 X 150 7861 X 150 10005 X 150 45 27 62± 14 7000 X 150 3000 X 100 4L 4R 32 TDZE 16

1500 | 3000 BOS R-030 | WAXEN

I-LIP DME ANTENNA

DH RA 116 MM

16 MSL

NIMOY I-LIP 4.6 RADAR

COHAS I-LIP 9.6 RADAR

BENNN I-LIP 15 RADAR

331° 4000 3000 1500

GS 3.00° TCH 57

VGSI and glidepath not coincident.

975′ 843′ 1769′ 4 NM 5 NM 5.4 NM

CATEGORY	A	B	C	D
S-ILS 33L	RA 116/12 100 DA 116			

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INNDY TWO ARRIVAL (RNAV)

INNDY TWO ARRIVAL (RNAV)
(INNDY.INNDY2) 09071
BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

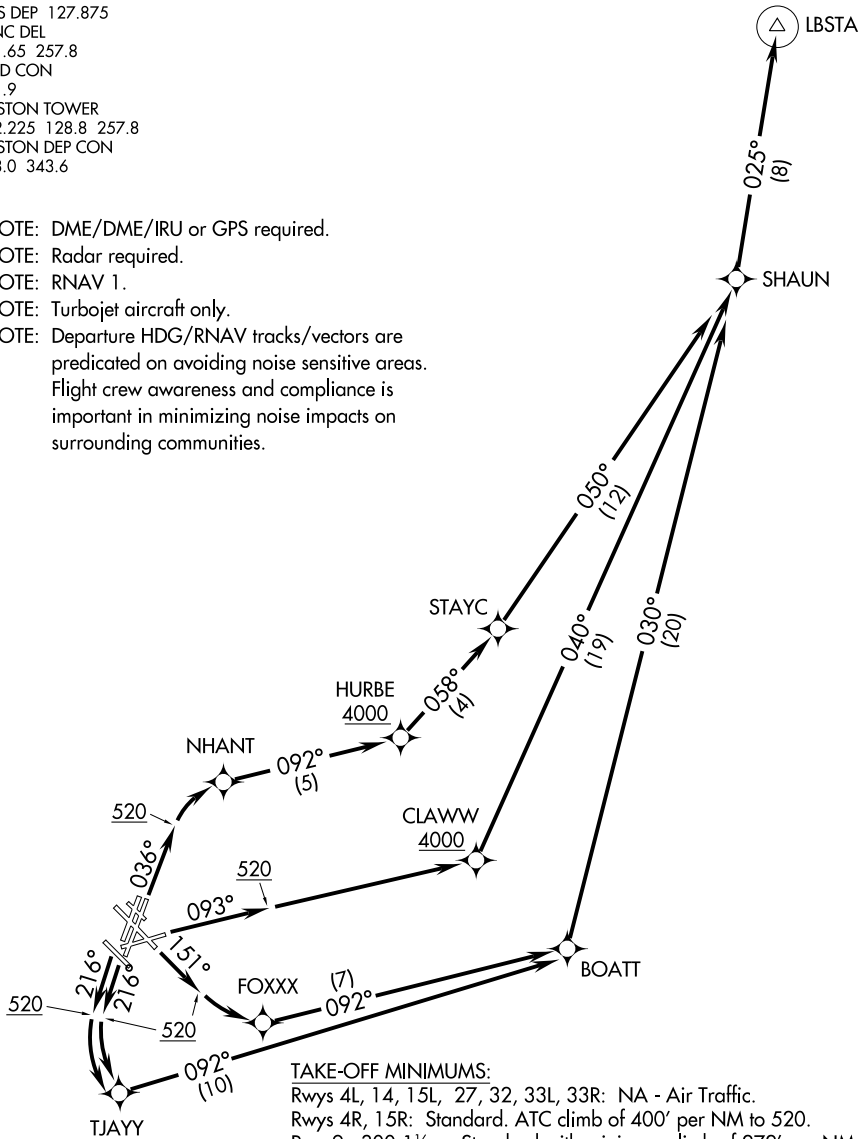
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000 thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

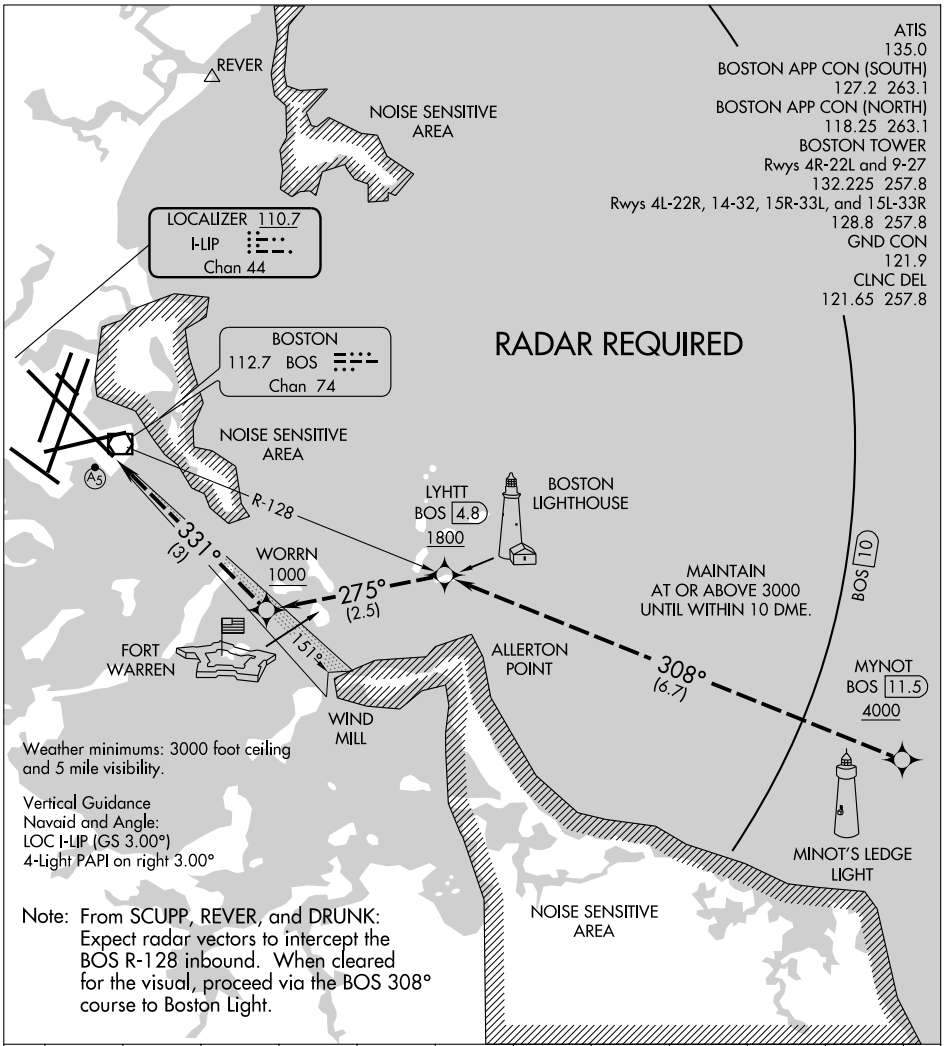
....via depicted route to LBSTA. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS



LIGHT VISUAL RWY 33L

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Orig 09155

42°22'N - 71°00'W

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOGAN FOUR DEPARTURE

(LOGAN4.LOGAN) 10042

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

CONCORD
112.9 CON
Chan 76
N43°13.19′-W71°34.53′
L-32

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

PEASE
116.5 PSM
Chan 112
N43°05.07′-W70°49.92′
L-32-33, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11′-W71°22.17′
L-32-33

CHESTER
115.1 CTR
Chan 98
N42°17.48′-W72°56.96′
L-33-34, H-10-11-12

BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
L-33-34, H-10-11-12

LBSTA
N42°48.00′
W70°36.81′
L-33

090°
4 DME
036°
2 DME
316°
331°
BOSTON
112.7 BOS
Chan 74
093°
1 DME
120°
1 DME
140°
273°
235°
2.2 DME

GLYDE
N42°16.06′
W71°48.71′
L-33-34

BOSOX
N42°12.11′
W71°37.66′
L-33-34

DRUNK
N42°04.90′
W70°39.38′
L-33

FRILL
N42°13.79′
W69°49.48′
L-33
H-11-12

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
L-33-34, H-10-11-12

BURDY
N41°57.32′
W70°57.12′
L-33
H-10-11-12

FREDO
N41°54.34′
W70°34.93′
L-33

MARCONI
114.7 LFV
Chan 94
N42°01.03′-W70°02.23′
L-33, H-10-11-12

NELIE
N41°55.68′
W72°42.37′
L-33-34
H-10-11-12

ARCER
N41°46.59′
W70°48.62′
L-33

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

LUCOS
N41°38.29′
W70°46.09′
L-33, H-10-11-12

46

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

R-067

MARTHAS VINEYARD
114.5 MVY
Chan 92
N41°23.77′-W70°36.76′
L-33, H-10-12

NOTE: Radar Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGES)

LOGAN FOUR DEPARTURE
(LOGAN4.LOGAN) 10042
BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

SL-58 (FAA)

DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....
TAKE-OFF RUNWAY 9: Fly heading 093°, thence....
TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....
TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....
TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000' or lower assigned altitude. Non-jet aircraft maintain 3000' or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000' before proceeding on course.

TAKE-OFF MINIMUMS:
RWY 15L, 32, 33R, NA - ENVIRONMENTAL.
RWY 4R, STANDARD.
RWY 4L, 300-1 or STANDARD with minimum climb of 358' per NM to 300'.
RWY 9, 300-1¼ or STANDARD with minimum climb of 272' per NM to 300'.
RWY 14, STANDARD with minimum ATC climb of 500' per NM to 420'.
RWY 15R, STANDARD with minimum ATC climb of 431' per NM to 420'.
RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.
RWY 22R, 300-1¾ or STANDARD with minimum climb of 320' per NM to 400'.
RWY 27, STANDARD with minimum climb of 477' per NM to 1300'.
RWY 33L, STANDARD with minimum ATC climb of 465' per NM to 200'.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

(CONTINUED)

TAKE-OFF OBSTACLES:

RWY 4L, Light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL.
Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL.
Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL.
Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL.
Ship 694' from DER, on centerline, 50' AGL/50' MSL.
Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL.
Light on pole and mutiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL.

RWY 4R, Light on pole and mutiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL.
Ship 579' from DER, on centerline, 50' AGL/50' MSL.
Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL.
Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

RWY 9, Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL.
Ship 763' from DER, on centerline, 65' AGL/65' MSL.

RWY 14, Ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL.

RWY 15L, Sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL.

RWY 15R, Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

RWY 22L, Rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL.
Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL.
Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

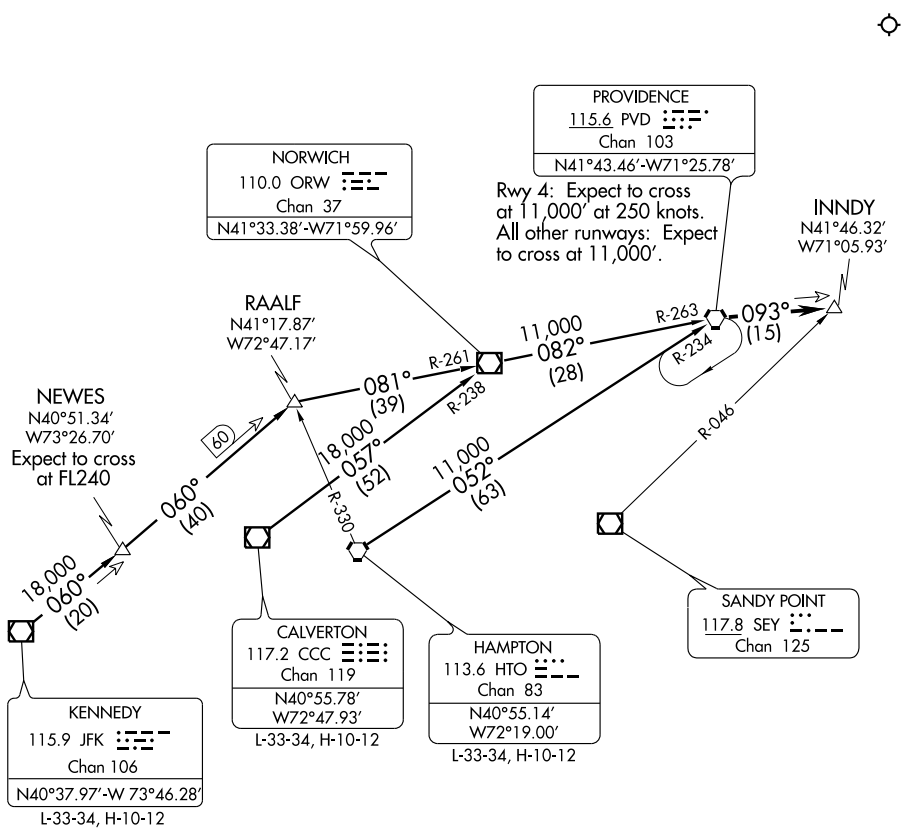
RWY 22R, Rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL.
Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL.
Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

RWY 27, Mutiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Mutiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

RWY 33L, Mutiple lights, rod on tank and light on building 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL.
Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL.
Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL.
Mutiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0



NOTE: For turbojet only.

NOTE: Chart not to scale.

CALVERTON TRANSITION (CCC.ORW3): From over CCC VOR/DME via CCC R-057 and ORW R-238 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

HAMPTON TRANSITION (HTO.ORW3): From over HTO VORTAC via HTO R-052 and PVD R-234 to PVD VORTAC. Thence....

KENNEDY TRANSITION (JFK.ORW3): From over JFK VOR/DME via R-060 to RAALF INT, then via ORW R-261 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

....From over PVD VORTAC via PVD R-093 to INNDY INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

PATSS ONE DEPARTURE (RNAV)

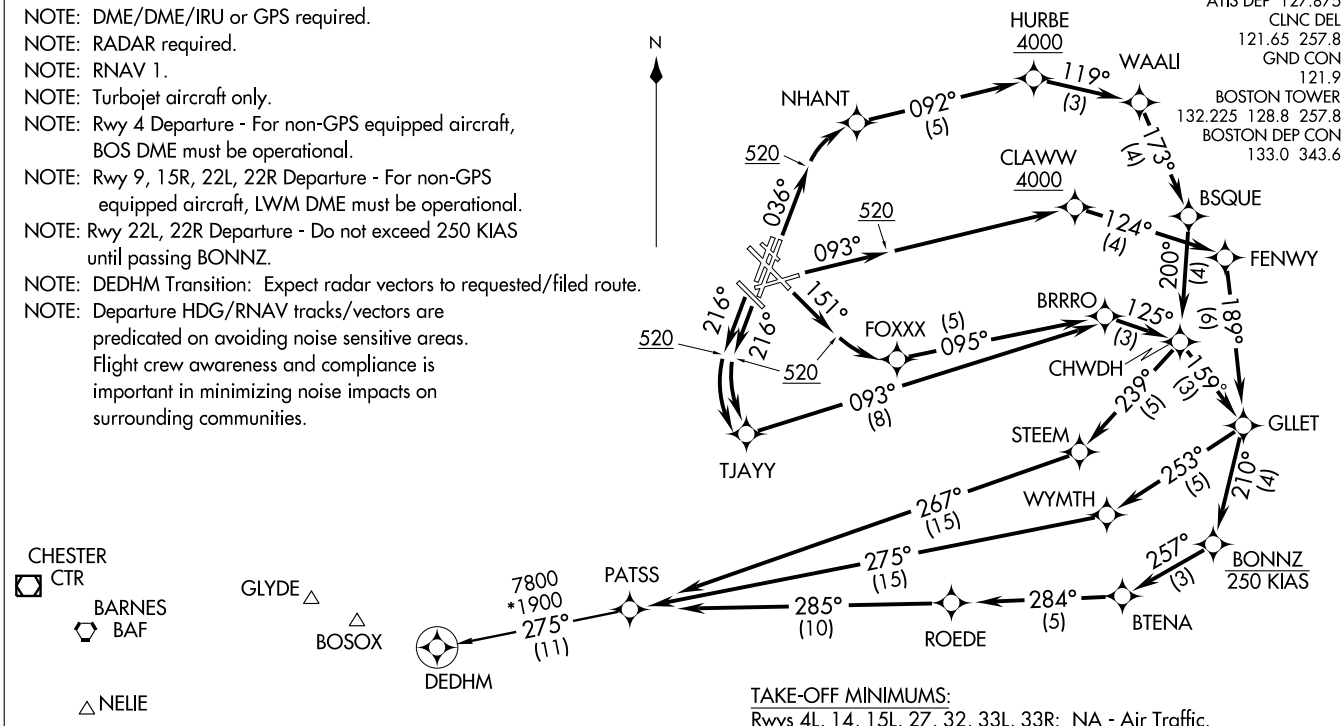
(PATSS1.PATSS) 09295

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4 Departure - For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R Departure - For non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Rwy 22L, 22R Departure - Do not exceed 250 KIAS until passing BONNZ.
NOTE: DEDHM Transition: Expect radar vectors to requested/filed route.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL 121.65 257.8
GND CON 121.9
BOSTON TOWER 132.225 128.8 257.8
BOSTON DEP CON 133.0 343.6



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(PATSS1.PATSS) 09295
PATSS ONE DEPARTURE (RNAV)
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
SL-58 (FAA)
BOSTON, MASSACHUSETTS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, and via track 119° to WAALI and track 173° to BSQUE and track 200° to CHWDH and track 239° to STEEM and track 267° to PATSS, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, and via track 124° to FENWY and track 189° to GLLET and track 253° to WYMTH and track 275° to PATSS, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX and via track 095° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY and via track 093° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

....Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DEDHM TRANSITION (PATSS1.DEDHM):

TAKE-OFF OBSTACLES:

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

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APP CRS	Rwy Idg	8851
036°	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 4R

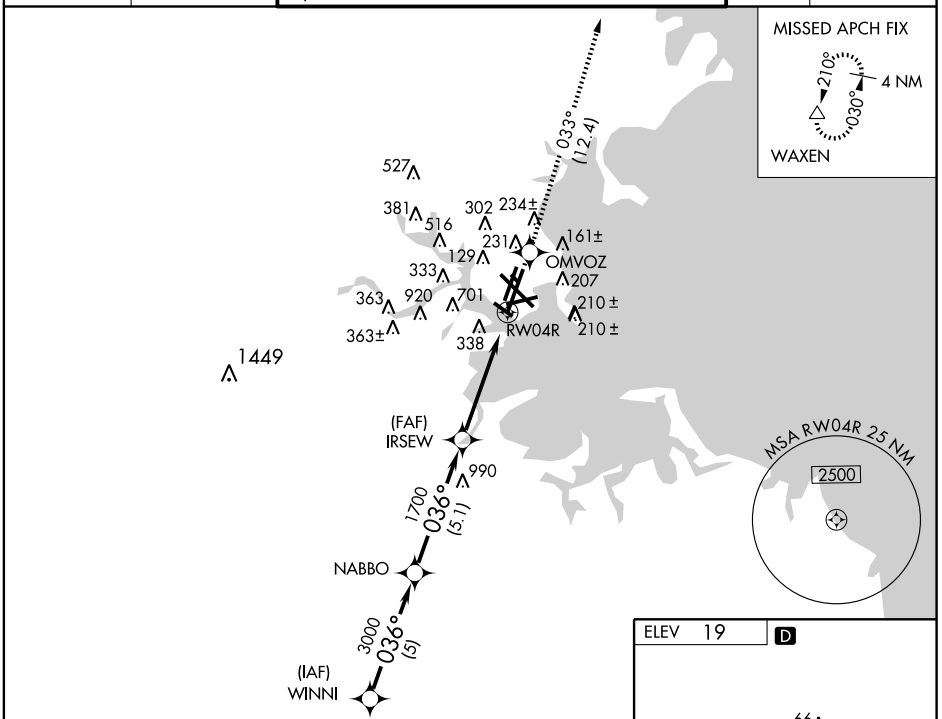
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

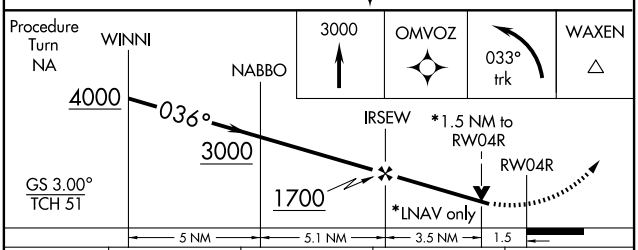
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
When control tower reports tall vessels in approach area, LNAV/VNAV DA NA, increase LNAV CAT A and B visibility to RVR 4000.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

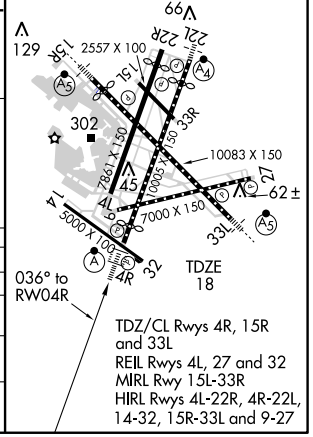
MISSED APPROACH: Climb to 3000 direct OMVOZ WP then left turn via 033° track to WAXEN WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER		GND CON	CLNC DEL
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	560-1½ 542 (600-1½)			
LNAV MDA	560/24 542 (600-½)		560/50 542 (600-1)	560/60 542 (600-1¼)
CIRCLING	640-2 621 (700-2)			



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

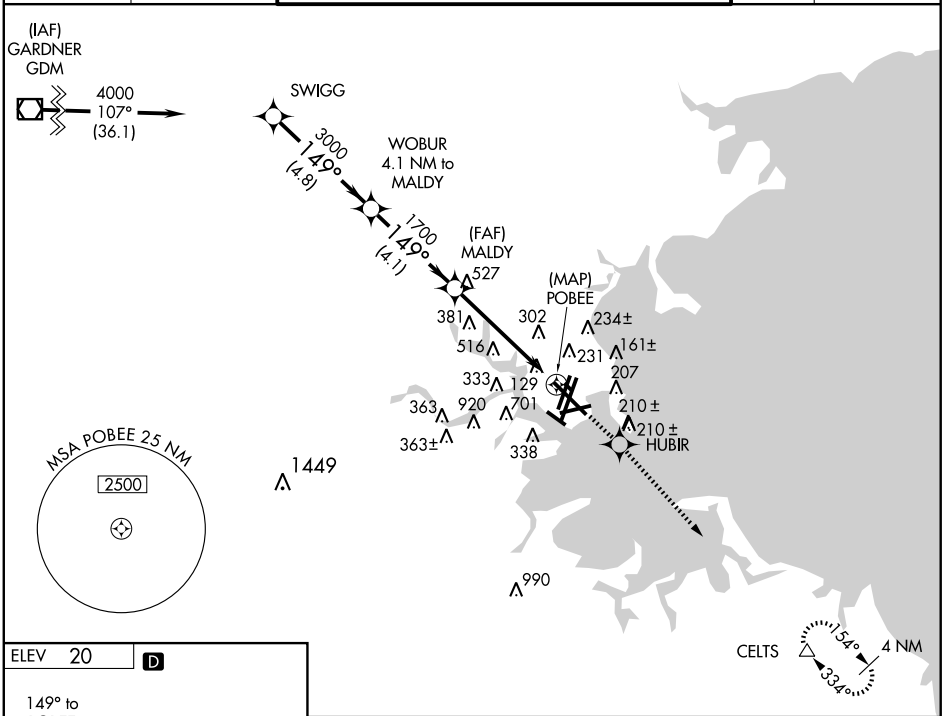
APP CRS	Rwy ldg	9201
149°	TDZE	17
	Apt Elev	20

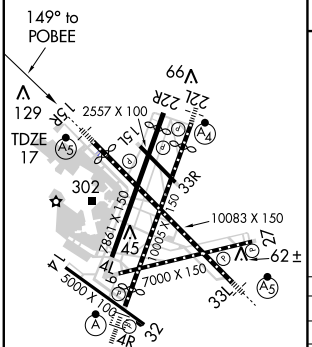
T A W Cats C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

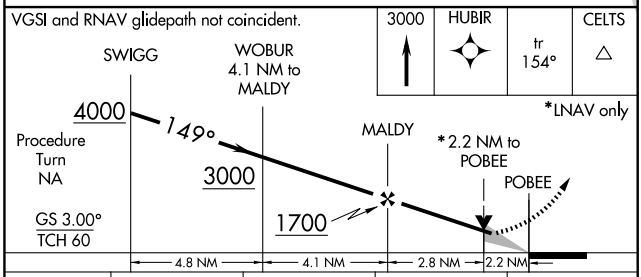
MISSED APPROACH: Climb to 3000 direct HUBIR WP and via 154° track to CELTS WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225	257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8	257.8			





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	760-2 743 (800-2)			
LNAV MDA	780/24 763 (800-½)	780/40 763 (800-¾)	780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	780-2¼ 760 (800-2¼)	780-2½ 760 (800-2½)

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RNAV (GPS) RWY 22L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy Idg	8806
216°	TDZE	16
	Apt Elev	20

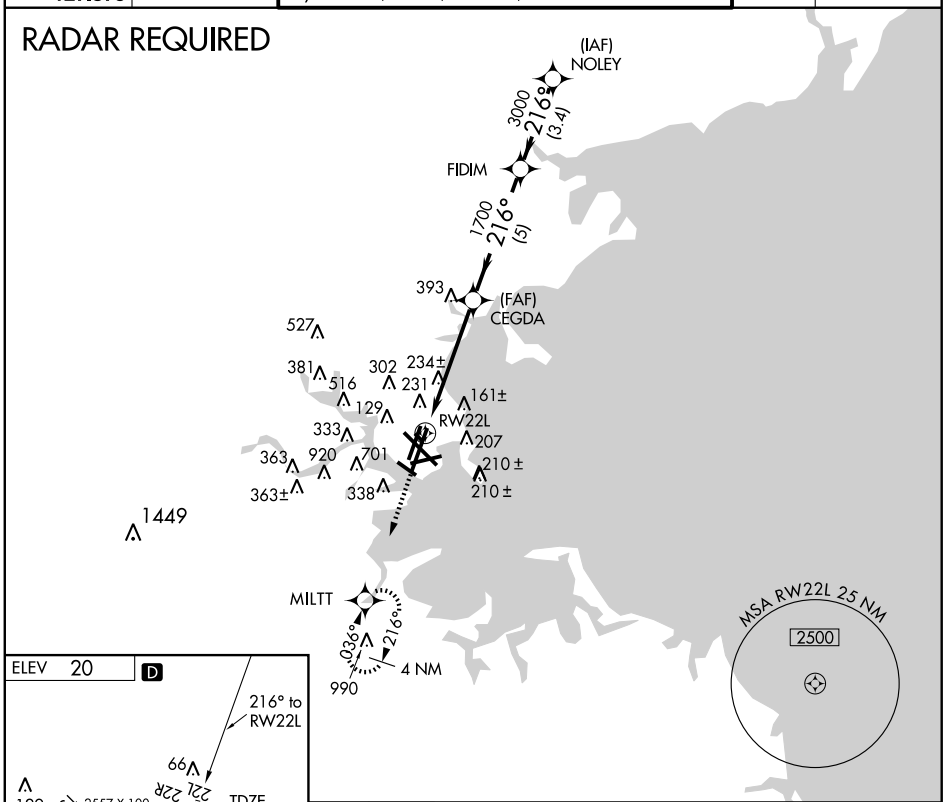
DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat C. Cats C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA.

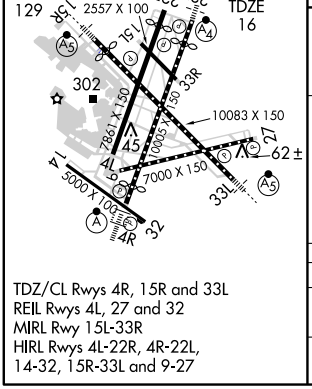
MALSF

MISSED APPROACH: Climb to 3000 direct MILTT WP and hold.

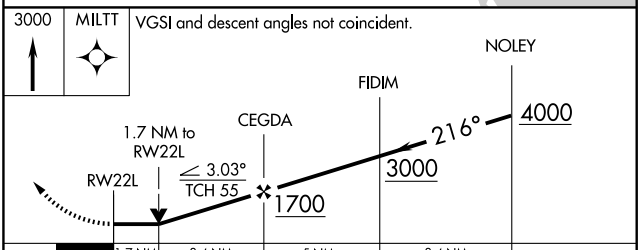
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	600/40 584 (600-¾)		600-1½ 584 (600-1½)	600-1¾ 584 (600-1¾)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

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RNAV (GPS) RWY 27

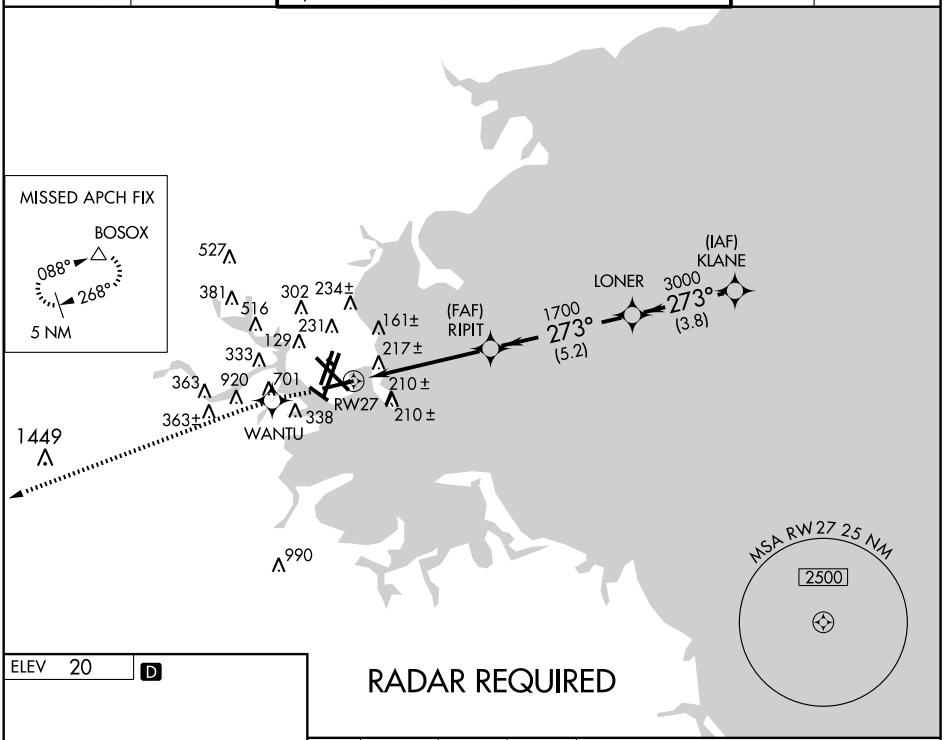
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

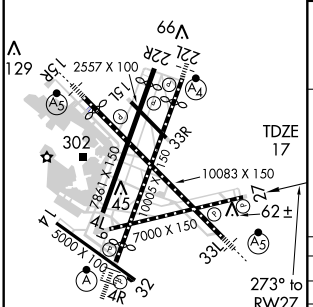
APP CRS	Rwy ldg	7000
273°	TDZE	17
	Apt Elev	20

TAW: Baro-NAV NA below -15°C (5°F). Cats C and D Circling NA west of Rwys 4L and 15R. DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.

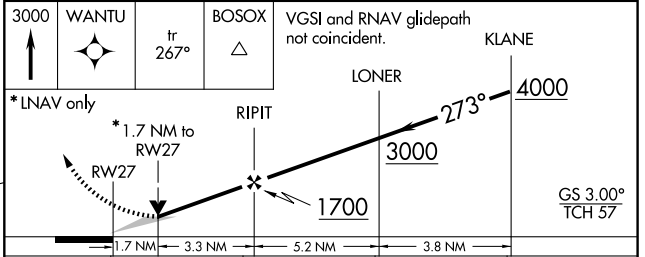
MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	504-1¾ 487 (500-1¾)			
LNAV MDA	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
332°	TDZE	20
	Apt Elev	20

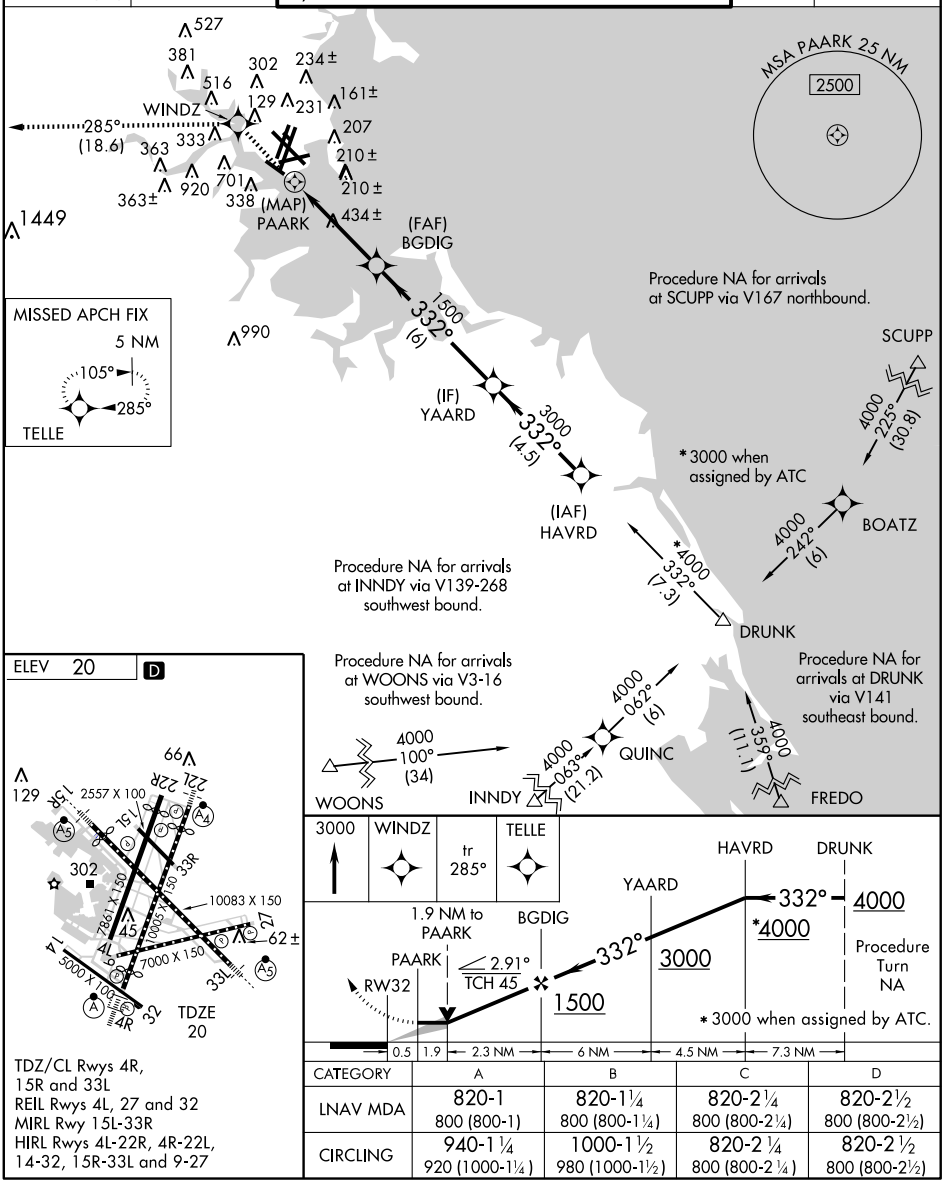
RNAV (GPS) RWY 32

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.
Circling NA for Cats C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WINDZ and via 285° track to TELLE and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)

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NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy ldg	TDZE	Apt Elev
331°	10083	16	20

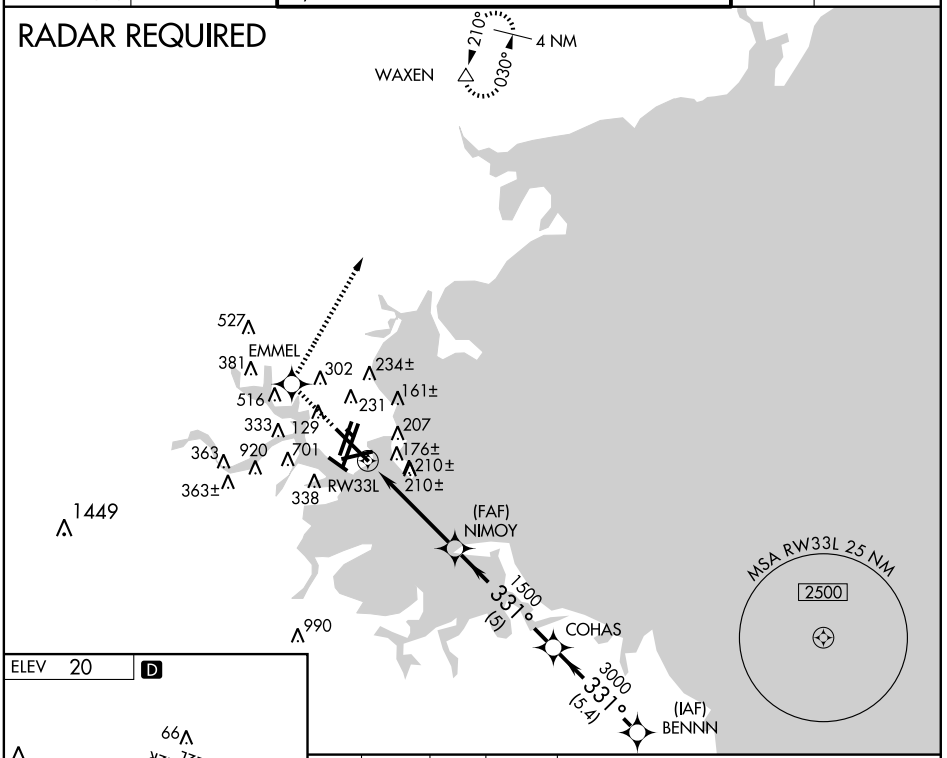
T A W DME/DME RNP-0.3 NA. Cat C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

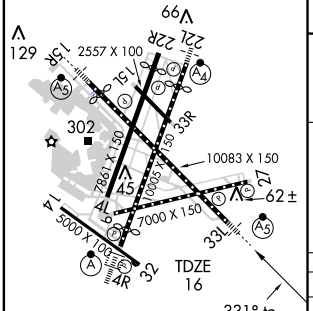
MALSR

MISSED APPROACH: Climb to 3000 direct EMMEL WP and via 045° track to WAXEN WP and hold.

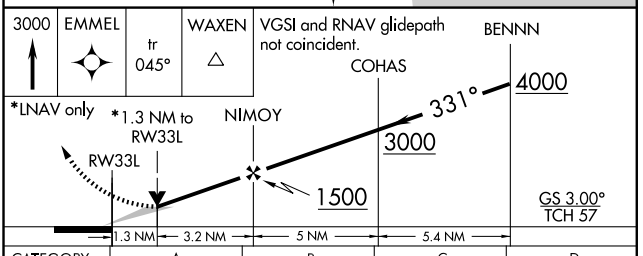
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6	263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED



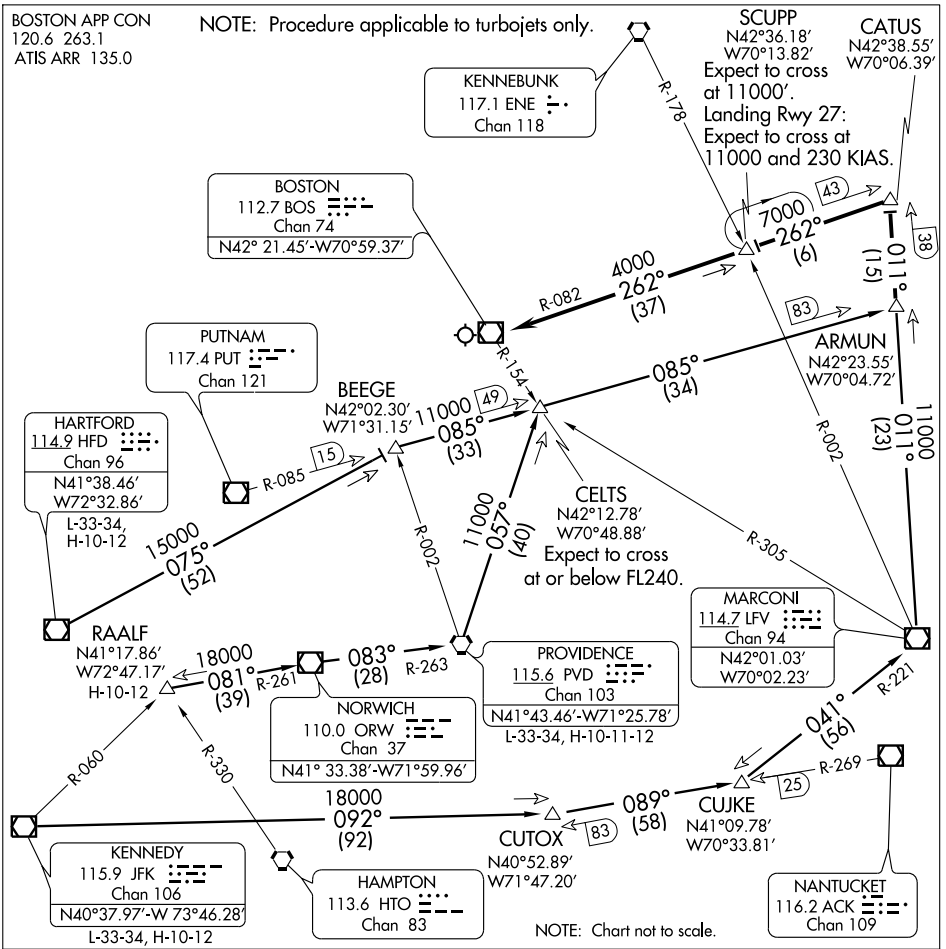


TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	546/60 530 (600-1¼)			
LNAV MDA	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



HARTFORD TRANSITION (HFD.SCUPP4): From over HFD VOR/DME via HFD R-075 to BEEGE INT, then via PUT R-085 to ARMUN INT. Thence....

KENNEDY TRANSITION (JFK.SCUPP4): From over JFK VOR/DME via JFK R-092 to CUTOX INT, then via ACK R-269 to CUJKE INT, then via LFV R-221 to LFV VOR/DME, then via LFV R-011 to ARMUN INT. Thence....

PROVIDENCE TRANSITION (PVD.SCUPP4): From over the PVD VORTAC via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

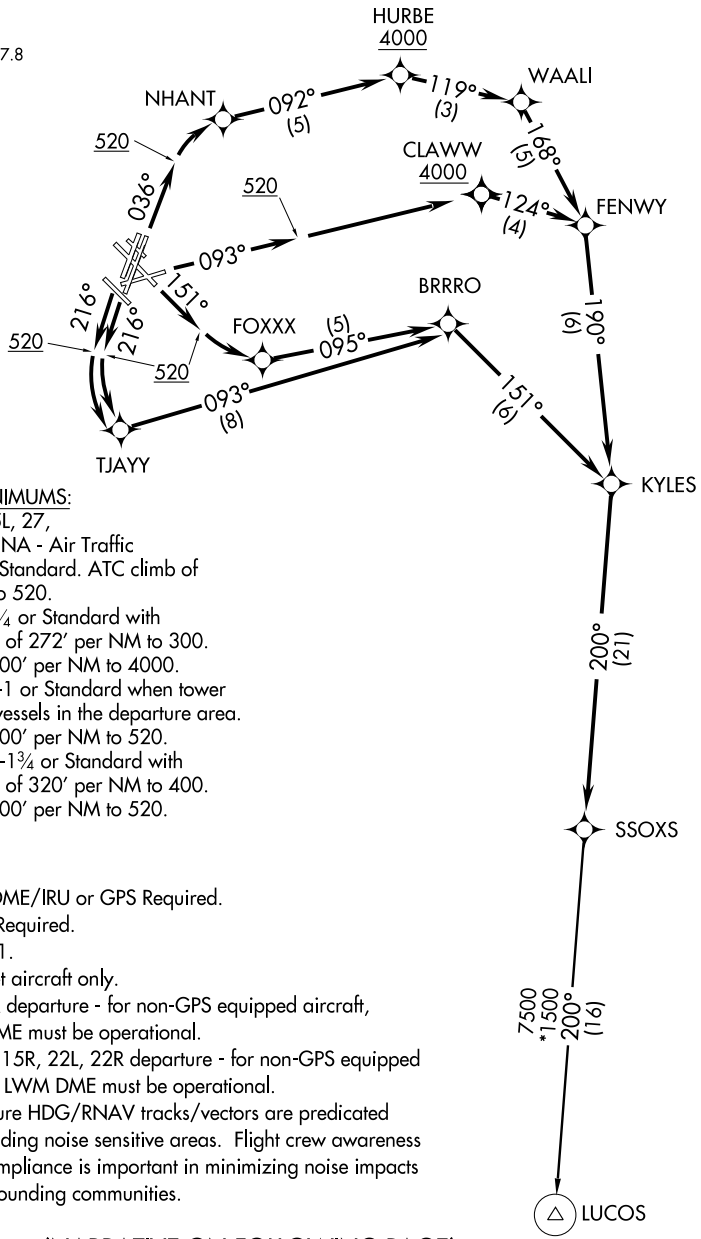
RAALF TRANSITION (RAALF.SCUPP4): From over RAALF INT via ORW R-261 to ORW VOR/DME, then via PVD R-263 to PVD VORTAC, then via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

....From over ARMUN INT via LFV VOR/DME R-011 to CATUS INT, then via BOS VOR/DME R-082 to SCUPP INT, then via BOS R-082 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SSOXS ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwy 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure - for non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R departure - for non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

SSOXS ONE DEPARTURE (RNAV) BOSTON, MASSACHUSETTS
(SSOXS1.SSOXS) 09295 BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to SSOXS. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LUCOS TRANSITION (SSOXS1.LUCOS):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2,001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

VOR/DME BOS	APP CRS	Rwy Idg	N/A
112.7	310°	TDZE	N/A
Chan 74		Apt Elev	20

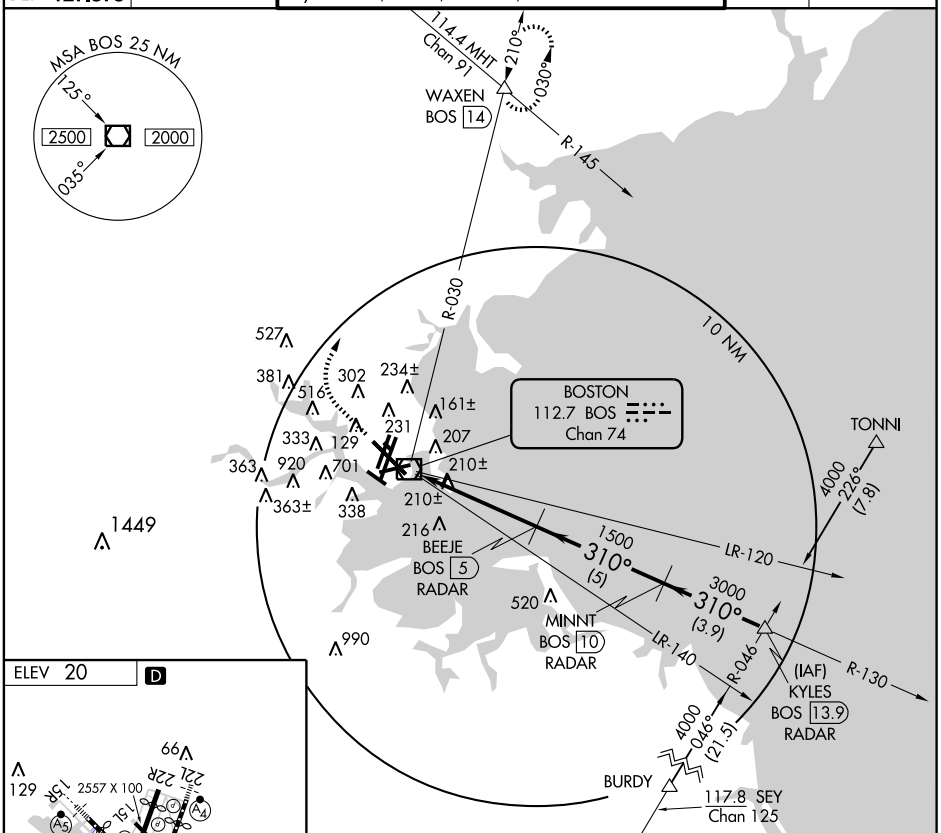
VOR/DME or GPS-A

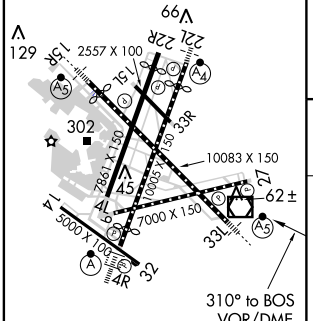
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA for Cats C and D west of Rwys 4L and 15R.
Circling to Rwy 14 NA.

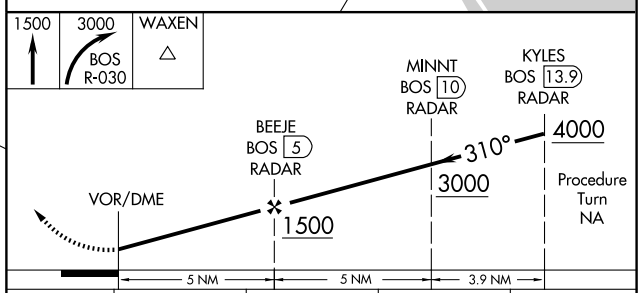
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





TDZ/CL Rwys
4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,
14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS	APP CRS	Rwy Idg	9201
112.7	144°	TDZE	17
Chan 74		Apt Elev	20

VOR/DME RWY 15R

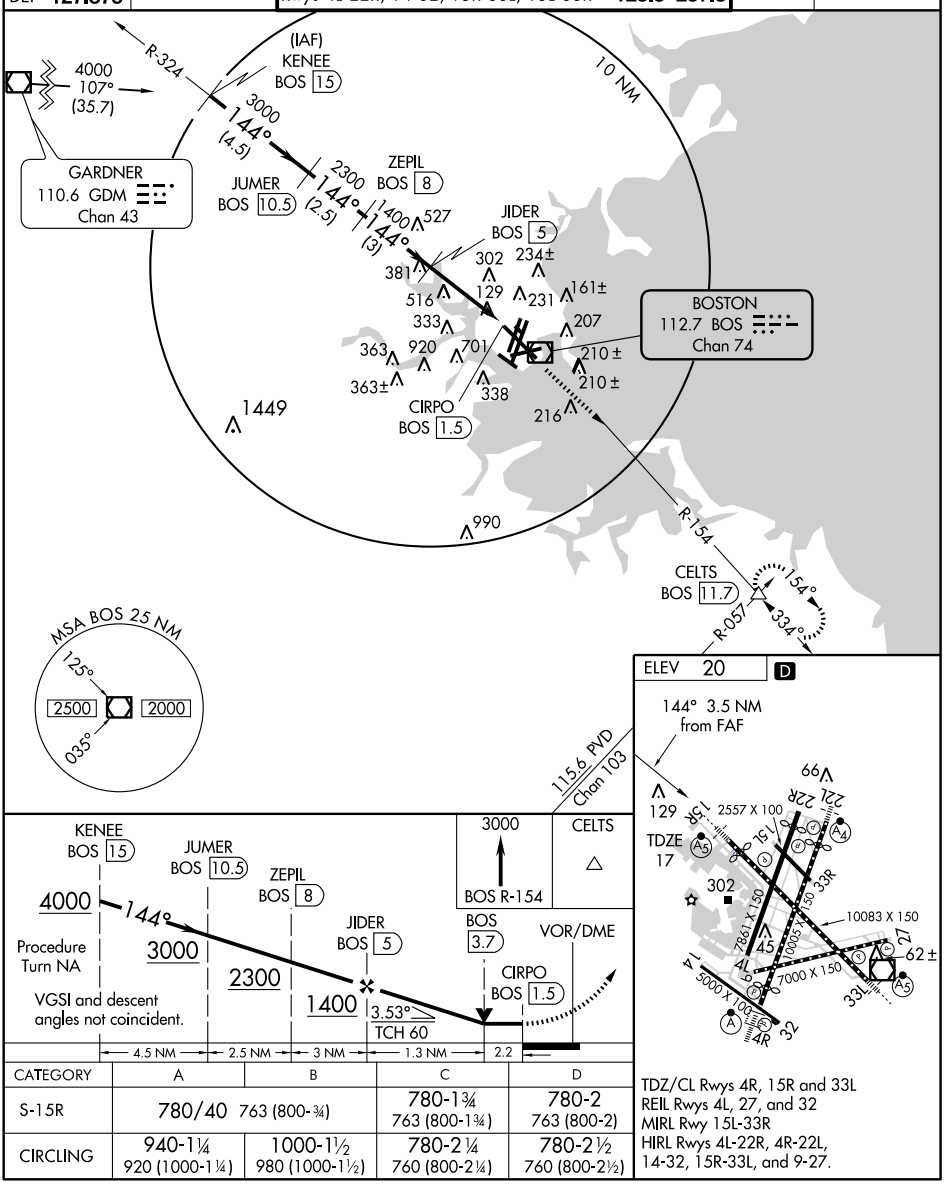
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For inoperative MALSR, increase S-15R Cat A visibility to RVR 5000. Cat C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA.

MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS INT/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		



CATEGORY	A	B	C	D
S-15R	780/40 763 (800-¾)		780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	780-2¼ 760 (800-2¼)	780-2½ 760 (800-2½)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27, and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L, and 9-27.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS	APP CRS	Rwy Idg	7000
112.7	260°	TDZE	17
Chan 74		Apt Elev	20

VOR/DME RWY 27

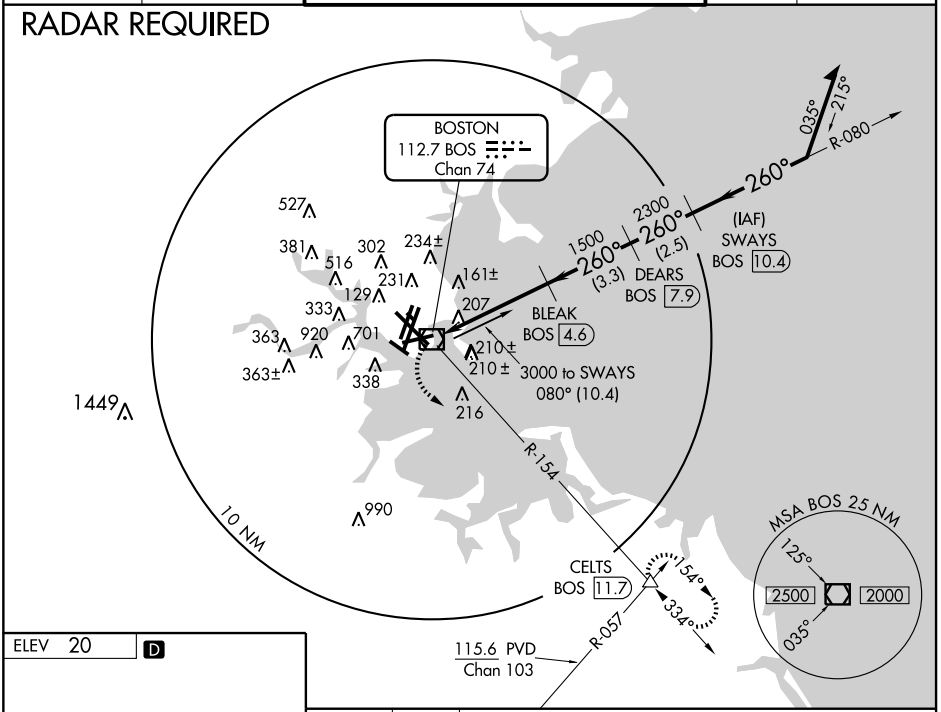
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

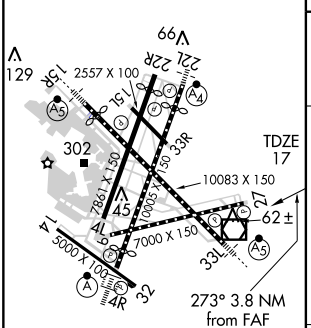
Circling NA Cats C and D west of Rwys 4L and 15R.
Circling to Rwy 14 NA.

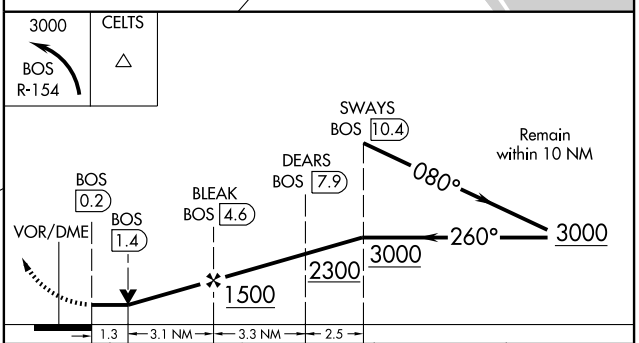
MISSED APPROACH: Climbing left turn to 3000 via BOS R-154 to CELTS INT and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED







CATEGORY	A	B	C	D
S-27	480-1½ 463 (500-1½)			
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

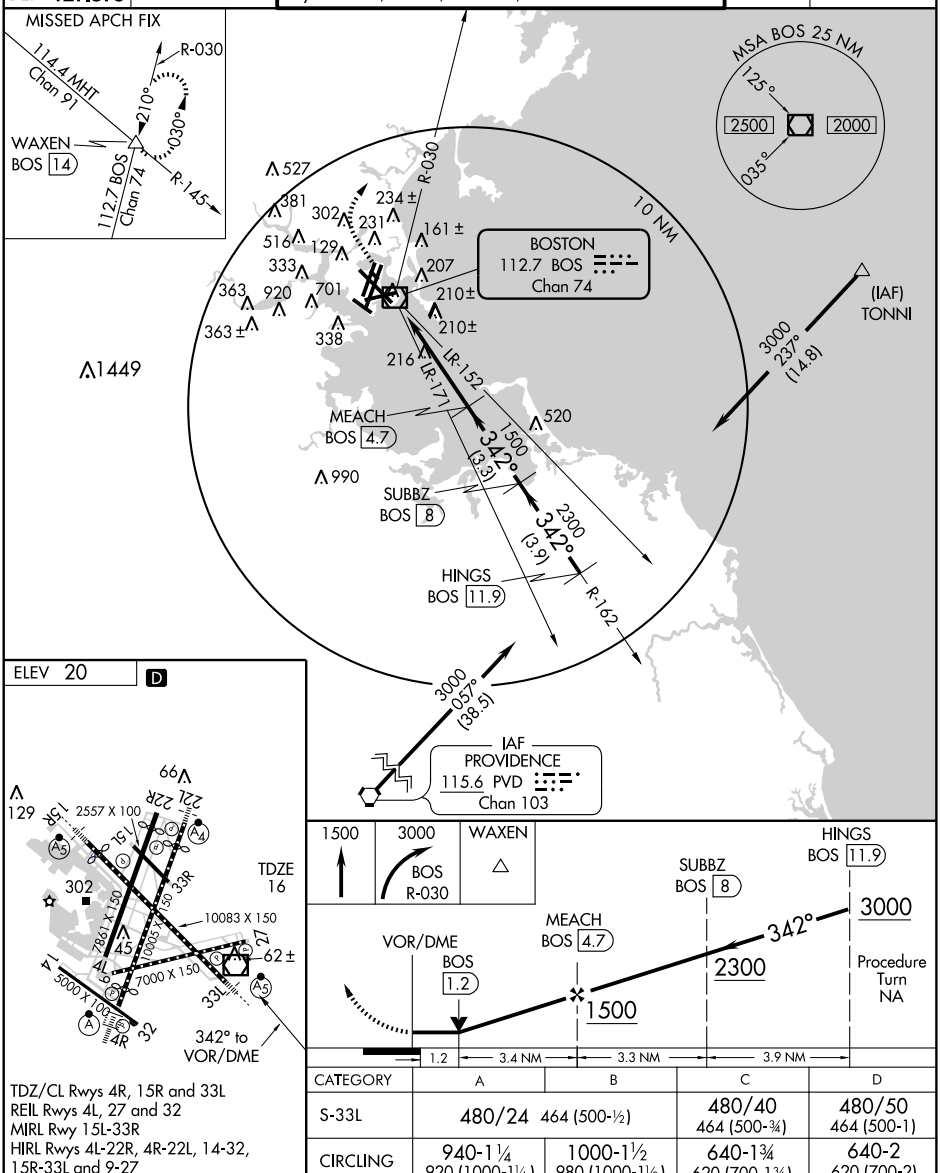
VOR/DME BOS	APP CRS	Rwy ldg	10,083
112.7	342°	TDZE	16
Chan 74		Apt Elev	20

Circling NA for Cats C and D west of Rwys 4L and 15R. Circling to Rwy 14 NA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

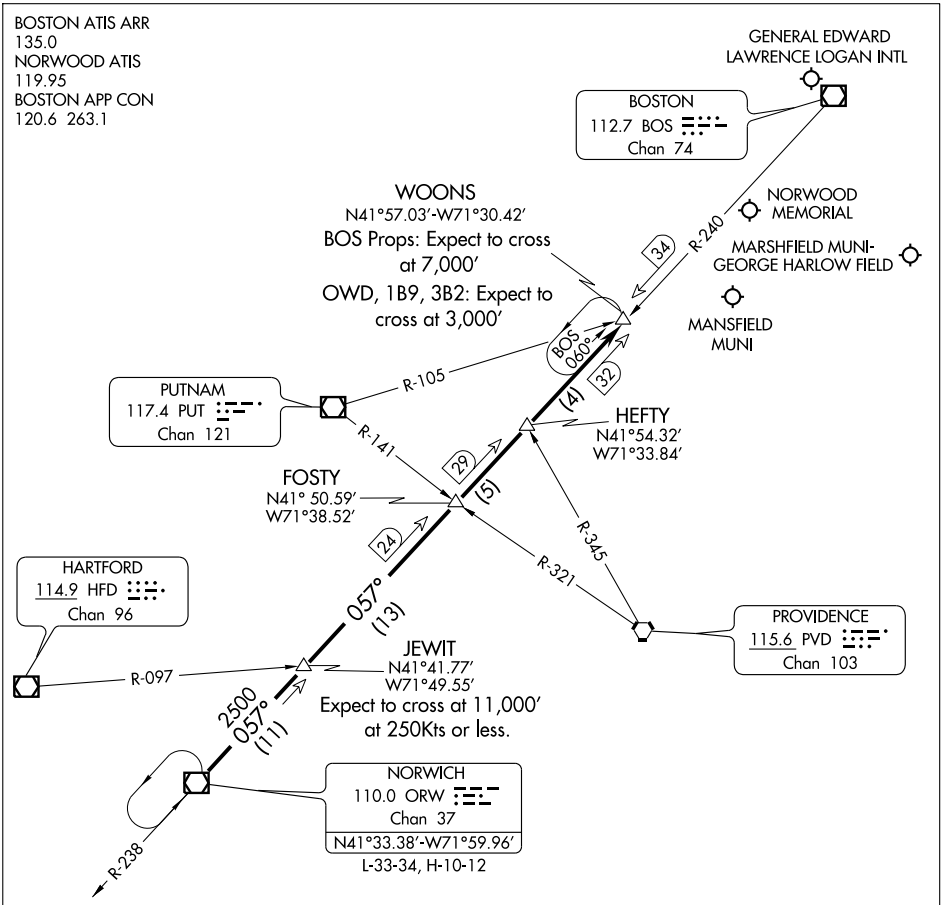


TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY	A	B	C	D
S-33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WYLYY SEVEN DEPARTURE (RNAV)

(WYLYY7.WYLYY) 09295

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

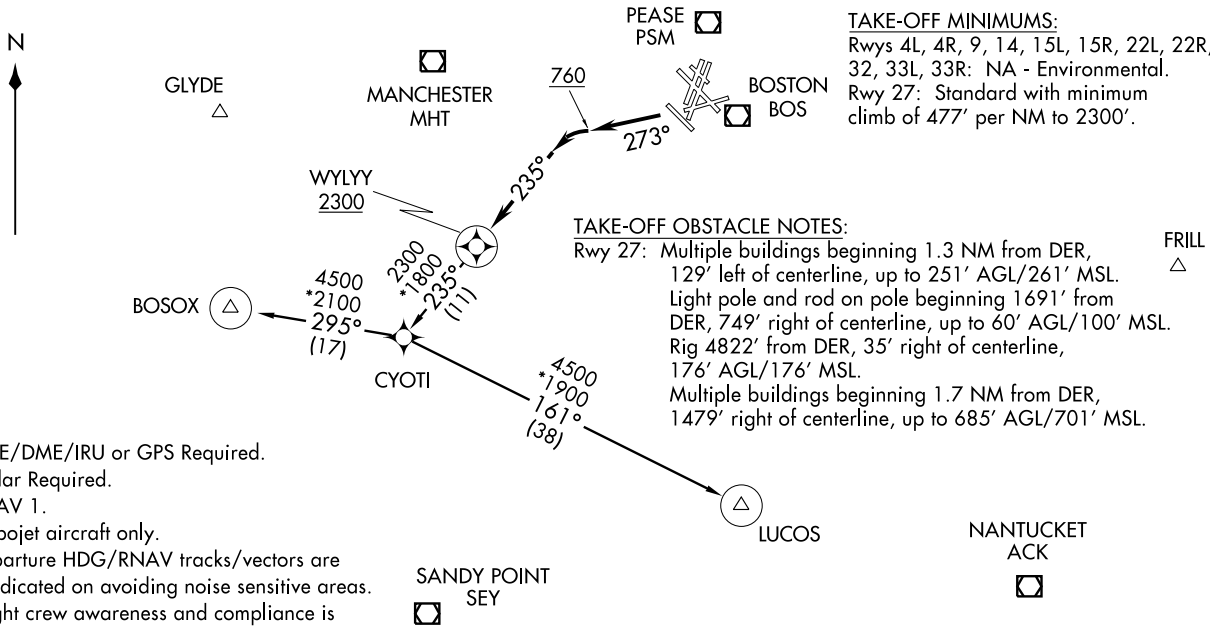
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb heading 273° to 760 MSL, then climbing left turn on 235° course to WYLYY, thence....

....via depicted route. Cross WYLYY at or above 2300'. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

BOSOX TRANSITION (WYLYY7.BOSOX):

LUCOS TRANSITION (WYLYY7.LUCOS):



TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 9, 14, 15L, 15R, 22L, 22R, 32, 33L, 33R: NA - Environmental.
Rwy 27: Standard with minimum climb of 477' per NM to 2300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 27: Multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

WYLYY SEVEN DEPARTURE (RNAV)
(WYLYY7.WYLYY) 09295
BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

SI-58 (FAA)

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

WEATHER DATA SOURCES: ASOS (617) 567–5762. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

BOSTON TOWER 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

PRE–TAXI CLNC 121.65 **GATE CON** 134.05

AIRSPACE: CLASS B See VFR Terminal Area chart

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

LYNDY NDB (HW) 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

HULLZ NDB (LOM) 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

MILTT NDB (LOM) 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

ILS 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.

ILS/DME 110.7 I–MDC Chan 44 Rwy 15R.

COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS)

CAPE COD CGAS (See FALMOUTH)

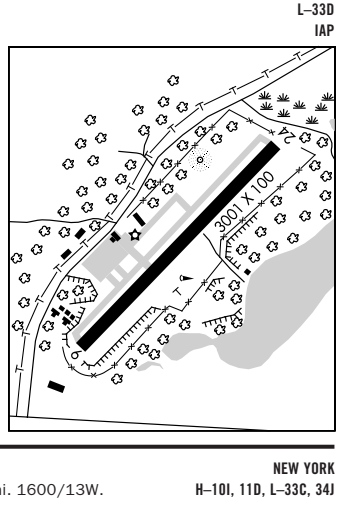
CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.4% up NE

RWY 06: Trees. **RWY 24:** Tank.



AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

NAUSET NDB (MHW) 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.

CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

(L) VOR/DME 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

RCO 122.1R 115.1T (BURLINGTON RADIO)

CRANLAND (See HANSON)

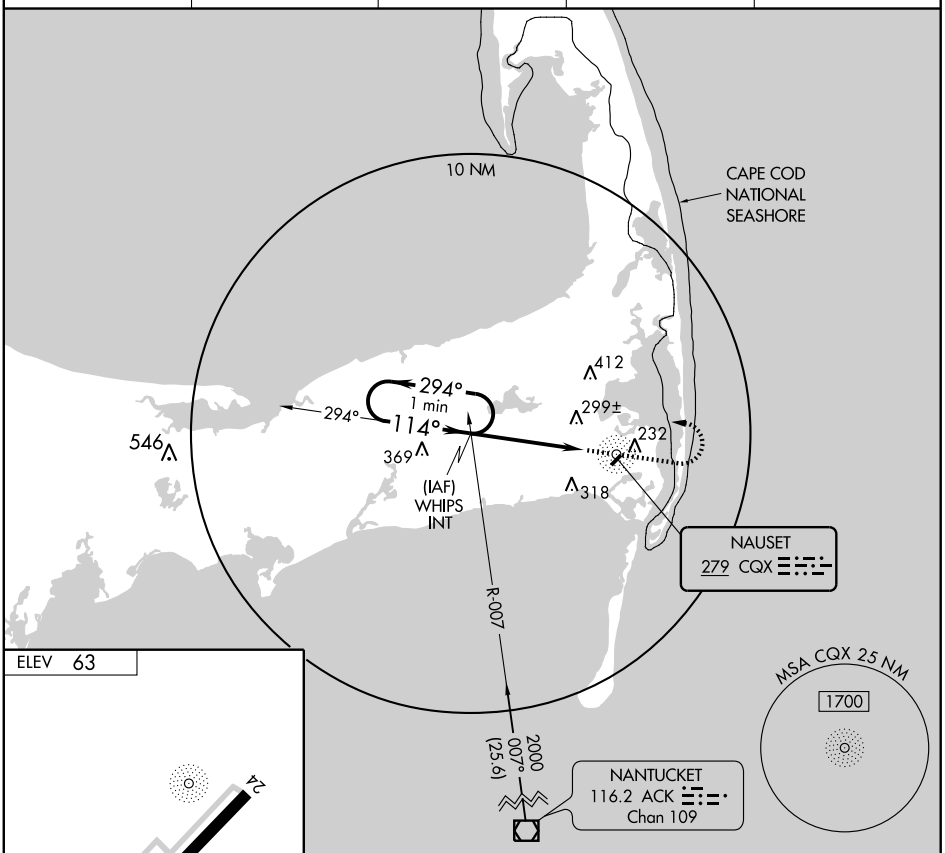
NDB CQX 279	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 63

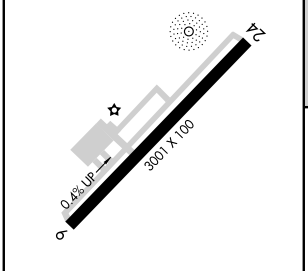
NDB-A
CHATHAM MUNI (CQX)

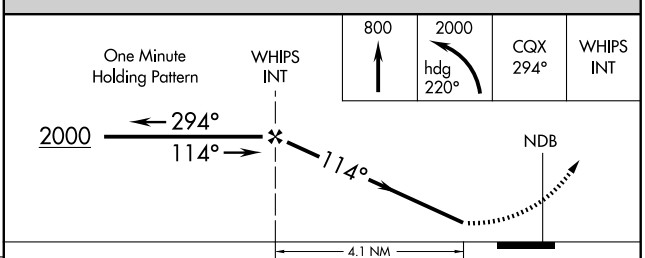
V A NA — When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	600-1½ 537 (600-1½)		680-1¾ 617 (700-1¾)	680-2 617 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

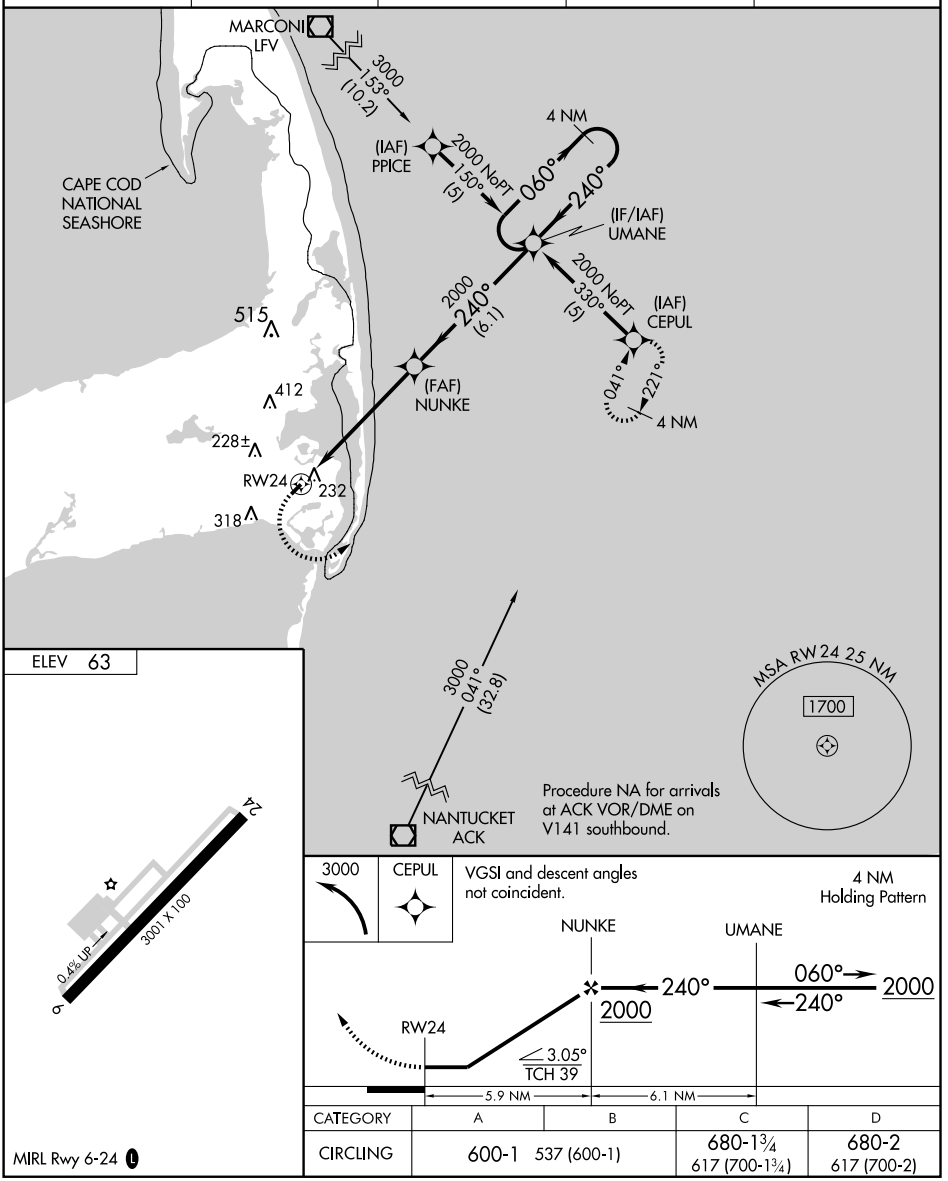
APP CRS	Rwy Idg	N/A
240°	TDZE	N/A
	Apt Elev	63

RNAV (GPS)-B
CHATHAM MUNI (CQX)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L



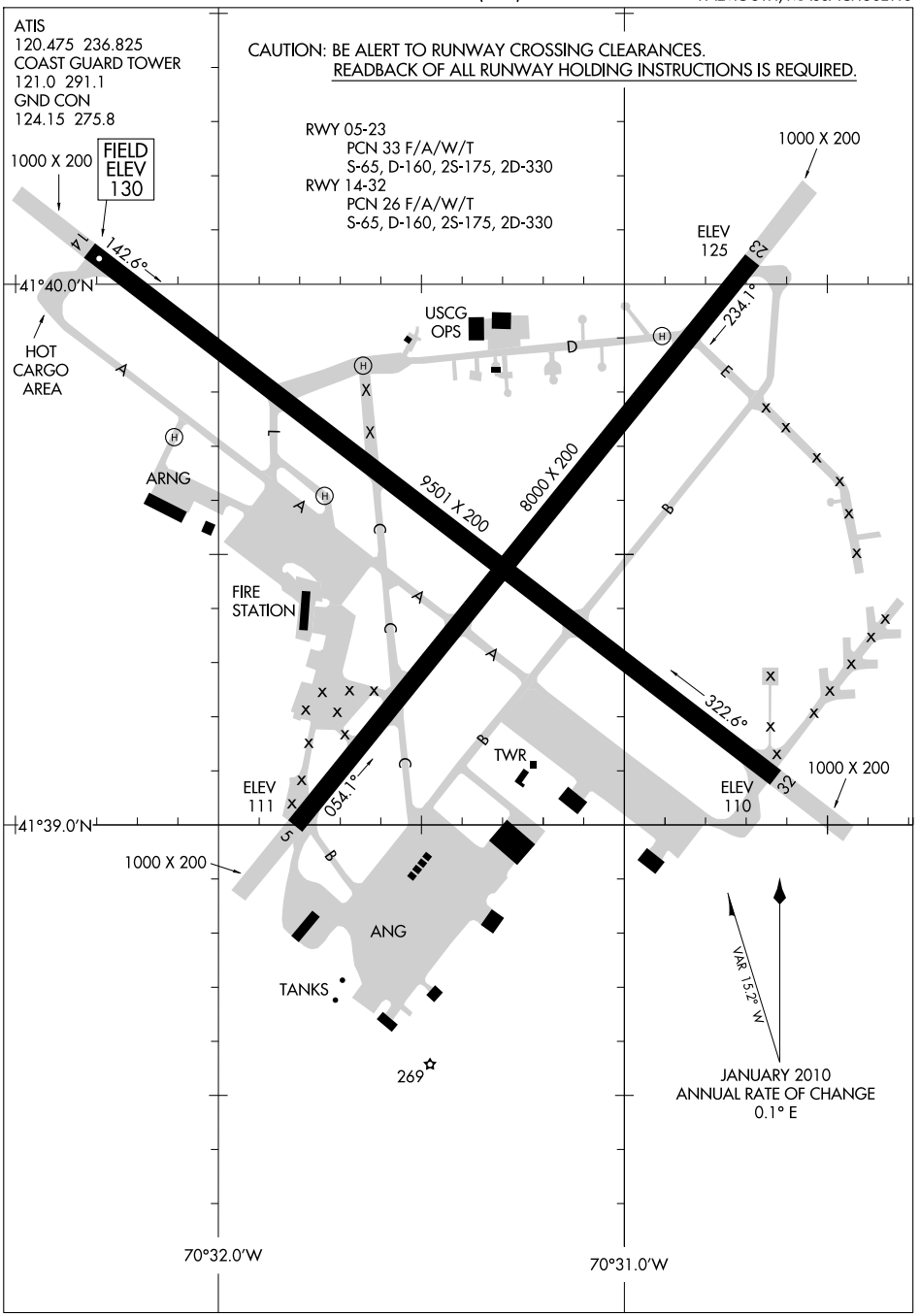
CATEGORY	A	B	C	D
CIRCLING	600-1	537 (600-1)	680-1¾ 617 (700-1¾)	680-2 617 (700-2)

MIRL Rwy 6-24 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALMOUTH/CAPE COD COAST GUARD AIR STATION (FMH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALMOUTH, MASSACHUSETTS
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

10266

DALTON N42°28.26′ W73°10.21′ NOTAM FILE PSF. **NEW YORK**
NDB (MHW) 370 DXT 259° 6.1 NM to Pittsfield Muni. **L–33B, 34J**
Unusable beyond 12 NM.

DUNCA N42°16.47′ W72°01.20′ NOTAM FILE ORH. **NEW YORK**
NDB (LOM) 279 RS 109° 6.4 NM to Worcester Rgnl. **L–33C, 34J**

EDGARTOWN

KATAMA AIRPARK (1B2) 2 S UTC−5(−4DT) N41°21.51′ W70°31.47′ **NEW YORK**
18 S2 **FUEL** 100LL TPA—1018 (1000) NOTAM FILE BDR
RWY 03–21: 3700X50 (TURF)
RWY 03: Thld dsplcd 245′. Road. **RWY 21:** Thld dsplcd 300′. Pole.
RWY 06–24: 2700X50 (TURF)
RWY 06: Thld dsplcd 300′. Road. **RWY 24:** Road.
RWY 17–35: 2600X50 (TURF)
RWY 17: Thld dsplcd 200′. Building.
AIRPORT REMARKS: Attended May 15–Sep 15 dawn–dusk. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Rwy 03 and 21 and 06 and 17 dsplcd thlds marked with flush white paving blocks.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FALMOUTH

CAPE COD CGAS (FMH) (KFMH) ANG (ARNG CG) 1E UTC−5(−4DT) N41°39.55′ W70°31.37′ **NEW YORK**
130 B TPA—See Remarks NOTAM FILE BDR Not insp. **H–10J, 11D, 12K, L–33D**
RWY 14–32: H9501X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 26 F/A/W/T HIRL **IAP, DIAP, AD**
RWY 14: PAPI(P4L)—GA 2.5°. **RWY 32:** SALSF. PAPI(P4L).
RWY 05–23: H8000X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 33 F/A/W/T HIRL
RWY 05: AF OVRN. PAPI(P4L)—GA 2.5°. **RWY 23:** ALSF1. PAPI(P4L).
MILITARY SERVICE: LGT PAPI glide slope 2.5°. Rwy 23 and Rwy 32 ILS and PAPI glide slope not coincidental.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Info. **RSTD** 24 hr PPR req for all acft not base assigned. Ctc USCG Ops C508–968–6360/6361 to obtain PPR. No tran svcs avbl including fuel. ANG ramp clsd. ANG apron is the only apron capable of accepting C5 at gross weight. **CAUTION** Many lgt acft transiting area. Extensive bird activity vicinity all rwys especially during low ceiling and wet wx. **TFC PAT** Army acft tfc pat alt NSTD, Rotary/Wing 1000(869), Fixed Wing 1600(1469). Jet overhead 2100 (1969). **MISC** First 300′ Rwy 05 and Rwy 23 concrete, mid portion asphalt. First 2800′ Rwy 14 and first 500′ Rwy 32 concrete, mid portion asphalt. Rwy 14–32 and Rwy 5–23 have 25′ shoulders. PPR rqrd if ACN exceeds published PCN. Ctc USCG airfield mgmt C508–968–6673/6674 to obtain approval. **ARNG** Opr Mon–Fri 1200–2000Z‡. Limited svc may be avbl Sat–Sun with prior coord. RSTD Official Business Only. ARNG OPS C508–968–5850 or DSN 557–5850. Ctc ''Yankee OPS'' 10 min prior to arrival on 242.4, 138.5, 46.85. Flt crew brief rqrd prior to ops in R–4101. Ctc OSA F/W det C508–968–5291/5292 or DSN 557–5291/5292 to coordinate JOSAC pax arr/dep. **CG** PPR req for Coast Guard ramp; ltd svc may be avbl with prior coordination C508–968–6360/6361, DSN 557–6360/6361, or C800–673–1056. Arr acft ctc Cape Cod Air 345.0, 122.975 or 164.55 15 minutes prior to arrival. Ltd Fuel avbl dependent on CG SAR ops. Boarding ramps not avbl.
COMMUNICATIONS: ATIS 120.475 236.825
Ⓡ **APP CON** 118.2 118.75 284.6 (North) 126.3 318.1 (South) Remarks: Opr 5 May–30 Sep, 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡, other times ctc **BOSTON CENTER APP CON** 132.9 387.1
COAST GUARD TOWER 121.0 291.1 236.6 **GND CON** 124.15 275.8
Ⓡ **DEP CON** 284.6 291.1 (North) 318.1 (South) Remarks: 15 May–30 Sep. 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡), other times ctc **BOSTON CENTER DEP CON** 132.9 387.1
ARNG 242.4 46.85 138.5 **ANG BASE OPS** 372.2
CG CAPE COD AIR 122.975 164.55 345.0 (164.55 VHF–FM). Remarks: (345.0 Opr Mon–Fri 1230–2030Z‡ except holidays.)
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
OTIS (L) TACAN Chan 105 FMH (115.8) N41°39.58′ W70°30.84′ at fld. 120/15W. No NOTAM MP Mon 1500–1600Z‡.
ILS Y 110.1 I–FMH Rwy 23. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.
ILS 109.9 I–BNX Rwy 32. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

COPTER ILS or LOC/DME RWY 23

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

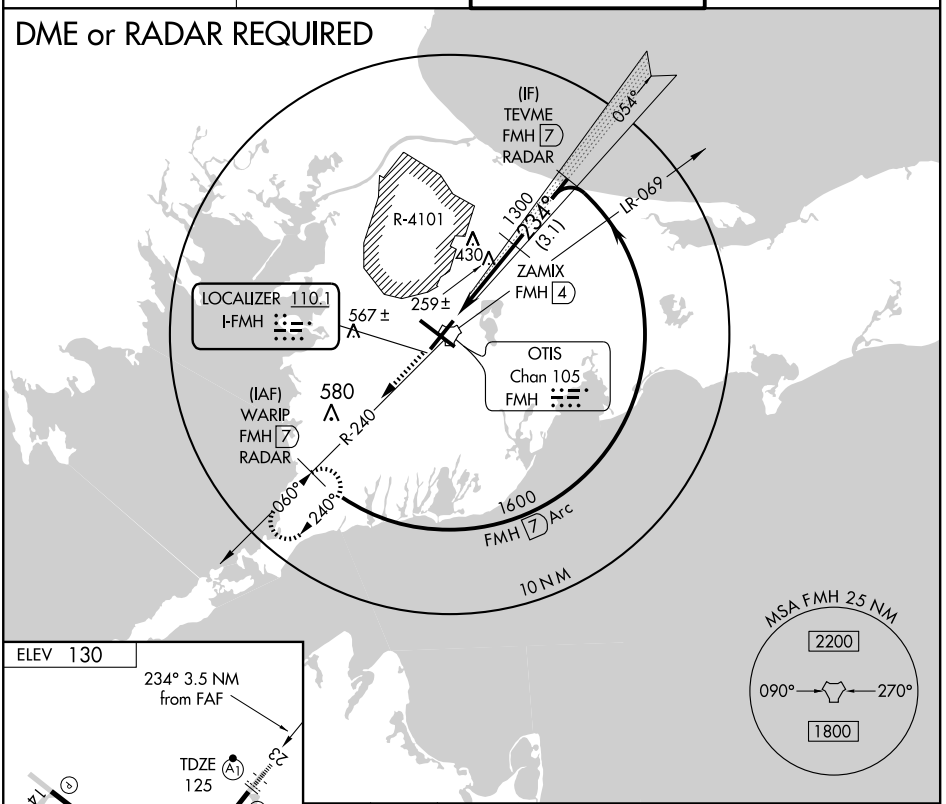
NA — TACAN required. United States Coast Guard use only. For inoperative ALSF-1, increase S-ILS-23 and S-LOC 23 visibility to RVR 2400. DME from FMH TACAN. Simultaneous reception of I-FMH and FMH DME required.

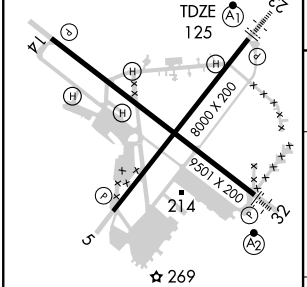
ALSF-1

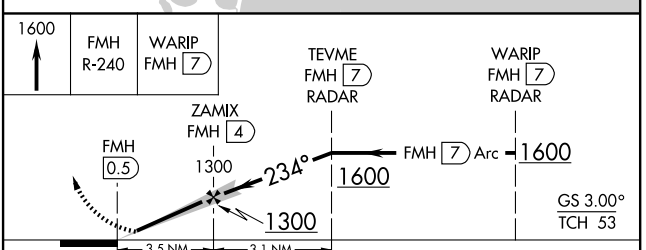
MISSED APPROACH: Climb to 1600 via FMH R-240 to WARIP/FMH 7 DME/RADAR and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

DME or RADAR REQUIRED







CATEGORY	COPTER	
S-ILS 23	225/12	100 (100-¼)
S-LOC 23	520/12	395 (400-¼)

HIRL Rwy 5-23, 14-32

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

ILS or LOC RWY 23

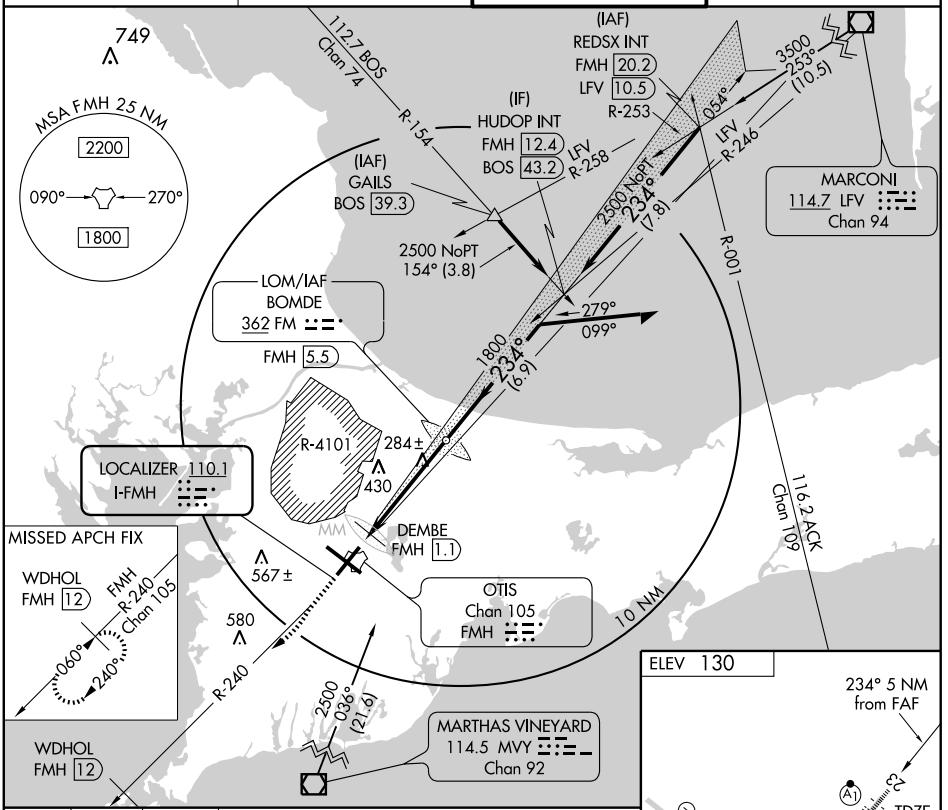
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

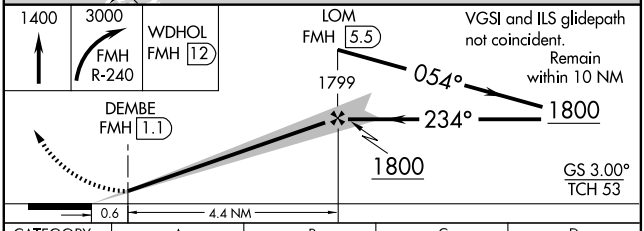
Circling NA NE of Rwy 14 and NW of Rwy 23. TACAN Required.

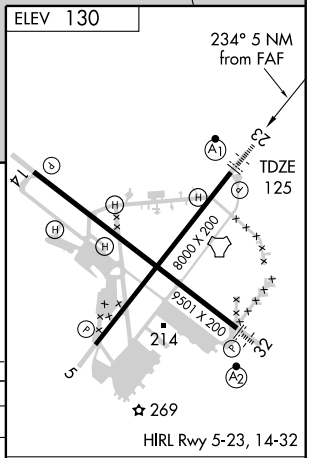
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-ILS 23	325/24 200 (200-½)			
S-LOC 23	640/24 515 (600-½)		640/50 515 (600-1)	640/60 515 (600-1¼)
CIRCLING	640-1 510 (600-1)		640-1½ 510 (600-1½)	680-2 550 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BNX	APP CRS	Rwy Idg	9501
109.9	322°	TDZE	117
		Apt Elev	130

ILS or LOC RWY 32

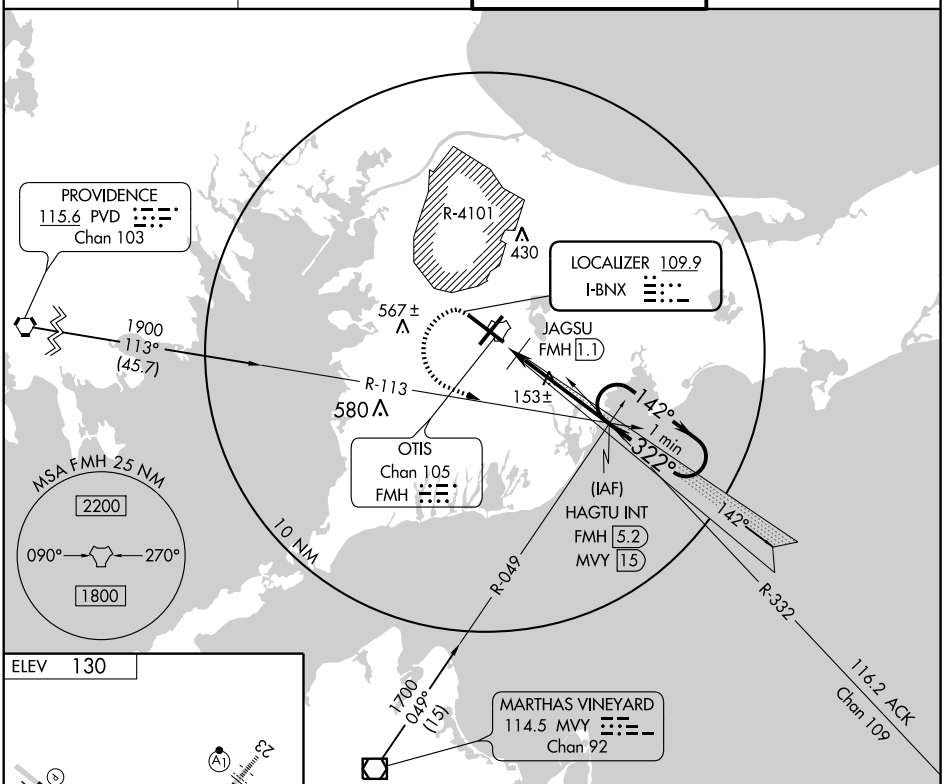
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

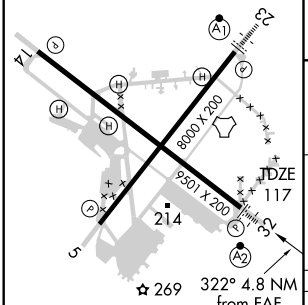
Inoperative table does not apply to S-LOC 32 Cat C. Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF (A2)

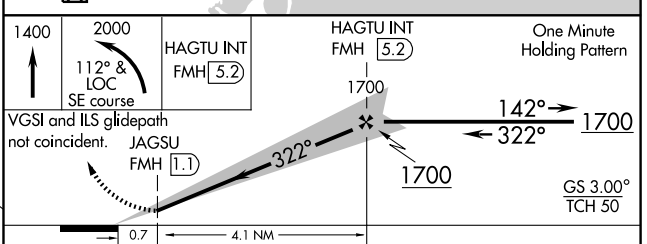
MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 via heading 112° and I-BNX SE course to HAGTU INT/FMH 5.2 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





HIRL Rwy 5-23, 14-32



CATEGORY	A	B	C	D
S-ILS 32	317- ¾ 200 (200-¾)			
S-LOC 32	540- ¾ 423 (500-¾)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB FM	APP CRS	Rwy Idg	8000
362	234°	TDZE	125
		Apt Elev	130

NDB RWY 23

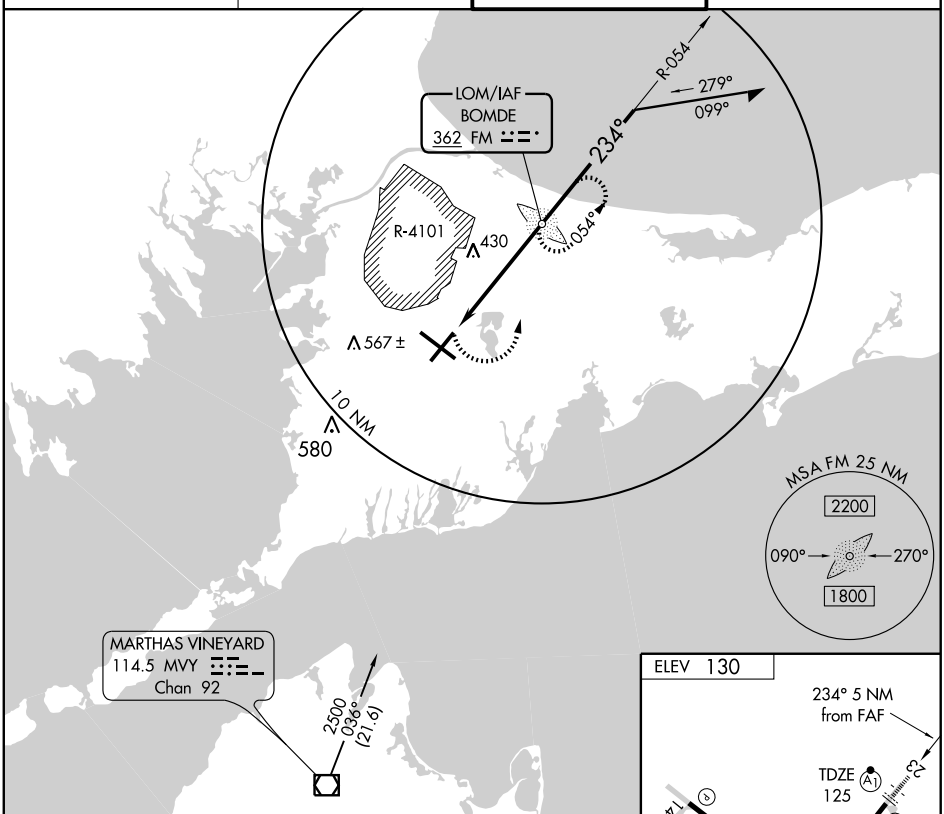
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

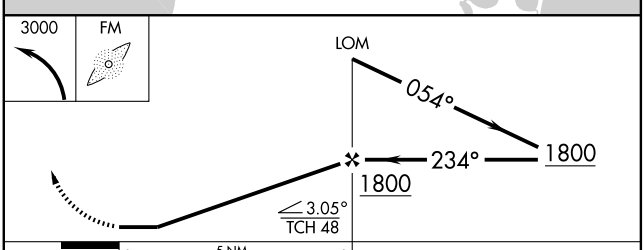
Circling NA NE of Rwy 14 and NW of Rwy 23.

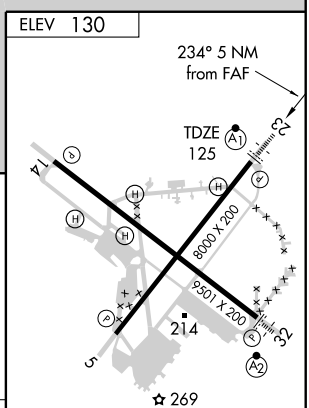
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-23	780/40	655 (700-¾)	780/60 655 (700-1¼)	780 - 1¾ 655 (700-1¾)
CIRCLING	780-1	650 (700-1)	780-1¾ 650 (700-1¾)	780-2 650 (700-2)

HIRL Rwy 5-23, 14-32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:01	3:21	2:31	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 063°	Rwy Idg 8000 TDZE 117 Apt Elev 130

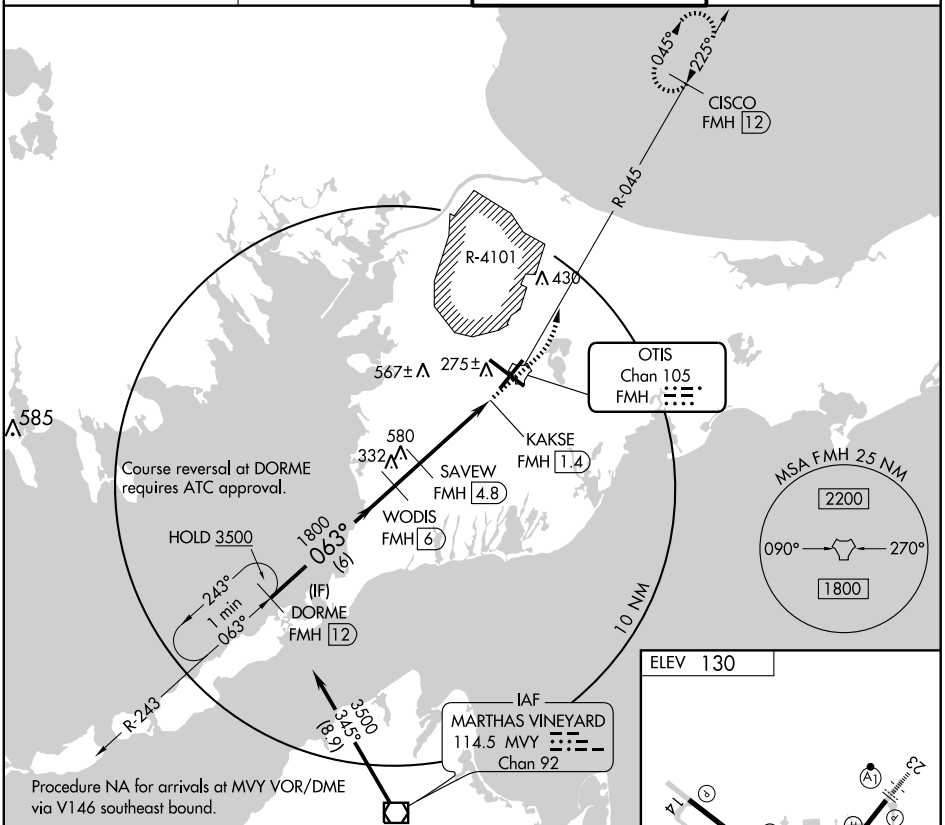
TACAN RWY 5

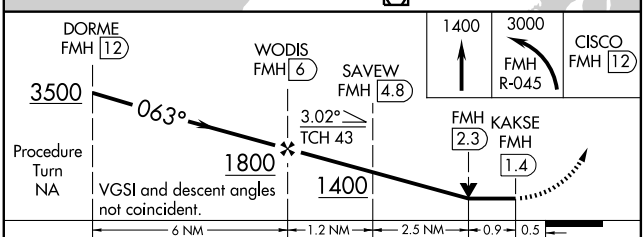
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





CATEGORY	A	B	C	D
S-5	540-1 423 (500-1)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 134°	Rwy Idg 9501 TDZE 130 Apt Elev 130

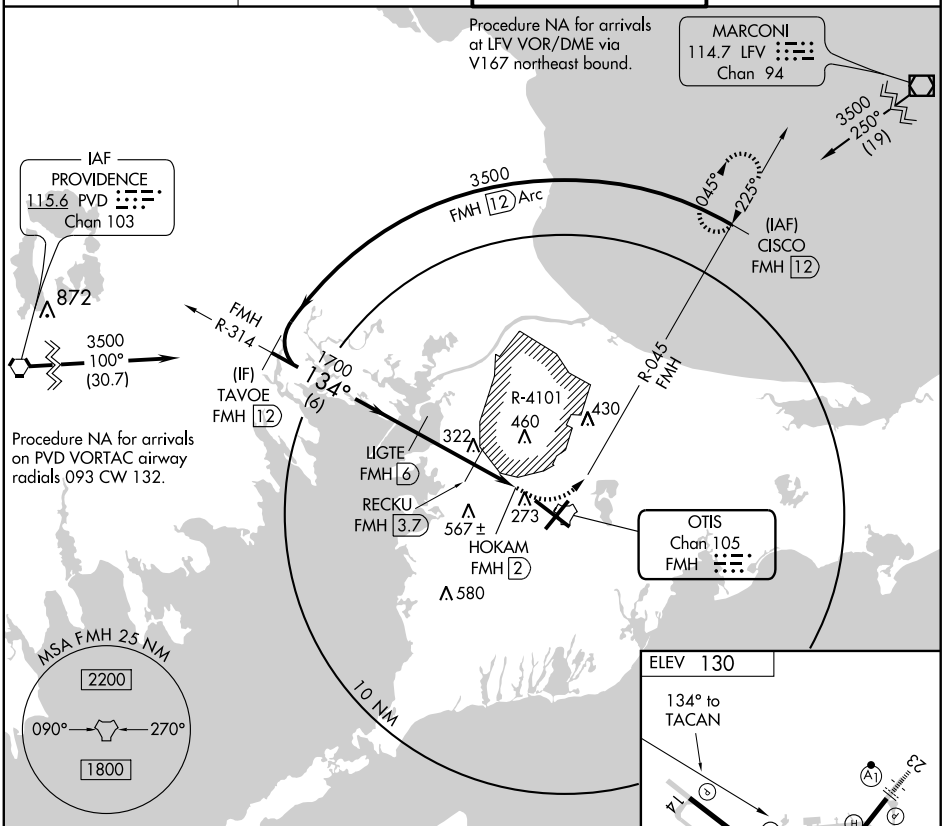
TACAN RWY 14

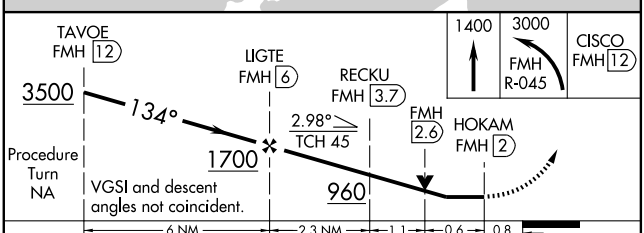
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

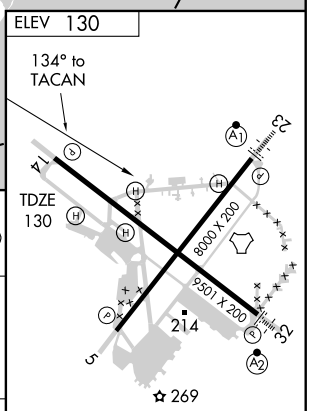
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-14	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

HIRL Rwy 5-23, 14-32

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 222°	Rwy Idg 8000 TDZE 125 Apt Elev 130

TACAN RWY 23

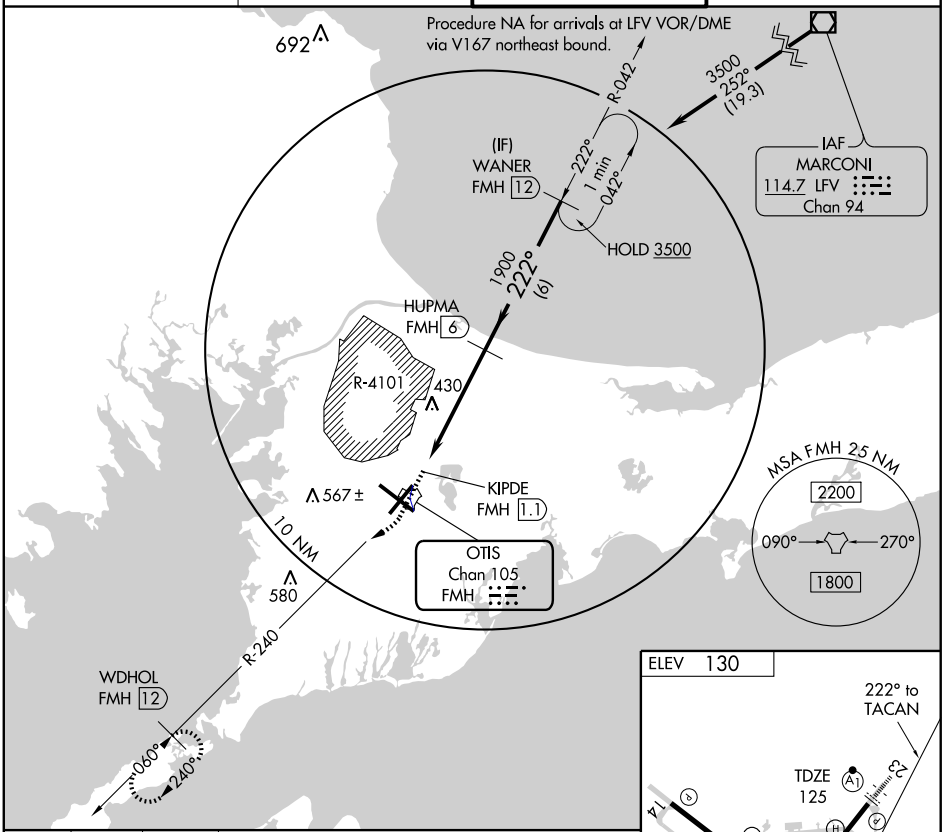
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

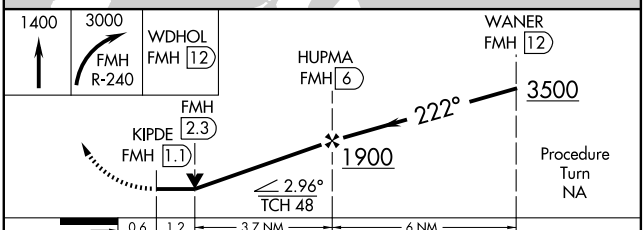
Circling NA NE of Rwy 14 and NW of Rwy 23.

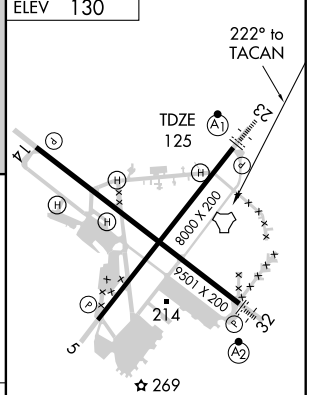
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH TACAN R-240 to WDHOL/FHM 12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-23	740/24 615 (700-½)		740/60 615 (700-1¼)	740-1½ 615 (700-1½)
CIRCLING	740-1 610 (700-1)		740-1¾ 610 (700-1¾)	740-2 610 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 336°	Rwy Idg 9501 TDZE 117 Apt Elev 130

TACAN RWY 32

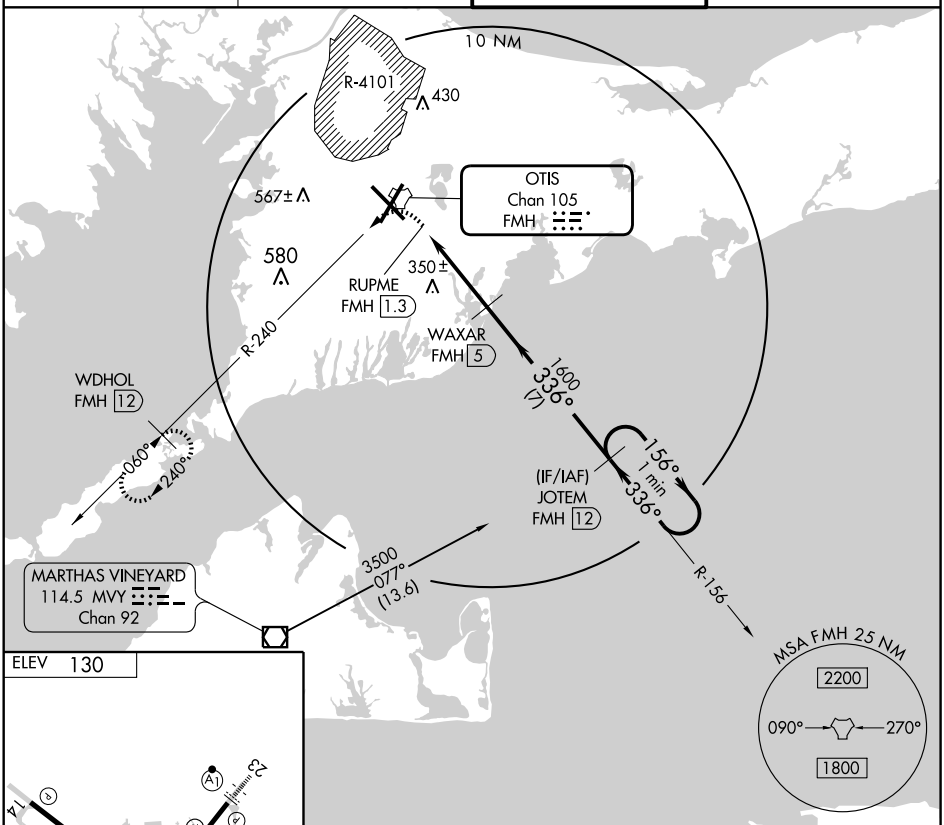
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

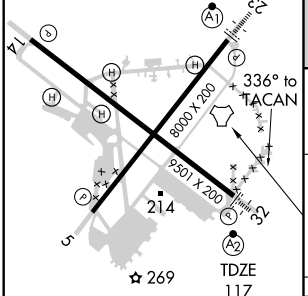
Inoperative table does not apply to Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF (A2)

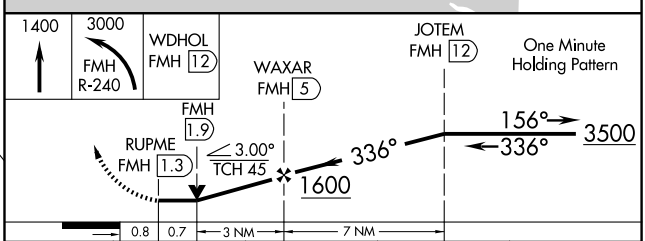
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

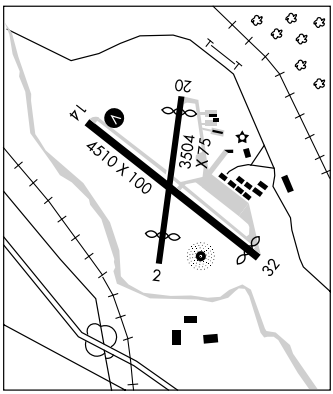


CATEGORY	A	B	C	D
S-32	620-¾ 503 (500-¾)		620-1½ 503 (500-1½)	
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

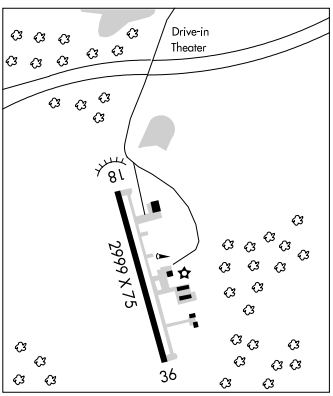
FALMOUTH AIRPARK (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FITCHBURG MUNI (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
RWY 14–32: H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
RWY 14: VASI(V2L)—GA 3.0°. Trees.
RWY 32: REIL. Thld dsplcd 242′. Trees.
RWY 02–20: H3504X75 (ASPH) S–30, D–41 0.5% up N
RWY 02: Thld dsplcd 567′. Trees.
RWY 20: Thld dsplcd 459′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
NDB (MHW) 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GARDNER N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
RCO 122.1R 110.6T (BRIDGEPORT RADIO)

GARDNER MUNI (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 18–36: H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

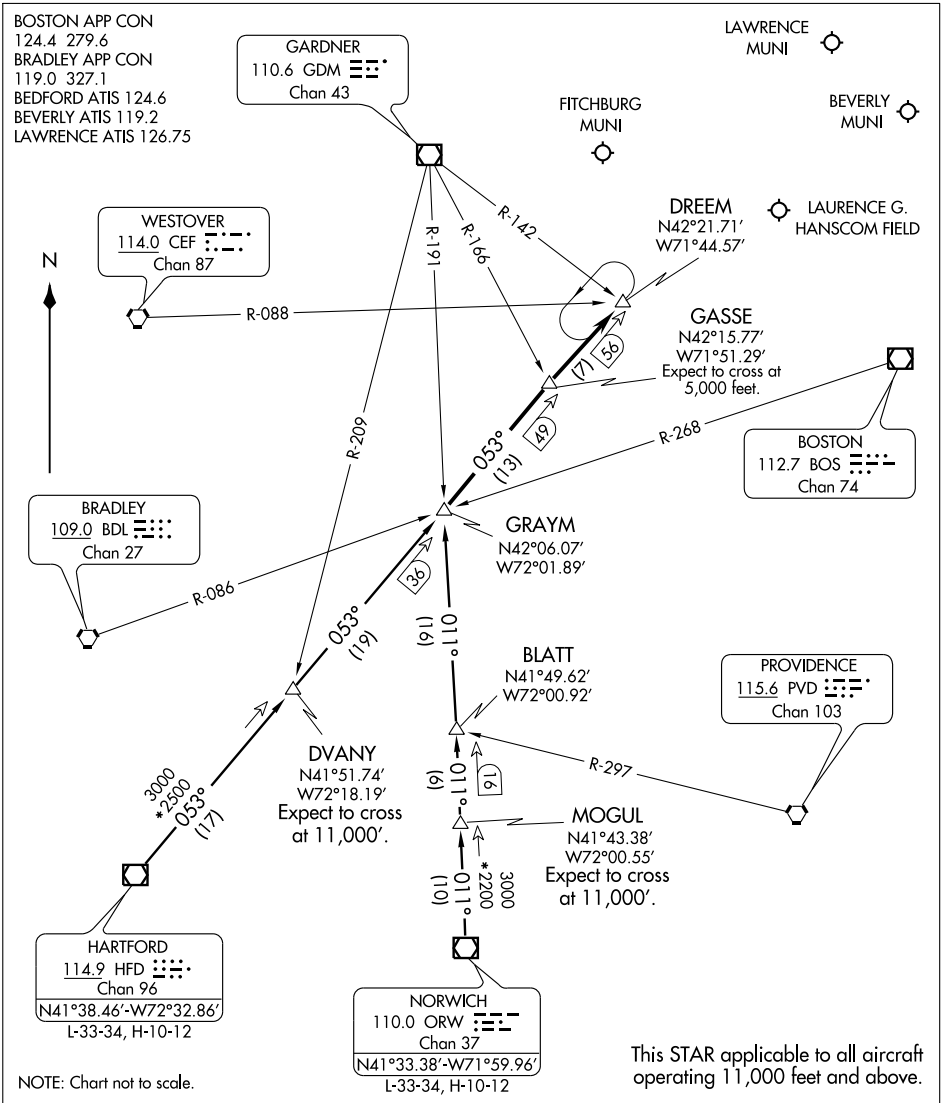


GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON)

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

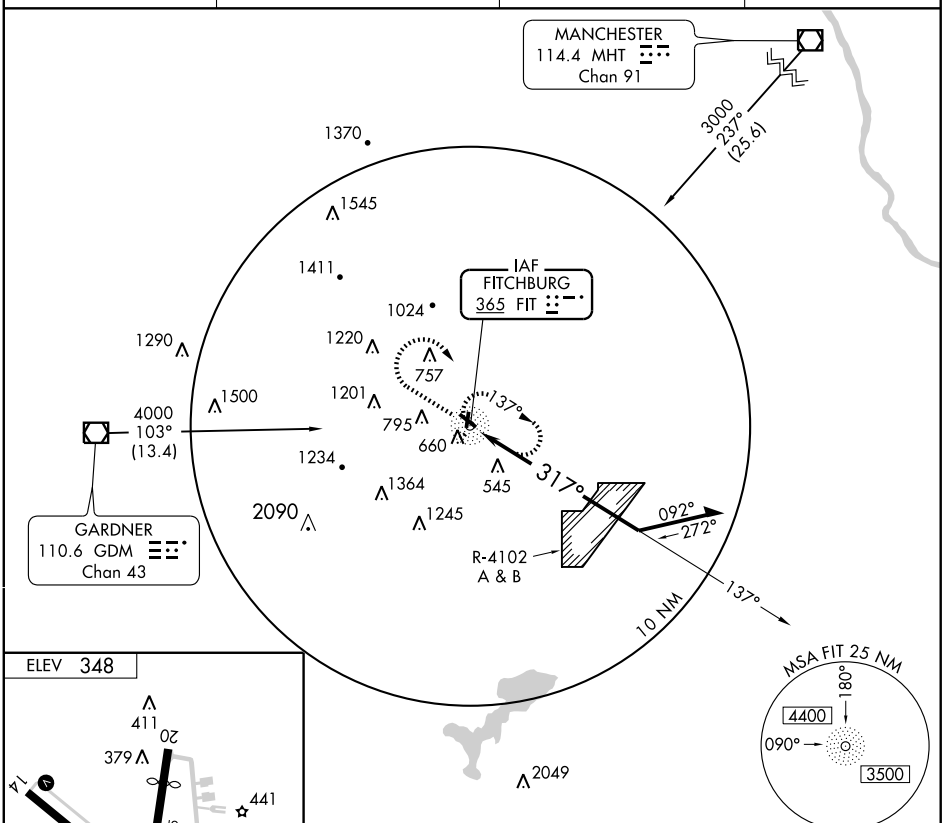
NE-1, 21 OCT 2010 to 18 NOV 2010

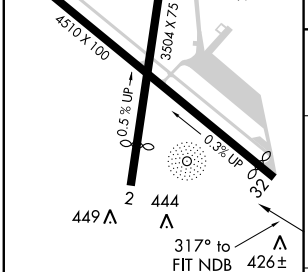
NDB FIT 365	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 348

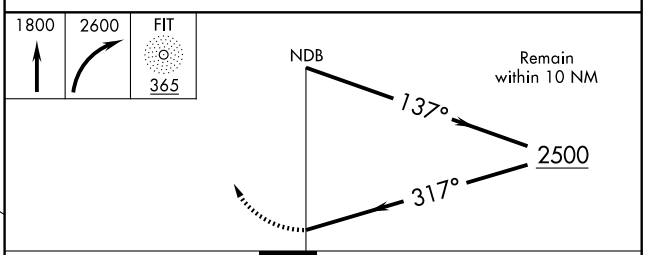
NDB-A
FITCHBURG MUNI (FIT)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
CIRCLING	1180-1 832 (900-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

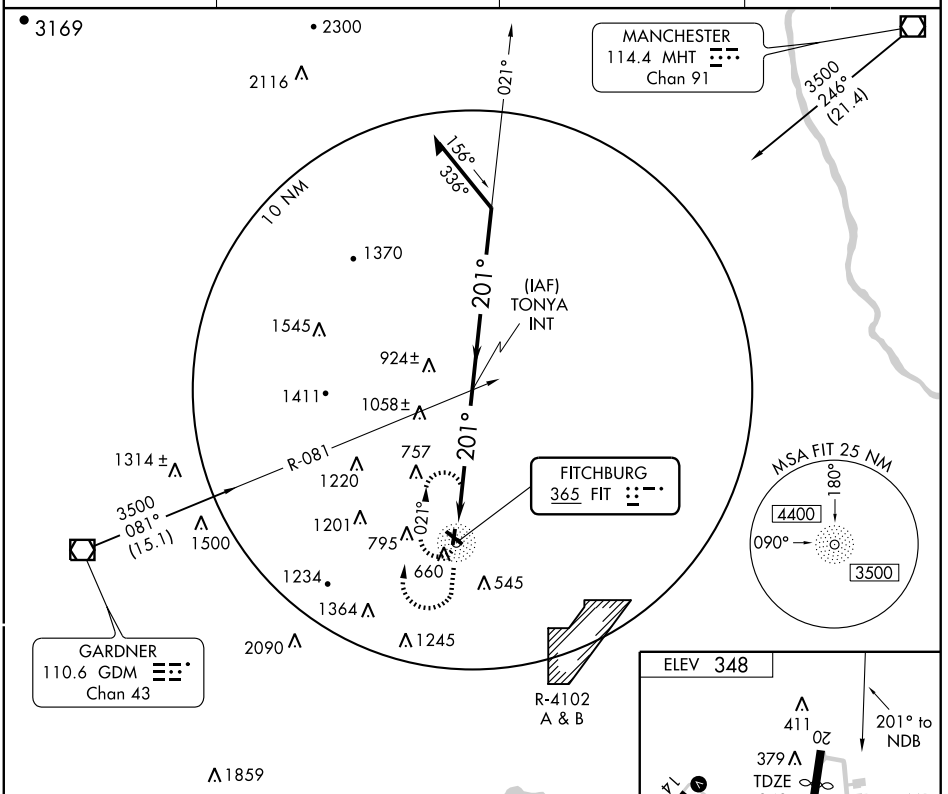
NDB FIT	APP CRS	Rwy Idg	3043
365	201°	TDZE	342
		Apt Elev	348

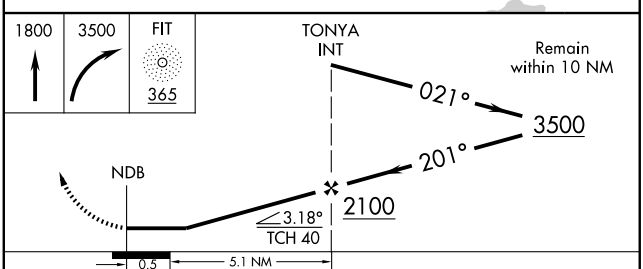
NDB RWY 20
FITCHBURG MUNI (FIT)

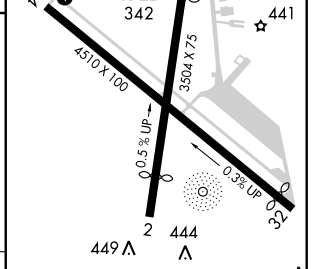
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-20	1280-1¼ 938 (1000-1¼)		1280-2¾ 938 (1000-2¾)	NA
CIRCLING	1280-1¼ 932 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4510
158°	TDZE	340
	Apt Elev	348

AL-747 (FAA)

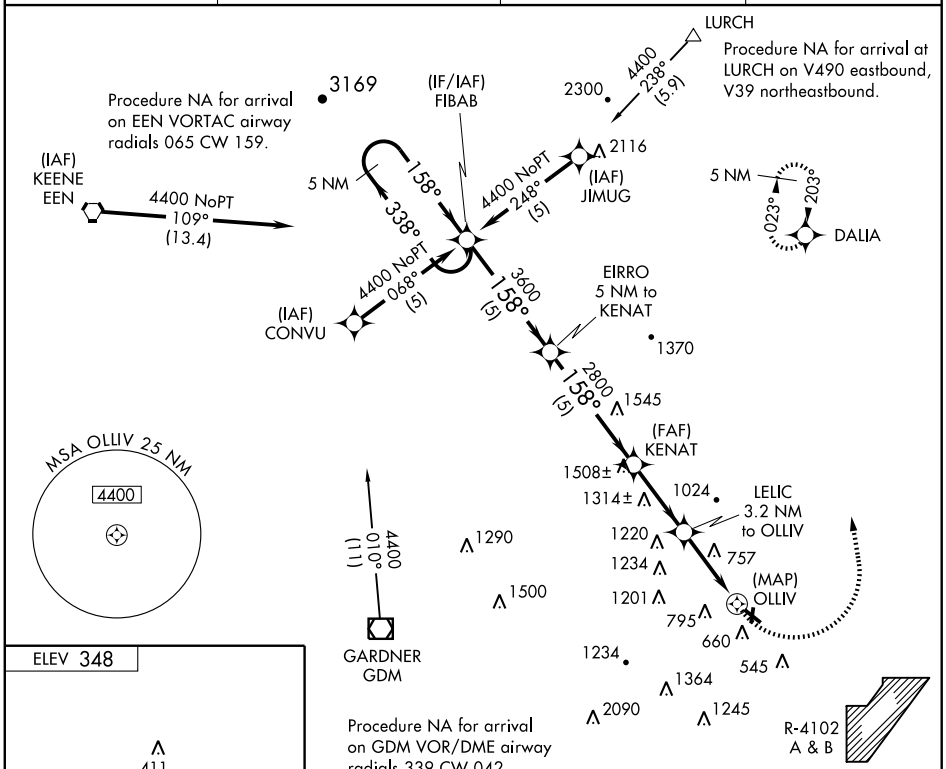
RNAV (GPS) RWY 14

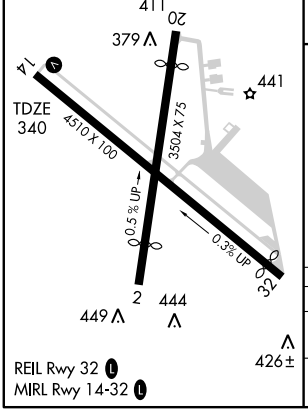
FITCHBURG MUNI (FIT)

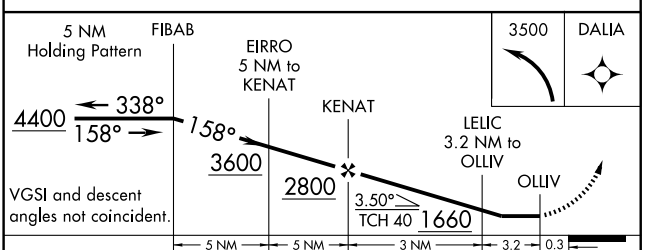
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1320-1¼ 980 (1000-1¼)	1320-1½ 980 (1000-1½)	1320-3 980 (1000-3)	NA
CIRCLING	1320-1¼ 972 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

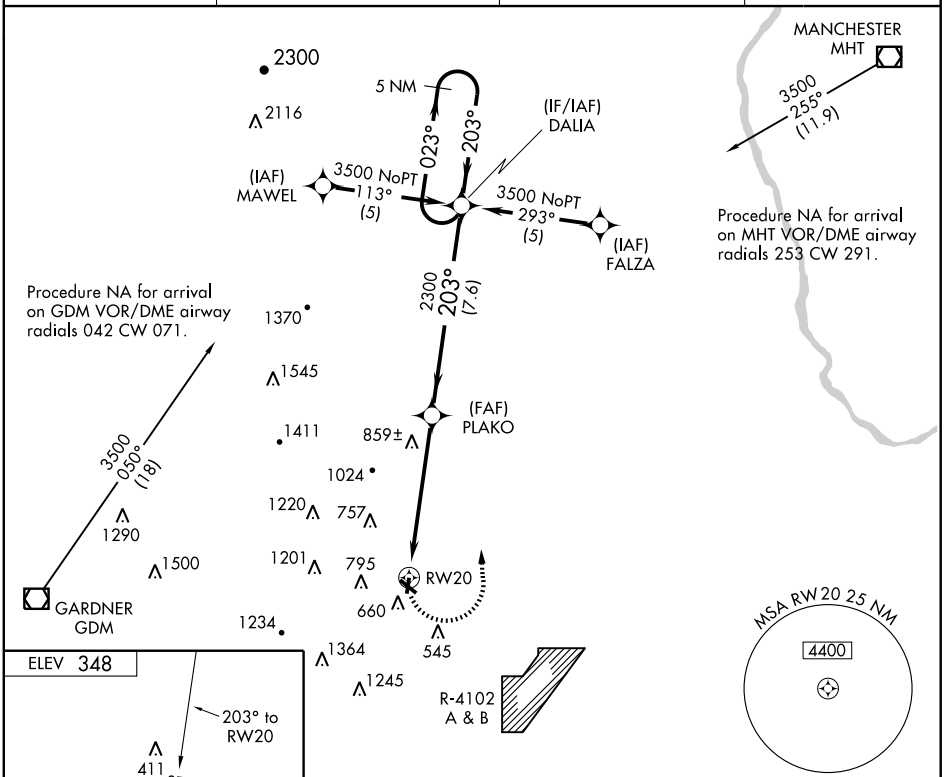
APP CRS	Rwy Idg	3043
203°	TDZE	342
	Apt Elev	348

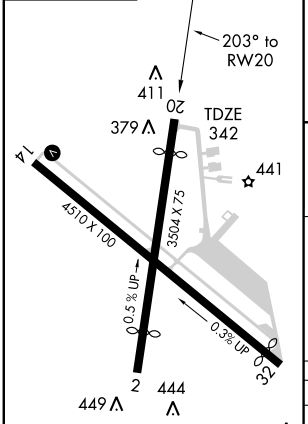
RNAV (GPS) RWY 20
FITCHBURG MUNI (FIT)

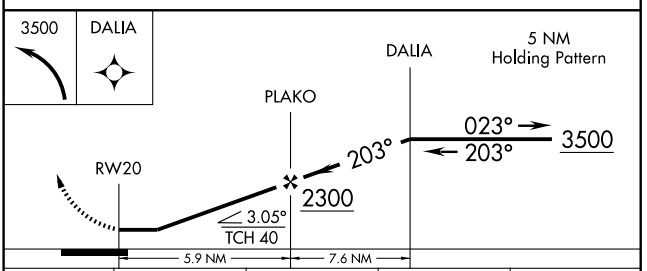
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 778 (800-1)	1120-1¼ 778 (800-1¼)	1120-2¼ 778 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4269
324°	TDZE	335
	Apt Elev	348

RNAV (GPS) RWY 32
FITCHBURG MUNI (FIT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TAYUN and via 038° track to DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L

MISSED APCH FIX
5 NM
023°
203°
DALIA

Procedure NA for arrival on MHT VOR/DME airway radial 253.

MANCHESTER MHT
3000
208°
(22.8)

038°
(12.3)

1024
1220
TAYUN
757
1201
795
RW32
660
697±
1234
545
1364
1245
2090

R-4102 A & B

(FAF) CLETR
2000
324°
(6.3)

(IAF) TOPTO
3000 NoPT
234°
(5)

144°
5 NM
324°

MSA RW32 25 NM
4400

3000 NoPT
054°
(5)

(IF/IAF) DESLO

(IAF) OWLET

2049

Procedure NA for arrivals at GLYDE via V270-292 W Bnd.

3100
069°
(10.3)

GLYDE

ELEV 348

411
379
20
14
441
4510 X 100
3504 X 75
0.5 % UP
0.3% UP
2
444
449
TDZE 335
32
324° to RW32
426±

REIL Rwy 32 L
MIRL Rwy 14-32 L

3500 | TAYUN | TRK 038° | DALIA

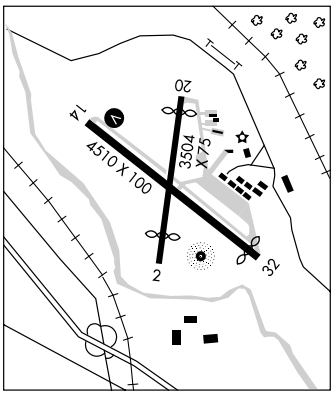
DESLO
5 NM Holding Pattern
CLETR
144°
324°
3000
RW32
324°
2000
3.04°
TCH 40
5.1 NM
6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1120-1 785 (800-1)	1120-1¼ 785 (800-1¼)	1120-2¼ 785 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

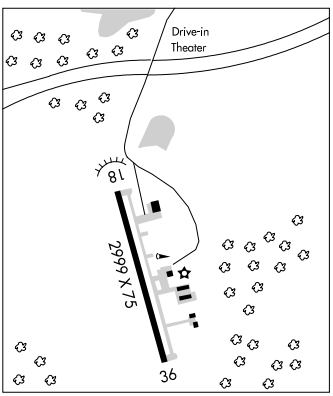
FALMOUTH AIRPARK (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FITCHBURG MUNI (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
RWY 14–32: H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
RWY 14: VASI(V2L)—GA 3.0°. Trees.
RWY 32: REIL. Thld dsplcd 242′. Trees.
RWY 02–20: H3504X75 (ASPH) S–30, D–41 0.5% up N
RWY 02: Thld dsplcd 567′. Trees.
RWY 20: Thld dsplcd 459′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
NDB (MHW) 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GARDNER N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
RCO 122.1R 110.6T (BRIDGEPORT RADIO)

GARDNER MUNI (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 18–36: H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON)

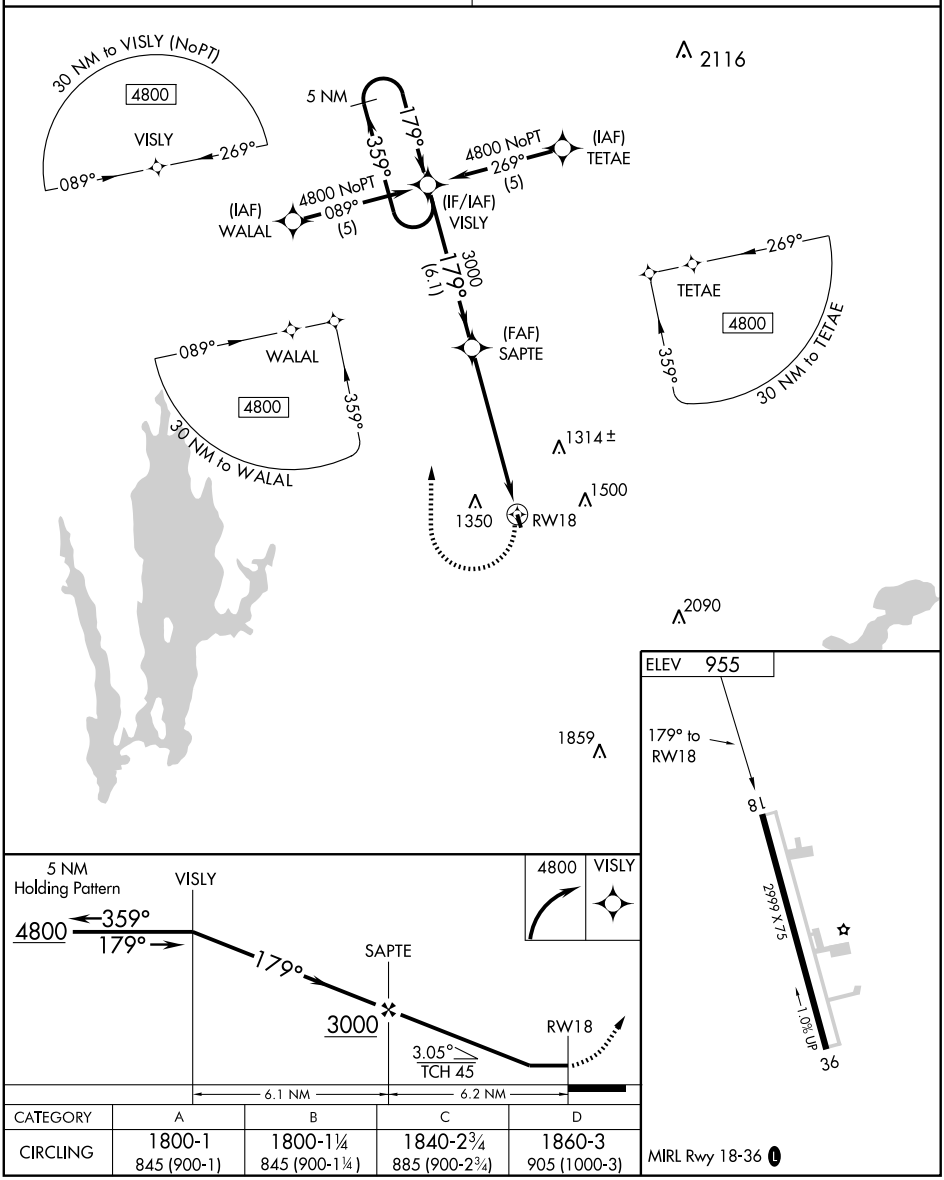
APP CRS	Rwy Idg	N/A
179°	TDZE	N/A
	Apt Elev	955

RNAV (GPS)-B
GARDNER MUNI (GDM)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold 4800.

BOSTON CENTER	UNICOM
123.75 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1800-1 845 (900-1)	1800-1¼ 845 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)

MIRL Rwy 18-36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	097°	TDZE	N/A
Chan 43		Apt Elev	955

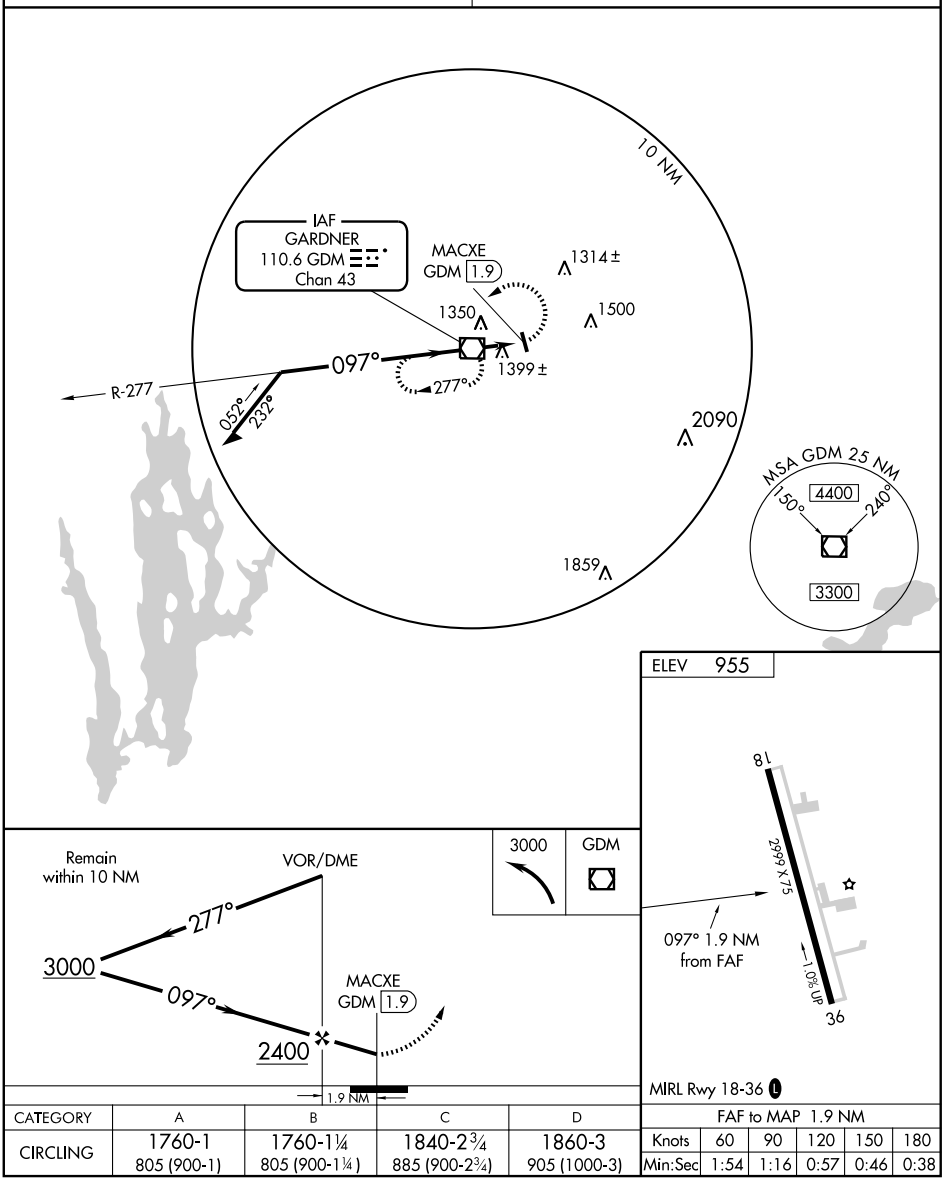
VOR-A
GARDNER MUNI (GDM)

Use Worcester altimeter setting; when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.

BOSTON CENTER	UNICOM
123.75 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1760-1 805 (900-1)	1760-1¼ 805 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)

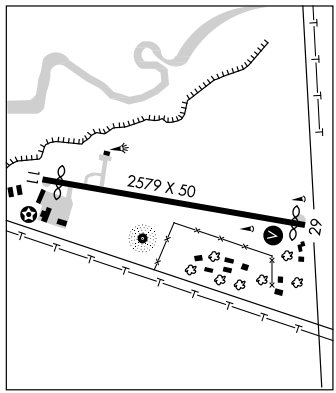
FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

GOZZR N42°15.59′ W71°44.12′ NOTAM FILE ORH. NEW YORK
NDB (LOM) 417 EK 289° 6.3 NM to Worchester Rgnl.

GREAT BARRINGTON

WALTER J. KOLADZA (GBR) 2 W UTC−5(−4DT) N42°11.05′ W73°24.19′ NEW YORK
739 B S4 **FUEL** 100LL NOTAM FILE BTV L–33B, 34I
RWY 11–29: H2579X50 (ASPH) S–8 LIRL IAP
RWY 11: REIL. Thld dsplcd 170′. Trees.
RWY 29: VASI(NSTD)—GA 3.0° TCH 13′. Thld dsplcd 75′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Arpt lgts opr dusk–0400Z‡. Deer and birds on and invof arpt. Practice VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tfc. Touch and go ldg not authorized. Rwy 11 lgtd thld relocated 170 ft; 2409 ft of rwy usable for ngt ops. ACTIVATE LIRL Rwy 11–29; VASI Rwy 29; REIL Rwy 11 and rotating bcn—121.6. VASI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBANY APP/DEP CON 132.825
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 266° 21.2 NM to fld. 1600/13W.
GREAT BARRINGTON NDB (MHW) 395 GBR N42°10.98′ W73°24.24′ at fld. Unusable byd 15 NM.



GREAT BARRINGTON N42°10.98′ W73°24.24′ NOTAM FILE BTV. NEW YORK
NDB (MHW) 395 GBR at Walter J. Koladza L–33B, 34I
Unusable byd 15 NM.

HAGET N42°38.65′ W71°11.83′ NOTAM FILE LWM. NEW YORK
NDB (LOM) 402 LW 052° 5.5 NM to Lawrence Muni. COPTER

HALIFAX

MONPONSETT POND SPB (MA6) 2 NW UTC−5(−4DT) N42°00.59′ W70°50.59′ NEW YORK
52 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
WATERWAY 17–35: 4600X500 (WATER)
WATERWAY 17: Trees. **WATERWAY 35:** Rgt tfc.
WATERWAY 10–28: 3200X300 (WATER)
WATERWAY 10: P-line. Rgt tfc. **WATERWAY 28:** Trees.
SEAPLANE REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

HANSON

CRANLAND (28M) 3 SE UTC−5(−4DT) N42°01.51′ W70°50.29′ NEW YORK
71 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
RWY 18–36: H1860X60 (ASPH) S–8
RWY 18: Trees. **RWY 36:** Thld dsplcd 507′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Open excavation and 8′ dirt mound north of Rwy 18–36.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

HARRIMAN–AND–WEST (See NORTH ADAMS)

GPS RWY 11

GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

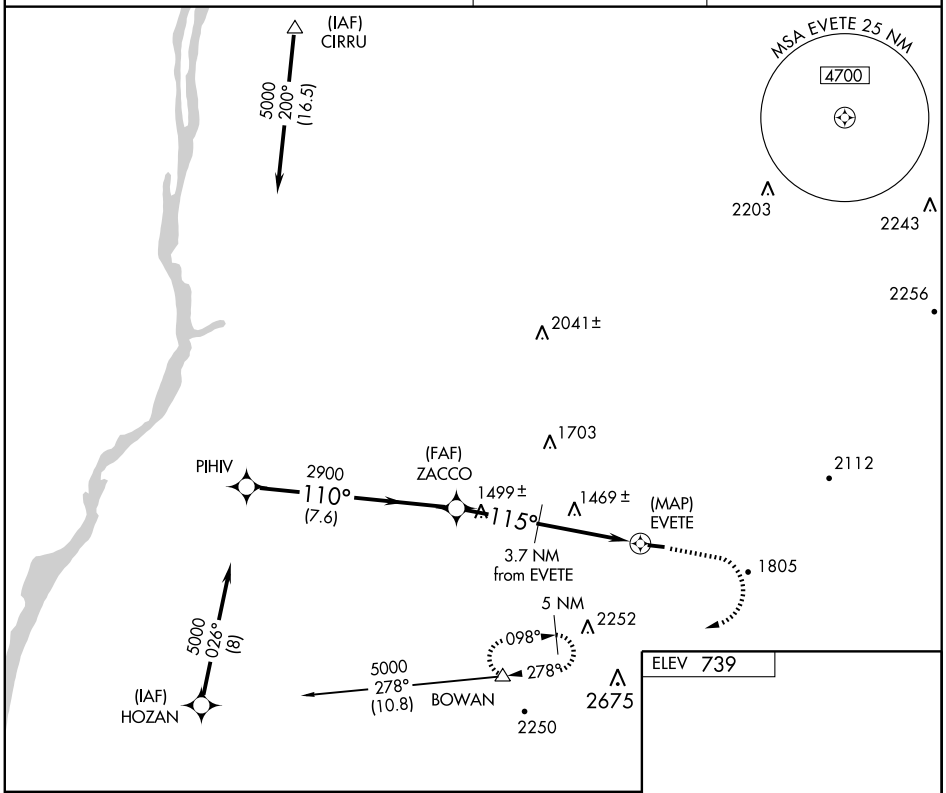
APP CRS	Rwy Idg	2409
115°	TDZE	739
	Apt Elev	739

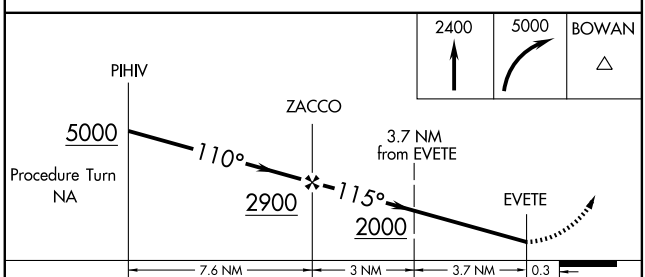
When local altimeter setting not recieved, procedure not authorized.

NA

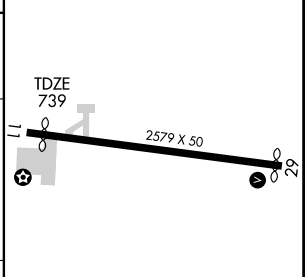
MISSED APPROACH: Climb to 2400, then climbing right turn to 5000 direct BOWAN WP and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L





CATEGORY	A	B	C	D
S-11	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	
CIRCLING	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	



REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NDB GBR 395	APP CRS 346°	Rwy Idg N/A TDZE N/A Apt Elev 739

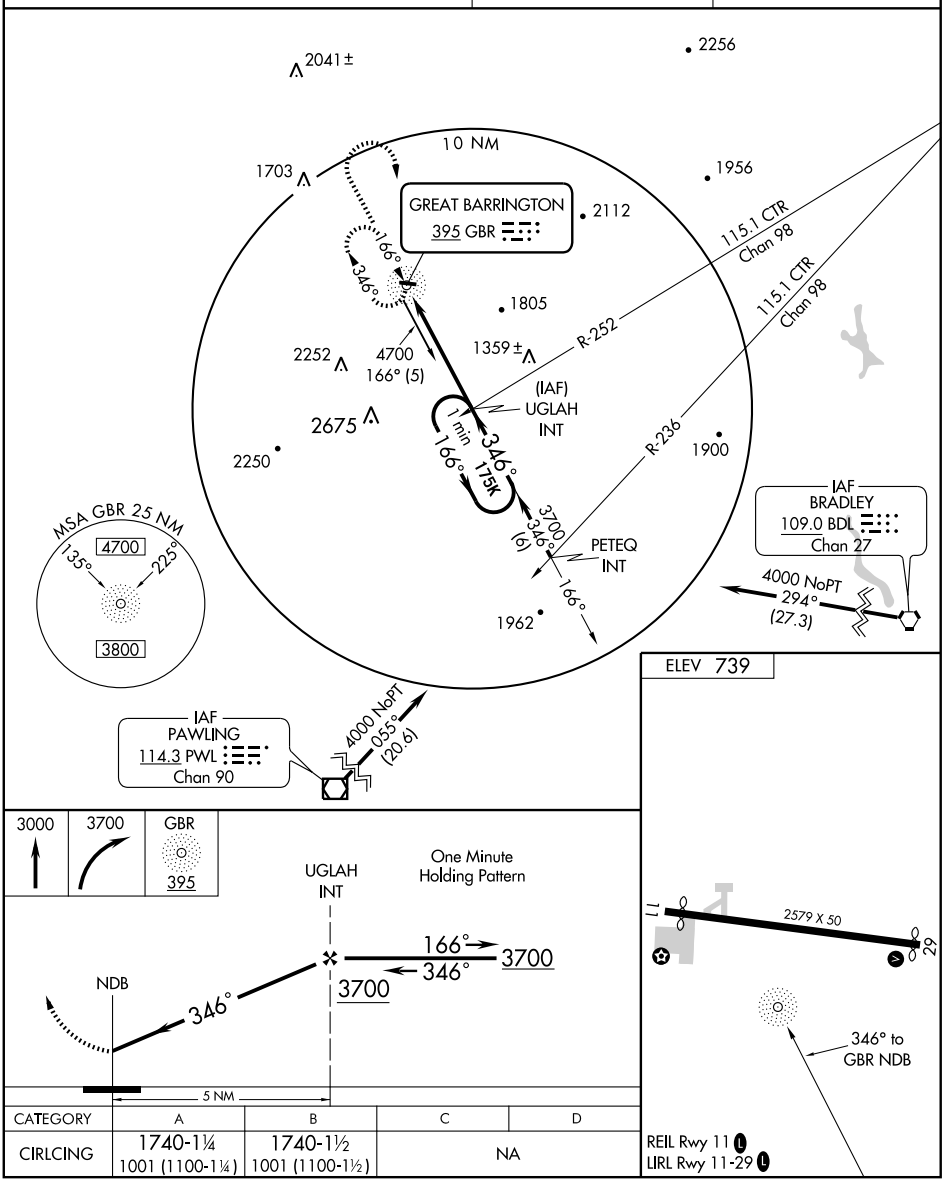
NDB or GPS-A

GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

T NA When local altimeter setting not recieved, procedure not authorized.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3700 direct GBR NDB and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L



CATEGORY	A	B	C	D
CIRLCING	1740-1¼ 1001 (1100-1¼)	1740-1½ 1001 (1100-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HOPEDALE INDUSTRIAL PARK (1B6) 3 SE UTC−5(−4DT) N42°06.39′ W71°30.61′

NEW YORK
L–33C, 34J
IAP

269 B S2 **FUEL** 100LL NOTAM FILE BDR

RWY 18–36: H3172X90 (ASPH) S–12 LIRL 1.0% up N

RWY 18: Trees. **RWY 36:** Thld dsplcd 110′. Trees.

AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. Arpt CLOSED to transient acft SS–SR. Arpt CLOSED to transient student training. Arpt CLOSED to jets and ngt ldgs except PPR call 508–478–1726. Rwy 18 two story house 27′ AGL (291′ MSL) located approximately 400′ NW rwy thld. Rwy lgts and rotating bcn opr dusk–0300Z‡.

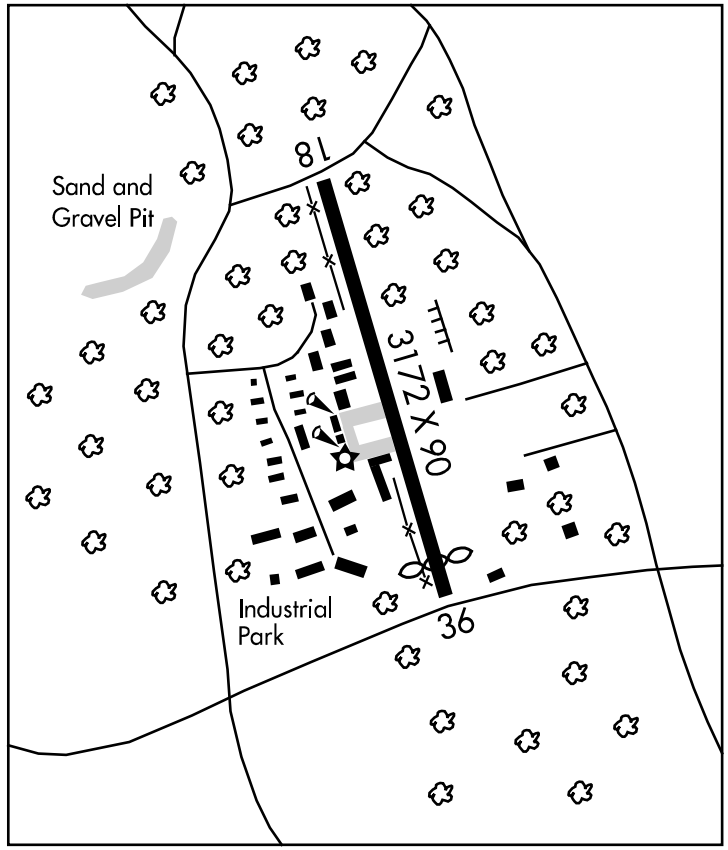
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 073° 17.5 NM to fld. 650/14W.

COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



HULLZ N42°18.19′ W70°55.31′ NOTAM FILE BOS.

NDB (LOM) 346 LI 330° 5.2 NM to General Edward Lawrence Logan Intl.

HYANNIS N41°40.16′ W70°16.82′

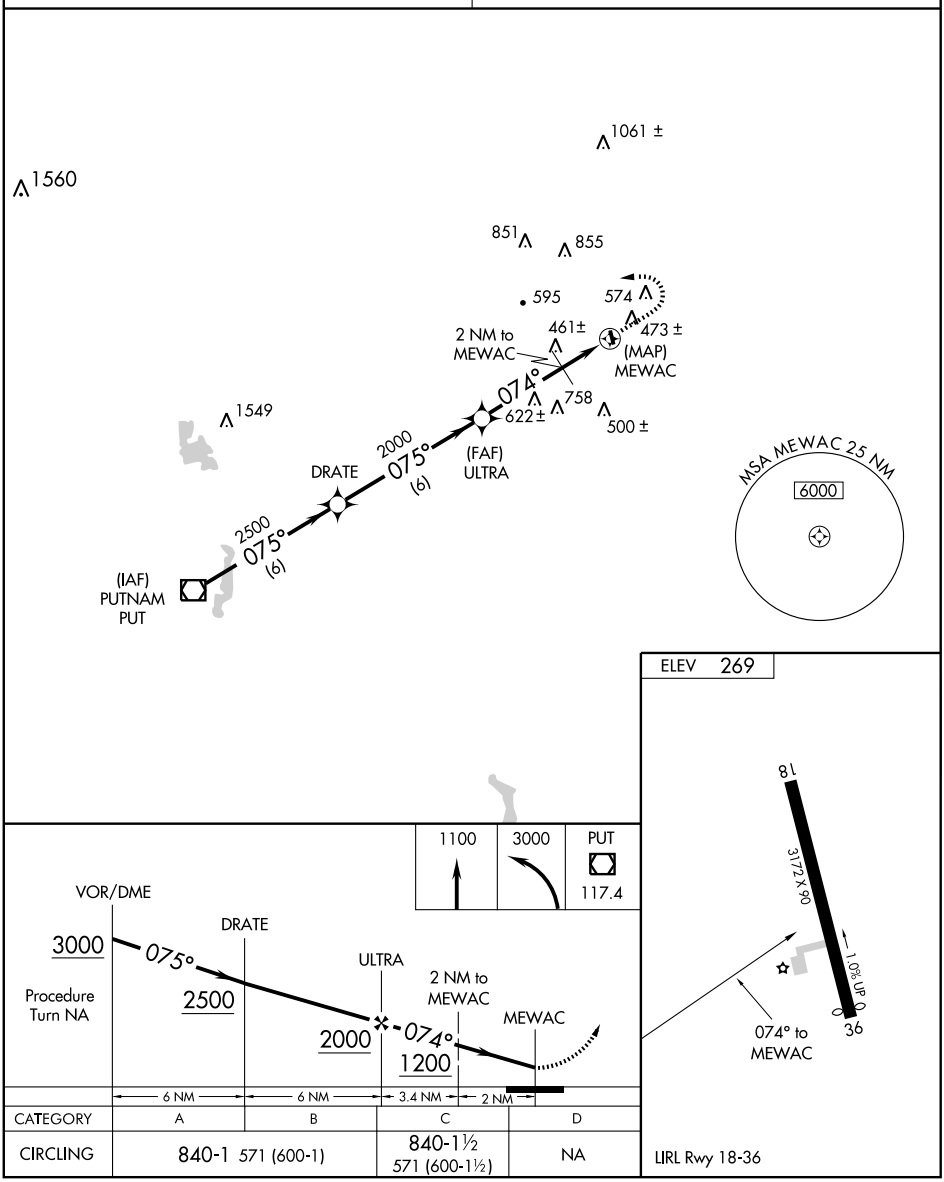
NEW YORK
L–33D

RCO 126.425 (BRIDGEPORT RADIO)

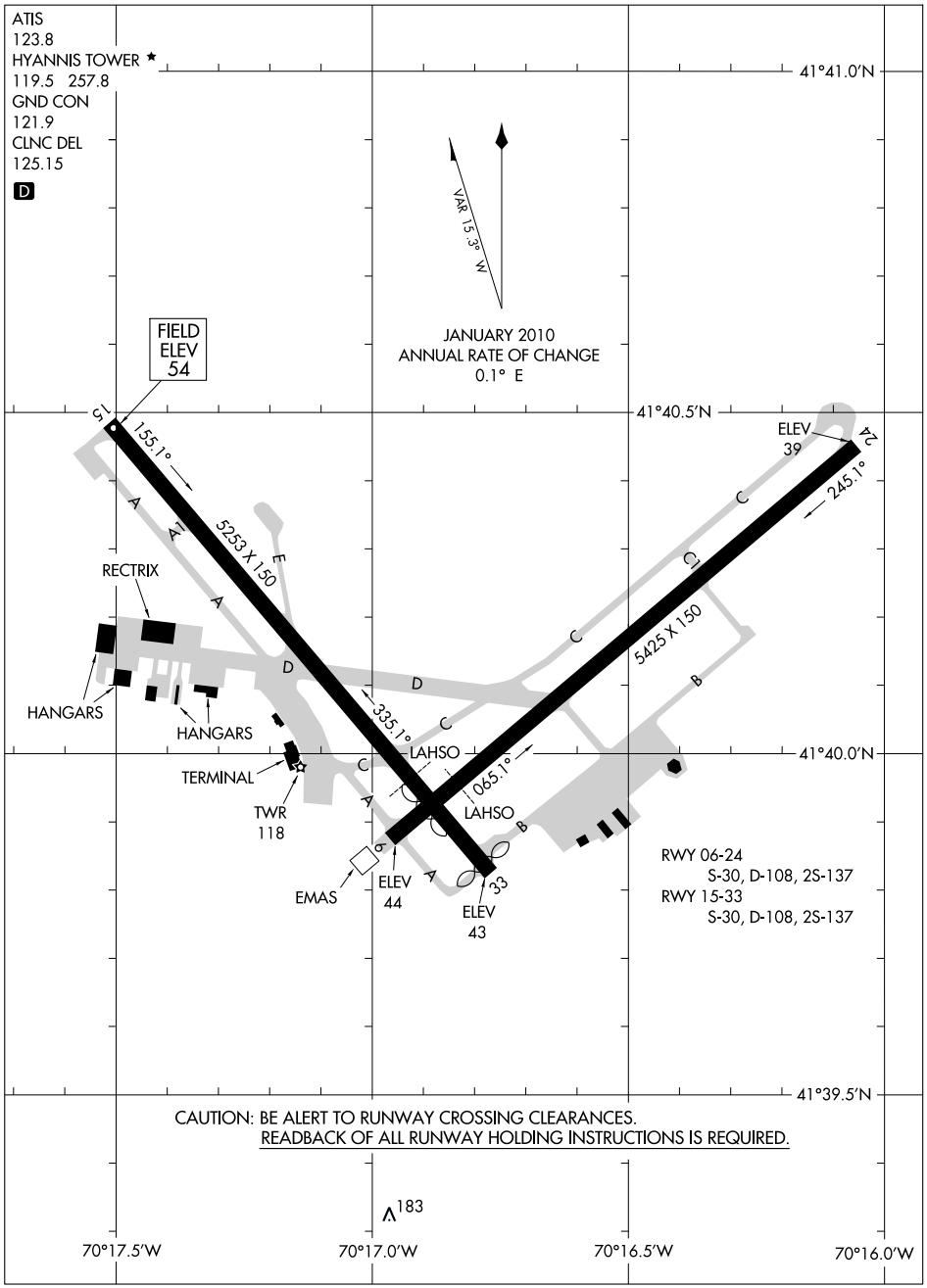
APP CRS	Rwy Idg	N/A
074°	TDZE	N/A
	Apt Elev	269

GPS-A
HOPEDALE INDUSTRIAL PARK (1B6)

▼ Use North Central, Pawtucket, RI altimeter setting. ⚠ NA Procedure NA at night except by prior arrangement for runway lights. Circling Rwy 18 NA at night.	MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct PUT VOR/DME.
BRADLEY APP CON **119.0**	UNICOM **122.8** (CTAF)



NE-1, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM
HYANNIS, MASSACHUSETTS
10210
HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HYANNIS

BARNSTABLE MUNI–BOARDMAN/POLANDO FLD (HYA) 1 N UTC−5(−4DT)

N41°40.16′ W70°16.82′

NEW YORK
H–10J, 11D, 12K, L–33D
IAP, AD

54 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE HYA

RWY 06–24: H5425X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

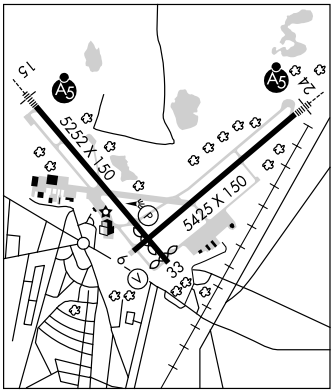
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Thld dsplcd 406′.

RWY 24: MALSR. Train.

RWY 15–33: H5253X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

RWY 15: MALSR. P–line.

RWY 33: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 150′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 15	06–24	4150
RWY 24	15–33	4650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–5425	TODA–5425	ASDA–5425	LDA–5019
RWY 15:	TORA–5252	TODA–5252	ASDA–5252	LDA–5252
RWY 24:	TORA–5425	TODA–5425	ASDA–5425	LDA–5425
RWY 33:	TORA–5252	TODA–5252	ASDA–5252	LDA–5102

ARRESTING GEAR/SYSTEM

RWY 24: EMAS

AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 9 passenger seats 0500–1100Z‡ except 1 hr PPR arpt manager 508–778–7770. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Do not confuse Cape Cod CGAS—10 NM W—with Barnstable Muni. Birds, deer, and coyotes on and invof arpt. Arpt has noise abatement ctc arpt manager 508–778–7765. Touch and go ops prohibited between 0200–1059Z‡ unless prior approval by arpt manager. AER 15 is not vsbl from Twy D east of Rwy 15–33. AER 33 not vsbl from Twy E. Twy B from Rwy 33 to east ramp has soft shoulders and marked. Rwy 15 touchdown rwy visual range avbl. All transient and general aviation pilots must ctc arpt ops on frequency 122.95 prior to engine shutdown for airfield escort. ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 15–33 and MALSR Rwys 15 and 24—CTAF. Ldg fee for all acft over 6000 lbs.

WEATHER DATA SOURCES: ASOS (508) 862–2601. LAWRS.

COMMUNICATIONS: CTAF 119.5 **ATIS** 123.8 (508–778–1143) **UNICOM** 122.95

HYANNIS RCO 126.425 (BRIDGEPORT RADIO)

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sep 30, (1100–0300Z‡) Oct 1–May 14). **CLNC DEL** 125.15

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sep 30, (0300–1100Z‡) Oct 1–May 14.

HYANNIS TOWER 119.5 1100–0300Z‡. **GND CON** 121.9

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) VOR/DME 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ 057° 22.2 NM to fld. 60/15W.

BOGEY NDB (LOM) 342 HY N41°42.97′ W70°12.18′ 246° 4.5 NM to fld. Unmonitored when twr clsd.

ILS/DME 108.95 I–BCU Chan 26(Y) Rwy 15. Class IB. (LOC only).

ILS 109.15 I–HYA Chan 28(Y) Rwy 24. Class IT. LOM BOGEY NDB. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

KATAMA AIRPARK (See EDGARTOWN)

LAURENCE G HANSCOM FLD (See BEDFORD)

LOC/DME I-BCU	APP CRS	Rwy Idg 5253
108.95	156°	TDZE 54
Chan 26 (Y)		Apt Elev 54

ILS or LOC RWY 15

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T A * RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet , increase S-LOC 15 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

IAF BOSTON 112.7 BOS Chan 74

692

2000 NoPT 159° (39.8)

MARCONI 114.7 LFV Chan 94

R-159

2000 255° (22.2)

R-336

156° 1 min 336°

R-255

(IF/IAF) DUCEG INT I-BCU 12.7

R-239

Procedure NA for arrivals at BOS VOR/DME via V141 northwest bound.

2000 156° (6)

R-030

LOM BOGEY 342 HY

KENAD INT I-BCU 6.7

R-4101

269 546 220± 205 235 75± 130± 305 10 NM

R-042

2000 030° (26.5)

LOCALIZER 108.95 I-BCU Chan 26 (Y)

MSA HY 25 NM 1900

MARTHAS VINEYARD 114.5 MVY Chan 92

MISSED APCH FIX

MARCONI LFV 114.7 Chan 94

180° 360° R-180

ALTERNATE MISSED APCH FIX

066° R-066 246°

BOGEY 342 HY

One Minute Holding Pattern

DUCEG INT I-BCU 12.7

KENAD INT I-BCU 6.7

2000 336° 156° 156° 2000

GS 3.10° TCH 55

1000 2000 LFV 114.7

I-BCU 2.2 I-BCU 1

6 NM 4.5 NM 1.1 NM

ELEV 54 D

156° 5.7 NM from FAF

113± 82±

TDZE 54

15 24

5253 X 150 5425 X 150

TWR 118

33 216 105± 89±

183

REIL Rwy 6

HIRL Rwys 6-24 and 15-33 L

CATEGORY	A	B	C	D
S-ILS 15	* 254/24 200 (200-½)			
S-LOC 15	480/24 426 (500-½)		480/40 426 (500-¾)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HYA	APP CRS	Rwy Idg 5425
109.15	246°	TDZE 43
Chan 28 (Y)		Apt Elev 54

ILS or LOC RWY 24

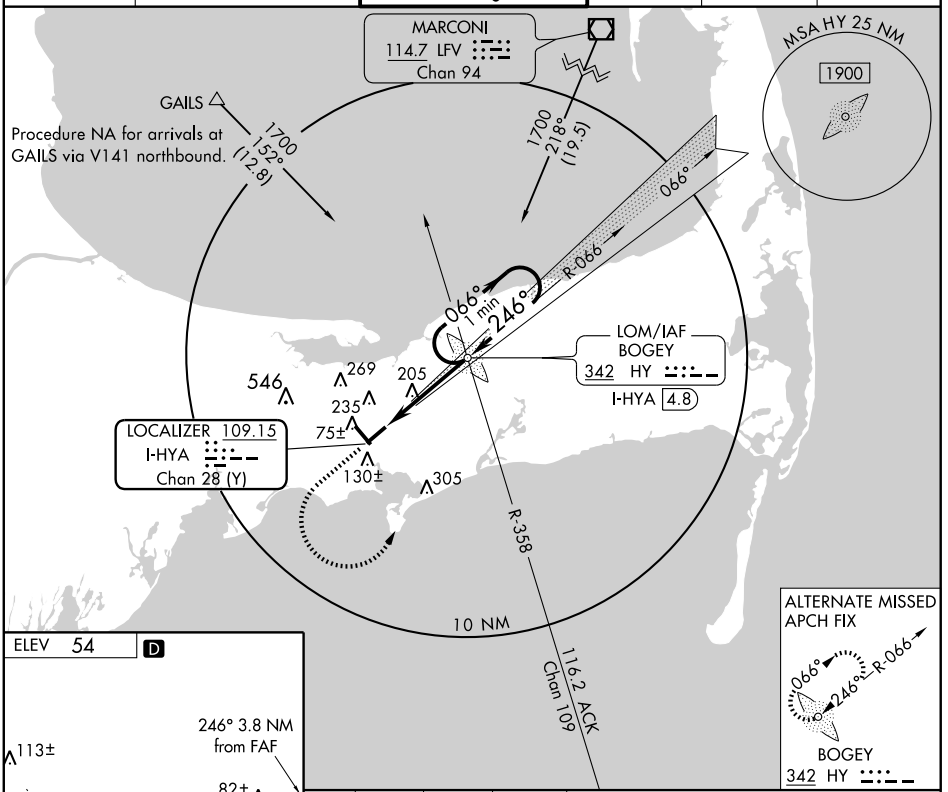
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

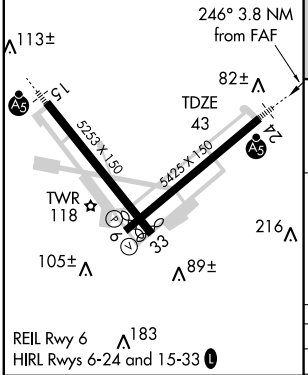
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Chatham altimeter setting and increase all DA/MDA 40 feet. Inoperative table does not apply to S-ILS all Cats, S-LOC Cats A and B. For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 via heading 045° and ACK VOR/DME R-358 to BOGEY LOM/INT/I-HYA 4.8 DME and hold.

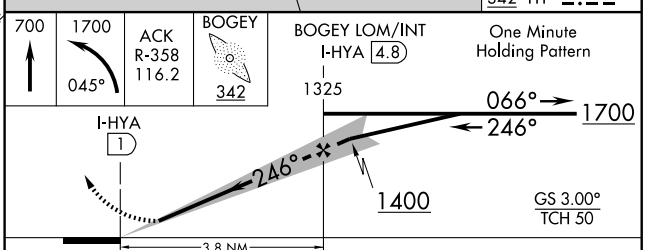
ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 24		293/50	250 (300-1)	
S-LOC 24		460/50	417 (500-1)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5019
CH 45799	066°	TDZE	45
W06A		Apt Elev	54

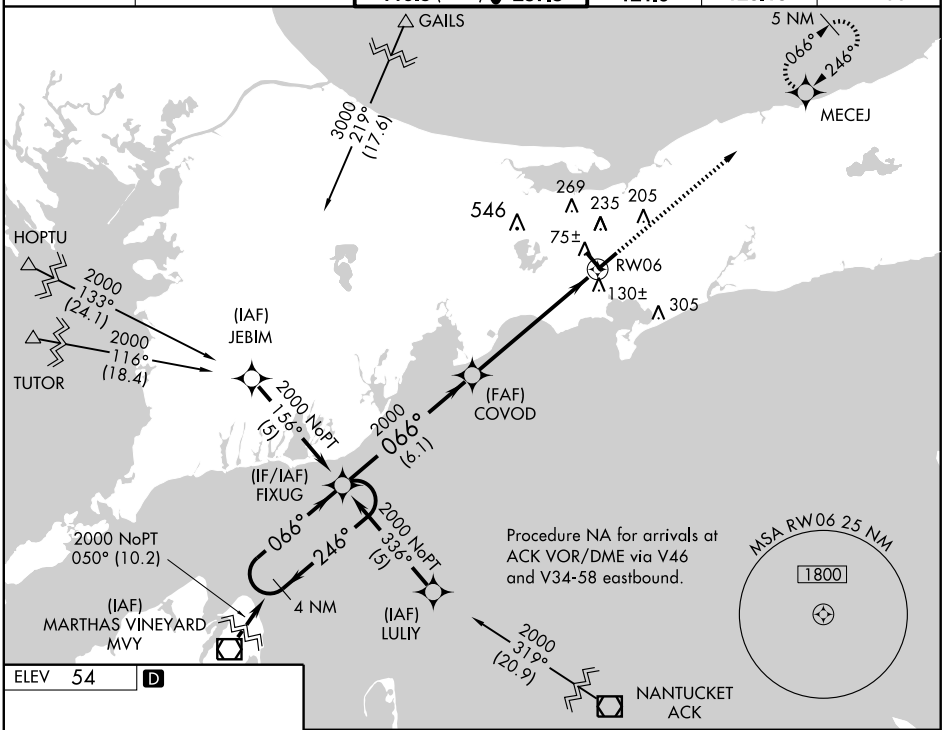
RNAV (GPS) RWY 6

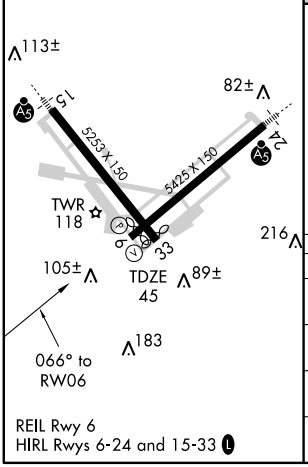
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

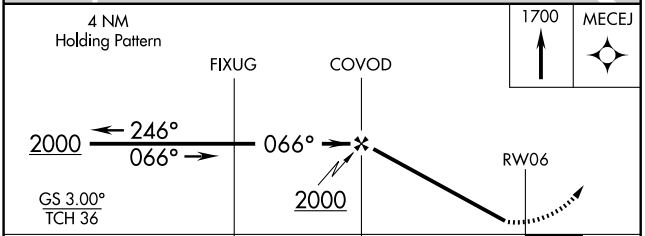
T A W DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). BARO-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	316-1	271 (300-1)		
LNAV/VNAV DA	443-1½	398 (400-1½)		
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1½	506 (600-1½)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5253
CH 61112	156°	TDZE	54
W15A		Apt Elev	54

RNAV (GPS) RWY 15

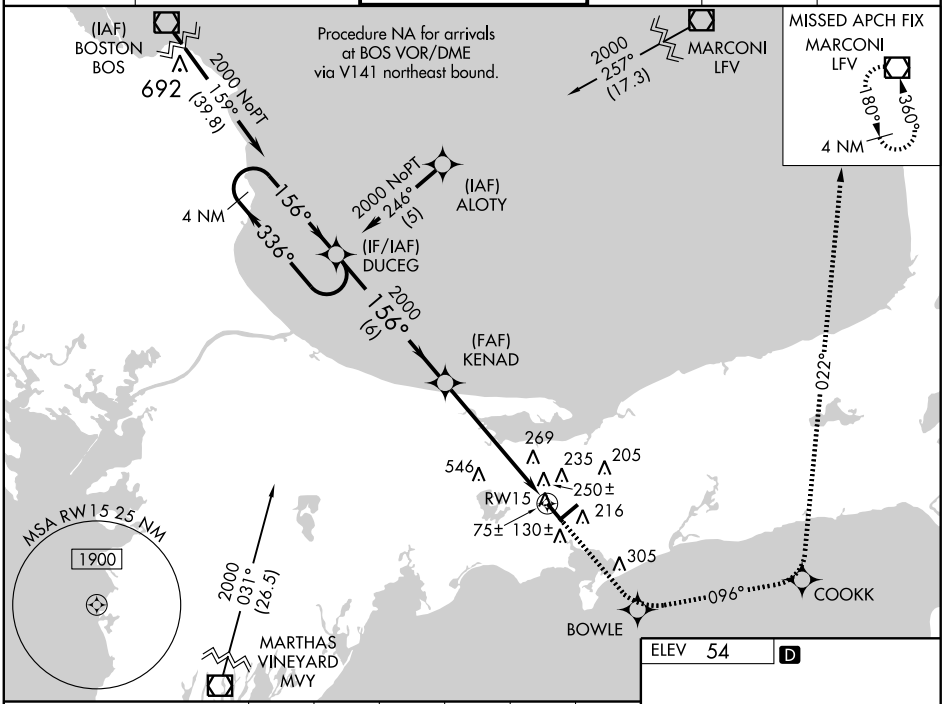
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

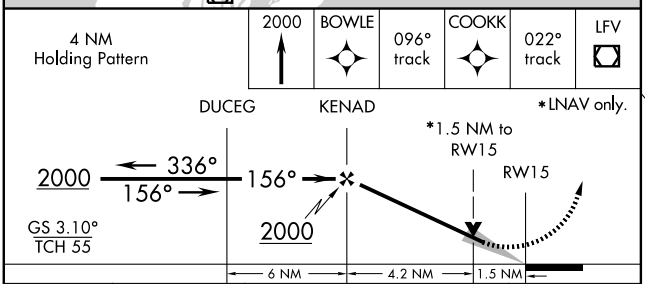
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP -0.3. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Chatham altimeter setting.

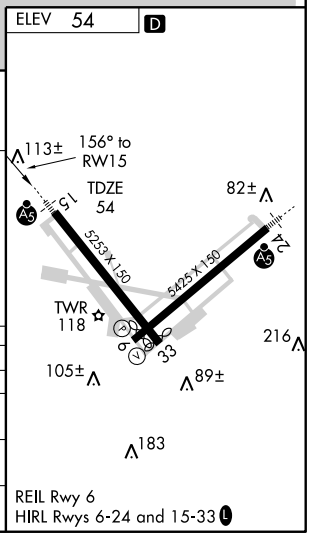
MALSR

MISSED APPROACH: Climb to 2000 direct BOWLE and via 096° track to COOKK and via 022° track to LFV VOR/DME and hold.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	254/24	200 (200-½)		
LNAV/VNAV DA	569/60	515 (600-1¼)		
LNAV MDA	600/24	546 (600-½)	600/50 546 (600-1)	600/60 546 (600-1¼)
CIRCLING	600-1	546 (600-1)	600-1½ 546 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5425
CH 77812	246°	TDZE	43
W24A		Apt Elev	54

RNAV (GPS) RWY 24

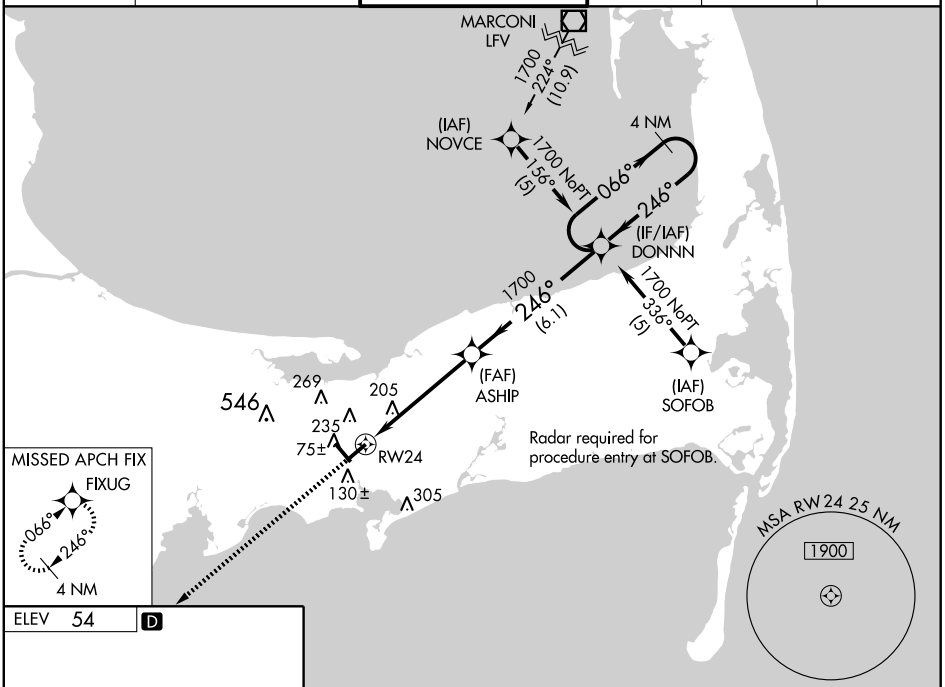
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

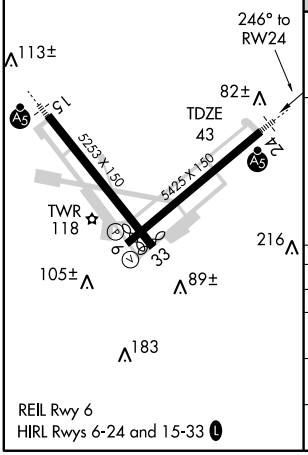
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting. For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000. Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

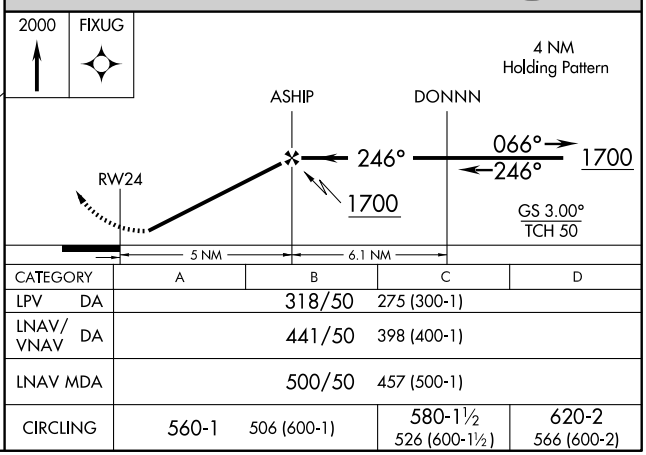
MALSR A5

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	318/50		275 (300-1)	
LNAV/VNAV DA	441/50		398 (400-1)	
LNAV MDA	500/50		457 (500-1)	
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy Idg	5019
114.5	058°	TDZE	45
Chan 92		Apt Elev	54

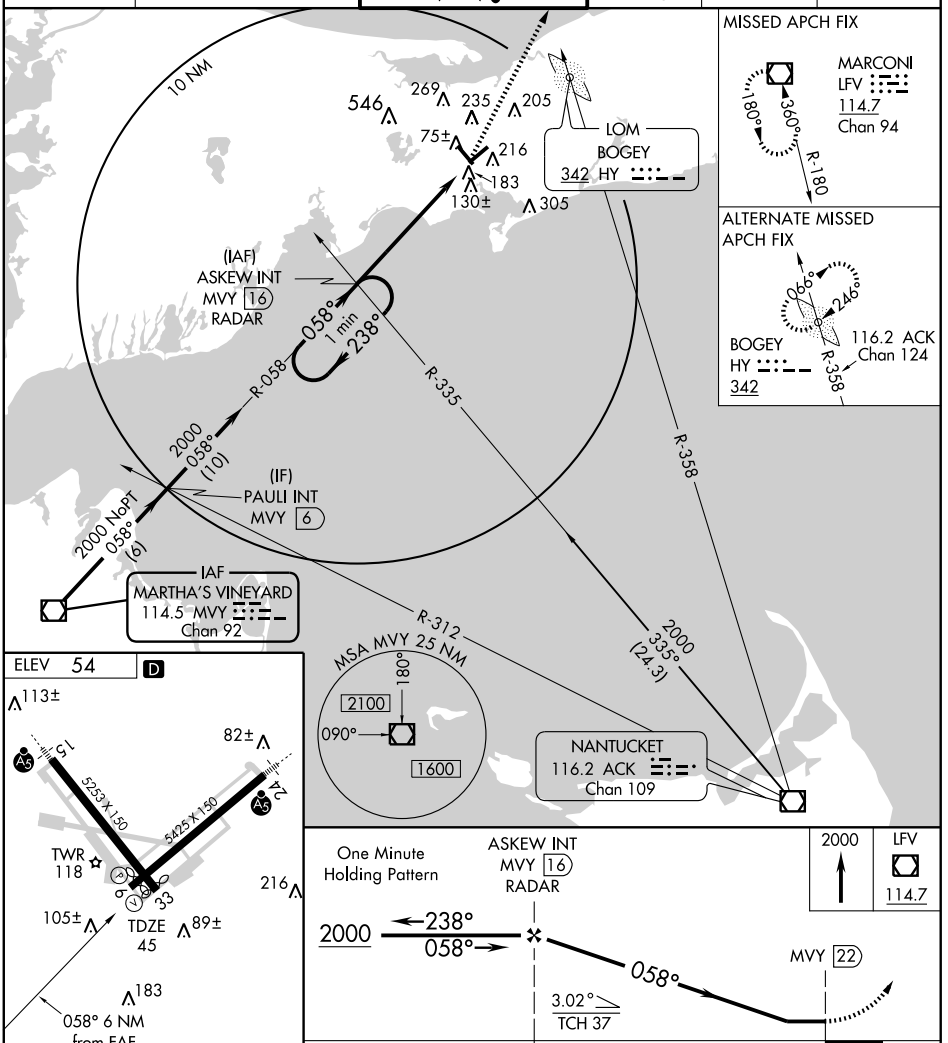
VOR RWY 6

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

If local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

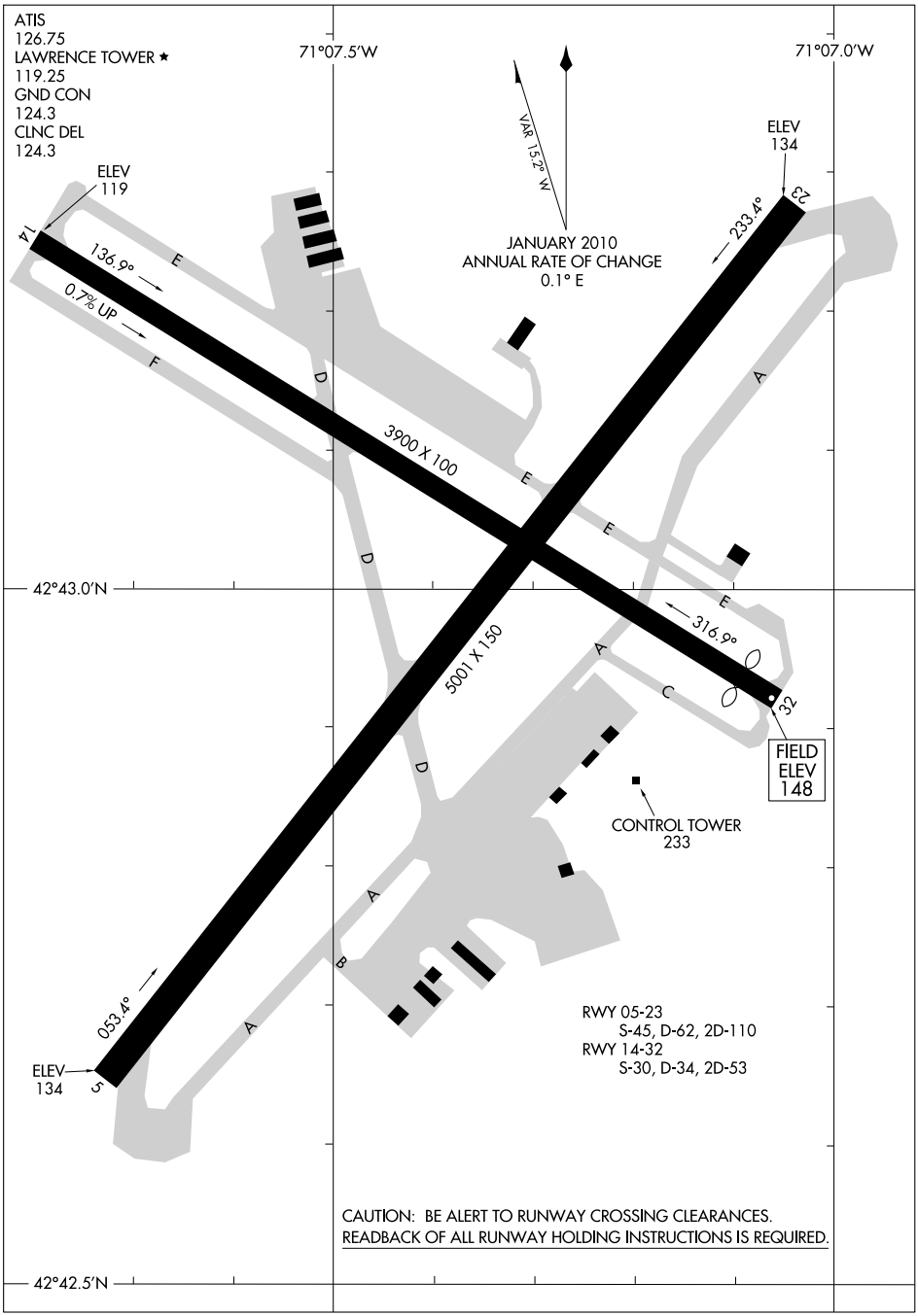


REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	5:59	3:59	2:59	2:24	2:00

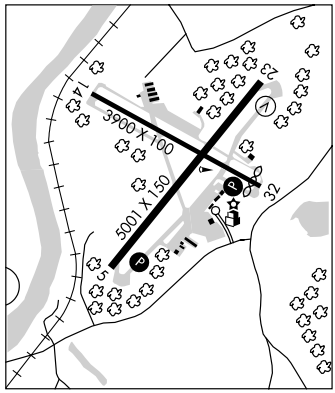
CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	900-2¾ 855 (900-2¾)
CIRCLING	900-1 846 (900-1)	900-1¼ 846 (900-1¼)	900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



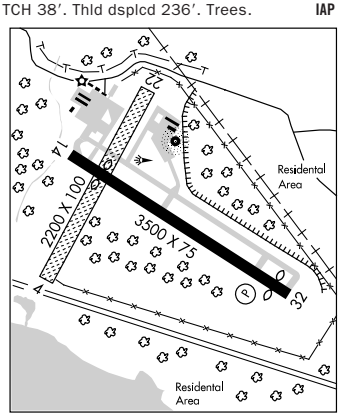
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAWRENCE MUNI (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ **NEW YORK COPTER**
148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM **H–11D, 12K, L–33D**
RWY 05–23: H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4R)–GA 3.0° TCH 55′.
RWY 23: REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.
RWY 14–32: H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE
RWY 32: REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.
COMMUNICATIONS: CTAF 119.25 **ATIS** 126.75 **UNICOM** 122.8
RCO 122.1R 112.5T (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)
TOWER 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.
(L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.
HAGET NDB (LOM) 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.
ILS 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.



LYNDY N42°27.12′ W70°57.80′ NOTAM FILE BOS. **NEW YORK COPTER L–33D**
NDB (HW) 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. NDB unusable 165°–035° byd 20 NM.

MANSFIELD MUNI (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ **NEW YORK COPTER L–33D, 34J IAP**
122 B S4 **FUEL** 100LL NOTAM FILE BDR
RWY 14–32: H3500X75 (ASPH) S–26 MIRL
RWY 14: Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.
RWY 04–22: 2200X100 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 121.725 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.
NDB (MHW) 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

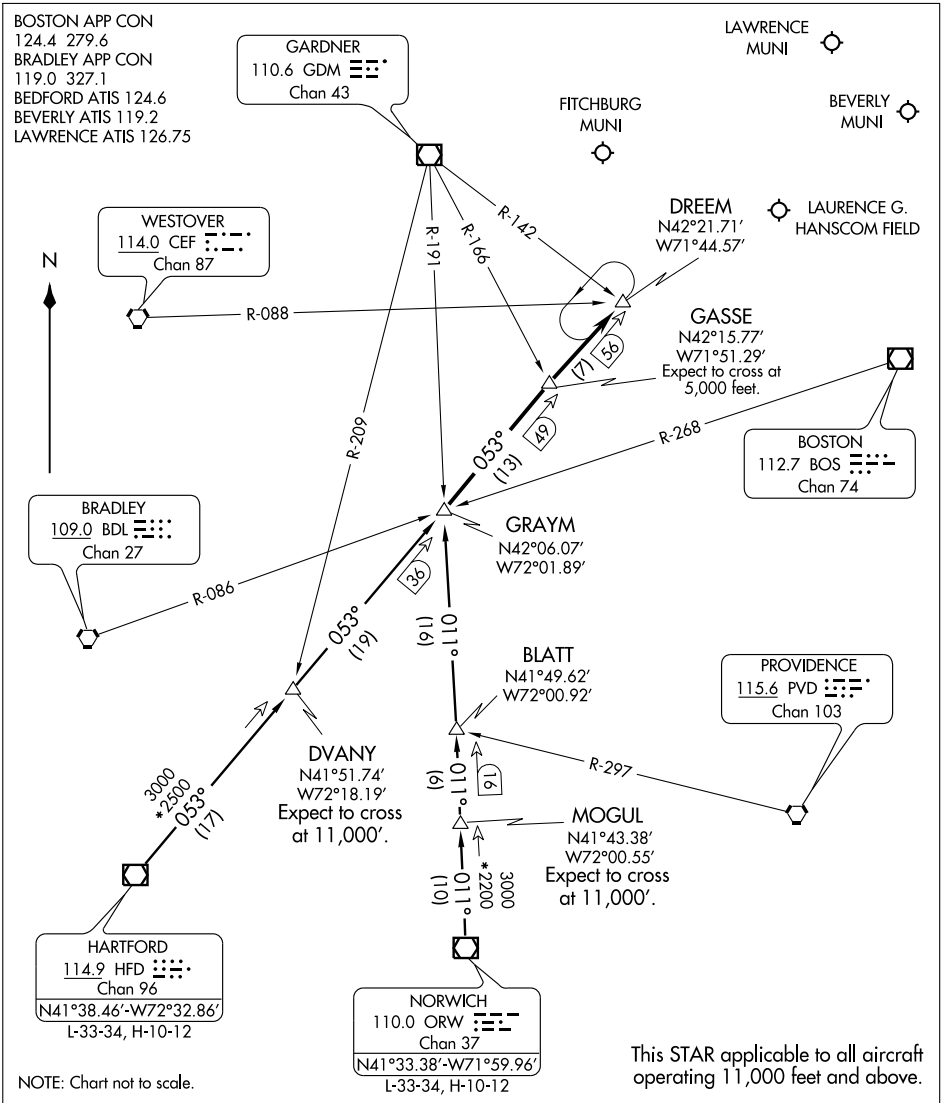


MARCONI N42°01.03′ W70°02.23′ NOTAM FILE BDR. **NEW YORK**
(H) VORW/DME 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** **H–10J, 11D, 12K, L–33D**

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

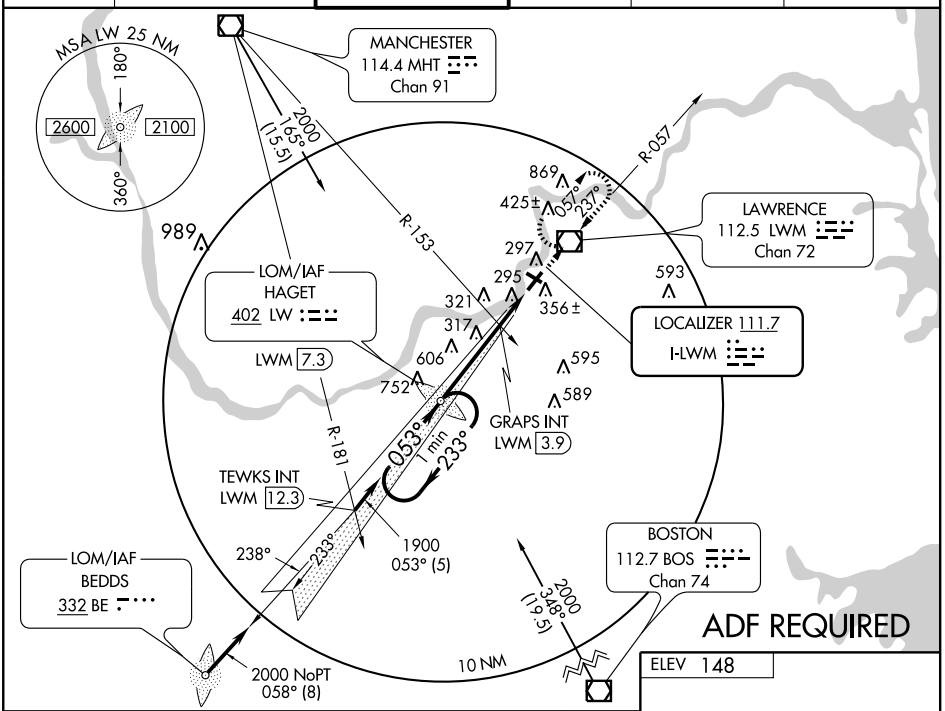
NE-1, 21 OCT 2010 to 18 NOV 2010

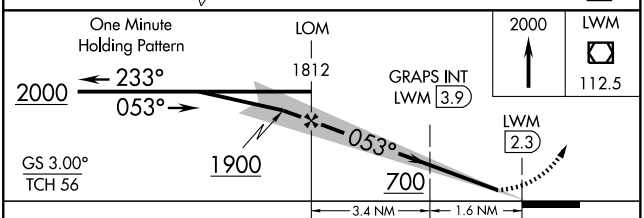
LOC I-LWM	APP CRS	Rwy Idg	5001
111.7	053°	TDZE	144
		Apt Elev	148

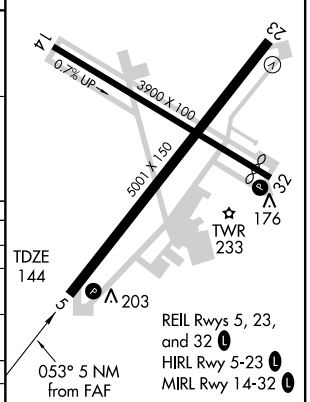
ILS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8







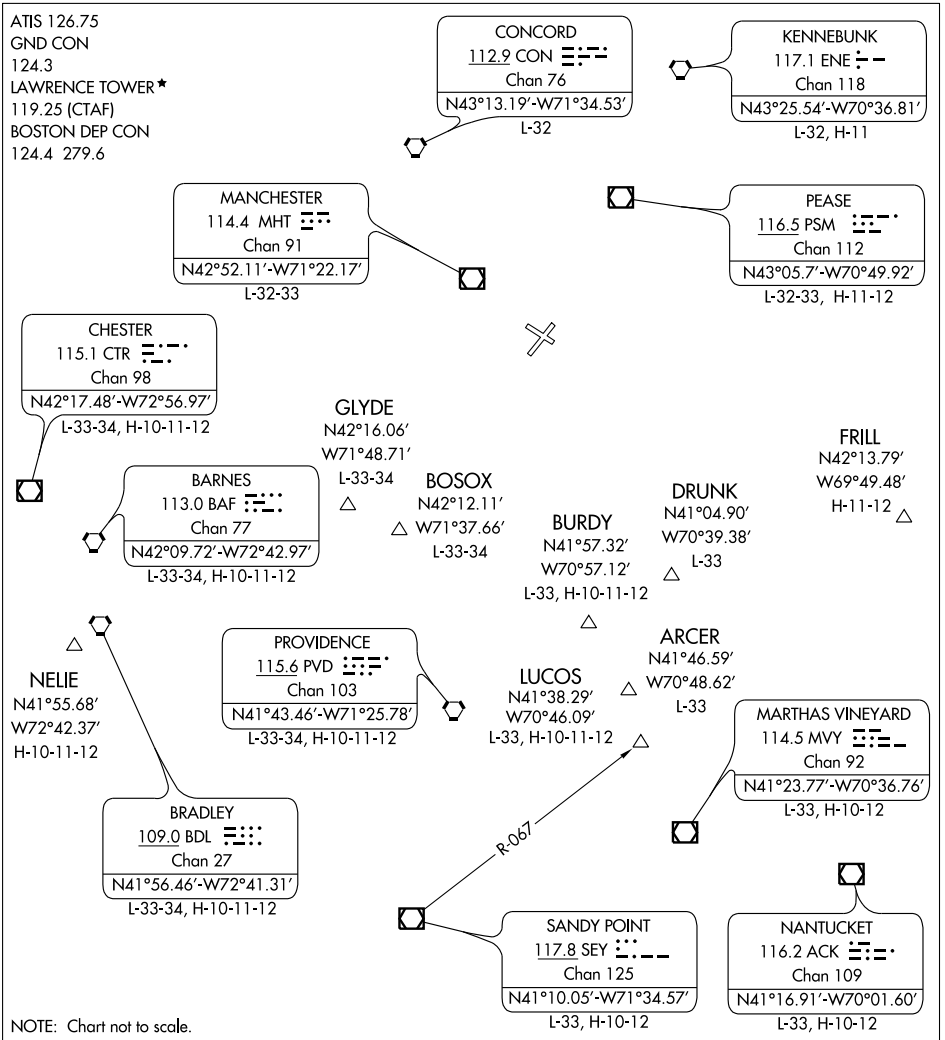
CATEGORY	A	B	C	D
S-ILS 5	344-¾ 200 (200-¾)			
S-LOC 5	700-1 556 (600-1)		700-1½ 556 (600-1½)	700-1¾ 556 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)
GRAPS INT MINIMUMS				
S-LOC 5	500-1 356 (400-1)			500-1¼ 356 (400-1¼)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAWRENCE FOUR DEPARTURE AL-654 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearace to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

LAWRENCE FOUR DEPARTURE

LAWRENCE, MASSACHUSETTS
LAWRENCE MUNI(LWM)

(LWM4.LWM) 08213

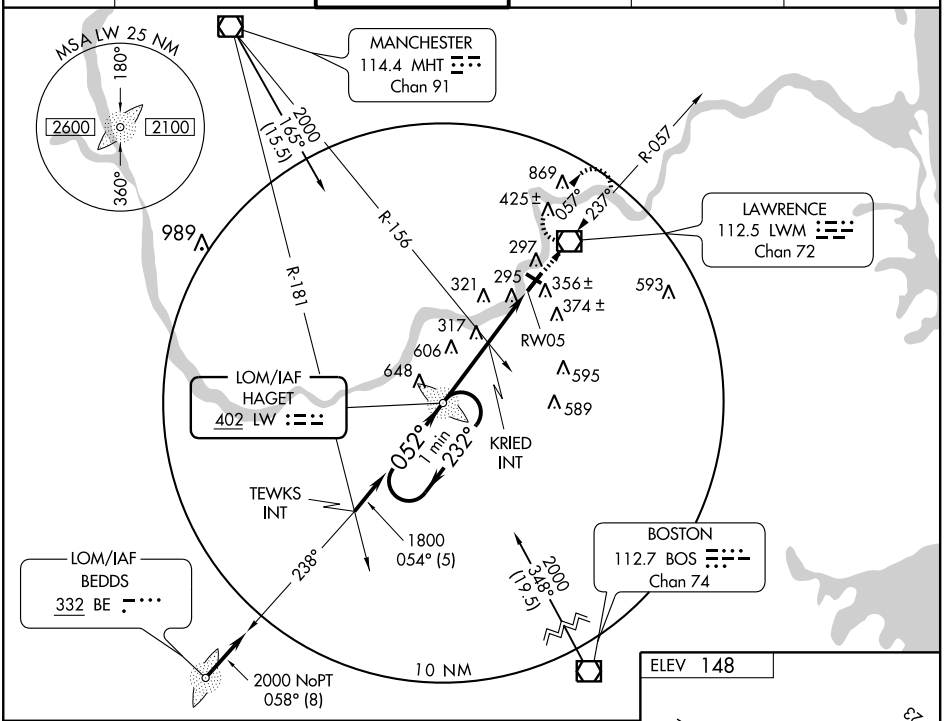
NE-1, 21 OCT 2010 to 18 NOV 2010

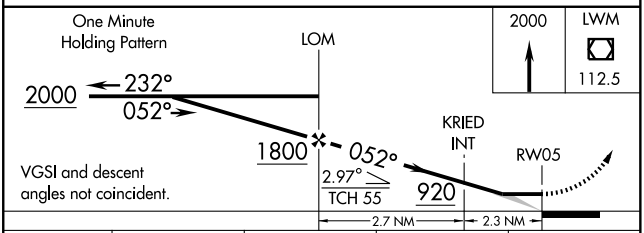
LOM LW	APP CRS	Rwy Idg	5001
402	052°	TDZE	144
		Apt Elev	148

NDB or GPS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8





CATEGORY	A	B	C	D
S-5	920-1 776 (800-1)	920-1¼ 776 (800-1¼)	920-2¼ 776 (800-2¼)	920-2½ 776 (800-2½)
CIRCLING	920-1 772 (800-1)	920-1¼ 772 (800-1¼)	920-2¼ 772 (800-2¼)	920-2½ 772 (800-2½)
KRIED INT MINIMUMS				
S-5	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

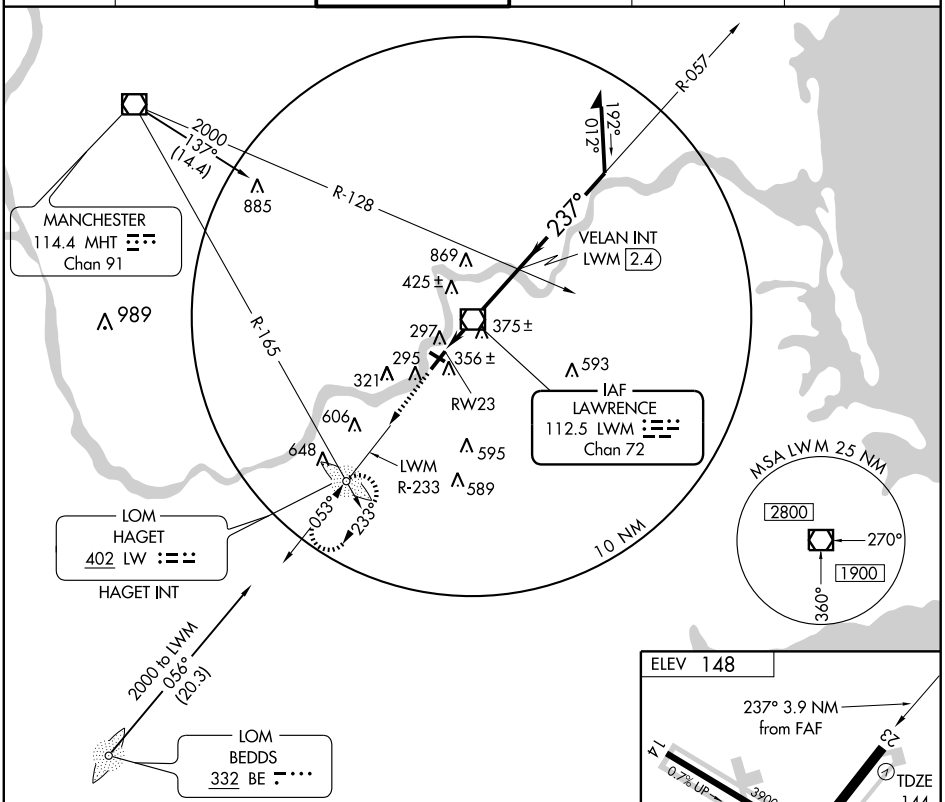
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

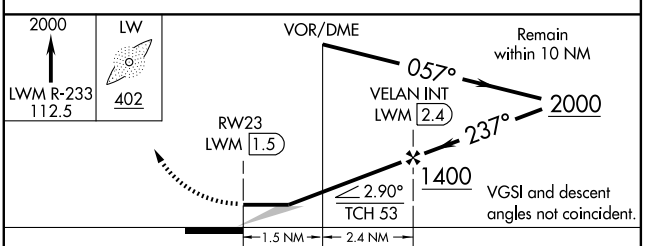
VOR/DME LWM	APP CRS	Rwy Idg	5001
112.5	237°	TDZE	144
Chan 72		Apt Elev	148

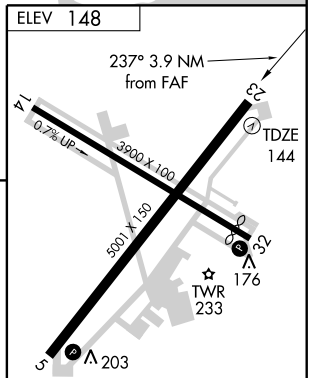
VOR or GPS RWY 23
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 via LWM R-233 to HAGET LOM/Int and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8





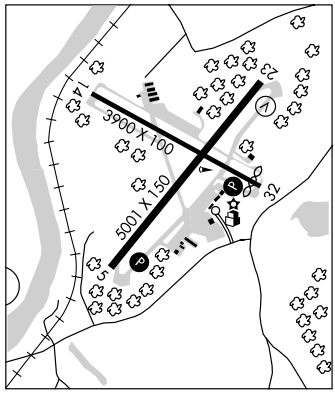


CATEGORY	A	B	C	D
S-23	640-1	496 (500-1)	640-1¼ 496 (500-1¼)	640-1½ 496 (500-1½)
CIRCLING	720-1	572 (600-1)	720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

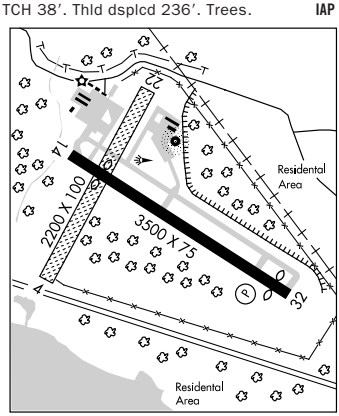
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAWRENCE MUNI (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ **NEW YORK COPTER**
148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM **H–11D, 12K, L–33D**
RWY 05–23: H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL **IAP, AD**
RWY 05: REIL. PAPI(P4R)–GA 3.0° TCH 55′.
RWY 23: REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.
RWY 14–32: H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE
RWY 32: REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.
COMMUNICATIONS: CTAF 119.25 **ATIS** 126.75 **UNICOM** 122.8
RCO 122.1R 112.5T (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)
TOWER 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.
(L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.
HAGET NDB (LOM) 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.
ILS 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.



LYNDY N42°27.12′ W70°57.80′ NOTAM FILE BOS. **NEW YORK COPTER L–33D**
NDB (HW) 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. NDB unusable 165°–035° byd 20 NM.

MANSFIELD MUNI (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ **NEW YORK COPTER L–33D, 34J IAP**
122 B S4 **FUEL** 100LL NOTAM FILE BDR
RWY 14–32: H3500X75 (ASPH) S–26 MIRL
RWY 14: Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.
RWY 04–22: 2200X100 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 121.725 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.
NDB (MHW) 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

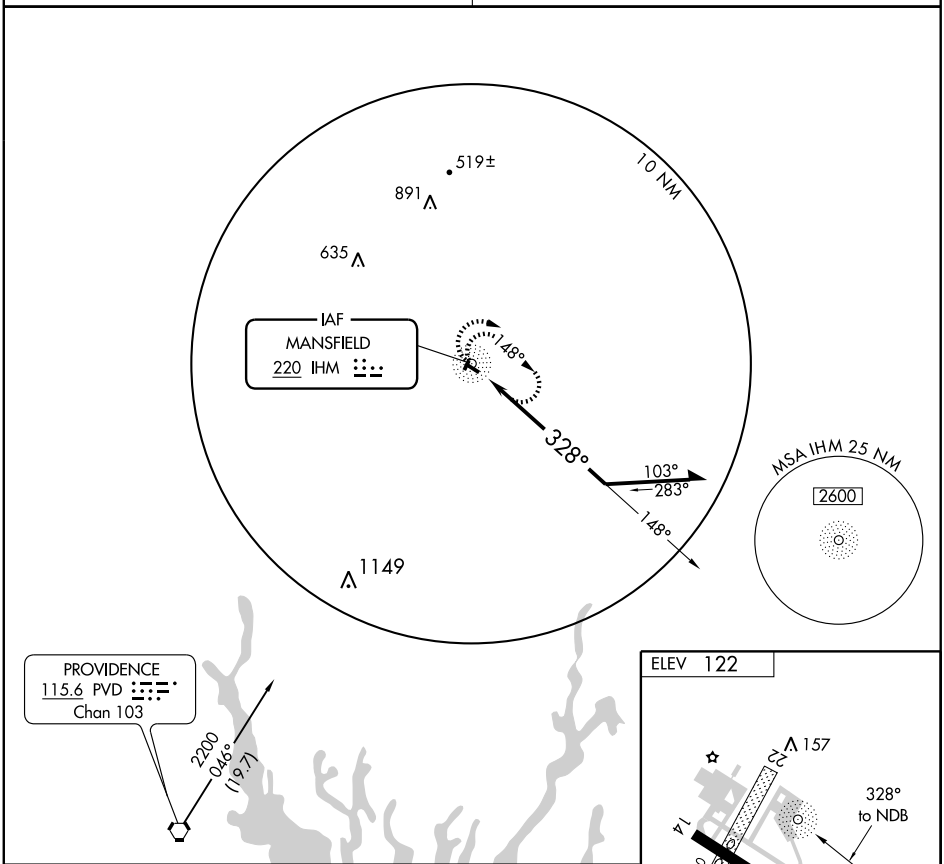


MARCONI N42°01.03′ W70°02.23′ NOTAM FILE BDR. **NEW YORK**
(H) VORW/DME 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** **H–10J, 11D, 12K, L–33D**

NDB IHM 220	APP CRS 328°	Rwy Idg 3264 TDZE 122 Apt Elev 122

NDB RWY 32
MANSFIELD MUNI (1B9)

▼ ▲ NA Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.	MISSED APPROACH: Climbing right turn to 2000 in IHM NDB holding pattern.
BOSTON APP CON **124.1 382.0**	UNICOM **123.0** (CTAF) Ⓛ



CATEGORY	A	B	C	D
S-32	720-1	598 (600-1)	NA	
CIRCLING	720-1	598 (600-1)	NA	

MIRL Rwy 14-32 Ⓛ

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3264
319°	TDZE	122
	Apt Elev	122

RNAV (GPS) RWY 32

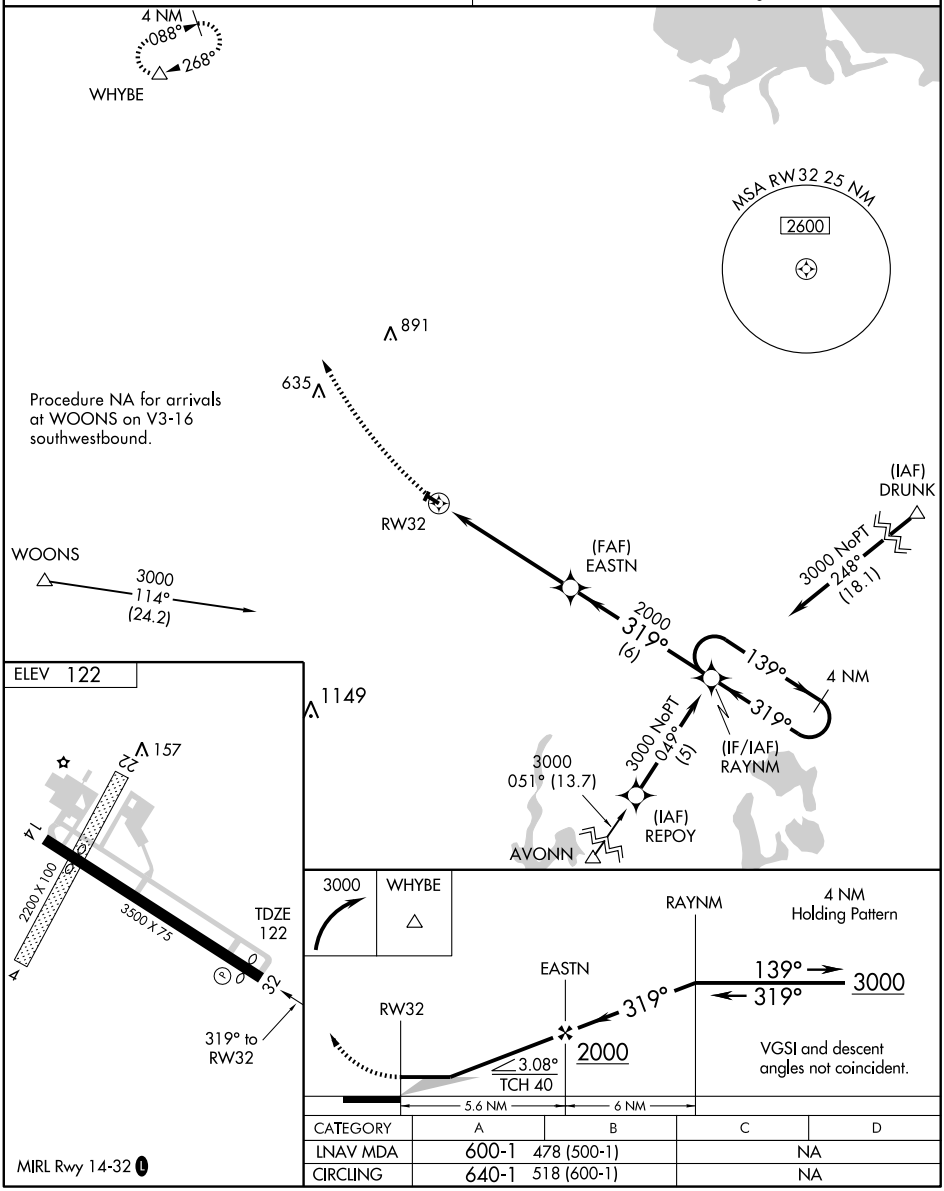
MANSFIELD MUNI (1B9)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climbing right turn to 3000 direct WHYBE WP and hold.

BOSTON APP CON	UNICOM
124.1 382.0	123.0 (CTAF) L

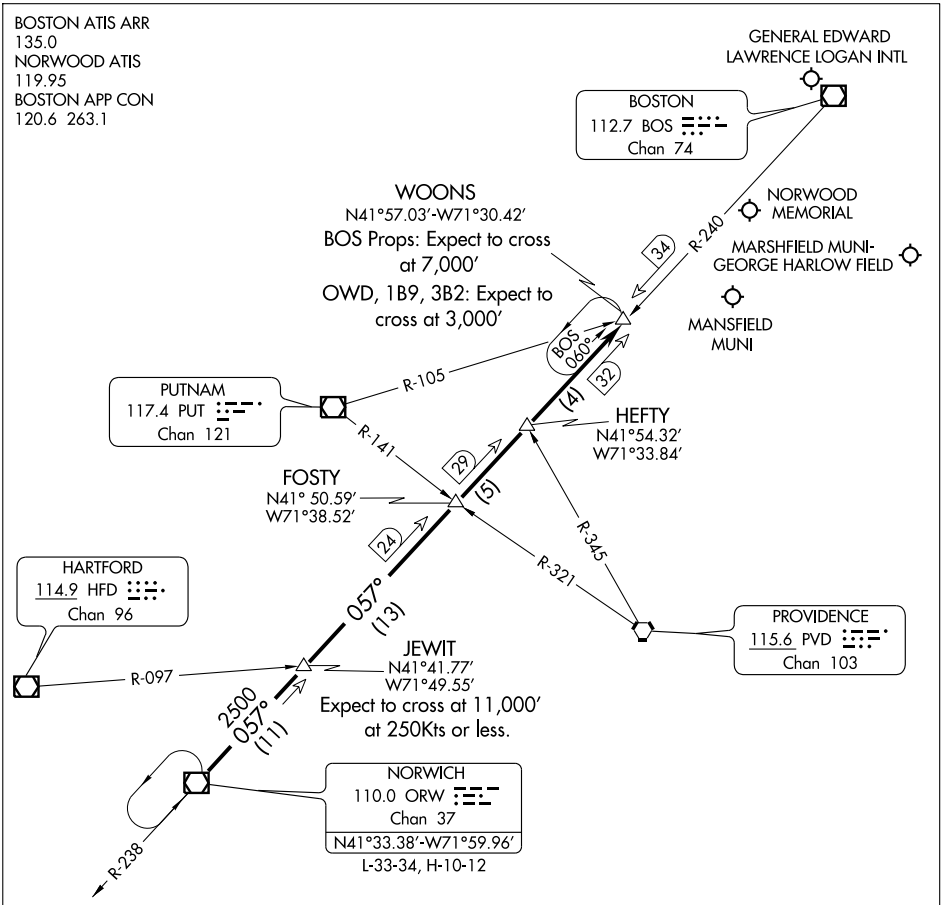


CATEGORY	A	B	C	D
LNAV MDA	600-1	478 (500-1)	NA	
CIRCLING	640-1	518 (600-1)	NA	

MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

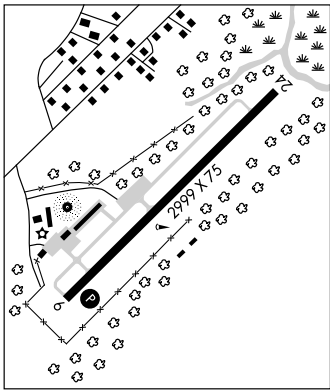
(ORW.WOONS1) 09239

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

MARLBORO (9B1) 2 E UTC−5(−4DT) N42°20.59′ W71°30.54′ **NEW YORK COPTER**
285 S4 **FUEL** 100LL TPA—1385(1100) NOTAM FILE BDR
RWY 14–32: H1659X45 (ASPH) S–9
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. No touch and go landings. No ngt ops. No low apchs blo 500′ AGL.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

MARSHFIELD MUNI–GEORGE HARLOW FLD (GHG) 2 E UTC−5(−4DT) N42°05.90′ W70°40.33′ **NEW YORK COPTER L–33D IAP**
9 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE BDR
RWY 06–24: H2999X75 (ASPH) S–12.5 MIRL
RWY 06: REIL. PAPI(P4R)—GA 4.0° TCH 40′. Trees.
RWY 24: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hrs service by request. Birds and wildlife on and invof arpt. Extensive flt training activity. No touch and go ldgs between 2100–0730 local. Security procedures in effect. All engine runups at midfield ramp. ACTIVATE MIRL Rwy 06–24, REIL and PAPI Rwy 06—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (781) 837–0555. LAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 154° 21 NM to fld. 20/16W.
NDB (MHW) 368 IMR N42°05.88′ W70°40.55′ at fld. NOTAM FILE 3B2. NDB unmonitored. NDB located 800′ inbound of AER 06, 550′ northwest of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



MARSTON MILLS

CAPE COD (2B1) 5 SE UTC−5(−4DT) N41°41.12′ W70°24.14′ **NEW YORK**
103 S2 **FUEL** 100LL TPA—803(700) NOTAM FILE BDR
RWY 09–27: 2700X60 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
RWY 17–35: 2060X60 (TURF)
RWY 17: Trees. **RWY 35:** P–line.
RWY 05–23: 2035X50 (TURF)
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for radio control airplanes NE corner air fld. PPR for Rwy 05–23 ops. Banner tow ops in progress Jun thru Aug north side of airfield. Glider tow ops during dalgt hours. Rwy 35 also has trees.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

MARTHAS VINEYARD (See VINEYARD HAVEN)

MILTT N42°16.43′ W71°02.95′ NOTAM FILE BOS.
NDB (LOM) 375 BO 036° 5.7 NM to General Edward Lawrence Logan Intl.

MINUTE MAN AIR FIELD (See STOW)

MONPONSETT POND SPB (See HALIFAX)

NDB IMR 368	APP CRS 062°	Rwy Idg 2999 TDZE 11 Apt Elev 11

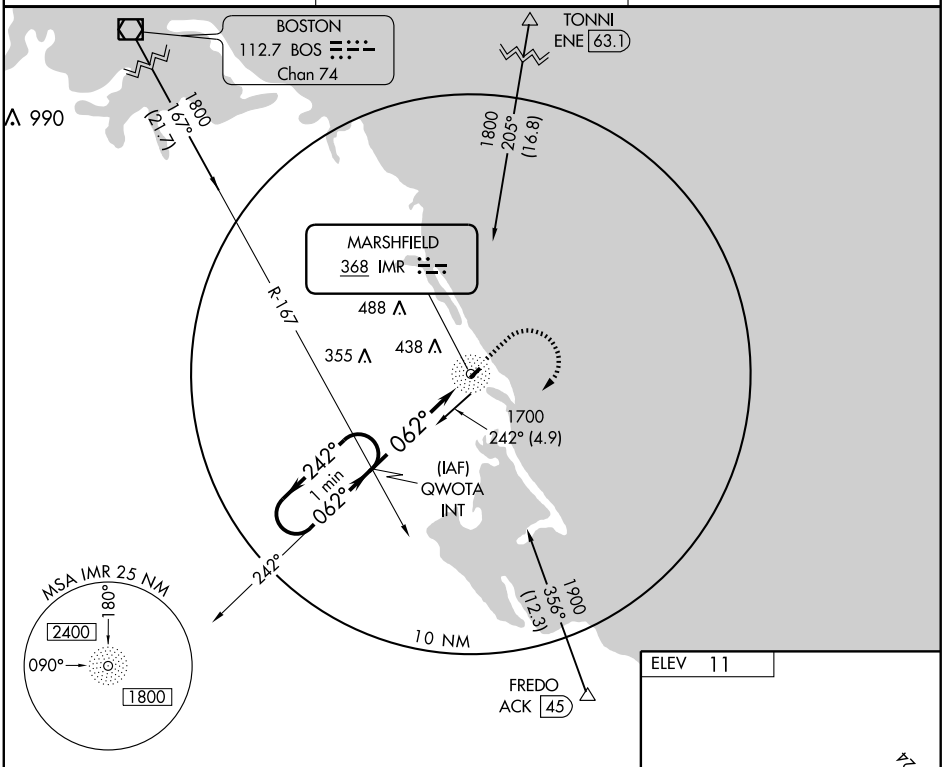
NDB RWY 6

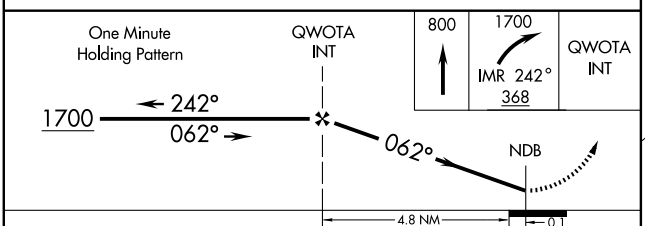
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

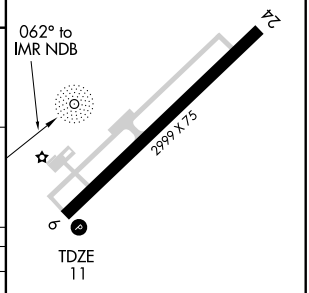
NA — Obtain local altimeter setting on CTAF; when not received, use Boston-Logan altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 via IMR NDB bearing 242° to QWOTA Int and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	580-1	569 (600-1)	NA	
CIRCLING	580-1 569 (600-1)	600-1 589 (600-1)	NA	
BOSTON-LOGAN ALTIMETER SETTING MINIMUMS				
S-6	640-1	629 (700-1)	NA	
CIRCLING	640-1 629 (700-1)	660-1 649 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

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NDB IMR 368	APP CRS 248°	Rwy Idg 2999 TDZE 9 Apt Elev 11

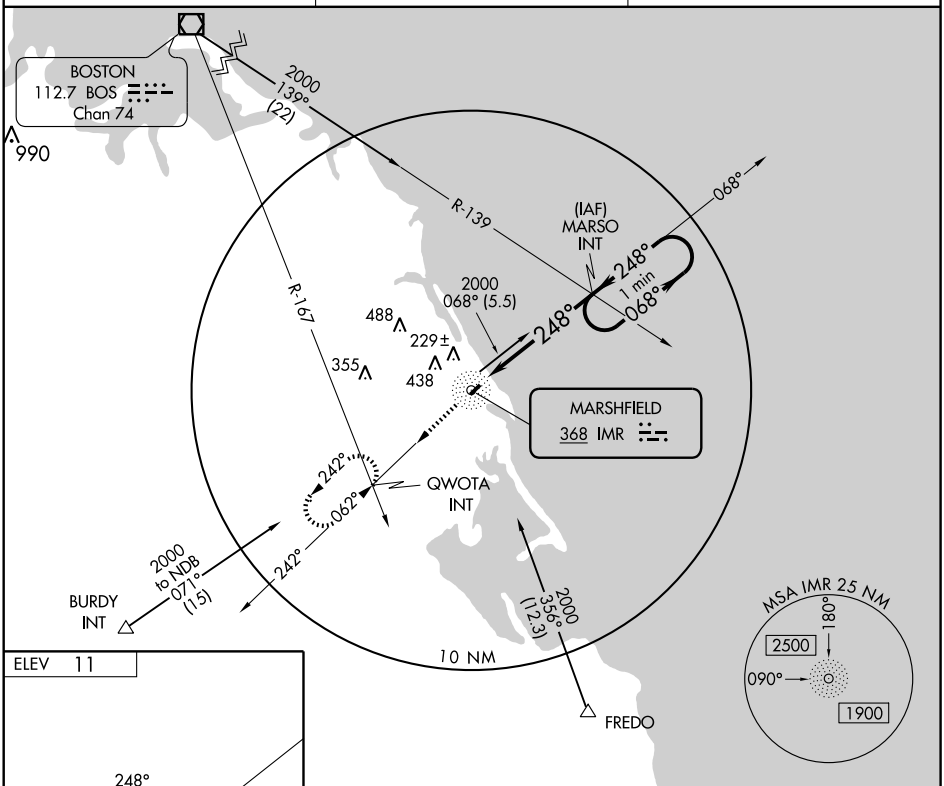
NDB RWY 24

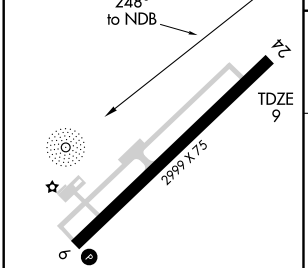
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

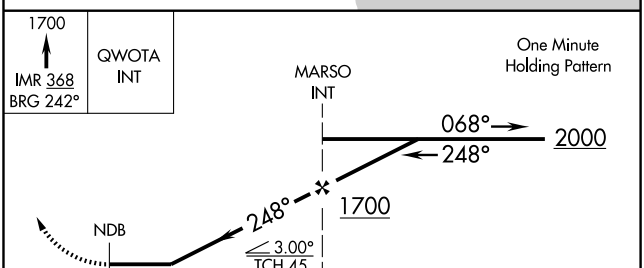
MISSED APPROACH: Climb to 1700 via 242° bearing from IMR NDB to QWOTA INT and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L





REIL Rwy 6 L
MIRL Rwy 6-24 L



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-24	580-1	571 (600-1)	NA	
CIRCLING	580-1 569 (600-1)	620-1 609 (700-1)	NA	

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NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2999
062°	TDZE	9
	Apt Elev	11

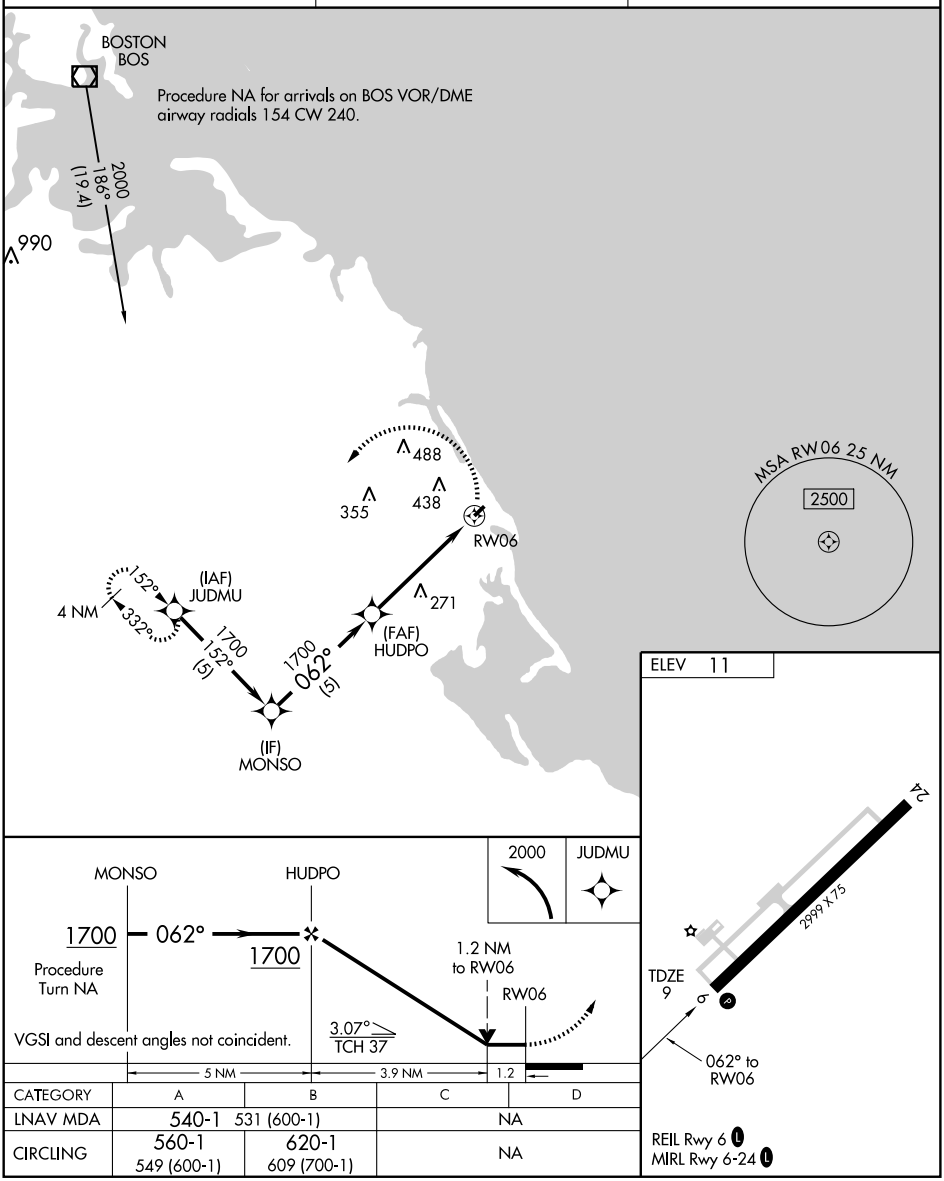
RNAV (GPS) RWY 6

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct JUDMU and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2999
242°	TDZE	9
	Apt Elev	11

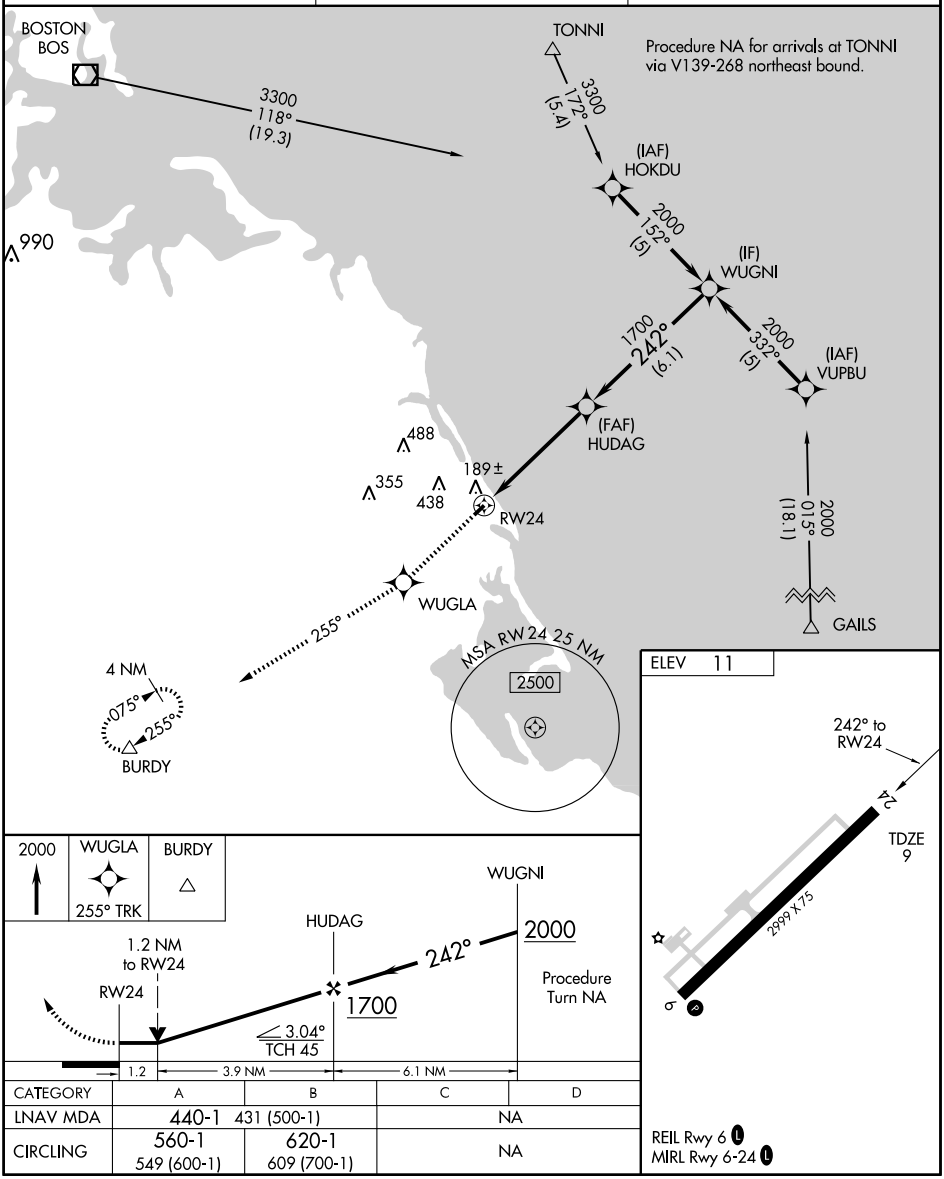
RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WUGLA and via 255° track to BURDY and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L

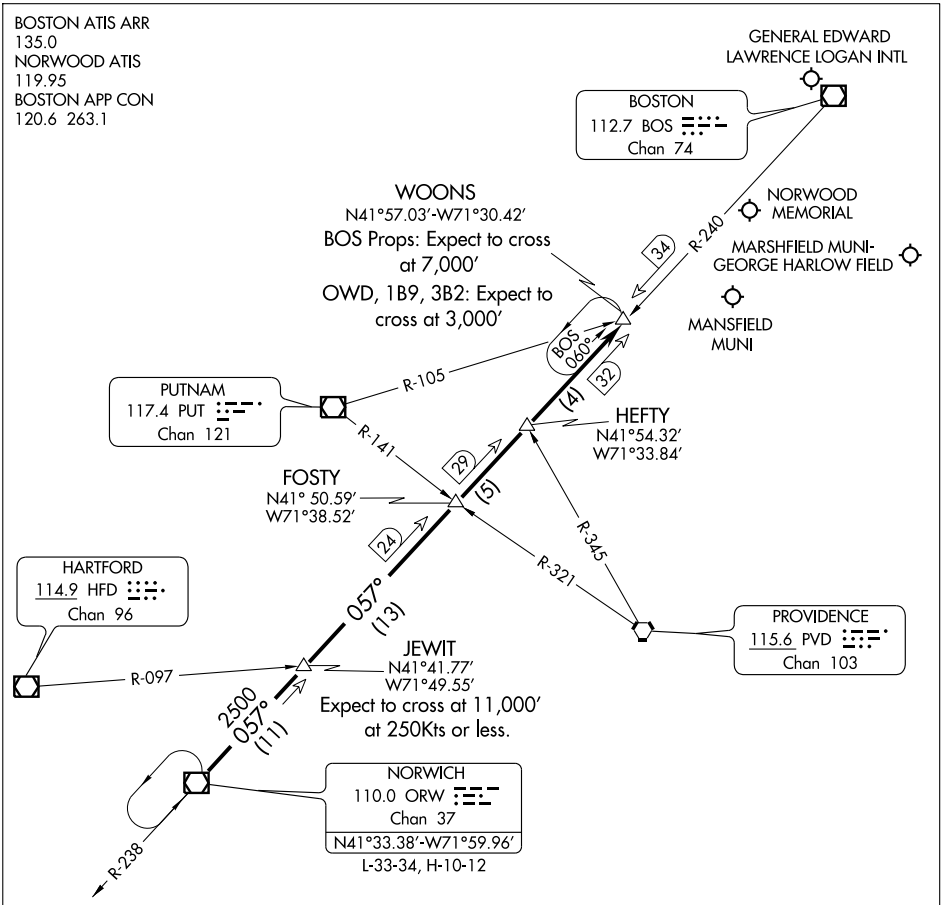


CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

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NE-1, 21 OCT 2010 to 18 NOV 2010

MONTAGUE

TURNERS FALLS (ØB5) 3 N UTC−5(−4DT) N42°35.48′ W72°31.37′

NEW YORK
L–33C, 34J
IAP

356 B S4 **FUEL** 100LL NOTAM FILE BTV

RWY 16–34: H3013X75 (ASPH) S–30 MIRL 0.3% up SE

RWY 16: Trees.

RWY 34: REIL. VASI(V2L)—GA 4.3°TCH 46′. Trees.

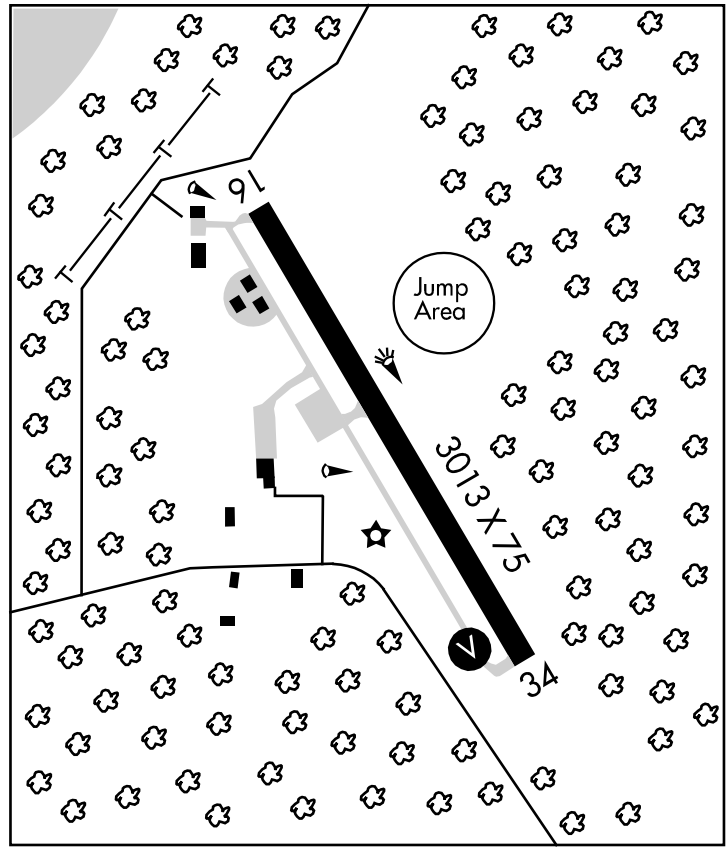
AIRPORT REMARKS: Attended 1330–2230Z‡. Parachute Jumping. Noise abatement procedures Rwy 34, calm wind rwy, wind 3–5 Kts or less, heading of 335° after departure. Acft departing Rwy 34 will avoid overflight of residential and commercial areas by taking a heading of 335°. Rwy 34 REIL OTS indef. Rwy 34 VASI OTS indef. ACTIVATE MIRL Rwy 16–34; VASI Rwy 34 and REIL Rwy 34—CTAF.

COMMUNICATIONS: CTAF 123.0 **UNICOM** 123.0 (1300–2300Z‡)

BOSTON CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 20.8 NM to fld. 1280/14W.



MYRICKS (See BERKLEY)

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	292°	TDZE	N/A
Chan 43		Apt Elev	356

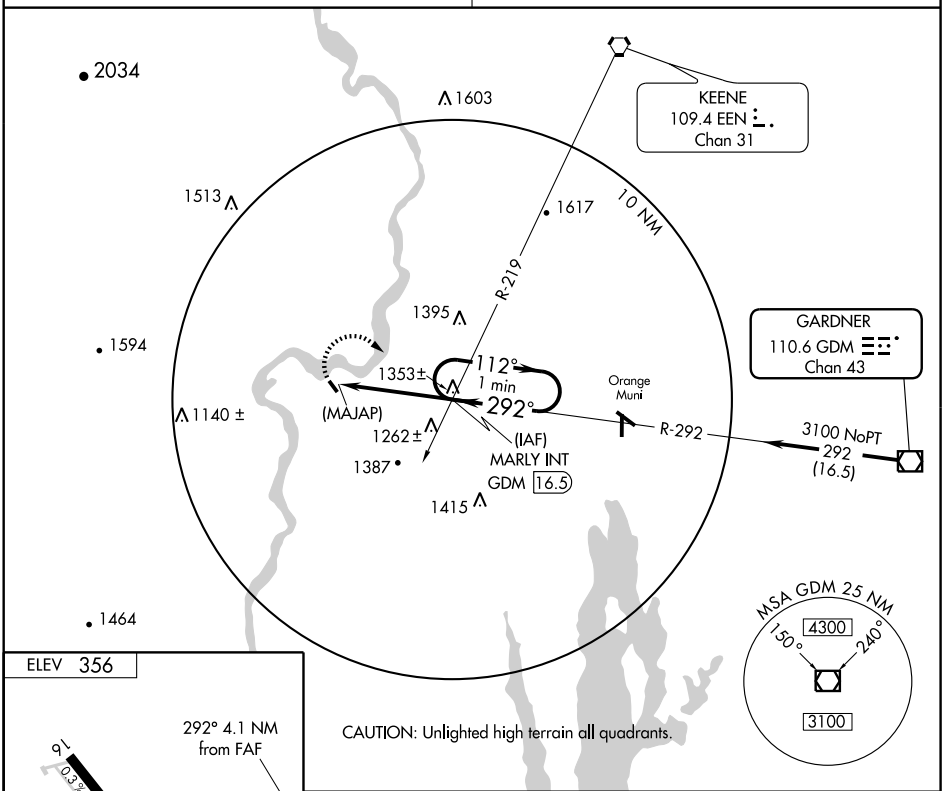
VOR or GPS-A

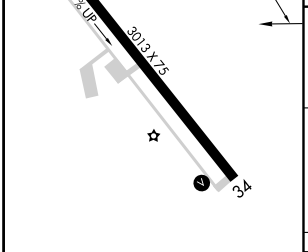
MONTAGUE/ TURNERS FALLS (ØB5)

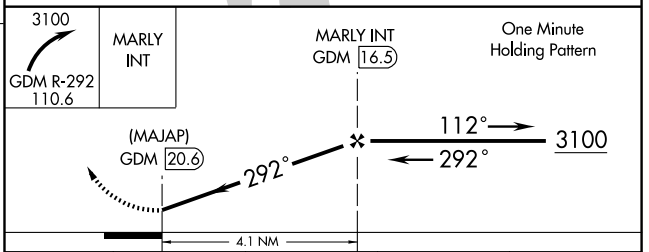
T NA Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via GDM R-292 to MARLY Int and hold.

BOSTON CENTER	UNICOM
123.75 338.2	123.0 (CTAF) L







REIL Rwy 34 L
MIRL Rwy 16-34 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

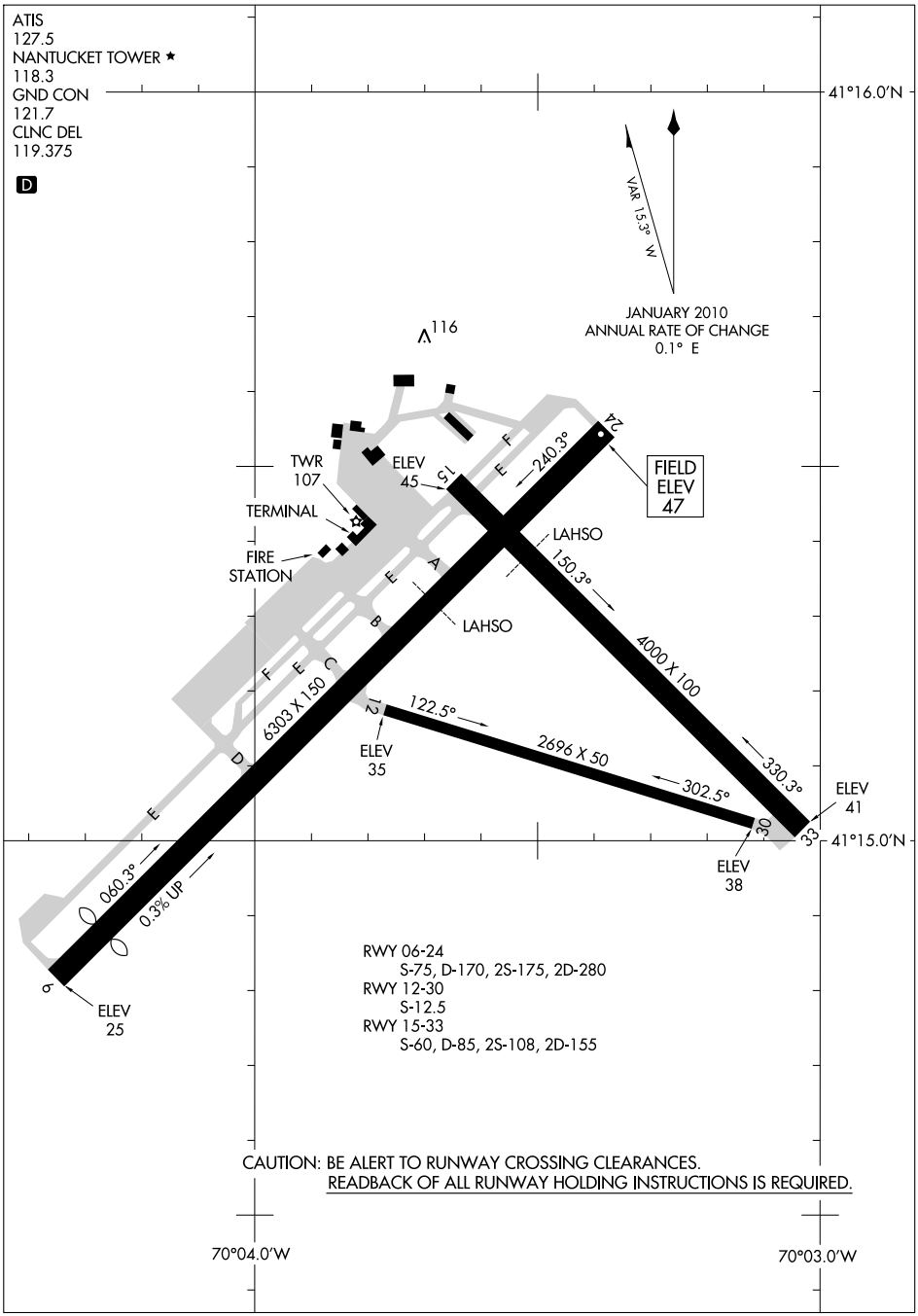
CATEGORY	A	B	C	D
CIRCLING	1520-1¼ 1164 (1200-1¼)	1520-1½ 1164 (1200-1½)	1520-3 1164 (1200-3)	NA
ORANGE ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1¼ 1224 (1300-1¼)	1580-1½ 1224 (1300-1½)	1580-3 1224 (1300-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-659 (FAA)

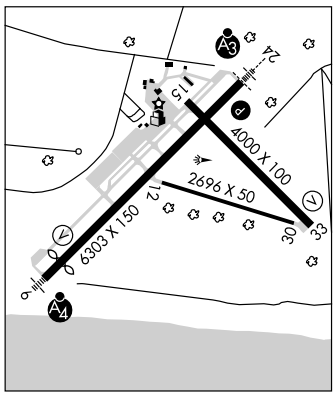
NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NANTUCKET MEM (ACK) 3 SE UTC−5(−4DT) N41°15.19′ W70°03.62′ **NEW YORK**
47 B **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ACK **H–10J, 12K, L–33D**
RWY 06–24: H6303X150 (ASPH) S–75, D–170, 2S–175, 2D–280 HIRL CL 0.3% up NE. **IAP, AD**
RWY 06: MALSF. VASI(V4L)—GA 3.0°. Thld dsplcd 537′.
RWY 24: SSALR. TDZL. PAPI(P4L)–GA 3.0° TCH 48′.
RWY 15–33: H4000X100 (ASPH) S–60, D–85, 2S–108, 2D–155 MIRL
RWY 15: REIL. Building.
RWY 33: REIL. VASI(V4R)—GA 3.0°TCH 43′.
RWY 12–30: H2696X50 (ASPH) S–12.5



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	15–33	4316
RWY 33	06–24	3150

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–6303	TODA–6303	ASDA–6303	LDA–5752
RWY 12:	TORA–2696	TODA–2696	ASDA–2696	LDA–2696
RWY 15:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 24:	TORA–6303	TODA–6303	ASDA–6303	LDA–6303
RWY 30:	TORA–2696	TODA–2696	ASDA–2696	LDA–2696
RWY 33:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000

AIRPORT REMARKS: Attended continuously. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Deer and birds on and invof arpt. Rwy 12–30 VFR/Day use only aircraft under 12,500 lbs. Arpt has noise abatement procedures ctc Noise Officer 508–325–5300. PPR 2 hours for unscheduled air carrier ops with more than 9 passenger seat, call arpt manager 508–325–5300. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 midpoint and rollout runway visual range avbl. When twr clsd ACTIVATE MALSF Rwy 06; SSALR Rwy 24; HIRL Rwy 06–24; MIRL Rwy 15–33; PAPI Rwy 24 and twy lgts—CTAF. VASI Rwy 06 and Rwy 33 opr 24 hrs. Rwy 24 SSALR unmonitored when twr clsd. Twy F between A and B clsd indef. Twy F prohibited to air carrier acft with more than 9 passenger seats when twr clsd. Fee for non-commercial acft parking over 2 hrs or over 6000 lbs. NOTE: See Special Notices—VFR Noise Abatement Procedures.
WEATHER DATA SOURCES: ASOS (508) 325–6082. LAWRS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 127.5 (508–228–5375) **UNICOM** 122.95
RCO 122.1R 116.2T (BRIDGEPORT RADIO)
Ⓡ **CAPE APP/DEP CON** 126.1 (1100–0400Z‡) May 15–Sept 30, (1100–0300Z‡) Oct 1–May 14.
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30, (0300–1100Z‡) Oct 1–May 14.
TOWER 118.3 May 15–Sep 30 (1100–0300Z‡), Oct 1–May 14 (1100–0200Z‡).
GND CON 121.7 **CLNC DEL** 119.375
AIRSPACE: CLASS D svc May 15–Sep 30 1100–0300Z‡, Oct 1–May 14 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACK.
(H) VOR/DME 116.2 ACK Chan 109 N41°16.91′ W70°01.60′ 236°2.3 NM to fld. 99/15W.
WAIVS NDB (LOM) 248 AC N41°18.68′ W69°59.21′ 240° 4.8 NM to fld.
ILS/DME 109.1 I–ACK Chan 28 Rwy 24. Class IE. LOM WAIVS NDB. ILS unmonitored when twr clsd.
ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE.

NAUSET N41°41.51′ W69°59.39′ NOTAM FILE BDR. **NEW YORK**
NDB (MHW) 279 CQX at Chatham Muni. NDB unusable 220°–280° byd 20 NM. **L–33D**

NEFOR N41°37.30′ W71°01.06′ NOTAM FILE EWB.
NDB (LOM) 274 EW 055° 4.3 NM to New Bedford Rgnl.

DEEPO ONE ARRIVAL (RNAV)

(DEEPO.DEEPO1) 07354

CAPE APP CON
133.75 284.6
NANTUCKET ATIS
127.5
NANTUCKET TOWER
118.3 (CTAF)

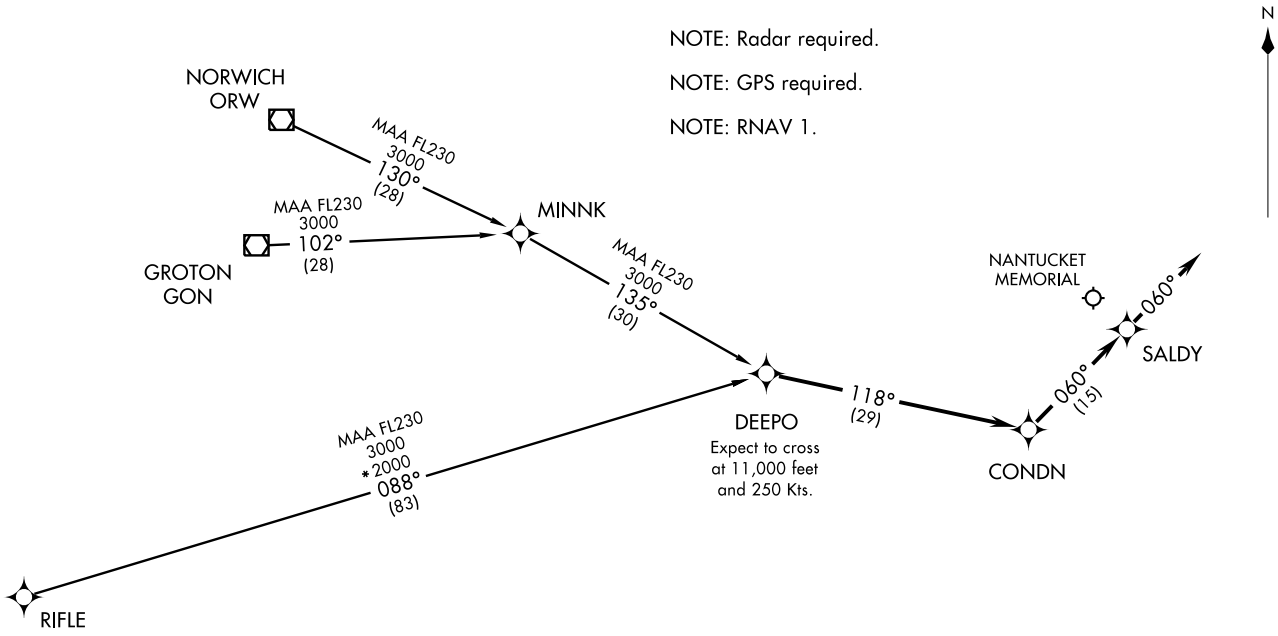
GROTON TRANSITION (GON.DEEPO1)
NORWICH TRANSITION (ORW.DEEPO1)
RIFLE TRANSITION (RIFLE.DEEPO1)

. . . . From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.

NOTE: Radar required.

NOTE: GPS required.

NOTE: RNAV 1.



NOTE: Chart not to scale.

NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL

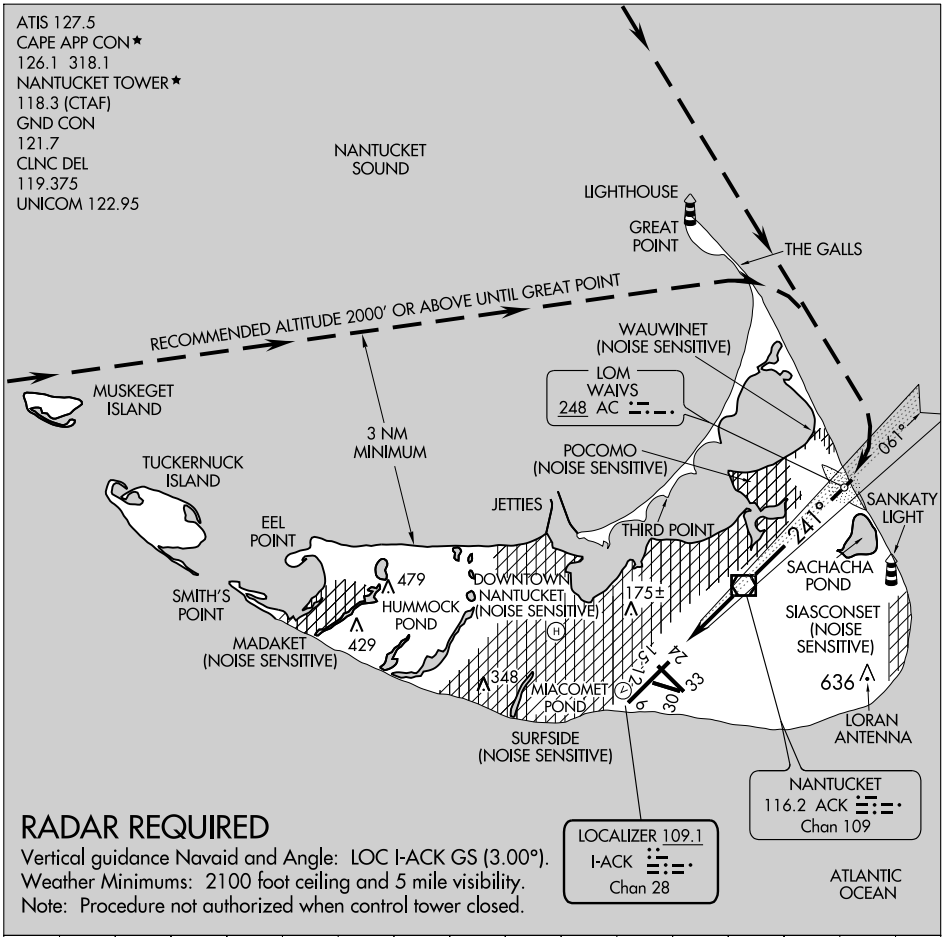
(DEEPO.DEEPO1) 07354
DEEPO ONE ARRIVAL (RNAV)

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

GREAT POINT VISUAL RWY 24 AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RNE	APP CRS	Rwy Idg 5752
109.1 Chan 28	061°	TDZE 39 Apt Elev 48

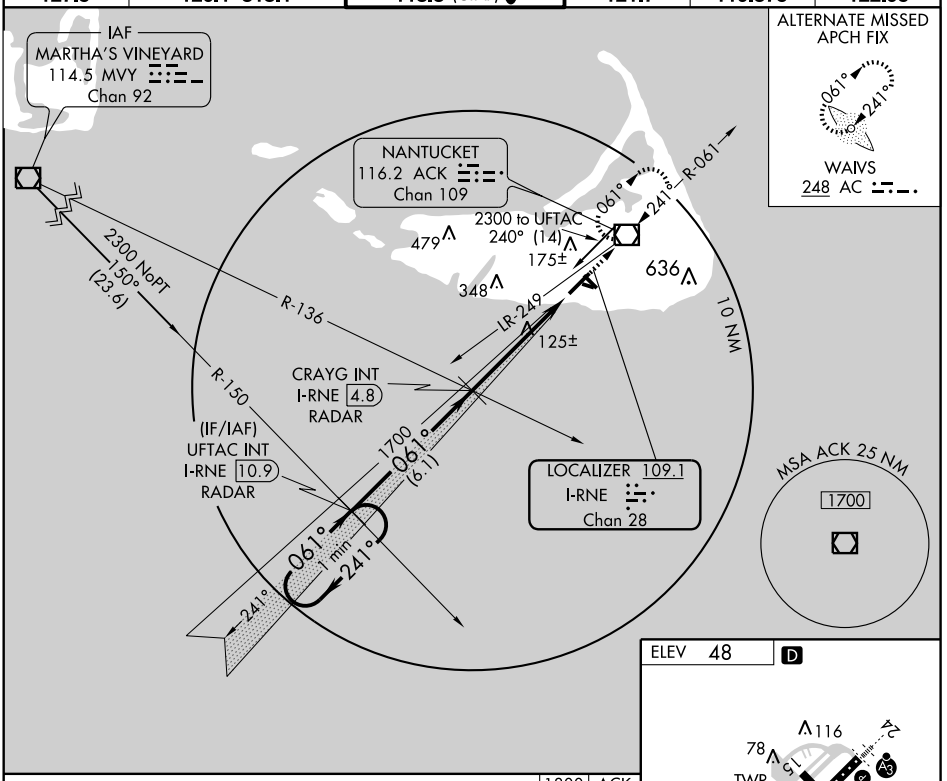
ILS or LOC RWY 6
NANTUCKET MEMORIAL (ACK)

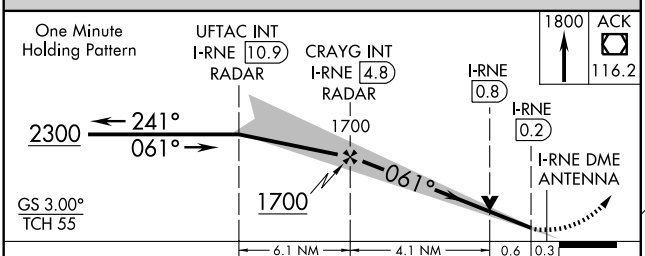
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-ILS 6 all Cats visibility to RVR 5000 and S-LOC Cats C and D visibility to RVR 6000. VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to S-LOC 6 Cat C when using Hyannis altimeter setting.

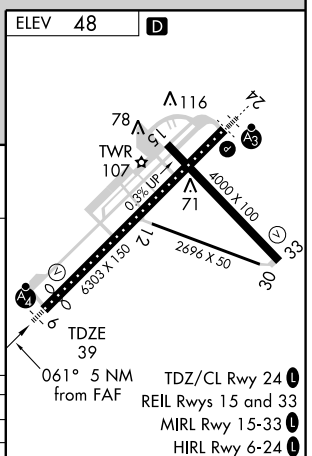
MALSF

MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.

ATIS	CAPE APP CON★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







CATEGORY	A	B	C	D
S-ILS 6	239/40 200 (200-¾)			
S-LOC 6	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACK	APP CRS	Rwy Idg 6303
109.1	241°	TDZE 48
Chan 28		Apt Elev 48

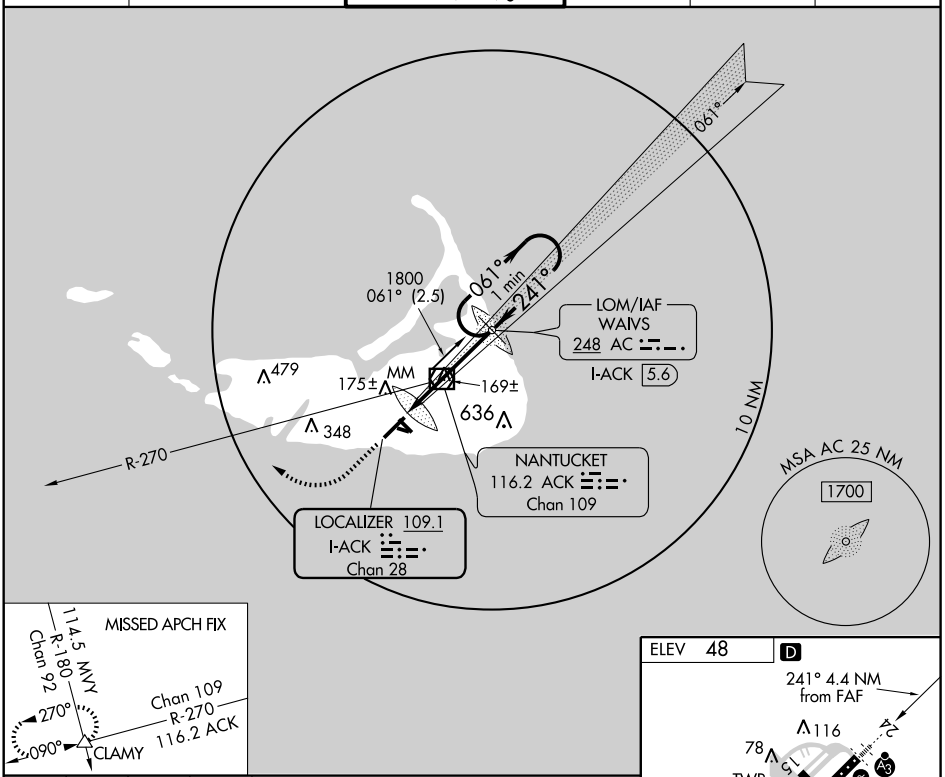
ILS or LOC RWY 24
NANTUCKET MEMORIAL (ACK)

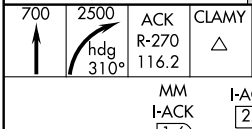
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 63 feet and all MDA 80 feet; increase S-LOC 24 Cat C visibility to RVR 4000 and Cat D visibility to RVR 5000. VDP NA when using Hyannis altimeter setting. For inoperative SSALR when using Hyannis altimeter setting, increase S-ILS 24 visibility to RVR 5000. ADF or DME Required.

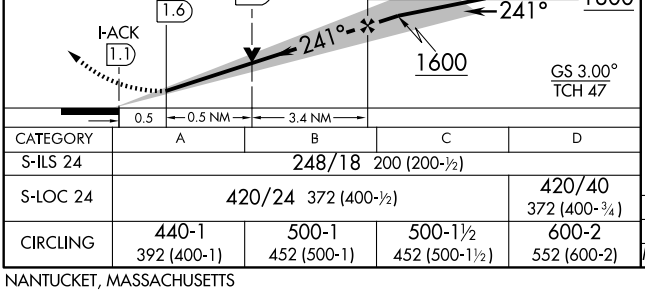
SSALR

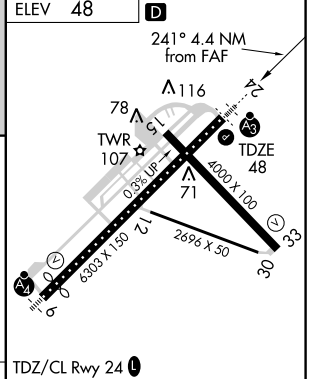
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95









CATEGORY	A	B	C	D
S-ILS 24	248/18 200 (200-½)			
S-LOC 24	420/24 372 (400-½)			420/40 372 (400-¾)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

ACK VOR/DME	APP CRS	Rwy Idg	6303
116.2	241°	TDZE	48
Chan 109		Apt Elev	48

NDB RWY 24

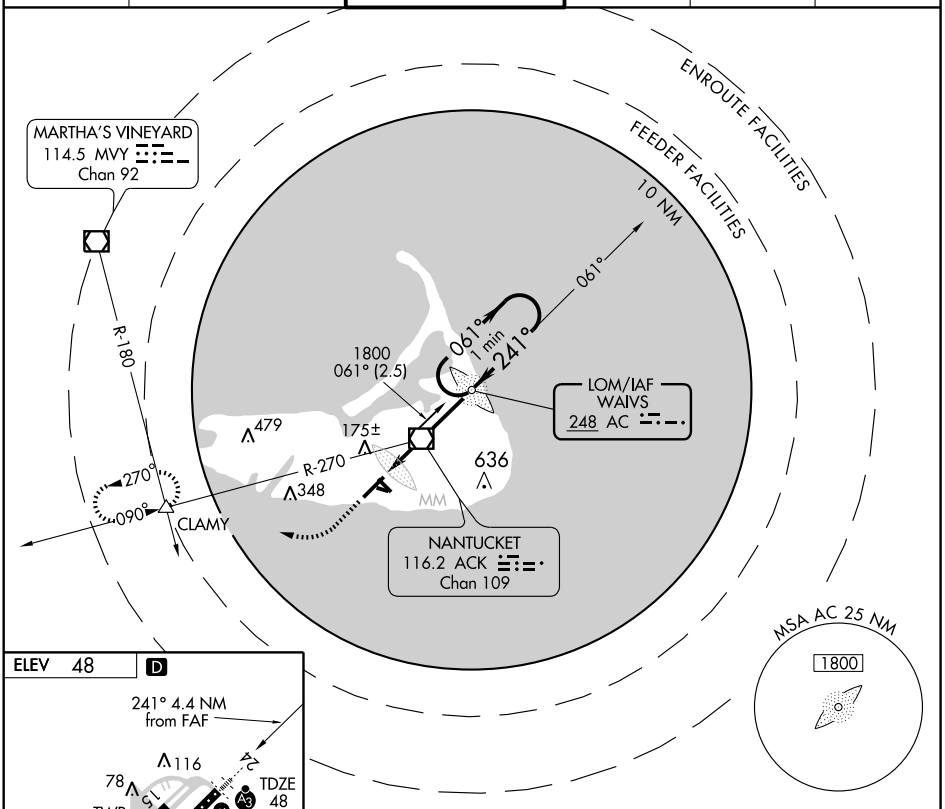
NANTUCKET MEMORIAL (ACK)

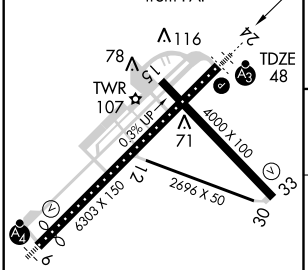
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

SSALR

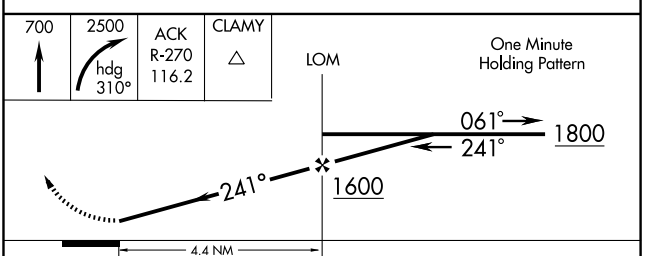
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	480/40 432 (500-¾)			480/60 432 (500-1¼)
CIRCLING	480-1 432 (500-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

NEWBE ONE ARRIVAL
(NEWBE.NEWBE1) 07298

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence . . . .

. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81912 W06A	APP CRS 061°	Rwy Idg 5752 TDZE 39 Apt Elev 48

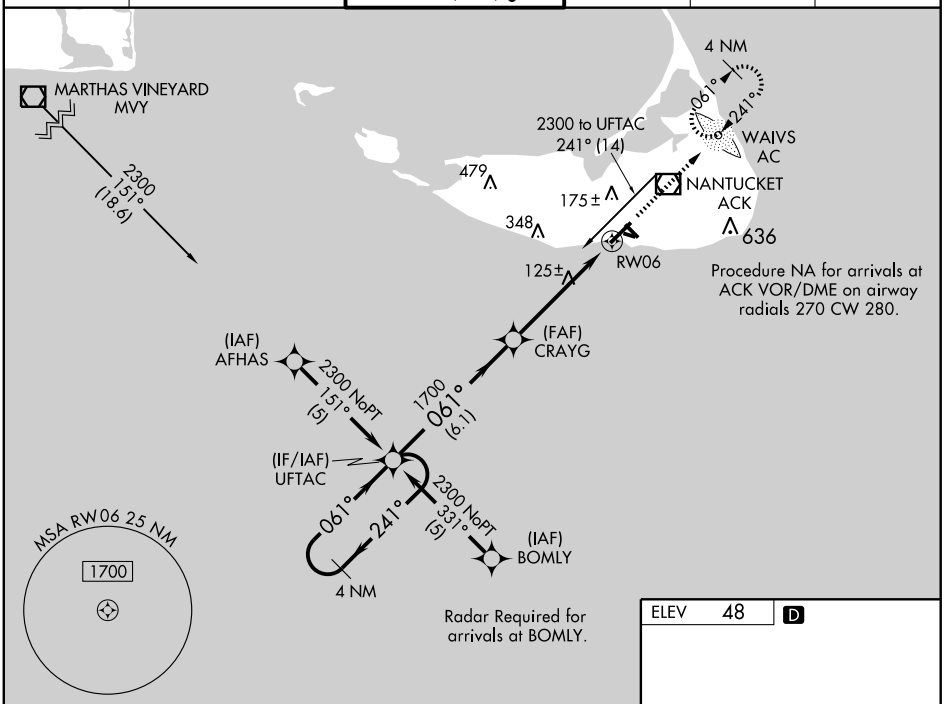
RNAV (GPS) RWY 6
NANTUCKET MEMORIAL (ACK)

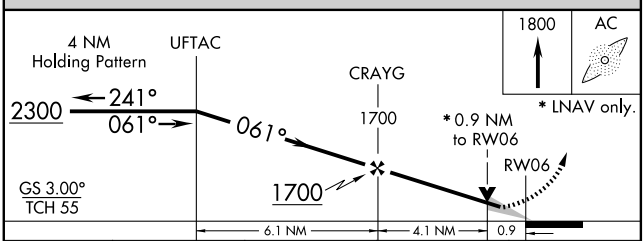
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats and LNAV Cats C and D visibility to RVR 6000. Baro-VNAV and VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C when using Hyannis altimeter setting.

MALSF

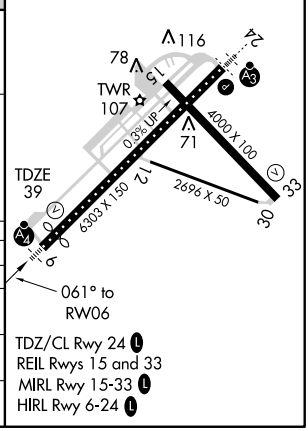
MISSED APPROACH: Climb to 1800 direct WAIVS LOM and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	352/40 313 (400-¾)			352/50 313 (400-1)
LNAV MDA	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93612 W24A	APP CRS 241°	Rwy Idg 6303 TDZE 48 Apt Elev 48

RNAV (GPS) RWY 24

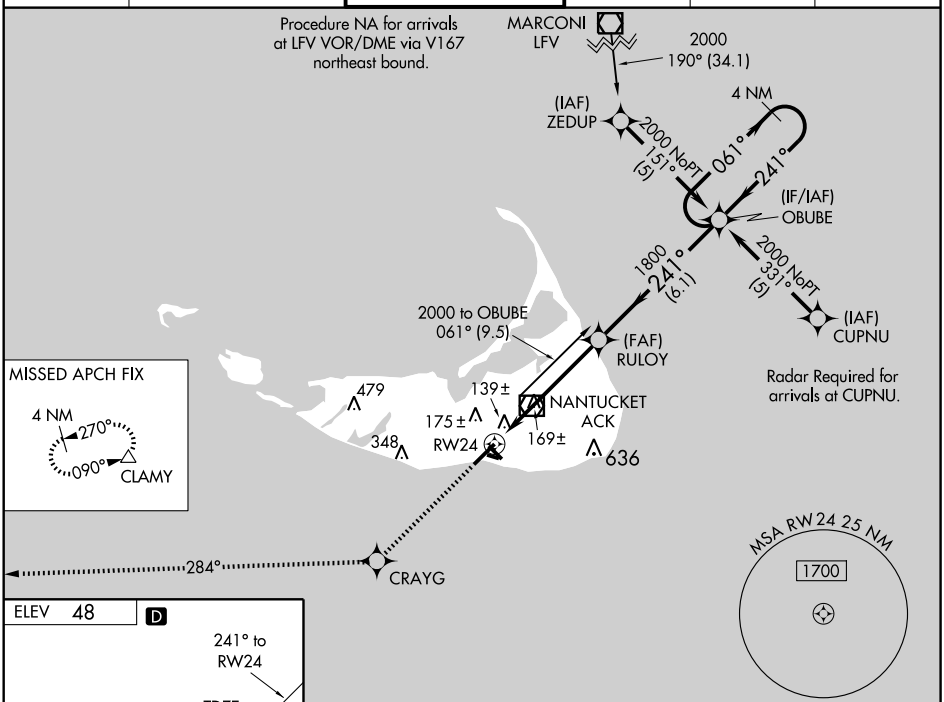
NANTUCKET MEMORIAL (ACK)

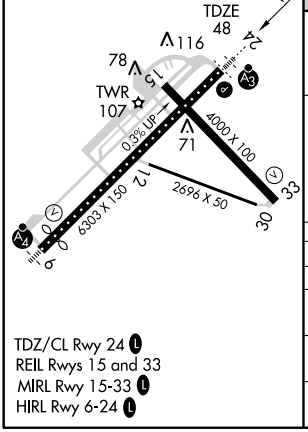
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting. For inoperative SSALR, increase LNAV Cat D visibility to RVR 6000. For inoperative SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 5000.

SSALR

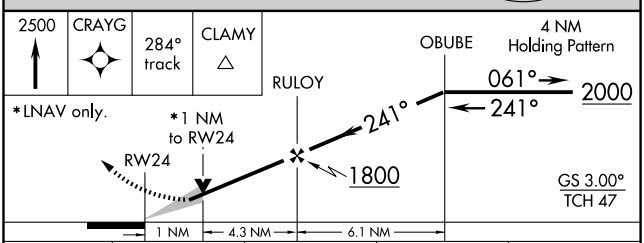
MISSED APPROACH: Climb to 2500 direct CRAYG and via 284° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LPV DA	248/24 200 (200-½)			
LNAV/VNAV DA	435/40 387 (400-¾)			
LNAV MDA	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

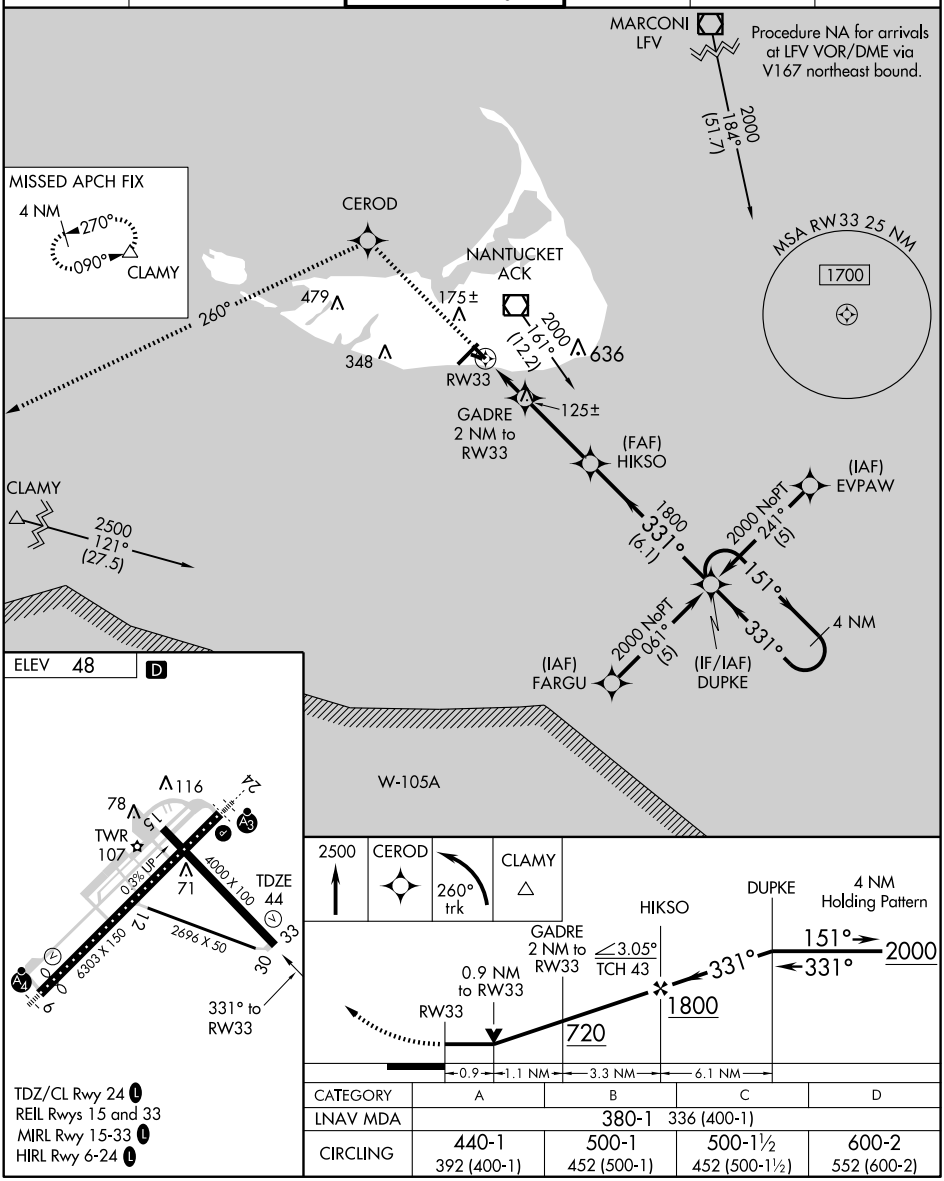
NANTUCKET MEMORIAL (ACK)

APP CRS	Rwy Idg	4000
331°	TDZE	44
	Apt Elev	48

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ mile.
VDP NA when using Hyannis altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEROD and left turn via 260° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95



CATEGORY	A	B	C	D
LNAV MDA	380-1 336 (400-1)			
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

STEWY ONE DEPARTURE (RNAV)

ATIS 127.5
GND CON
121.7
CLNC DEL
119.375
NANTUCKET TOWER ★
118.3
CAPE DEP CON
133.75 284.6
BOSTON CENTER
132.225 128.8 257.8
ASOS

PEASE
PSM

SCUPP

TAKE-OFF MINIMUMS:
Rwy 6: STANDARD.
Rwys 12, 15, 24, 30, 33: NA-Noise abatement.

CHESTER
CTR

BOSTON
BOS

MARCONI
LFV

BARNES
BAF

PROVIDENCE
PVD

GAILS

TRURO

1300
027°
(38)

NOTE: 1. GPS Required
2. RNAV 1.

COSSY

PEAKE

STEWY

2000
*1400
280°
(29)

360°

SANDY POINT
SEY

HAMPTON
HTO

MARTHA'S VINEYARD
MVY

TOPPY

PEVTE

TAKE-OFF OBSTACLES:
Rwy 6: Obstruction light 978 feet from DER, 636 feet left of centerline, 14 feet AGL/73 feet MSL,
Trees, 1827 feet from DER, 480 feet right of centerline, 15 feet AGL/75 feet MSL,
Multiple trees beginning 3586 feet from DER, 1134 feet left of centerline up to 60 feet AGL/139 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb to 2000 direct PEVTE, direct TOPPY, then via 360° track to STEWY, thence. . .
. . .via transition/route or assigned fix. Expect filed altitude 10 minutes after departure.

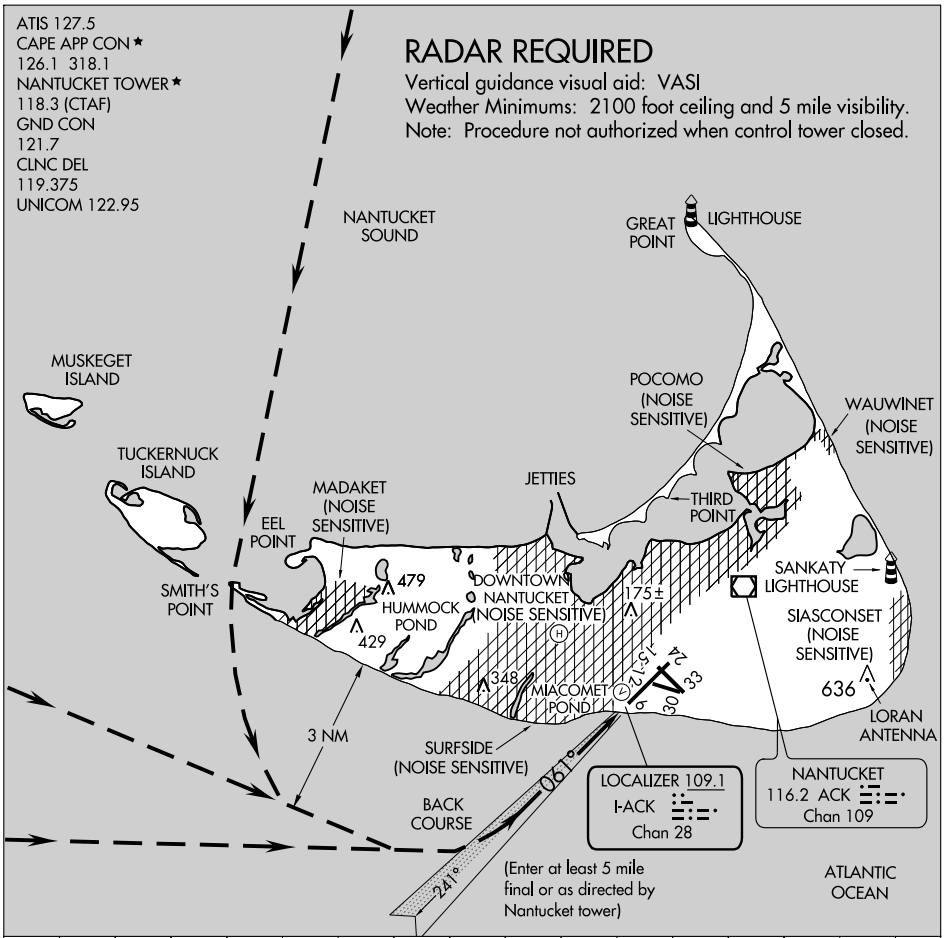
TRURO TRANSITION (STEWY1.TRURO): From over STEWY INT via 027° track to TRURO INT.
MVY TRANSITION (STEWY1.MVY): From over STEWY INT via 280° track to MVY VOR/DME.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TUCKERNUCK VISUAL RWY 6

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

41°15'N - 70°04'W

ACK VOR/DME	APP CRS	Rwy Idg	6303
116.2	240°	TDZE	48
Chan 109		Apt Elev	48

VOR RWY 24

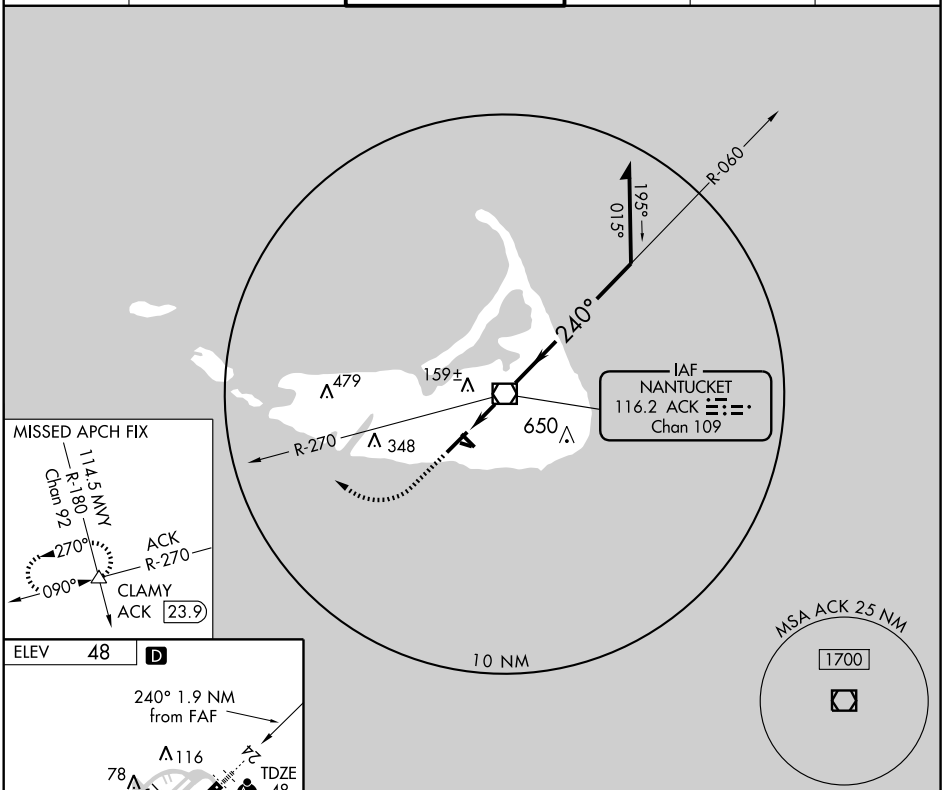
NANTUCKET MEMORIAL (ACK)

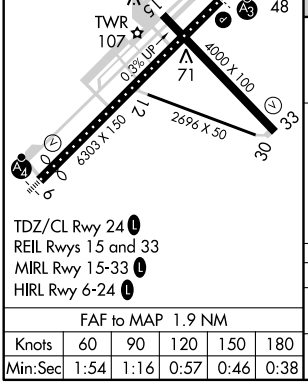
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

SSALR

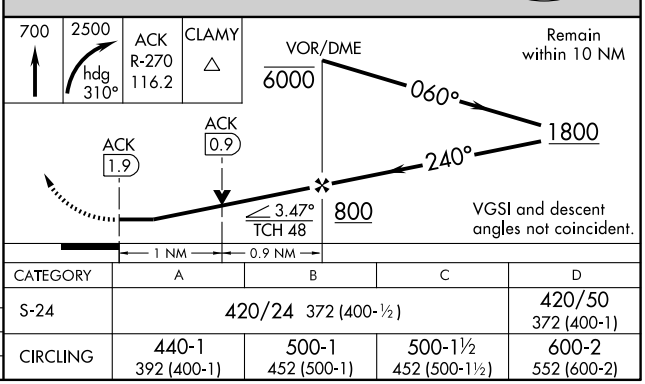
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



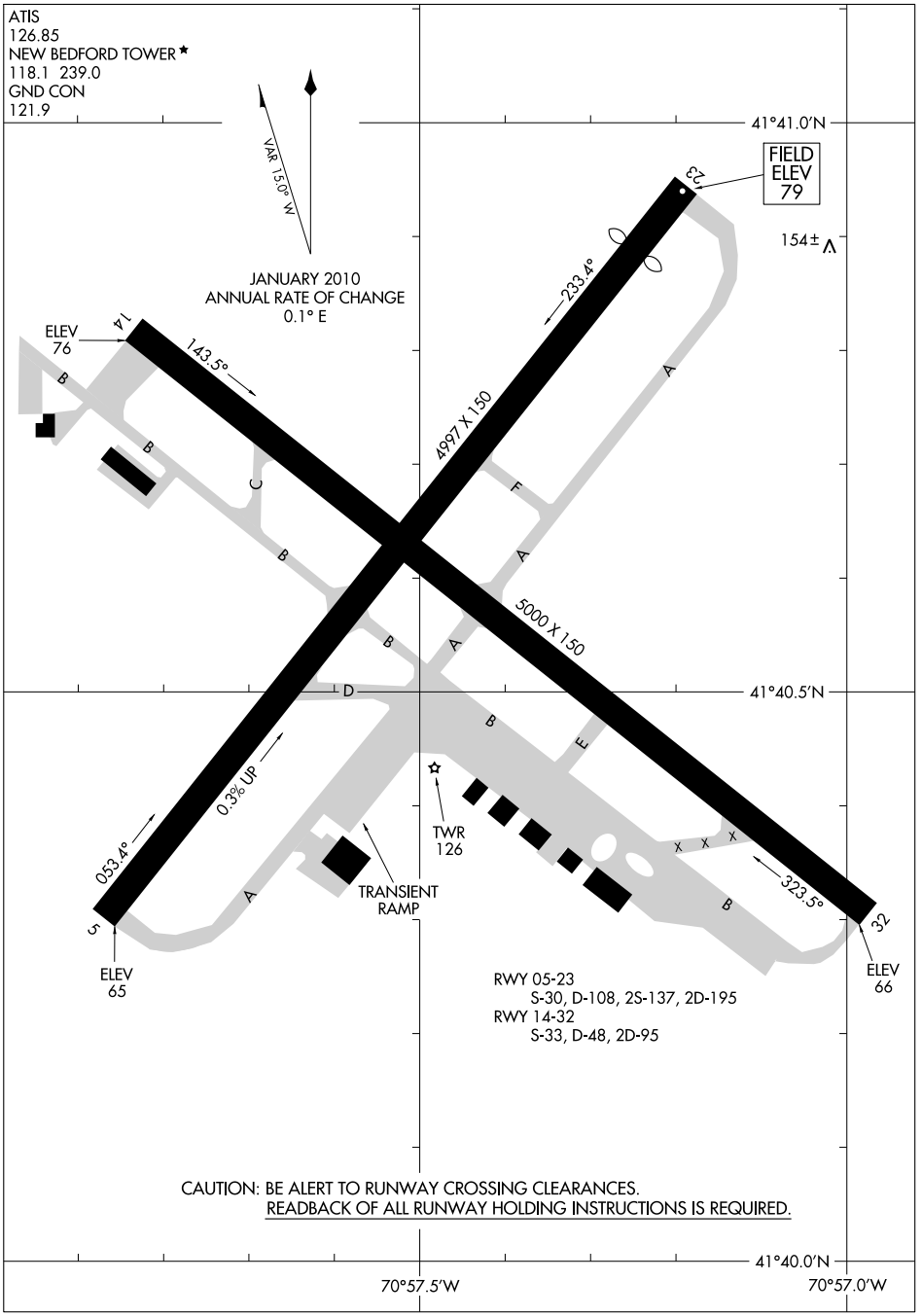
CATEGORY	A	B	C	D
S-24	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-644 (FAA)

NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NEW BEDFORD RGNL (EWB) 2 NW UTC−5(−4DT) N41°40.59′ W70°57.47′ NEW YORK

79 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE EWB H–10J, 11D, 12K, L–33D

RWY 14–32: H5000X150 (ASPH) S–33, D–48, 2D–95 MIRL IAP, AD

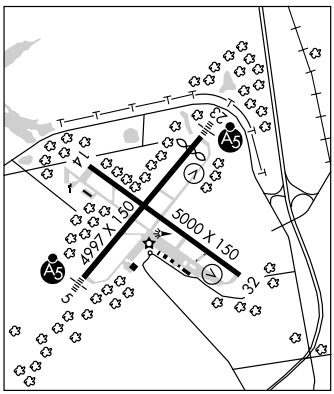
RWY 14: Tree.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 52′. Trees.

RWY 05–23: H4997X150 (ASPH) S–30, D–108, 2S–137, 2D–195 HIRL 0.3% up NE

RWY 05: MALSR. Tree.

RWY 23: MALSR. VASI(V4L)—GA 3.1° TCH 31′. Thld dsplcd 414′. Tree.



AIRPORT REMARKS: Attended 1100–0500Z‡. Birds and deer on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 05–23, MIRL Rwy 14–32, MALSR Rwys 05 and Rwy 23, REIL Rwy 32—CTAF. VASI Rwys 23 and 32 ops 24 hours. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (508) 992–0195. LAWRS.

COMMUNICATIONS: CTAF 118.1 **ATIS** 126.85 508–994–6277.

UNICOM 122.95

Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

TOWER 118.1 (1200–0300Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 112° 21.4 NM to fld. 49/14W. **HIWAS.**

NEFOR NDB (LOM) 274 EW N41°37.30′ W71°01.06′ 055° 4.3 NM to fld.

ILS/DME 109.7 I–EWB Chan 34 Rwy 05. LOM NEFOR NDB. EW NDB unusable byd 7.0 NM. LOC backcourse and backcourse DME unusable byd 12 NM. LOC backcourse and backcourse DME unusable 15° left and right of course. Autopilot coupled apch blo 470′ not authorized. ILS unmonitored when twr clsd.

NEWBURYPORT

PLUM ISLAND (2B2) 1 SE UTC−5(−4DT) N42°47.72′ W70°50.37′ NEW YORK

11 S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR

RWY 14–32: 2300X100 (TURF–GRVL)

RWY 14: Trees **RWY 32:** Trees

RWY 10–28: H2105X50 (ASPH) S–8

RWY 10: Trees. **RWY 28:** Thld dsplcd 300′. Fence.

AIRPORT REMARKS: Attended Apr–Sep 1300–2300Z‡. Attended irregularly Oct–Mar. No touch and go allowed. Rwy 10–28 outlined with reflectors.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **BOSTON APP/DEP CON** 124.4

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

NORTH ADAMS

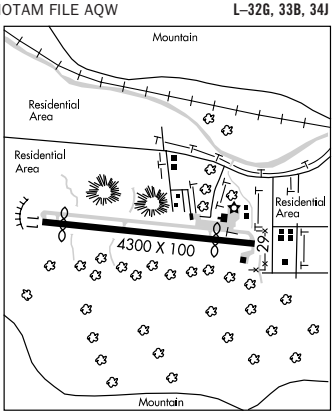
HARRIMAN–AND–WEST (AQW) 3 W UTC−5(−4DT) N42°41.77′ W73°10.21′ NEW YORK

654 B S6 **FUEL** 100LL, JET A OX 3 TPA—1654(1000) NOTAM FILE AQW L–32G, 33B, 34J

RWY 11–29: H4300X100 (ASPH) S–25 MIRL

RWY 11: Thld dsplcd 1180′. Trees.

RWY 29: Thld dsplcd 800′. Trees.



AIRPORT REMARKS: Attended dawn–dusk. Mountain ranges 9,100 ft north at elev 1,894 ft; 4,300 ft north at elev 2,254 ft; 10,800 ft south at elev 2,951 ft; 12,800 ft south at elev 2,690 ft. Extensive glider operations sunrise–sunset surface–18,000 ft year round, primarily weekends and holidays. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 11–29—CTAF.

WEATHER DATA SOURCES: ASOS 134.775 (413) 664–6658.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 171° 19.5 NM to fld. 1490/14W. **HIWAS.**

LOC/DME I-EWB	APP CRS	Rwy Idg	4997
109.7	054°	TDZE	72
Chan 34		Apt Elev	80

ILS or LOC RWY 5

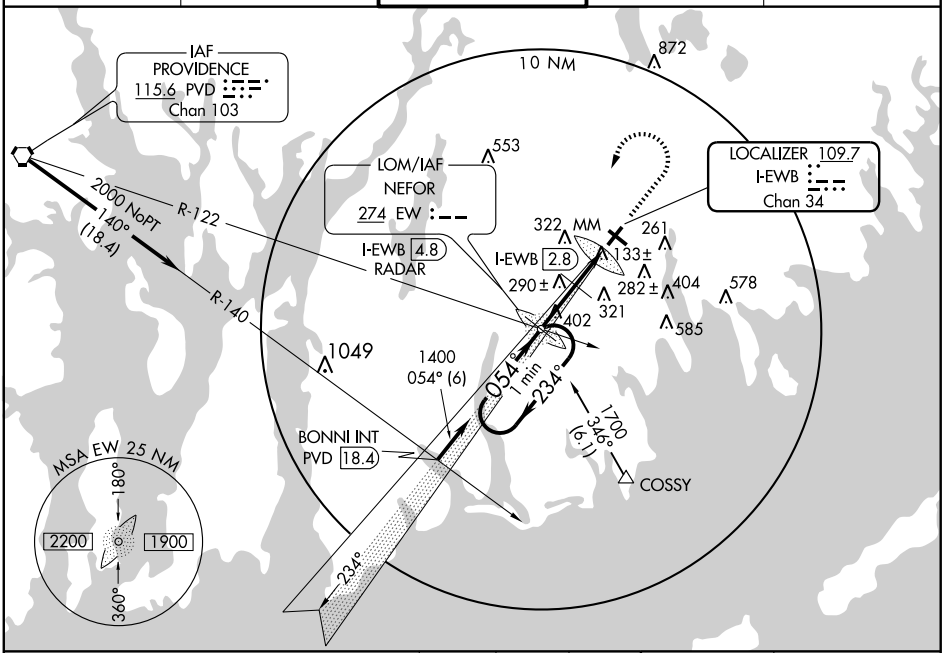
NEW BEDFORD RGNL (EWB)

Auto coupled approach NA below 470.
ADF required.

MALSR

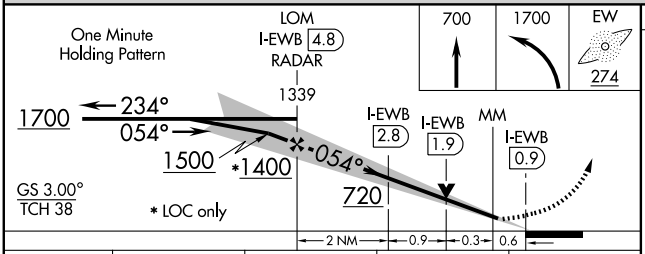
MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



NE-1, 21 OCT 2010 to 18 NOV 2010

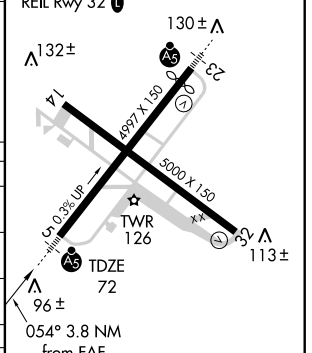
NE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 5	272/24 200 (200-½)			
S-LOC 5	720/24 648 (700-½)		720/60 648 (700-1¼)	720-1½ 648 (700-1½)
CIRCLING	720-1 640 (700-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)
DME MINIMUMS				
S-LOC 5	420/24 348 (400-½)			420/40 348 (400-¾)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

ELEV 80

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

LOC/DME I-EWB	APP CRS	Rwy Idg	4583
109.7	234°	TDZE	78
Chan 34		Apt Elev	80

LOC BC RWY 23
NEW BEDFORD RGNL (EWB)

For inoperative MALSR, increase S-23 visibility ¼ mile all Cats.

MALSR

MISSED APPROACH: Climb to 1700 via I-EWB SW course to NEFOR LOM/Int/I-EWB 4.8 DME/RADAR and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

BACK COURSE
RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-EWB
Chan 34

FURBS
I-EWB 9.8

CUSON OM
I-EWB 4.6
RADAR

R-4101

115.6 PVD
Chan 103

R-122

LOM
NEFOR
274 EW

NEFOR INT
I-EWB 4.8/RADAR

1049

MSA EW 25 NM
180°
2200
1900
360°

ELEV 80

234° 4.7 NM from FAF

TDZE 78

4997 X 150

5000 X 150

0.3% UP

TWR 126

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

1700
I-EWB
SW CRS

EW
274

CUSON OM
I-EWB 4.6
RADAR

FURBS
I-EWB 9.8

2000

I-EWB
0.5

1900

3.51°
TCH 50

VGSI and descent angle not coincident.

Disregard GS indications.

0.6 4.1 NM 5.2 NM

CATEGORY	A	B	C	D
S-23	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOM EW	APP CRS	Rwy Idg	4997
274	055°	TDZE	72
		Apt Elev	80

NDB RWY 5

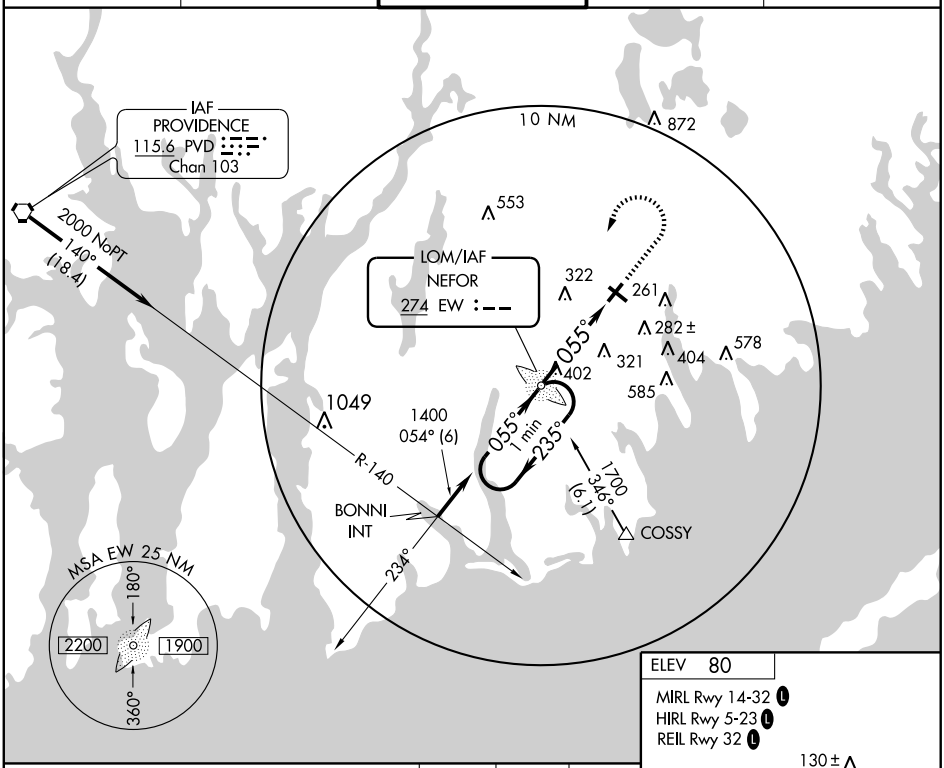
NEW BEDFORD RGNL (EWB)

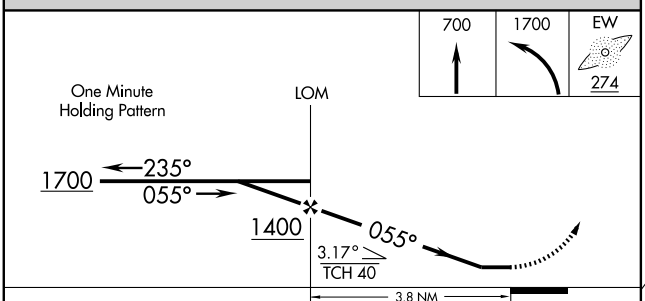
MALSR

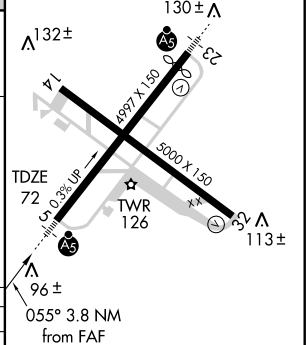
MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

NE-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-5	640/40	568 (600-¾)	640/50 568 (600-1)	640-1½ 568 (600-1½)
CIRCLING	640-1	560 (600-1)	640-1½ 560 (600-1½)	640-2 560 (600-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

APP CRS	Rwy Idg	4997
054°	TDZE	72
	Apt Elev	80

RNAV (GPS) RWY 5
NEW BEDFORD RGNL (EWB)

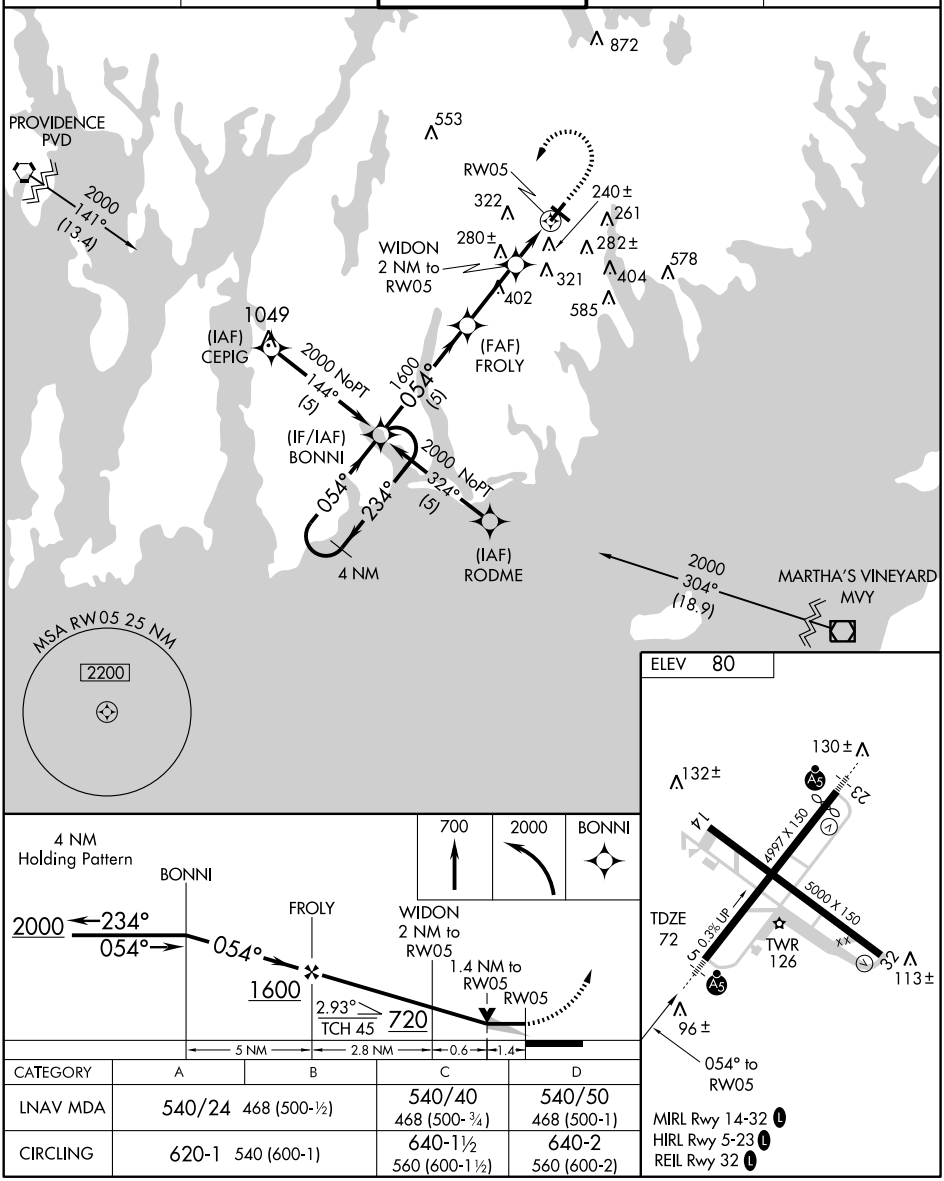
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	540/24 468 (500-½)		540/40 468 (500-¾)	540/50 468 (500-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

NEW BEDFORD RGNL (EWB)

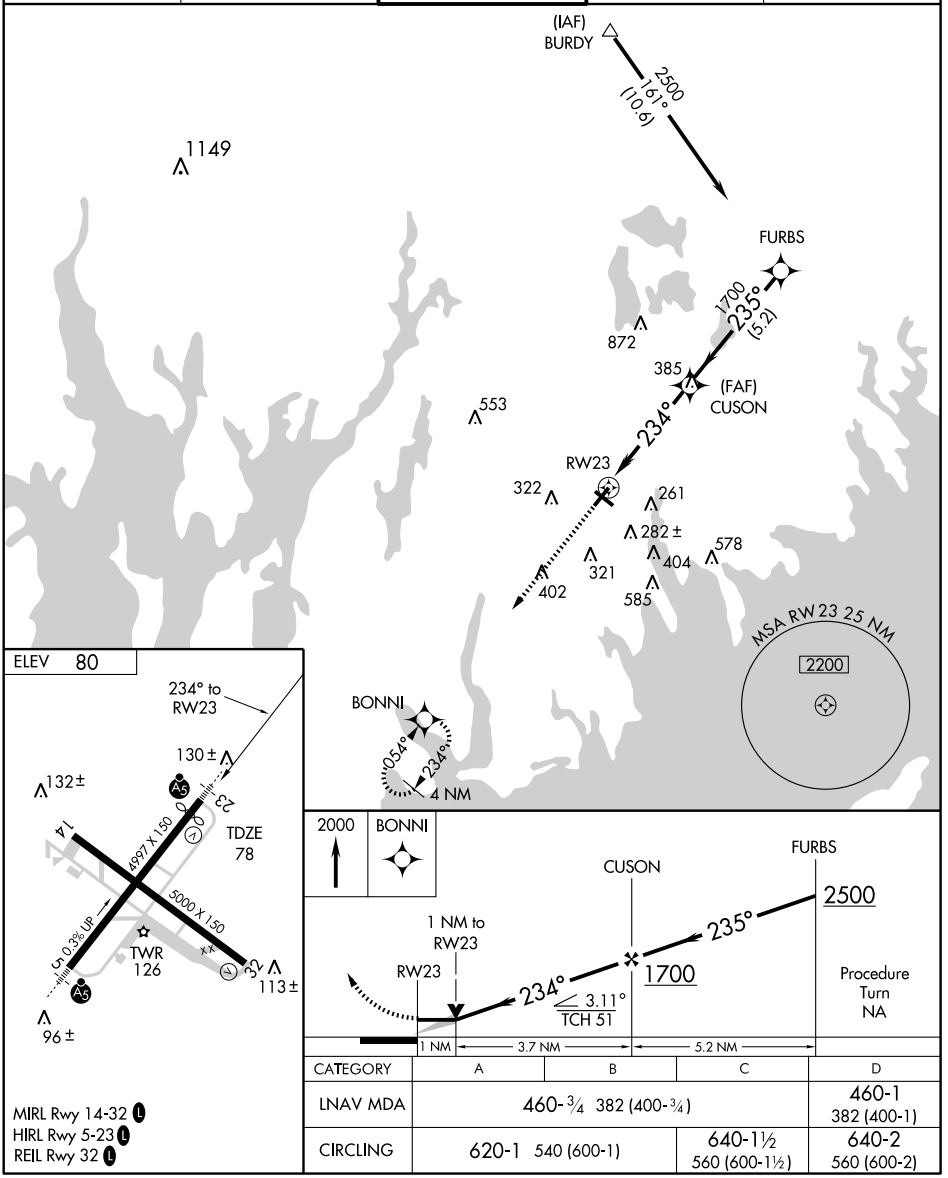
APP CRS	Rwy Idg	4583
234°	TDZE	78
	Apt Elev	80

For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1, Cat D to 1¼.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct to BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95



MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

CATEGORY	A	B	C	D
LNAV MDA	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TEDDY THREE ARRIVAL

(BDL.TEDDY3) 07354

NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.

N

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

FL180
147°
(30)

SHIGY
N42°23.97′
W73°19.02′

R-030
(111)
41

PONEE
N42°16.19′
W73°08.26′

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
Expect to cross 20 NM NW of BDL VORTAC at or below FL210.

FL180
093°
(98)

11000
149°
(28)
R-329

PAWLING
114.3 PWL
Chan 90

WIPOR
41°39.38′
72°10.63′
Expect to cross at 11,000.

140°
(29)

NORTH CENTRAL STATE

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
Expect to cross 50 NM East of HNK VOR/DME at or below FL290.

R-100

6000
141°
(10)

PROVIDENCE
115.6 PVD
Chan 103

THEODORE FRANCIS GREEN STATE

HARTFORD
114.9 HFD
Chan 96

R-321

QUONSET STATE

NEW BEDFORD RGNL

LAFAY
N41°27.75′
W71°43.27′

3000
128°
(14)

R-234

NORWICH
110.0 ORW
Chan 37
N41°33.38′-W71°59.96′

NEWPORT STATE

NOTE: Chart not to scale.

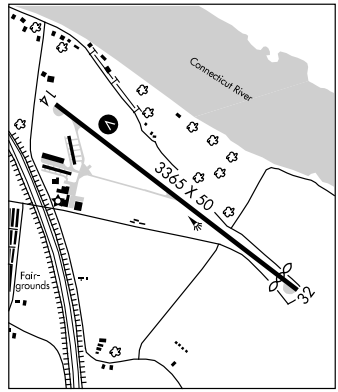
PROVIDENCE, RHODE ISLAND

ST-333 (FAA)

TEDDY THREE ARRIVAL
(BDL.TEDDY3) 07354
PROVIDENCE, RHODE ISLAND

NORTHAMPTON (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′
121 B S2 **FUEL** 100LL NOTAM FILE BTV
RWY 14–32: H3365X50 (ASPH) S–7.5 HIRL
RWY 14: VASI(V4L)—GA 4.0° TCH 58′. Trees.
RWY 32: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.
BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.

NEW YORK
L–33C, 34J
IAP



NORWOOD MEM (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD
RWY 17–35: H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL
RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees.
RWY 35: MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88
RWY 10: PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
RWY 28: Trees. Rgt tfc.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 35	10–28	3320

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
WEATHER DATA SOURCES: ASOS (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
STOGE NDB (LOM) 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
ILS/DME 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.

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IAP, AD

RNAV (GPS) RWY 14

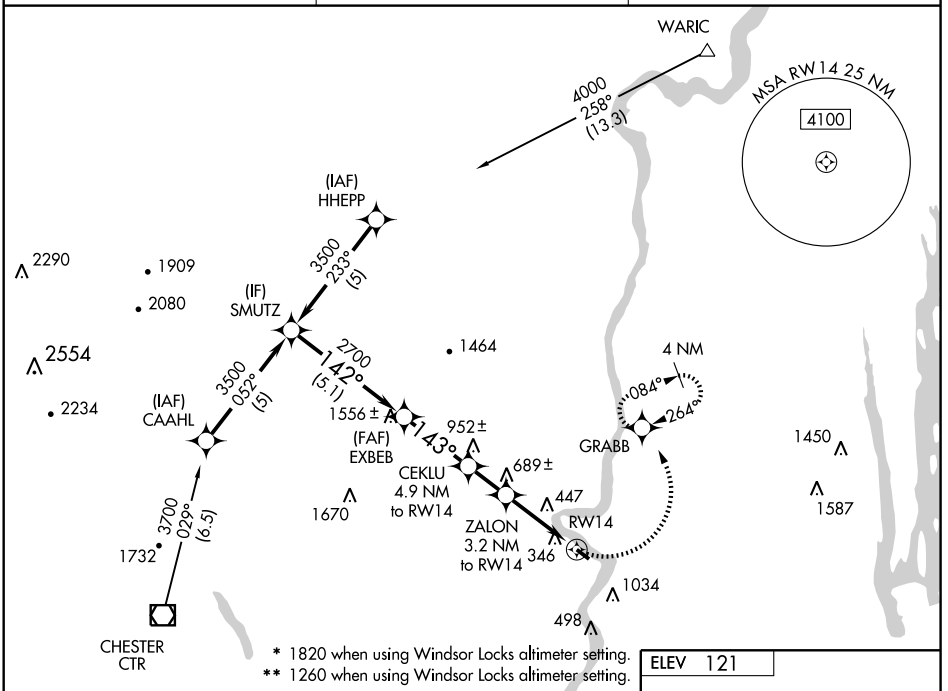
NORTHAMPTON (7B2)

APP CRS	Rwy Idg	3365
143°	TDZE	121
	Apt Elev	121

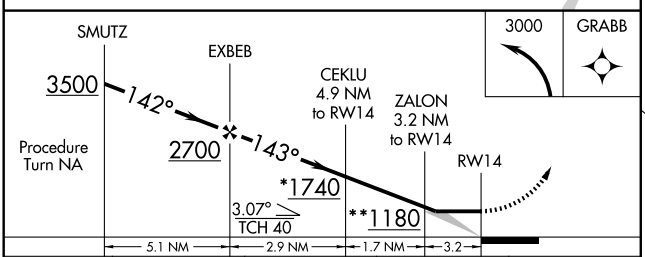
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting.

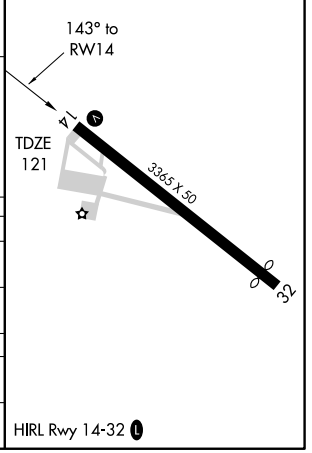
MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



* 1820 when using Windsor Locks altimeter setting.
** 1260 when using Windsor Locks altimeter setting.





CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
CIRCLING	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1020-1¼ 899 (900-1¼)		NA	
CIRCLING	1020-1¼ 899 (900-1¼)		NA	

HIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

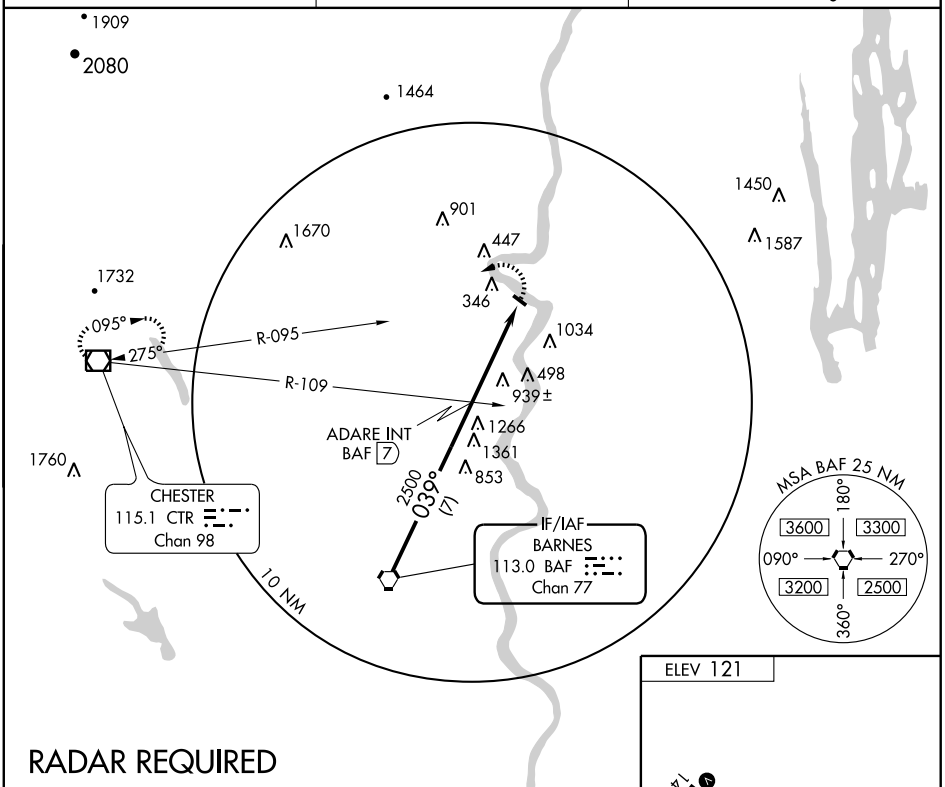
VORTAC BAF 113.0 Chan 77	APP CRS 039°	Rwy Idg N/A TDZE N/A Apt Elev 121

VOR-A
NORTHAMPTON (7B2)

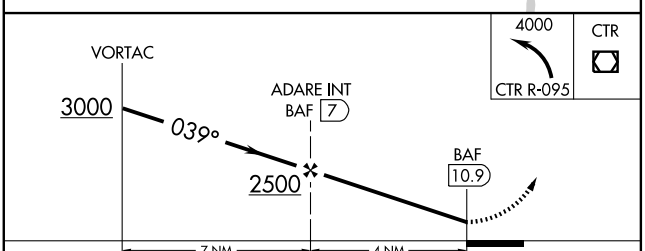
NA Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 via CTR VOR/DME R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L

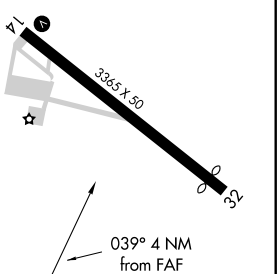


RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1419 (1500-1¼)	1540-1½ 1419 (1500-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1¼ 1499 (1500-1¼)	1620-1½ 1499 (1500-1½)	NA	

ELEV 121



HIRL Rwy 14-32 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	219°	TDZE	N/A
Chan 77		Apt Elev	121

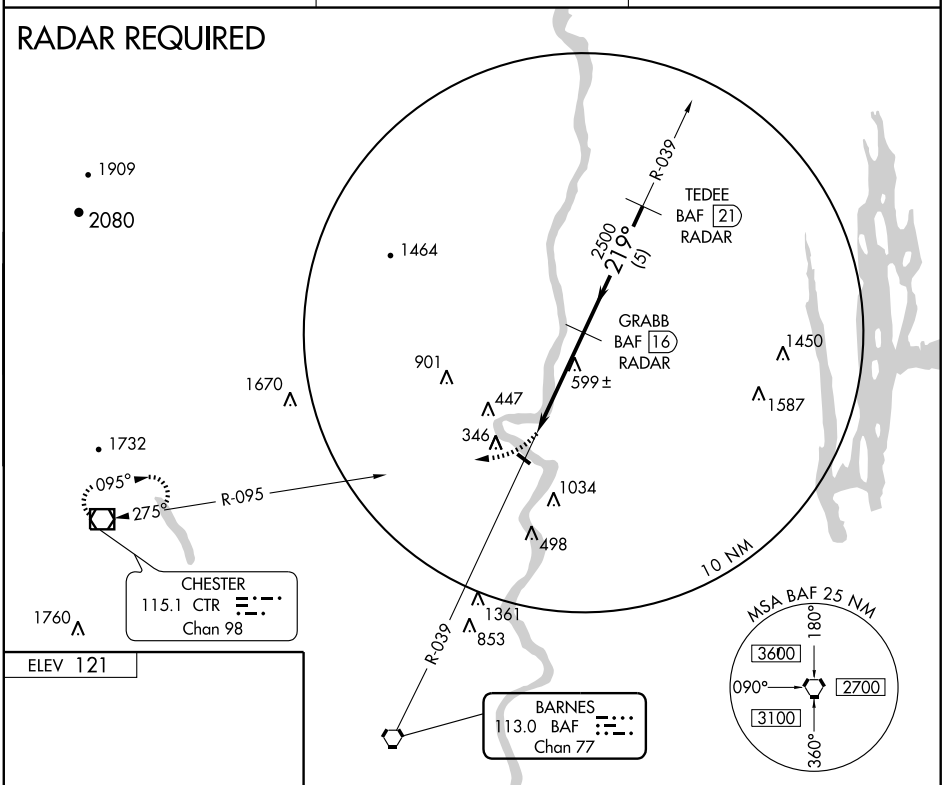
VOR/DME-B
NORTHAMPTON (7B2)

T NA — Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

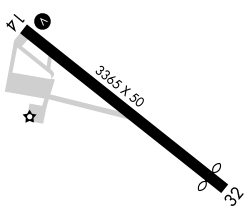
MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

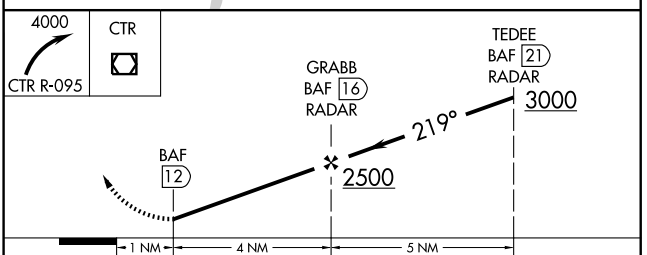
BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L

RADAR REQUIRED



ELEV 121





CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1179 (1200-1¼)	1300-1½ 1179 (1200-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1¼ 1239 (1300-1¼)	1360-1½ 1239 (1300-1½)	NA	

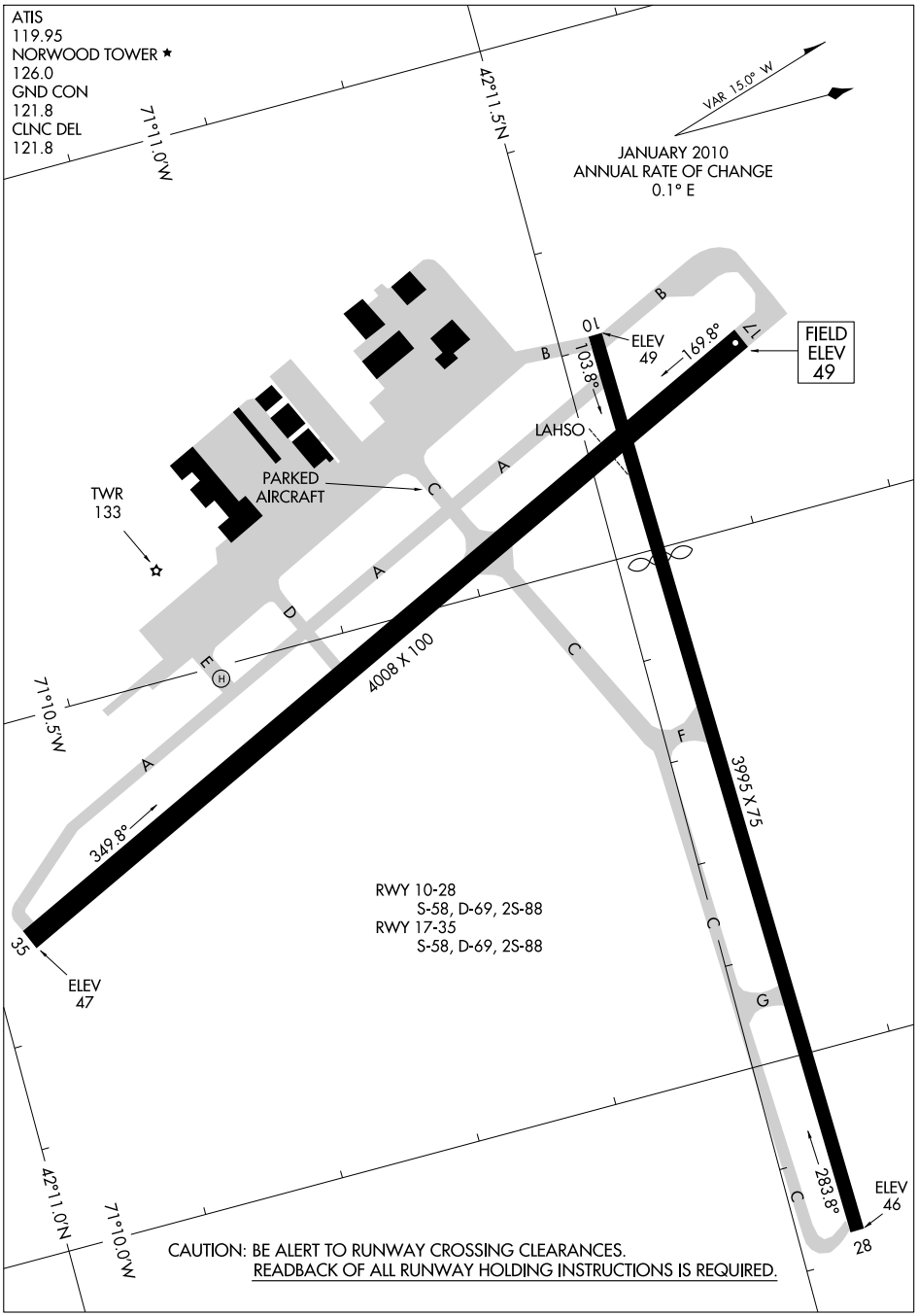
HIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NORTHAMPTON (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′
121 B S2 **FUEL** 100LL NOTAM FILE BTV
RWY 14–32: H3365X50 (ASPH) S–7.5 HIRL
RWY 14: VASI(V4L)—GA 4.0° TCH 58′. Trees.
RWY 32: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.
BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.

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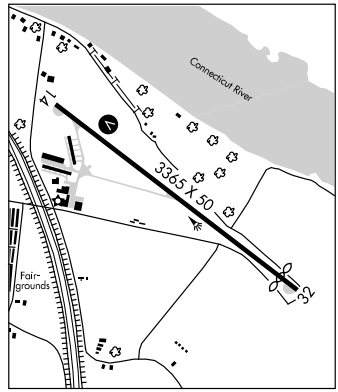

NORWOOD MEM (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD
RWY 17–35: H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL
RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees.
RWY 35: MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88
RWY 10: PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
RWY 28: Trees. Rgt tfc.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 35	10–28	3320

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
WEATHER DATA SOURCES: ASOS (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
STOGE NDB (LOM) 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
ILS/DME 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.

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COPTER
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IAP, AD

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME I-OWD	APP CRS	Rwy Idg	4008
108.3	350°	TDZE	49
Chan 20		Apt Elev	49

LOC RWY 35

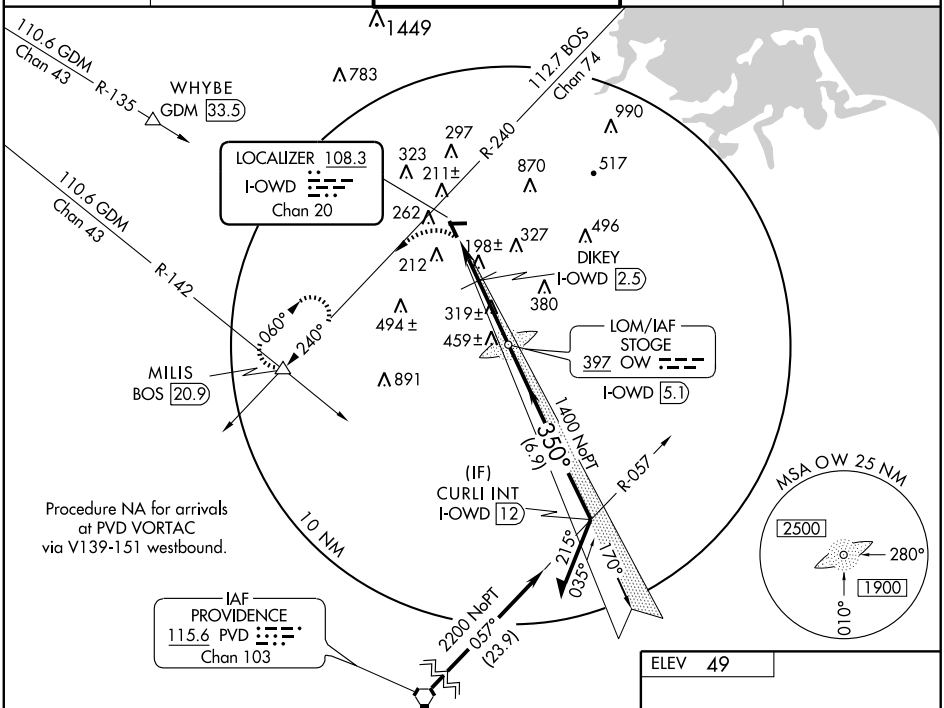
NORWOOD MEMORIAL (OWD)

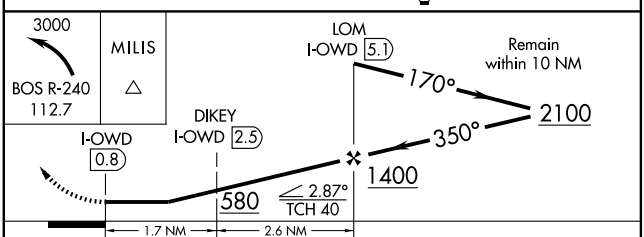
Circling to Rwy 10/28 NA at night.
Inoperative table does not apply to Cat C.

MALSF

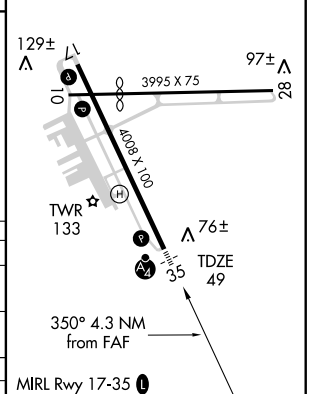
MISSED APPROACH: Climbing left turn to 3000 via BOS VOR/DME R-240 to MILIS INT/BOS 20.9 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8





CATEGORY	A	B	C	D
S-35	580-¾ 531 (600-¾)		580-1½ 531 (600-1½)	580-1¾ 531 (600-1¾)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)
DIKEY FIX MINIMUMS				
S-35	500-¾ 451 (500-¾)		500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NORWOOD EIGHT DEPARTURE

SL-725 (FAA)

ATIS 119.95
CLNC DEL
121.8
GND CON
121.8
NORWOOD TOWER ★
126.0 (CTAF)
BOSTON DEP CON
124.1 263.1

NOTE: Chart not to scale.

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-32-33

PEASE
116.5 PSM
Chan 112
N43°05.07'-W70°49.92'
L-32-33, H-11-12

CHESTER
115.1 CTR
Chan 98
N42°17.48'-W72°56.96'
L-33-34, H-10-11-12

GLYDE
N42°16.06'
W71°48.71'
L-33-34

BOSOX
N42°12.11'
W71°37.66'
L-33-34

NOTE: RADAR required.

DRUNK
N42°04.90'
W70°39.38'
L-33

BARNES
113.0 BAF
Chan 77
N42°09.72'-W72°42.97'
L-33-34, H-10-11-12

BRADLEY
109.0 BDL
Chan 27
N41°56.46'-W72°41.31'
L-33-34, H-10-11-12

284° — 104°
700
1100

BURDY
N41°57.32'
W70°57.12'
L-33, H-10-11-12

ARCER
N41°46.59'
W70°48.62'
L-33

NELIE
N41°55.68'
W72°42.37'
H-10-11-12

(NOTES ON FOLLOWING PAGE)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46'-W71°25.78'
L-33-34, H-10-11-12

LUCOS
N41°38.29'
W70°46.09'
L-33, H-10-11-12

SANDY POINT
117.8 SEY
Chan 125
N41°10.05'-W71°34.57'
L-33, H-10-12

NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12

TAKE-OFF MINIMUMS:
Rwy 10, 300-2 ¼ or STANDARD with minimum climb of 340' per NM to 400.
Rwy 17, 300-2 ¼ or STANDARD with minimum climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later then 1600' prior to departure end of runway.
Rwy 28, 400-2 or STANDARD with minimum climb of 385' per NM to 400.
Rwy 35, 300-2 or STANDARD with minimum climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later thatn 2100' prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 104° to 1100, then as assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 17: Climb on assigned heading for radar vectors to assigned NAVAID/FIX, Thence . . .
TAKE-OFF RUNWAY 28: Climb heading 284° to 700, then assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 35: Climb heading 280° to 330° as assigned by ATC, Thence . . .

. . . All aircraft expect radar vectors to appropriate depicted NAVAID/FIX. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLES:

Rwy 10: Trees and bushes beginning abeam DER, 177′ right of centerline, up to 100′ AGL/178′ MSL. Tree 4488′ from DER, 911′ right of centerline, up 100′ AGL/237′ MSL. Tree 5428′ from DER, 1946′ right of centerline, 100′ AGL/267′ MSL. Trees beginning abeam DER, 34′ left of centerline, up to 100′ AGL/149′ MSL. Tree 1.9 NM from DER, 2124′ left of centerline, 100′ AGL/346′ MSL.

Rwy 17: Trees beginning 42′ from DER, 248′ left of centerline, up to 78′ AGL/126′ MSL. Tree 1.2 NM from DER, 2183′ left of centerline, 100′ AGL/257′ MSL. Trees beginning 612′ from DER, 155′ right of centerline, up to 100′ AGL/198′ MSL. Tree 1.8 NM from DER, 3301′ right of centerline, 100′ AGL/346′ MSL.

Rwy 28: Trees beginning 594′ from DER, 41′ left of centerline, up to 70′ AGL/188′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Stack spire, rod on stack, light, antenna, and power poles beginning 202′ from DER, 211′ left of centerline, up to 99′ AGL/335′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Vehicle on highway 1499′ from DER, 877′ left of centerline, 17′ AGL/105′ MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225′ from DER, 301′ right of centerline, up to 70′ AGL/335′ MSL. Vehicle on highway 1316′ from DER, 459′ right of centerline, 17′ AGL/85′ MSL. Building 1016′ from DER 59′ right of centerline, 30′ AGL/89′ MSL. Tower 4466′ from DER, 238′ right of centerline, 157′ AGL/262′ MSL. Tree 1.7 NM from DER, 673′ right of centerline,100′ AGL/365′ MSL.
Trees 549′ from DER, 49′ right of centerline, up to 70′ AGL/188′ MSL.

Rwy 35: Trees beginning 647′ from DER, 36′ left of centerline, up to 74′ AGL/133′ MSL. Tree 1.4 NM from DER, 2382′ left of centerline, up to 100′ AGL/306′ MSL. Tree 1.7 NM from DER, 2657′ left of centerline, up to 100′ AGL/316′ MSL. Buildings 1994′ from DER, 1031′ left of centerline, up to 70′ AGL/129′ MSL. Trees beginning 694′ from DER, 60′ right of centerline, up to 73′ AGL/125′ MSL. Poles beginning 5686′ from DER, 769′ right of centerline, up to 148′ AGL/216′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86400 W35A	APP CRS 350°	Rwy Idg 4008 TDZE 49 Apt Elev 49

RNAV (GPS) RWY 35

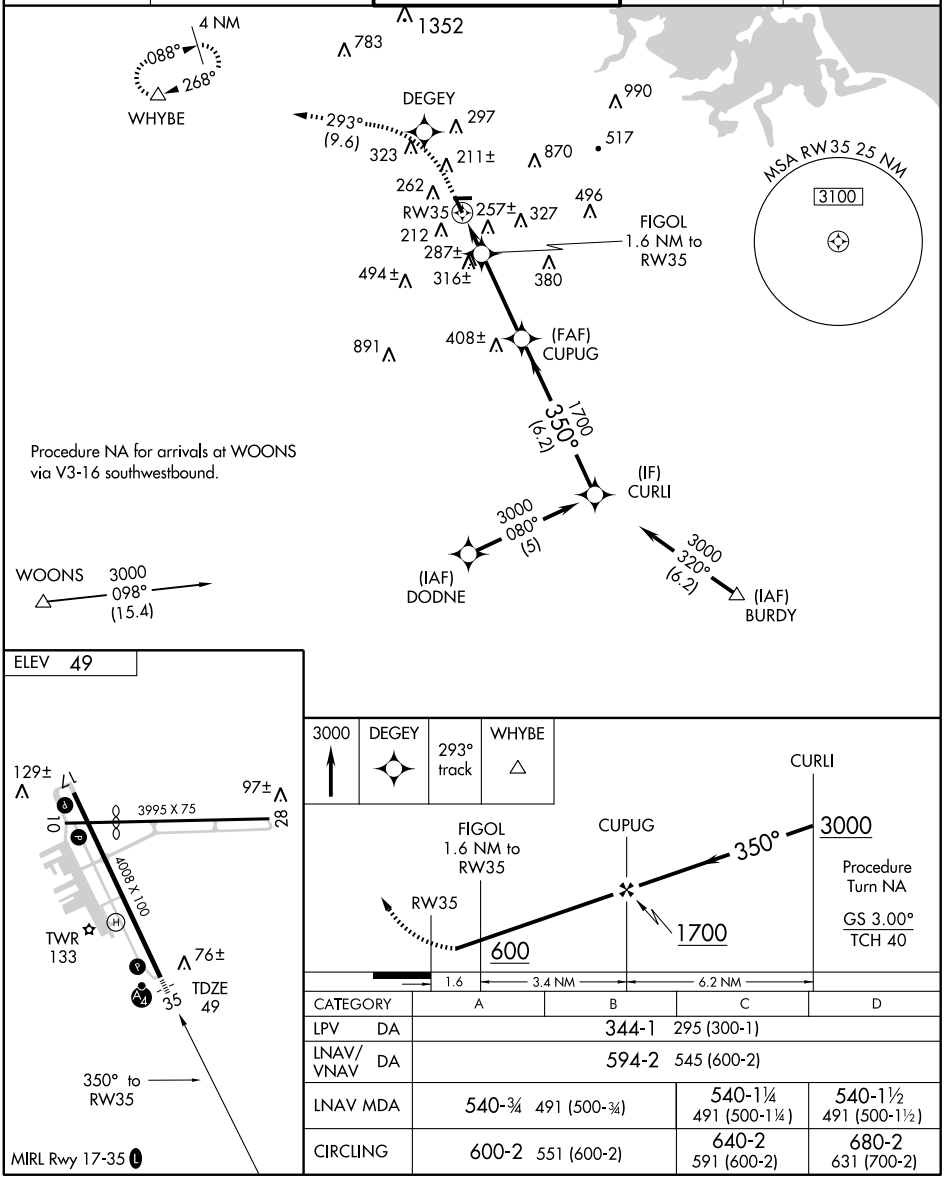
NORWOOD MEMORIAL (OWD)

Circling to Rwy 28 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

MALSF

MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8

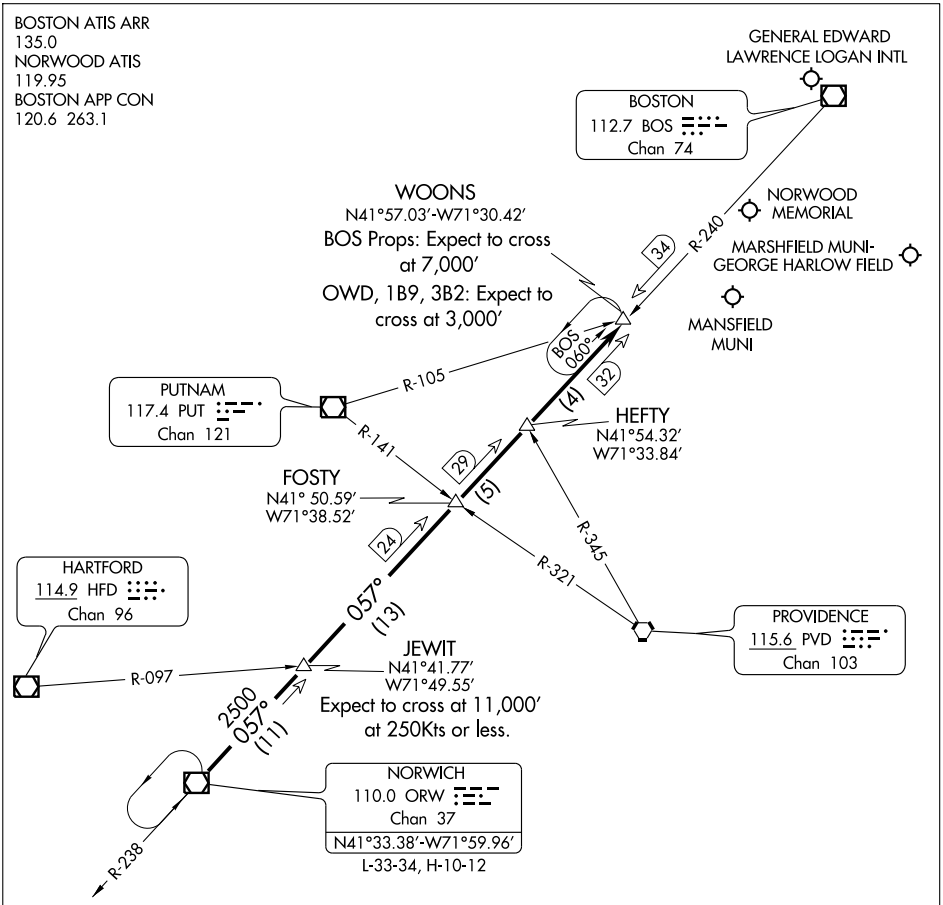


NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

CATEGORY	A	B	C	D
LPV DA	344-1 295 (300-1)			
LNAV/VNAV DA	594-2 545 (600-2)			
LNAV MDA	540-¾ 491 (500-¾)		540-1¼ 491 (500-1¼)	540-1½ 491 (500-1½)
CIRCLING	600-2 551 (600-2)		640-2 591 (600-2)	680-2 631 (700-2)

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

WOONS ONE ARRIVAL

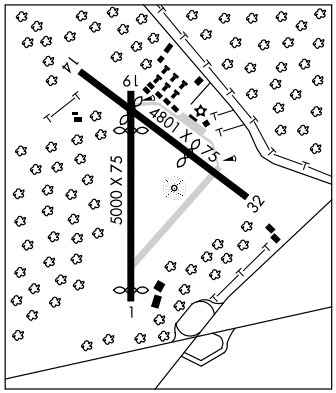
BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

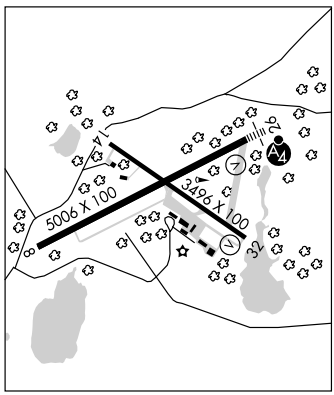
ORANGE MUNI (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12K, L–33C, 34J**
RWY 01–19: H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
RWY 01: Thld dsplcd 100′. Trees.
RWY 19: Thld dsplcd 850′. Trees.
RWY 14–32: H4801X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Thld dsplcd 1477′. Trees.
RWY 32: Thld dsplcd 1659′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
NDB (MHW) 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



OTIS N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
(L) TACAN Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

PLUM ISLAND (See NEWBURYPORT)

PITTSFIELD MUNI (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12K, L–33B, 34I**
RWY 08–26: H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
RWY 08: Trees.
RWY 26: MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
RWY 14–32: H3496X100 (ASPH) S–25 MIRL 0.8% up NW
RWY 14: Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
WEATHER DATA SOURCES: ASOS 135.375 (413) 499–3273.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.05 (BURLINGTON RADIO)
ALBANY APP/DEP CON 132.825 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
DALTON NDB (MHW) 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF. Unusable byd 12 NM.
ILS/DME 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



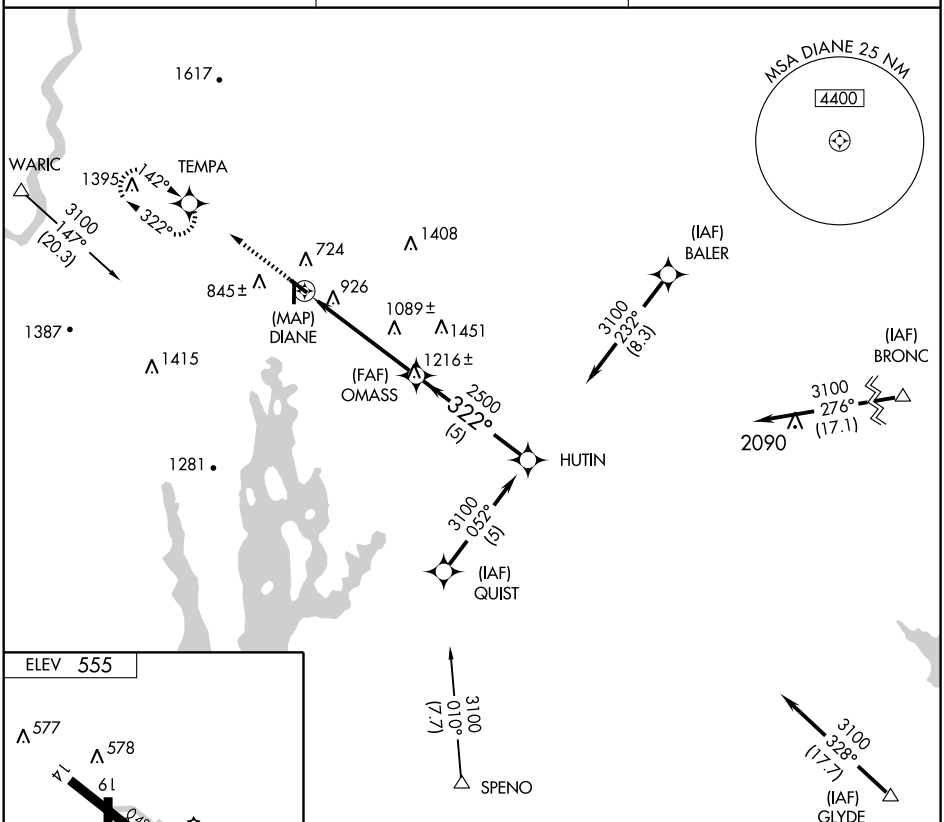
APP CRS	Rwy Idg	3142
322°	TDZE	550
	Apt Elev	555

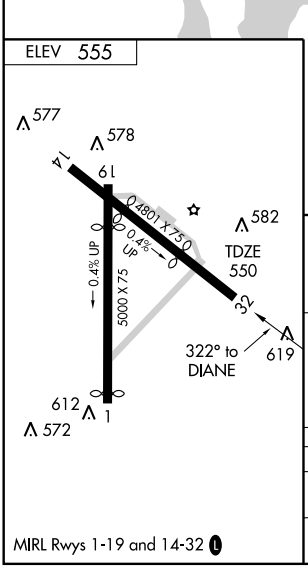
GPS RWY 32
ORANGE MUNI (ORE)

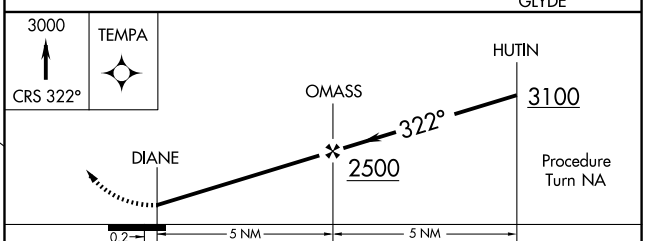
NA

MISSED APPROACH: Climb to 3000 via 322° course to TEMPA WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1480-1¼ 930 (1000-1¼)		1480-2¾ 930 (1000-2¾)	NA
CIRCLING	1480-1¼ 925 (1000-1¼)		1480-2¾ 925 (1000-2¾)	NA

MIRL Rwys 1-19 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB ORE	APP CRS	Rwy Idg	4900
205	022°	TDZE	552
		Apt Elev	555

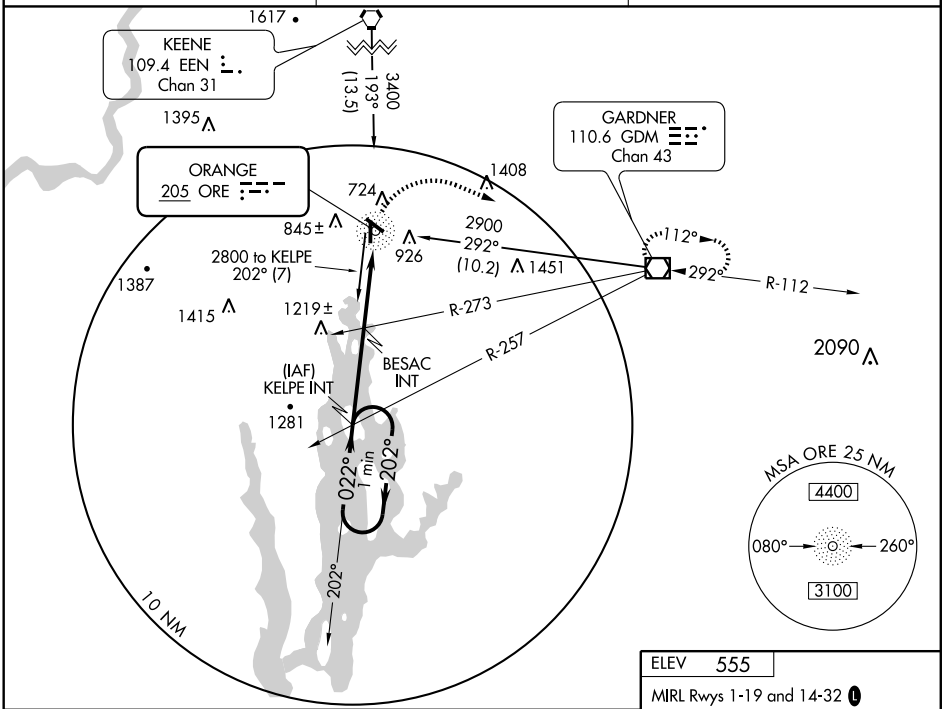
NDB RWY 1
ORANGE MUNI(ORE)

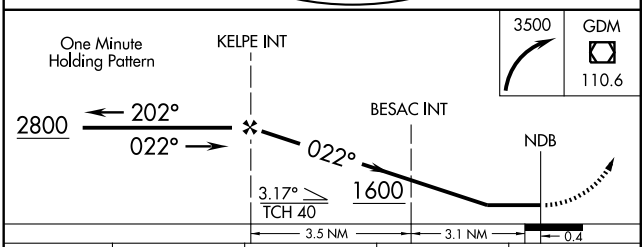
Cat D circling NA to Rwy 14-32.

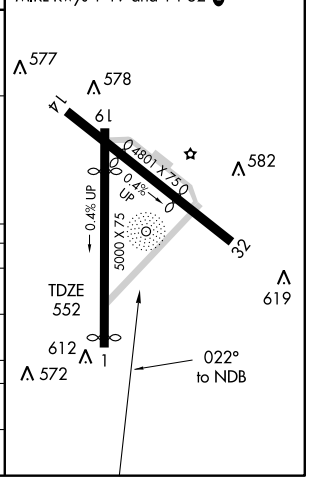
NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1600-1¼ 1048 (1100-1¼)	1600-1½ 1048 (1100-1½)	1600-3 1048 (1100-3)	
CIRCLING	1600-1¼ 1045 (1100-1¼)	1600-1½ 1045 (1100-1½)	1600-3 1045 (1100-3)	
BESAC FIX MINIMUMS				
S-1	1520-1¼ 968 (1000-1¼)	1520-1½ 968 (1000-1½)	1520-3 968 (1000-3)	
CIRCLING	1520-1¼ 965 (1000-1¼)	1520-1½ 965 (1000-1½)	1520-3 965 (1000-3)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

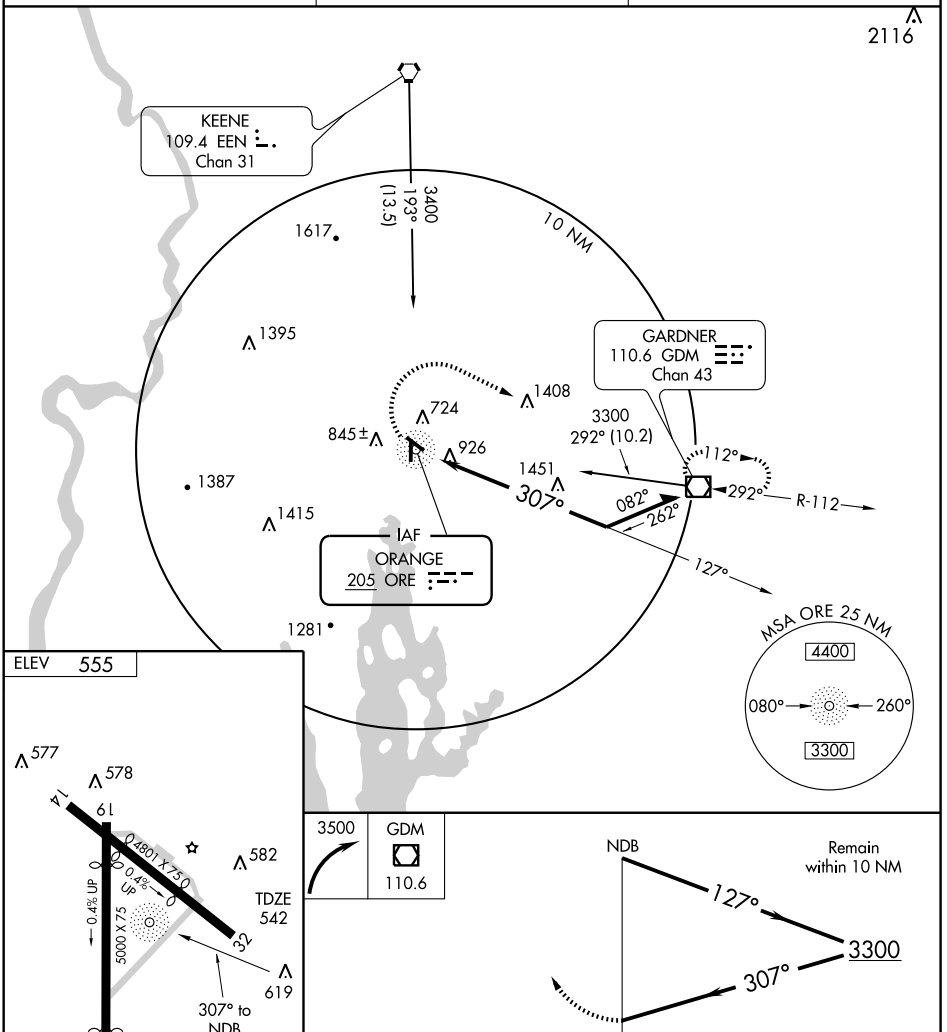
NDB ORE 205	APP CRS 307°	Rwy Idg 3142 TDZE 542 Apt Elev 555

NDB RWY 32
ORANGE MUNI(ORE)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	1860-1¼ 1318 (1400-1¼)	1860-1½ 1318 (1400-1½)	1860-3 1318 (1400-3)	NA
CIRCLING	1860-1¼ 1305 (1400-1¼)	1860-1½ 1305 (1400-1½)	1860-3 1305 (1400-3)	NA

MIRL Rwys 1-19 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

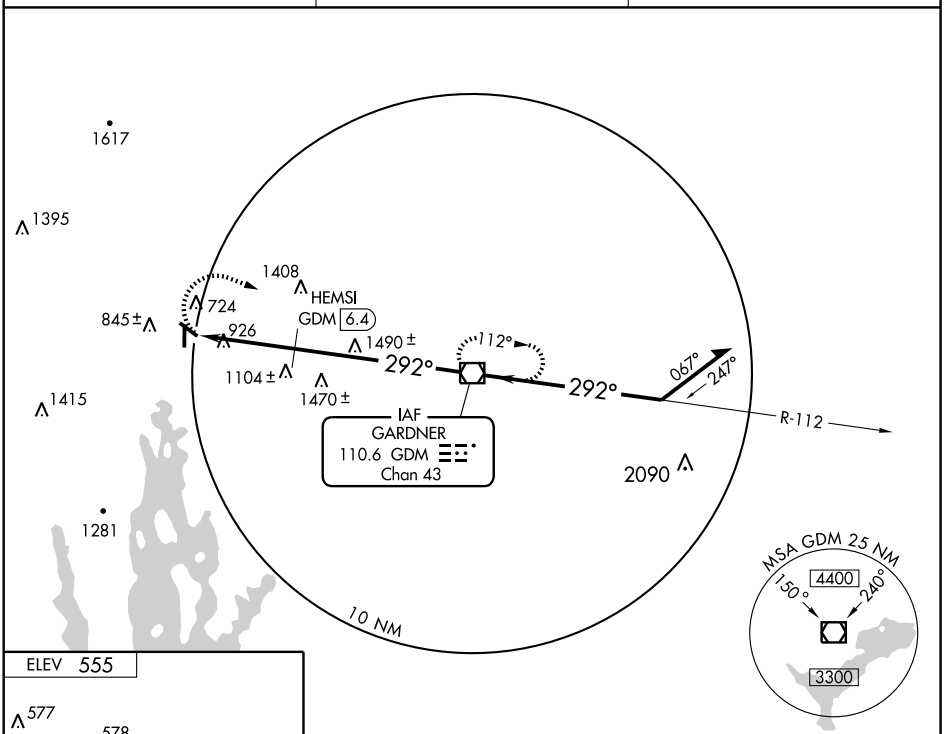
VOR/DME GDM 110.6 Chan 43	APP CRS 292°	Rwy Idg N/A TDZE N/A Apt Elev 555

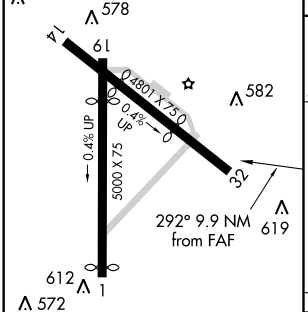
VOR-A
ORANGE MUNI(ORE)

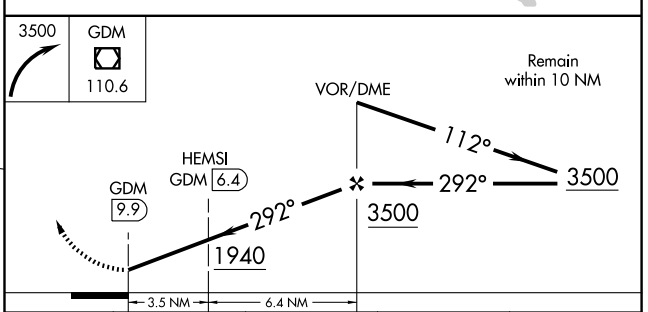
Circling to Rwy 14-32 NA for Cat D.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







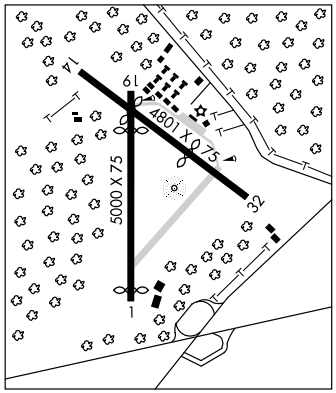
MIRL Rwys 1-19 and 14-32 L

FAF to MAP 9.9 NM					
Knots	60	90	120	150	180
Min:Sec	9:54	6:36	4:57	3:58	3:18

CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1385 (1400-1¼)	1940-1½ 1385 (1400-1½)	1940-3	1385 (1400-3)
HEMSI FIX MINIMUMS				
CIRCLING	1360-1 805 (900-1)	1360-1¼ 805 (900-1¼)	1360-2¼ 805 (900-2¼)	1360-2½ 805 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

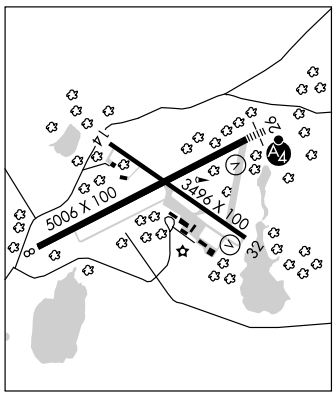
ORANGE MUNI (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12K, L–33C, 34J**
RWY 01–19: H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
RWY 01: Thld dsplcd 100′. Trees.
RWY 19: Thld dsplcd 850′. Trees.
RWY 14–32: H4801X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Thld dsplcd 1477′. Trees.
RWY 32: Thld dsplcd 1659′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
NDB (MHW) 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



OTIS N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
(L) TACAN Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

PLUM ISLAND (See NEWBURYPORT)

PITTSFIELD MUNI (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12K, L–33B, 34I**
RWY 08–26: H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
RWY 08: Trees.
RWY 26: MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
RWY 14–32: H3496X100 (ASPH) S–25 MIRL 0.8% up NW
RWY 14: Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
WEATHER DATA SOURCES: ASOS 135.375 (413) 499–3273.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.05 (BURLINGTON RADIO)
ALBANY APP/DEP CON 132.825 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
DALTON NDB (MHW) 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF. Unusable byd 12 NM.
ILS/DME 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



LOC/DME I-EIF	APP CRS	Rwy Idg	5001
108.3	259°	TDZE	1176
Chan 20		Apt Elev	1194

LOC RWY 26

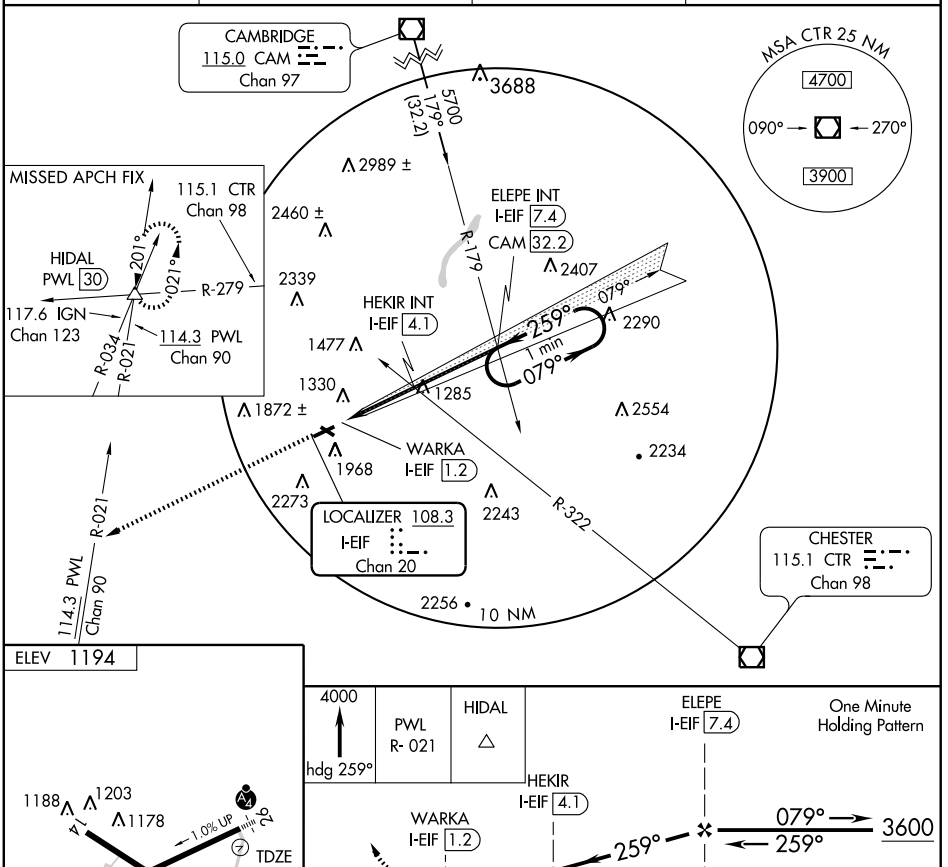
PITTSFIELD MUNI (PSF)

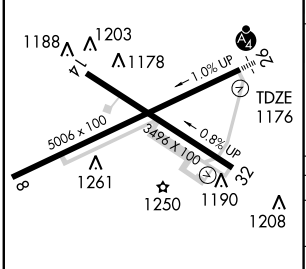
Circling to Rwy 14/32 NA at night. Inoperative table does not apply.
Circling NA south of Runways 8 and 32.
Visibility reduction by helicopters NA.
DME required for procedure entry.

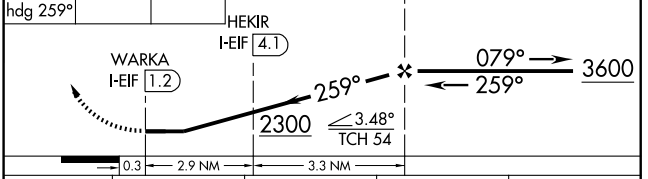
MALSF

MISSED APPROACH: Climb to 4000 on heading 259° and PWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 L (CTAF)







MIRL Rwys 8-26 and 14-32 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
S-26	2300-1¼ 1124 (1200-1¼)		2300-3 1124 (1200-3)	
CIRCLING	2300-1¼ 1106 (1200-1¼)	2300-1½ 1106 (1200-1½)	2300-3 1106 (1200-3)	
HEKIR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-26	1880-1 704 (700-1)		1880-2 704 (700-2)	1880-2¼ 704 (700-2¼)
CIRCLING	1880-1 686 (700-1)		1880-2 686 (700-2)	2200-3 1006 (1100-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5006
079°	TDZE	1194
	Apt Elev	1194

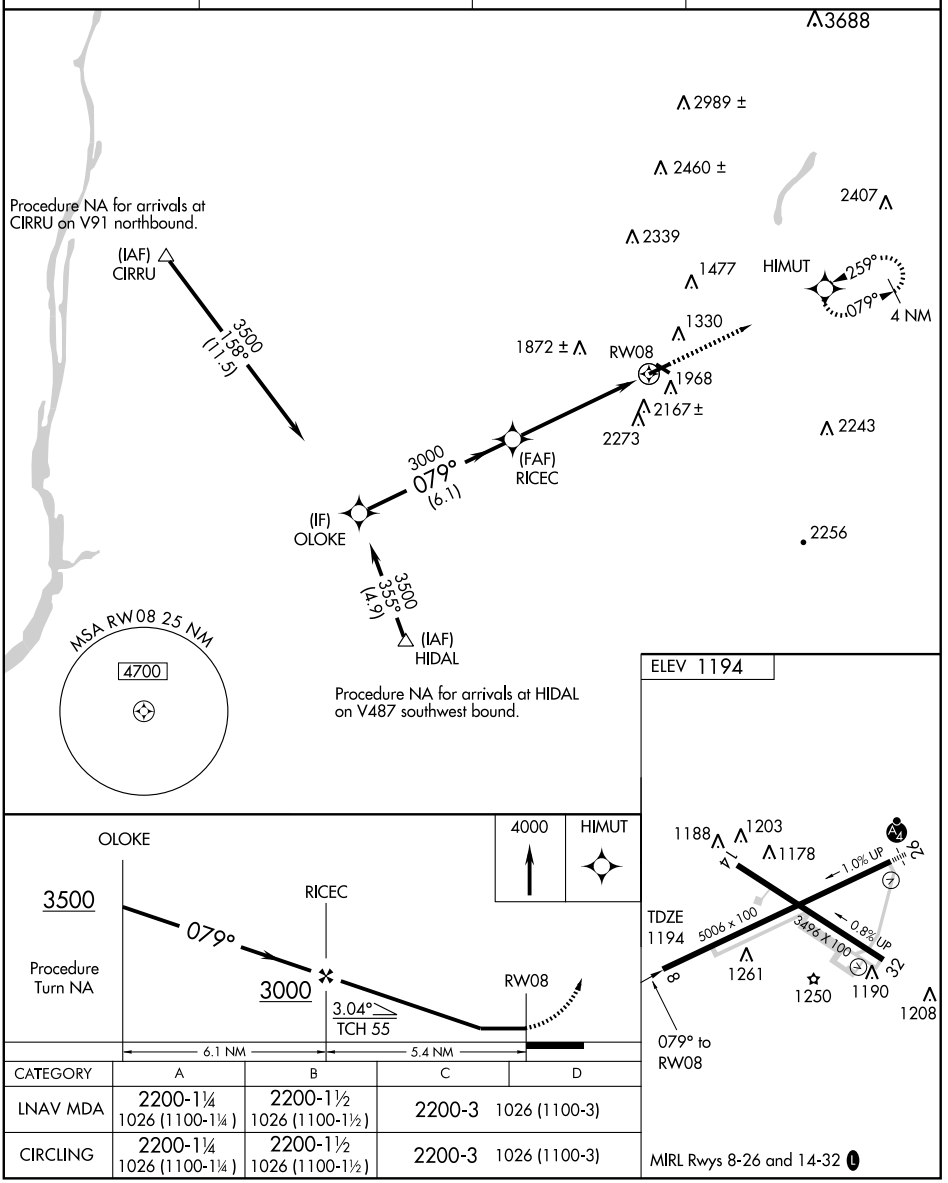
RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet. Circling NA south of Rwys 8 and 32.

MISSED APPROACH: Climb to 4000 direct HIMUT and hold, continue climb-in-hold to 4000.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3 1026 (1100-3)	
CIRCLING	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3 1026 (1100-3)	

MIRL Rwys 8-26 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

PITTSFIELD MUNI (PSF)

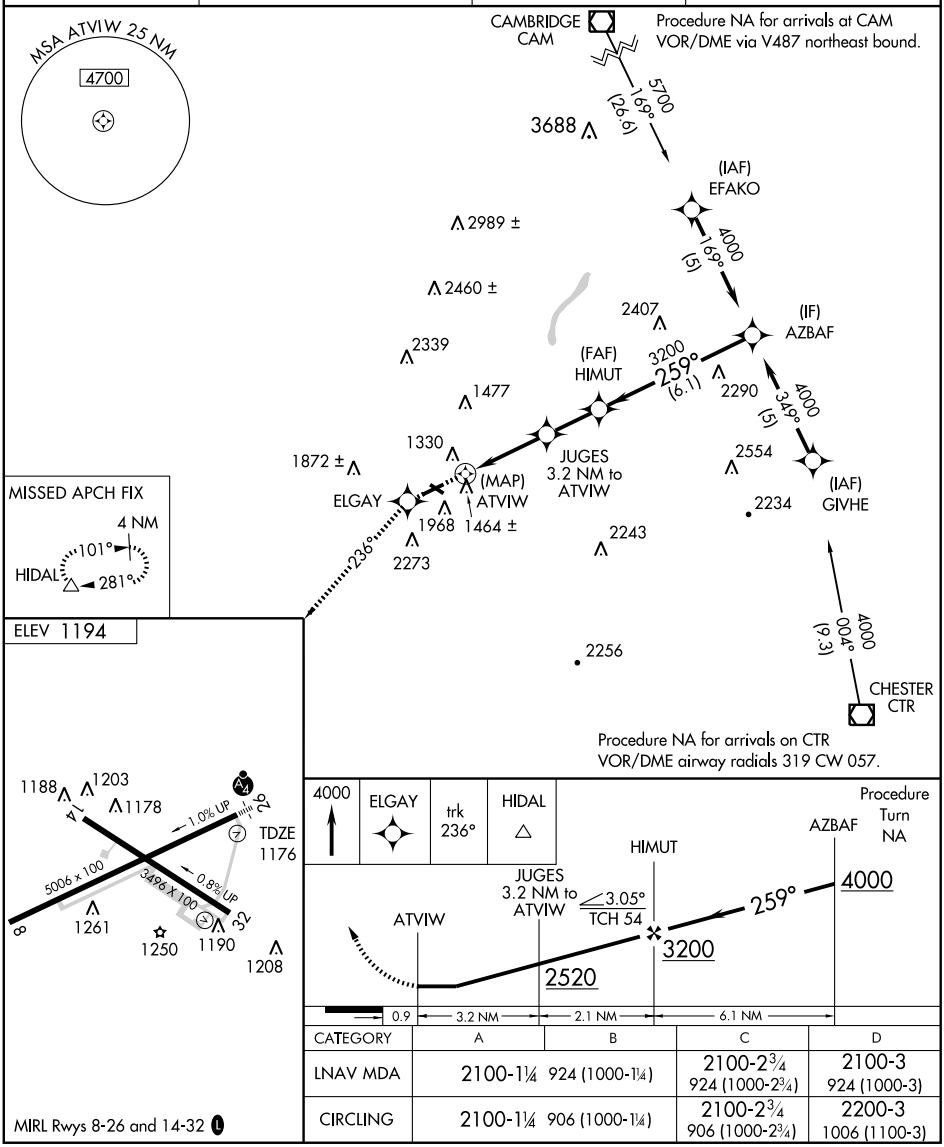
APP CRS		
259°	Rwy Idg	5006
	TDZE	1176
	Apt Elev	1194

Circling to Rwy 14/32 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA south of Rwys 8 and 32. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet and increase all Cat B and C visibilities ¼ mile.

MALSF

MISSED APPROACH: Climb to 4000 direct ELGAY and via track 236° to HIDAL and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 924 (1000-1¼)		2100-2¾ 924 (1000-2¾)	2100-3 924 (1000-3)
CIRCLING	2100-1¼ 906 (1000-1¼)		2100-2¾ 906 (1000-2¾)	2200-3 1006 (1100-3)

MIRL Rwys 8-26 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′

NEW YORK
L–33D
IAP

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

RWY 06–24: H4349X75 (ASPH) S–25 MIRL 0.3% up NE

RWY 06: MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

RWY 24: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 15–33: H3351X75 (ASPH) S–25 MIRL 0.4% up NW

RWY 15: Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

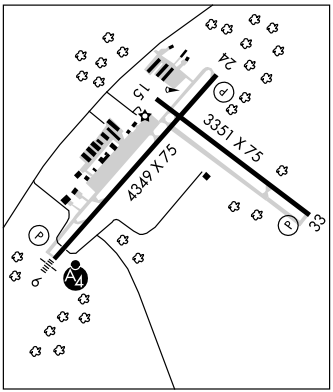
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06.



PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′

NEW YORK
COPTER
L–33D
IAP

8 B S2 **FUEL** 100LL NOTAM FILE PVC

RWY 07–25: H3502X100 (ASPH) S–25 HIRL

RWY 07: MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

AIRPORT REMARKS: Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

WEATHER DATA SOURCES: AWOS–3 119.025 (508) 487–6435.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

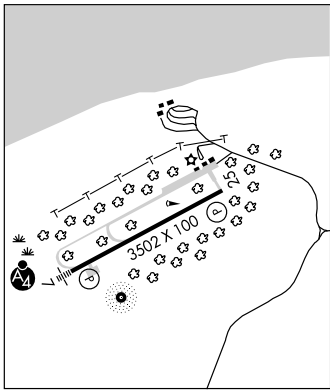
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

ILS/DME 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.



SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED.

NEW YORK
COPTER
L–33D, 34J

NDB (MHW) 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

LOC/DME I-PYM	APP CRS	Rwy Idg	4349
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

ILS or LOC/DME RWY 6

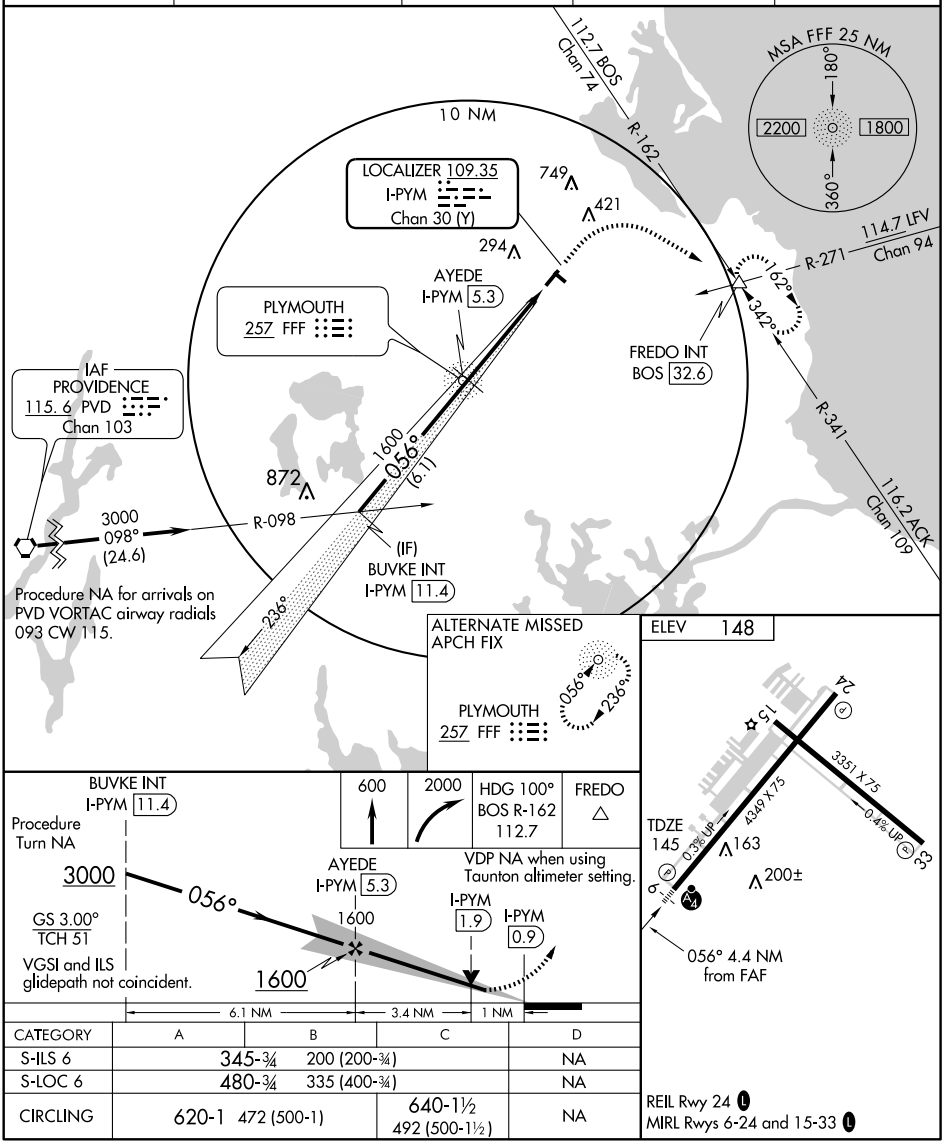
PLYMOUTH MUNI (PYM)

If local altimeter setting not received, use Taunton altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA at night to Rwy 15.
When VGSI inop, circling Rwy 24, 33 NA at night.

MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 100° and the BOS R-162 to FREDO Int/BOS 32.6 DME and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L



CATEGORY	A	B	C	D
S-ILS 6	345-¾	200 (200-¾)		NA
S-LOC 6	480-¾	335 (400-¾)		NA
CIRCLING	620-1 472 (500-1)		640-1½ 492 (500-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4349
056°	TDZE	145
	Apt Elev	148

RNAV (GPS) RWY 6

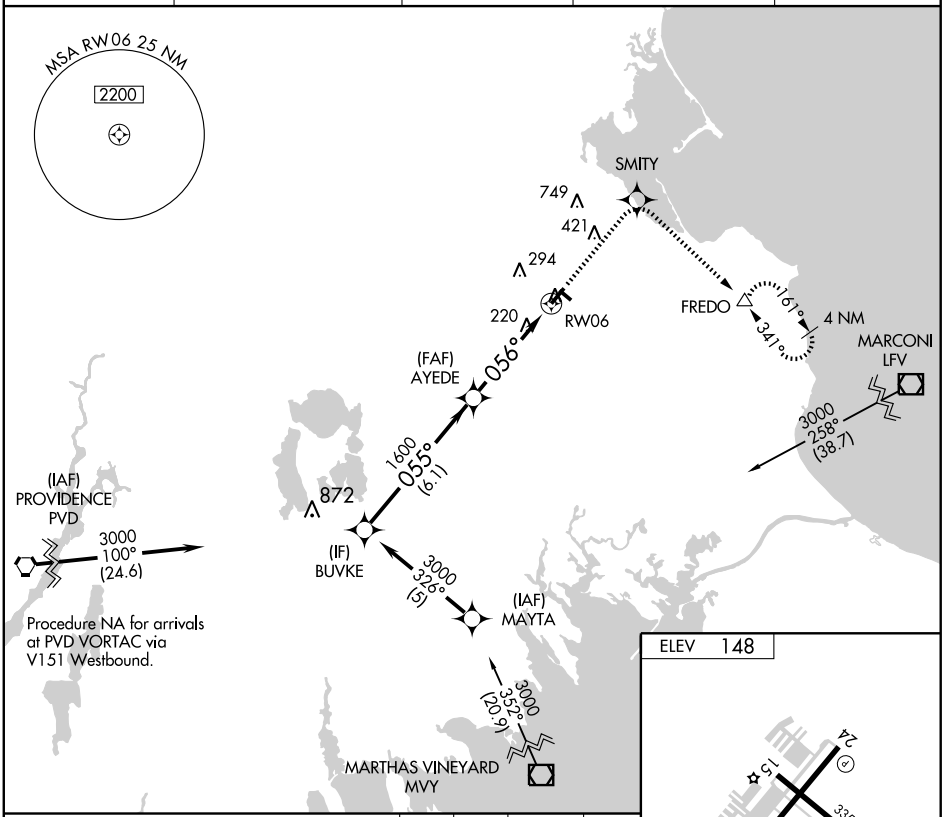
PLYMOUTH MUNI (PYM)

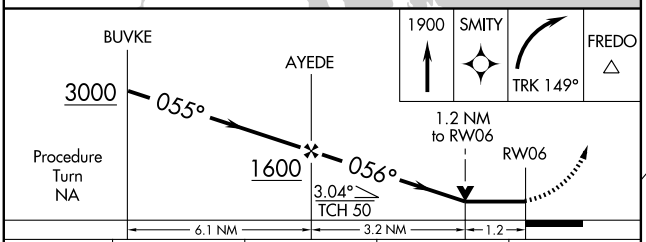
If local altimeter setting not received, use Taunton altimeter setting and increase all MDAs 60 feet. VDP NA when using Taunton altimeter setting. Inoperative table does not apply to LNAV Cat C. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

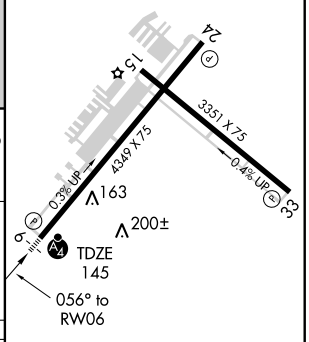
MALSF

MISSED APPROACH: Climb to 1900 direct SMITY and right turn via 149° track to FREDO and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	560-¾	415 (500-¾)	560-1¼ 415 (500-1¼)	NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′

NEW YORK
L–33D
IAP

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

RWY 06–24: H4349X75 (ASPH) S–25 MIRL 0.3% up NE

RWY 06: MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

RWY 24: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 15–33: H3351X75 (ASPH) S–25 MIRL 0.4% up NW

RWY 15: Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

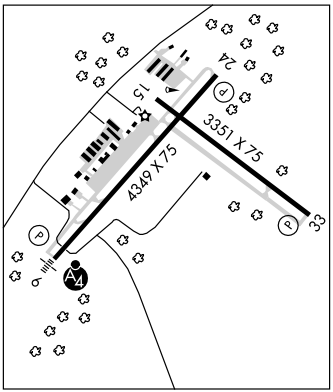
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06.



PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′

NEW YORK
COPTER
L–33D
IAP

8 B S2 **FUEL** 100LL NOTAM FILE PVC

RWY 07–25: H3502X100 (ASPH) S–25 HIRL

RWY 07: MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

AIRPORT REMARKS: Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

WEATHER DATA SOURCES: AWOS–3 119.025 (508) 487–6435.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

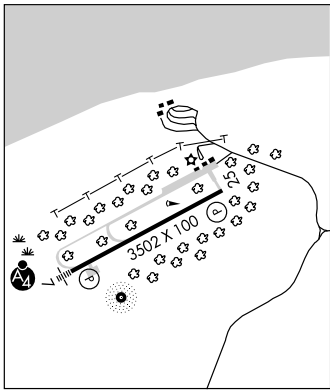
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

ILS/DME 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.



SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED.

NEW YORK
COPTER
L–33D, 34J

NDB (MHW) 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

LOC/DME I-VQO	APP CRS	Rwy Idg	3502
111.1	075°	TDZE	9
Chan 48		Apt Elev	9

ILS RWY 7
PROVINCETOWN MUNI (PVC)

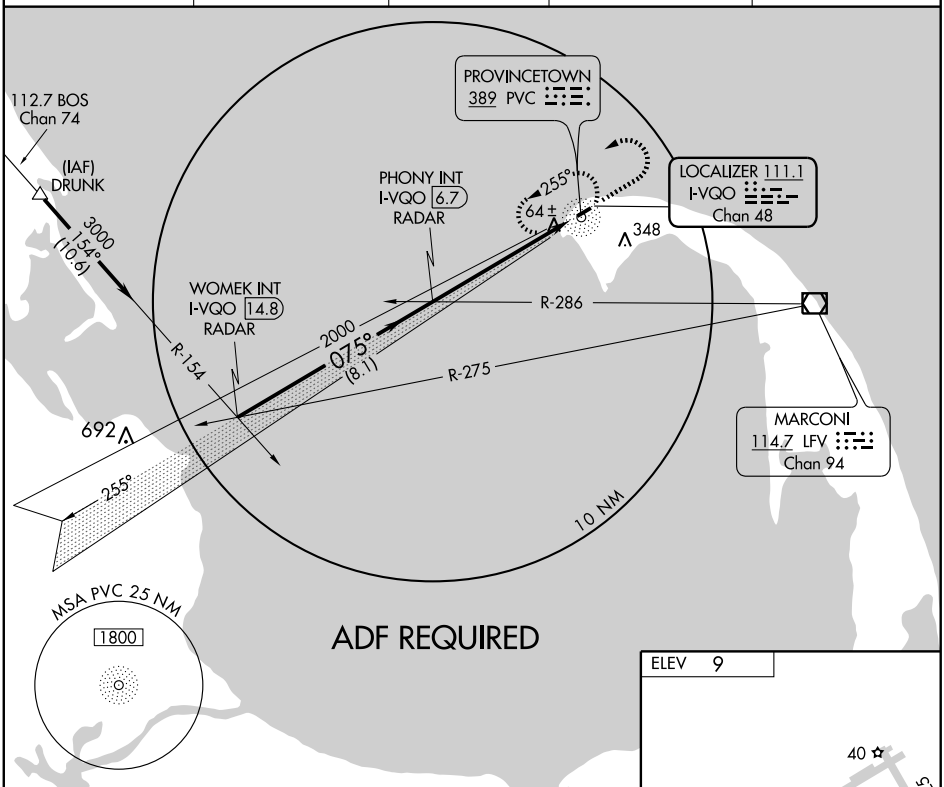
If local altimeter setting not received, use Hyannis altimeter setting and increase all DH/MDAs 80 feet.

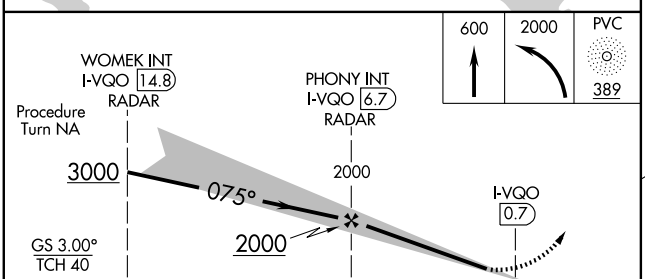
NA

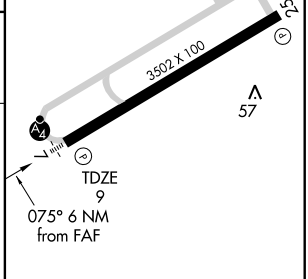
MALSF

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
S-ILS 7	209-¾	200 (200-¾)	NA	
S-LOC 7	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB PVC	APP CRS	Rwy Idg	3502
389	247°	TDZE	9
		Apt Elev	9

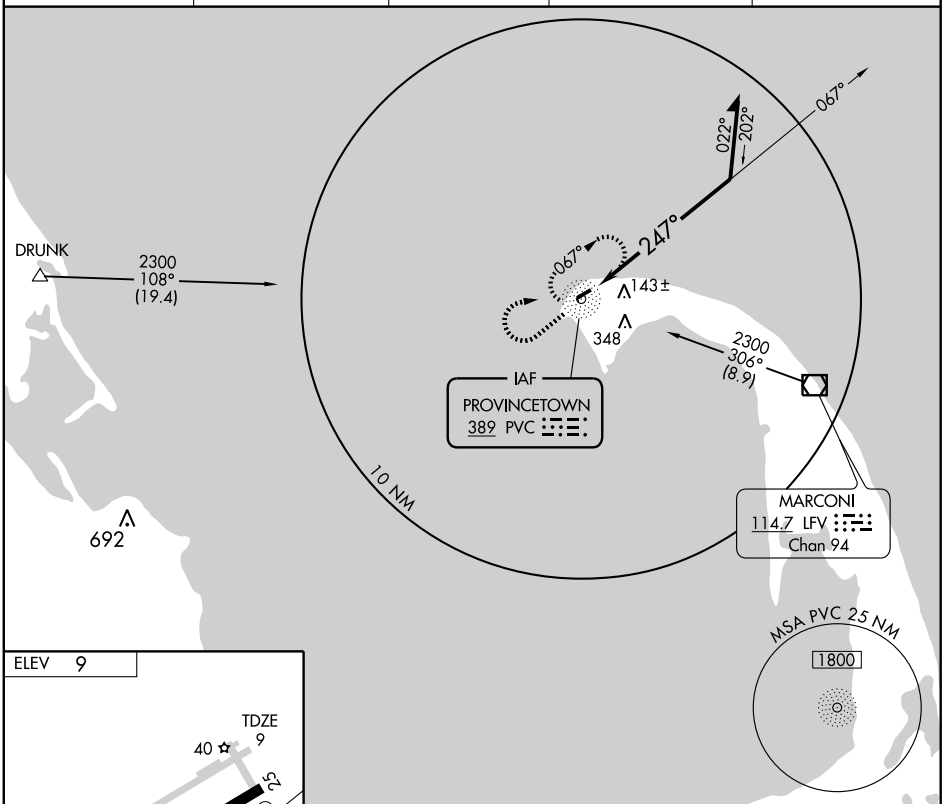
NDB RWY 25
PROVINCETOWN MUNI (PVC)

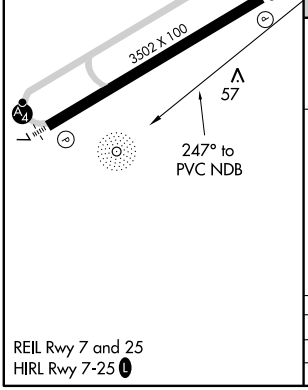
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

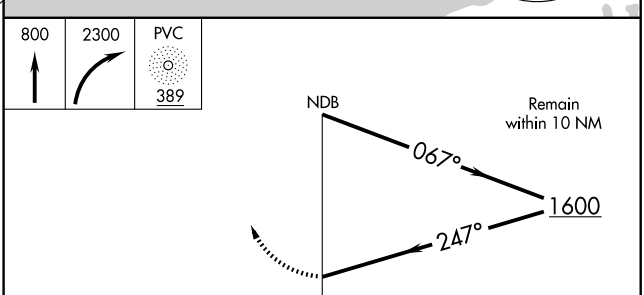
MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L

NE-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-25	500-1	491 (500-1)	NA	
CIRCLING	500-1	491 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

RNAV (GPS) RWY 7

PROVINCETOWN MUNI (PVC)

APP CRS	Rwy Idg	3502
075°	TDZE	9
	Apt Elev	9

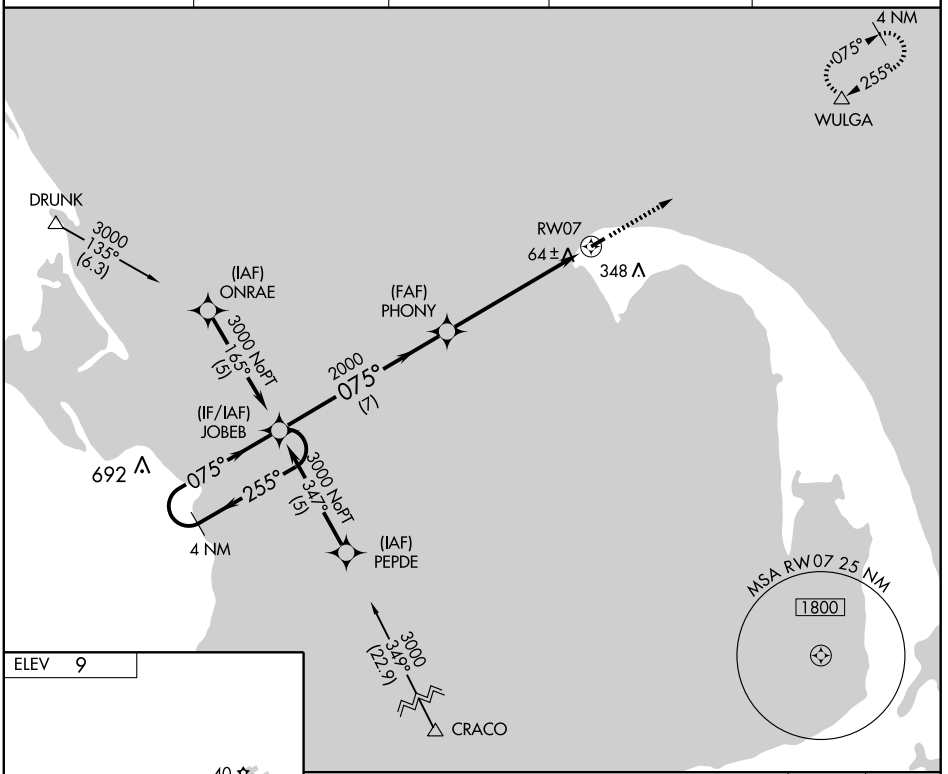
T NA W

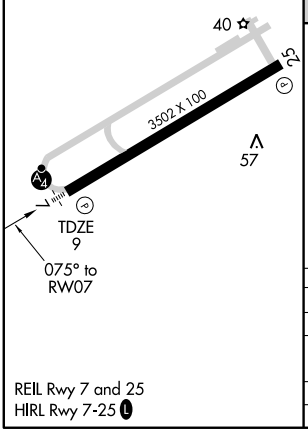
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
BARO-VNAV NA below -15C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

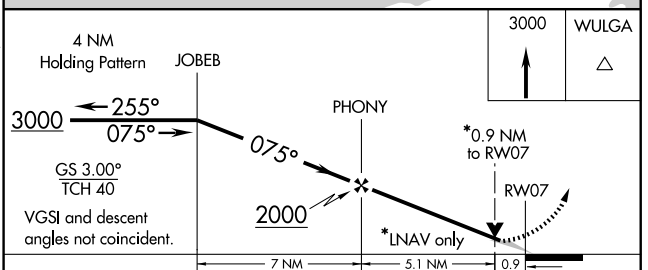
MALSF

MISSED APPROACH: Climb to 3000 direct WULGA WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	280-¾	271 (300-¾)	NA	
LNAV MDA	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
255°	Rwy Idg	3502
	TDZE	9
	Apt Elev	9

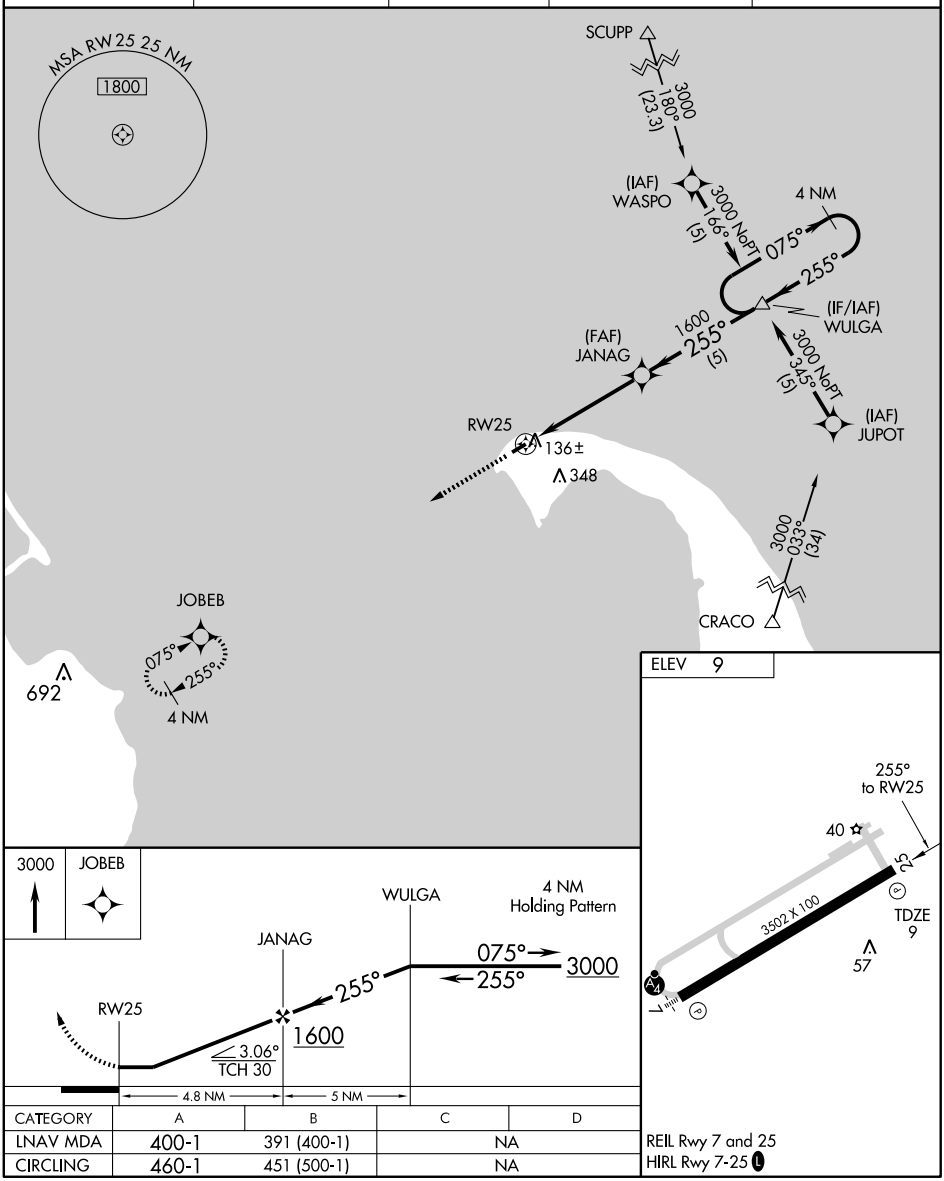
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

T
NA

If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JOBEB WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L



CATEGORY	A	B	C	D
LNAV MDA	400-1	391 (400-1)	NA	
CIRCLING	460-1	451 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SOUTHBRIDGE MUNI (3BØ) 2 N UTC−5(−4DT) N42°06.07′ W72°02.33′

NEW YORK
L–33C, 34J
IAP

699 B S4 **FUEL** 100LL NOTAM FILE BDR

RWY 02–20: H3501X75 (ASPH) S–28 MIRL 0.3% up N

RWY 02: REIL. PAPI(P2L)—GA 3.0°. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.5°. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 02 REIL OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and 20—CTAF.

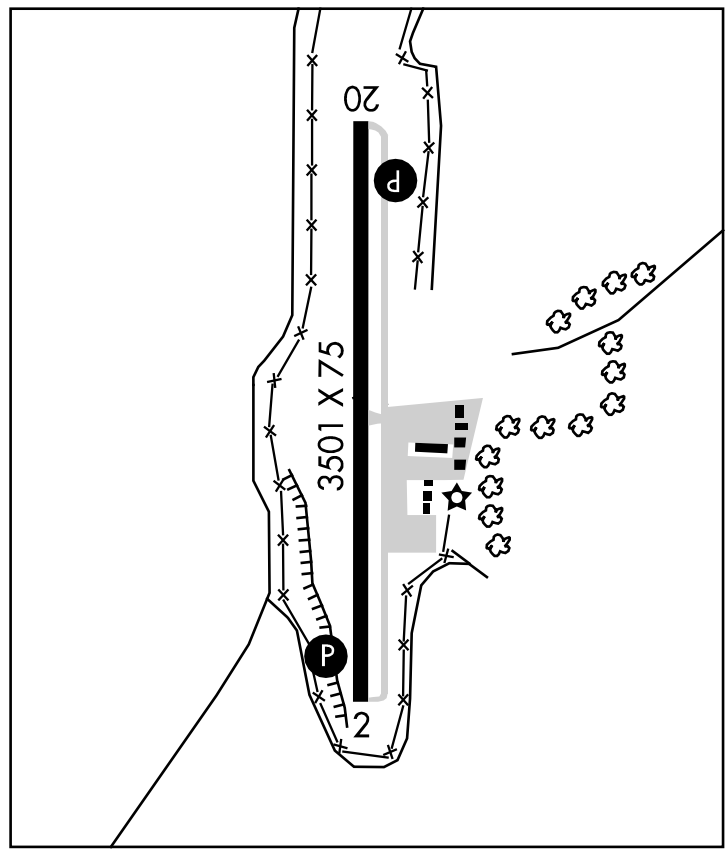
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 329° 12.3 NM to fld. 650/14W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



SPENCER (6ØM) 2 NE UTC−5(−4DT) N42°17.43′ W71°57.88′

NEW YORK

1040 S4 **FUEL** 100LL TPA—1840(800) NOTAM FILE BDR

RWY 01–19: 1949X50 (ASPH) LIRL

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. ACTIVATE LIRL Rwy 01–19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

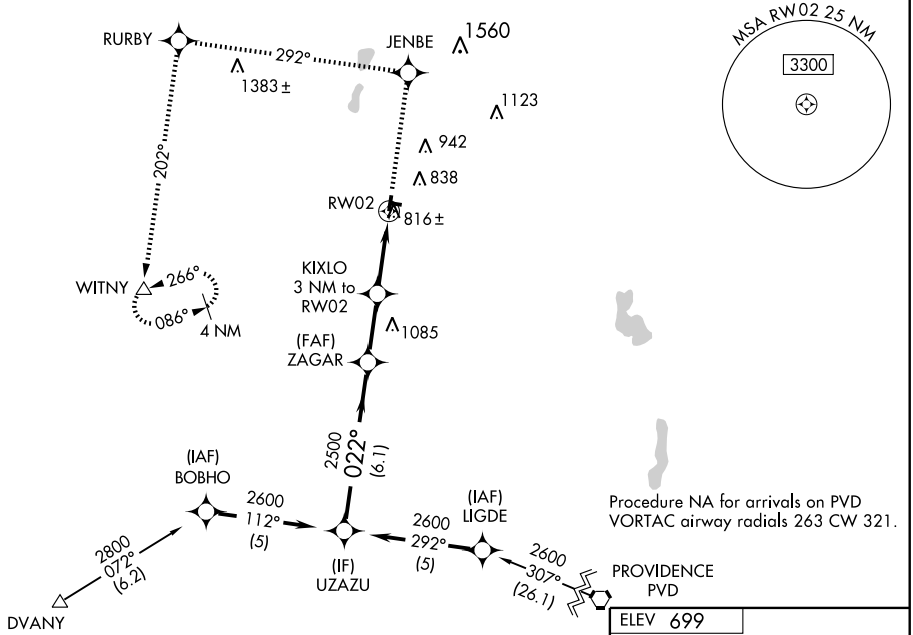
WAAS CH 42616 W02A	APP CRS 022°	Rwy Idg 3501 TDZE 696 Apt Elev 699

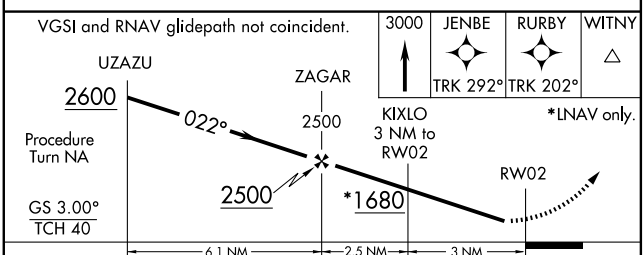
RNAV (GPS) RWY 2
SOUTHBRIDGE MUNI (3B0)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Circling to Rwy 10-28 NA.

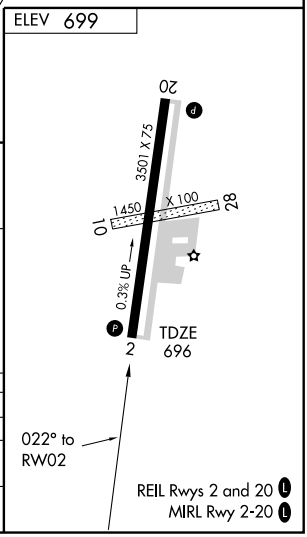
MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

BRADLEY APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1018-1¼ 322 (400-1¼)			NA
LNAV MDA	1300-1 604 (700-1)		1300-1¾ 604 (700-1¾)	NA
CIRCLING	1360-1 661 (700-1)		1360-1¾ 661 (700-1¾)	NA



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PUT	APP CRS	Rwy Idg	N/A
117.4	329°	TDZE	N/A
Chan 121		Apt Elev	697

VOR/DME-B
SOUTHBRIDGE MUNI (3B0)

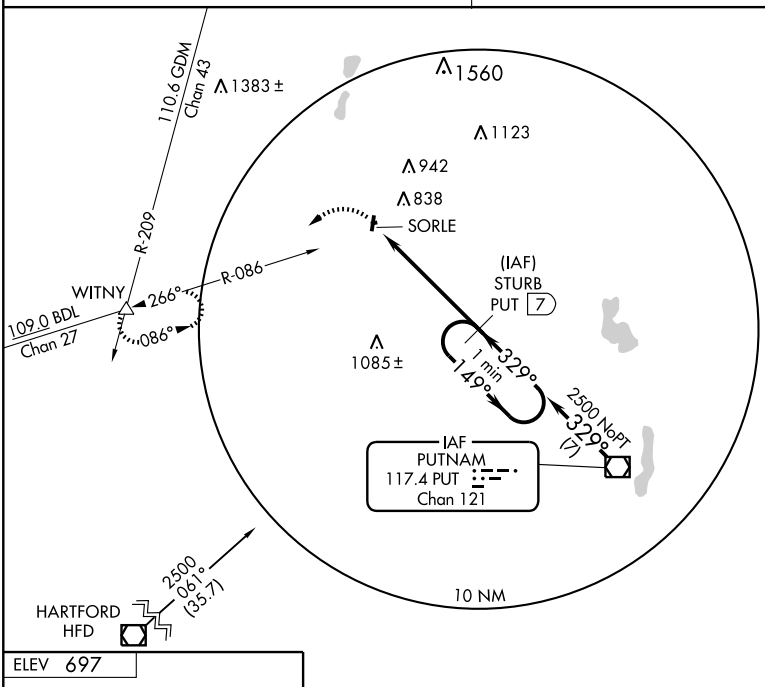
T
NA

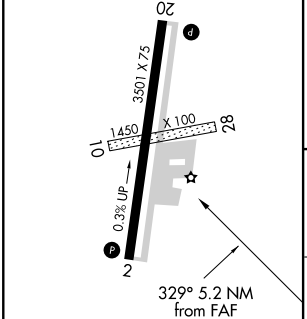
Use Worcester altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via BDL R-086 to WITNY Int and hold.

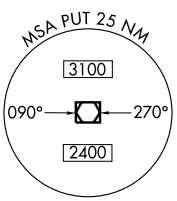
BRADLEY APP CON
119.0 327.1

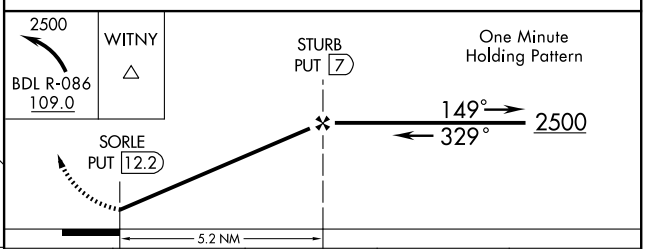
UNICOM
122.8 (CTAF) L





REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

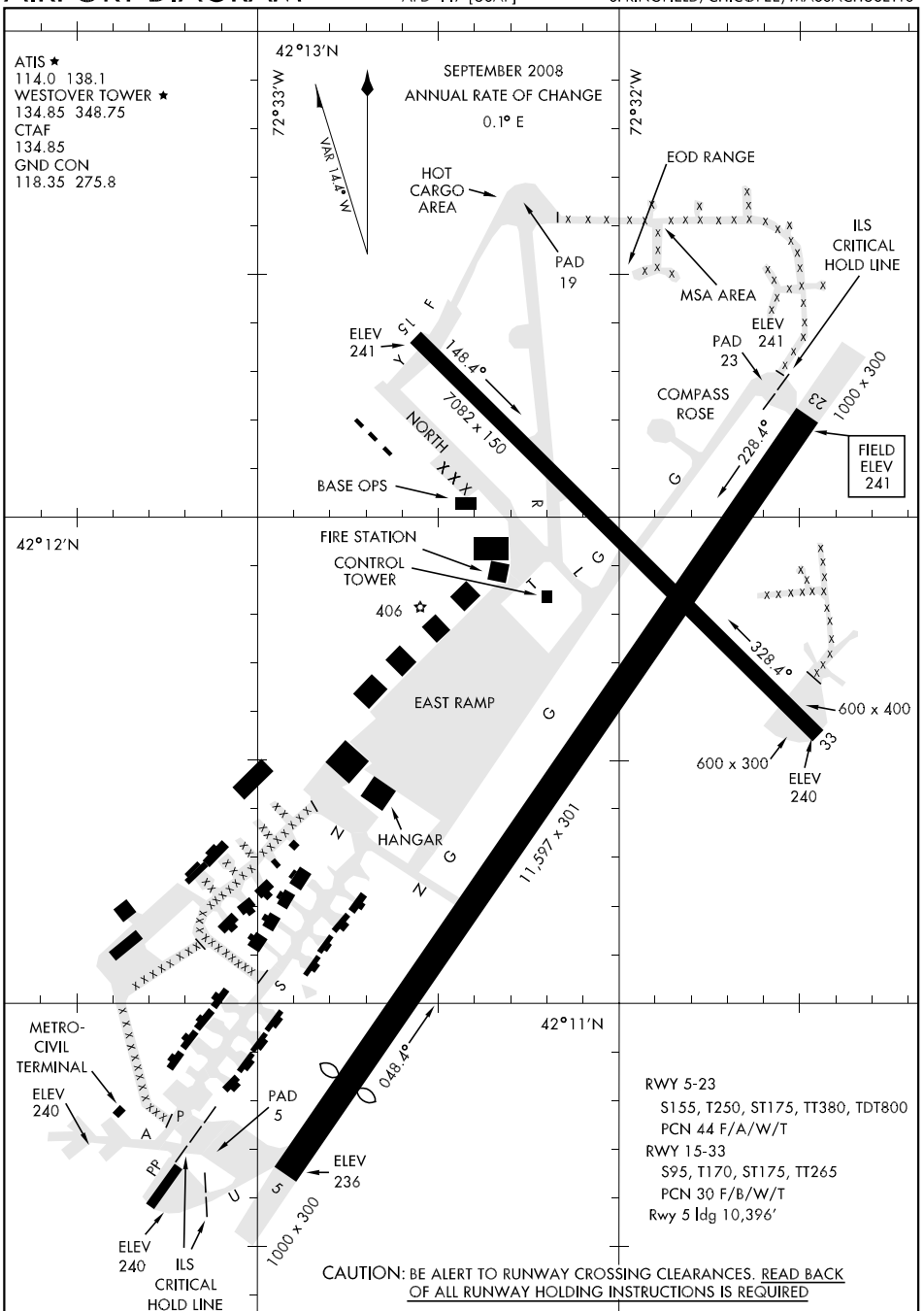




Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1360-1	663 (700-1)	1360-1¾ 663 (700-1¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD/CHICOPEE

WESTOVER ARB/METROPOLITAN (CEF)(KCEF) CIV/MIL/AFRC 3 NE UTC−5(−4DT) **NEW YORK**
N42°11.64′ W72°32.09′ **H–10I, 11D, 12K, L–33C, 34J**
241 B **FUEL** 100LL, JET A TPA–See Remarks Class I, ARFF Index E NOTAM FILE CEF **DIAP, AD**

RWY 05–23: H11597X301 (ASPH) S–155, D–250, 2S–175, 2D–380, C5–840, 2D/2D2–840 PCN 44 F/A/W/T HIRL

RWY 05: ALSF1. PAPI(P4L)—GA 3.0°. TCH 72′. Thld dsplcd 1201′. Rgt tfc.

RWY 23: ALSF1. PAPI(P4L)—GA 3.0°. TCH 64′.

RWY 15–33: H7082X150 (ASPH) S–95, D–170, 2D–175, C5–630, 2D/2D2–630 PCN 30 F/B/W/T HIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 76′. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 75′. Rgt tfc.

MILITARY SERVICE: JASU (A/M32A–86) 2(MA–1A) 2(MC–1A) 3(LASS) **FUEL** J8(Mil) (NC–100LL, JET A)

FLUID SP PRESAIR De–Ice (Not avbl for frost/snow removal except AFRC/AMC missions.) LHOX LOX LHNIT

OIL O–148–156 **TRAN ALERT** Opr Sun–Sat 1200–0400Z‡ except holidays.

AIRPORT REMARKS: Attended 1200–0400Z‡. Fuel operating hrs 1100–0300Z‡ weekdays, 1100–1900Z‡ weekends except holidays. Arpt CLOSED 0400–1200Z‡. Bird hazard. Unlit obstruction west side Rwy 05 clear zone, ARNG no obstruction lgt. Strobe lgt located atop stacks 4000′ left Rwy 23 thld; occasional steam cloud. VMC departing acft remain at or blo 1000 ft until past departure end of rwy to ensure separation from VFR overhead and clsd pattern tfc. First 1000′ each end Rwy 05–23 concrete and middle 9600′ is asphalt. Rwy 05–23 1000′ overrun both ends of rwy. Transient parking area unlighted. Vehicle traffic on Sierra twy uncontrolled by twr. Uncontrolled vehicular tfc on ramps and twys. Twy S clsd at intersection of Twy N. Airfield lgts avbl only during operating hours. Rotating bcn clear side is split clear lgt. Daylight turned on when airfield is IFR. Heavy VFR tfc blo 10,000 ft along river and highway 5 NM SW of airfield. Extensive hang glider and glider activity in the Mt. Greylock area approximately 45 NM NW of field. Light acft tfc, hang glider operations and hot air ballooning activity along river W and NW of arpt. Expect delay or full stop ldg when local or tactical training missions are in progress. Westover ARB is a joint–use airfield. IFR tkf and ldg minimums as prescribed by USAF regulations apply. Call arpt manager at C413–593–5543 for clarification. Civilian training limited to low apchs only. Compass rose clsd to ngt ops for all acft, areas not lgtd. Compass rose unavbl for compass calibrations. TPA rectangular light acft 1000(759), large acft 2000(1759), overhead 2500(2259). PAPI all rwys provides proper TCH for height Group 4 acft only. Rwy 23 PAPI unusable byd 6° right. PAPI off during opr hr periods of no tfc. Ldg fee.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR DSN 589–2951, C413–557–2951, fax extension 2156. AMC, AMC–GAINED and AFRC acft opr restricted during Bird Watch Conditions Moderate (tkf or ldg permissions only when dep/arr route avoid identified bird activity, no local traffic pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS for current Bird Watch Condition Code. Continue opr by non–AMC, AMC–GAINED and AFRC or civil acft during Bird Watch Condition Severe or Moderate are at their own discretion and will be strongly advised to discontinue opr. No transient C–5 acft arrivals authorized unless approved by 439th OG/CC DSN 589–2204. Circling to Rwy 05 not allowed due to noise abatement restrictions unless approved by 439 OG/CC. **CAUTION** Potential for hydroplaning after any precipitation. Ponding at intersection Rwy 05–23 and Rwy 15–33 measured in 1/10 th inches. See NOTAMS for KCEF. Uncontrolled vehicles on ramps and twys. **NS ABTMT** No practice apch for transient acft Sun 0300–0400Z‡, 1200–1700Z‡ and circle to Rwy 05 not allowed unless approved by 439 OG/DO only. **CSTMS/AG/IMG** Avbl thru Base OPS 24 hr prior coordination required, DSN 589–2917/2951. Ctc PTD 2 hr prior to ldg via direct air/ground communications or telephone patch. **MISC** Advise twr of drag chute deployment prior to ldg. Tran aircrews ctc Base OPS 30 minutes prior to ldg with intentions. Base OPS does not have COMSEC avbl for tran aircrews. Tran aircrews should plan to arrive with appropriate amount of COMSEC to complete mission.

COMMUNICATIONS: CTAF 134.85 **ATIS** 114.0 138.1 (1200–0400Z‡) **UNICOM** 123.0 **PTD** 372.2

Ⓡ **BRADLEY APP/DEP CON** 125.35 281.5

TOWER 134.85 348.75 (1200–0400Z‡) **GND CON** 118.35 275.8

COMD POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hours)

PMSV METRO 274.75 Full svc 1100–0400Z‡, DSN 589–2879, other times ctc 15th OWS DSN 576–9702. Ngt obsn ltd due to high ints security lgt. Afld WX is monitored by AN/FMQ–19. Automated obs are quality controlled for accuracy during published flying hrs.

AIRSPACE: CLASS D svc effective 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′W72°42.97′ 091° 8.3 NM to fld. 270/14W.

(L) VORTACW 114.0 CEF Chan 87 N42°11.85′ W72°31.58′ at fld. 241/14W. NOTAM FILE CEF. No NOTAM MP; VOR MP Tue 1400–1600Z‡, TACAN MP Thu 1400–1600Z‡.

VOR unusable:

051°–129° byd 20 NM blo 4000′ 221°–299° byd 20 NM blo 4500′

130°–220° byd 20 NM blo 5000′ 300°–050° byd 12 NM blo 4500′

TACAN unusable:

052°–201° byd 25 NM blo 8000′ 300°–051° byd 25 NM blo 7000′

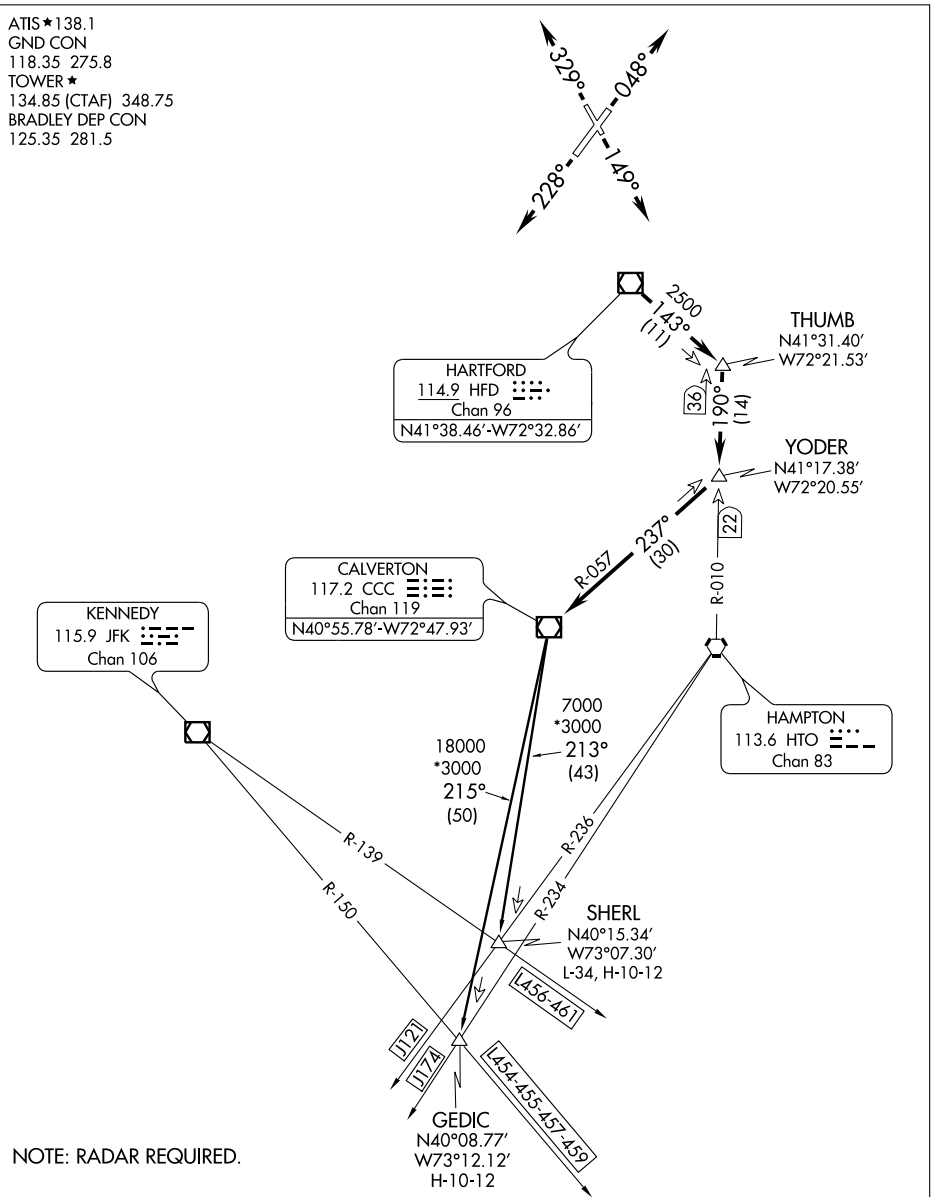
202°–299° byd 25 NM blo 6000′

ILS 109.9 I–GWJ Rwy 05. Class IT No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

ILS 109.9 I–CEF Rwy 23. Monitored 1200–0400Z‡. No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

COMM/NAV/WEATHER REMARKS: Twr ops extensions/irregular hours by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z†.

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 05, 900-3 or STANDARD with a minimum climb of 250 feet per NM to 900.
Rwy 33, 1400-3 or STANDARD with a minimum climb of 320 feet per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

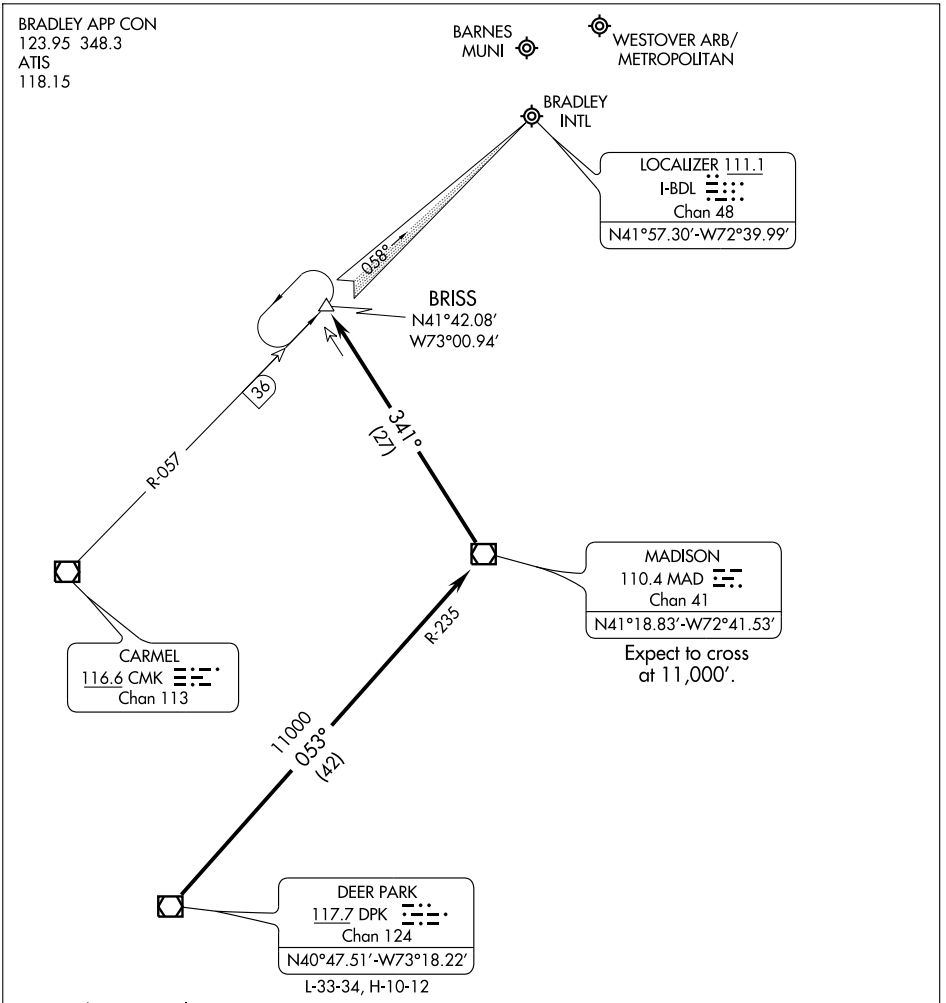
TAKE-OFF RWY 5: Climb heading 048° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 149° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 23: Climb heading 228° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 329° or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 15: 307′ tree 1013′ from DER, 526′ left of extended centerline, 294′ tree 1268′ from DER, 619′ left of extended centerline, 317′ tree 1340′ from DER, 686′ left of extended centerline, 318′ tree 1686′ from DER, 911′ left of extended centerline, 305′ tree 1911′ from DER, 832′ left of extended centerline, 321′ tree 2104′ from DER, 942′ left of extended centerline, 329′ tree 2959′ from DER, 1277′ left of extended centerline, 334′ tree 3236′ from DER, 1278′ left of extended centerline, 343′ tree 3515′ from DER, 1287′ left of extended centerline, 310′ tree 2421′ from DER, 1062′ left of extended centerline, 323′ tree 2695′ from DER, 369′ right of extended centerline, 321′ tree 2796′ from DER, 608′ right of extended centerline, 321′ tree 2945′ from DER, 909′ right of extended centerline, 335′ tree 3567′ from DER, 1320′ left of extended centerline.
Rwy 33: 296′ tree 1191′ from DER, 726′ left of extended centerline, 289′ tree 1704′ from DER, 202′ right of extended centerline, 291′ tree 1737′ from DER, 205′ left of extended centerline.

NE-1, 21 OCT 2010 to 18 NOV 2010



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5

LOC I-GWJ	APCH CRS	Rwy ldg 10,396 / TDZE 237 / Arpt Elev 241
109.9	048°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

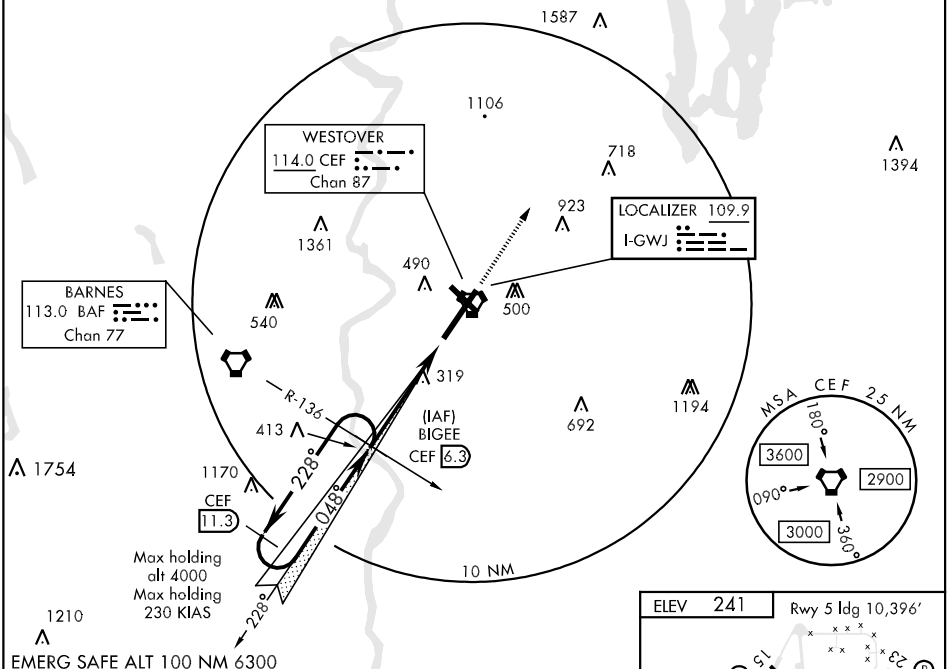
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

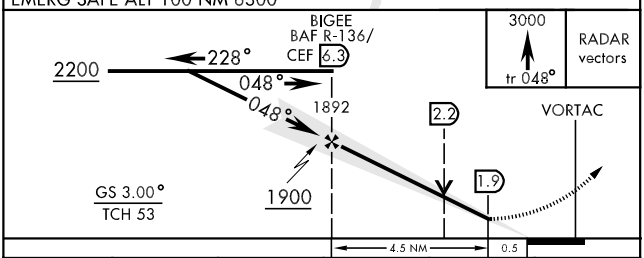
ALSF-1 (A1)

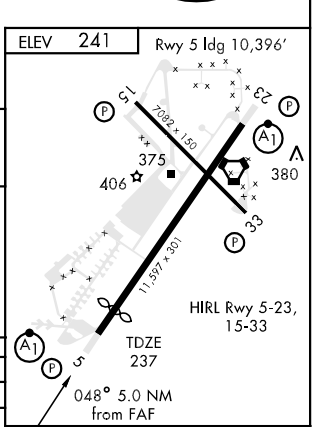
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 5 *	437/24		200	(200-½)	
S-LOC 5 **	580/24	343 (400-½)	580/40	343	(400-¾)
CIRCLING	800-1	559 (600-1)	800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 / TDZE 241 / Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

CAUTION: IFR operations prohibited to Rwy 33 at night.

MSA CEF 25 NM
180° 3600
090° 2900
360° 3000

Max holding alt 4000
Max holding 230 KIAS

CHESTER
115.1 CTR
Chan 98

R-105

(IAF) ZIPNA

1 min 048° 228°

WESTOVER
114.0 CEF
Chan 87

LOCALIZER 109.9
I-CEF

10 NM

ENROUTE FACILITIES

RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300

3000 tr 228°
RADAR vectors

ZIPNA
CTR R-105
048°
228°
2600
One minute holding pattern
VORTAC
2070
228°
2300
GS 3.00°
TCH 46
0.5 5.0 NM

ELEV 241
228° 5.5 NM from FAF
Rwy 5 ldg 10,396'
TDZE 241
7082 x 150
11,597 x 301
HIRL Rwy 5-23, 15-33

CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180	200
Min:Sec	4:58	3:19	2:29	1:59	1:39	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 / TDZE 241 / Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

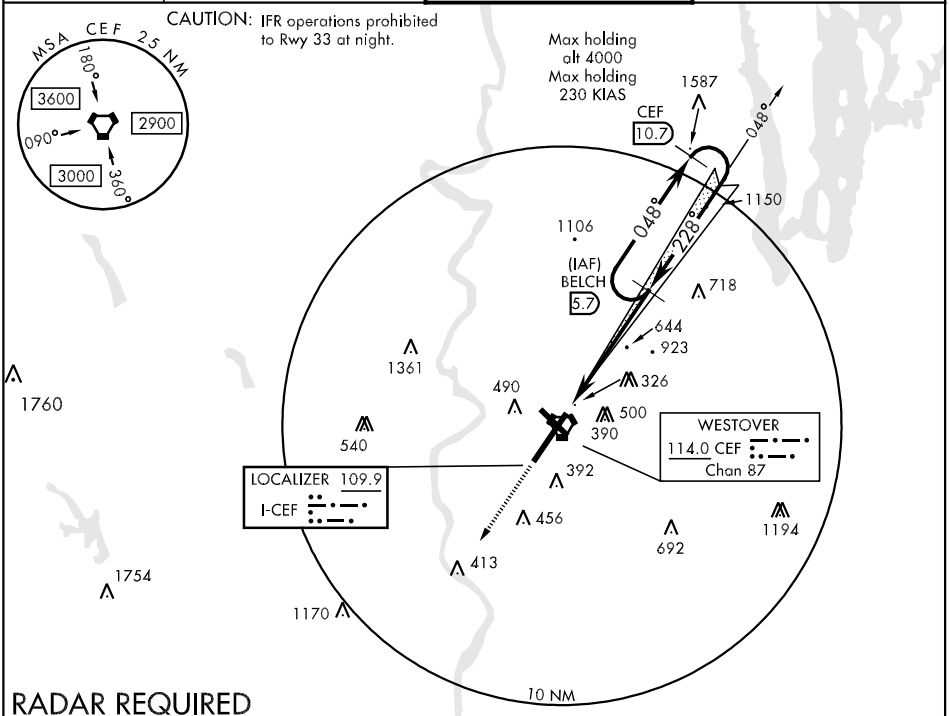
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR TO 60 vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

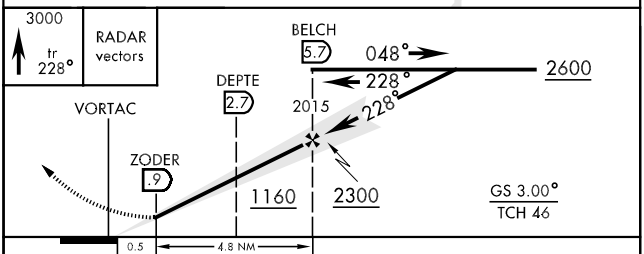
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

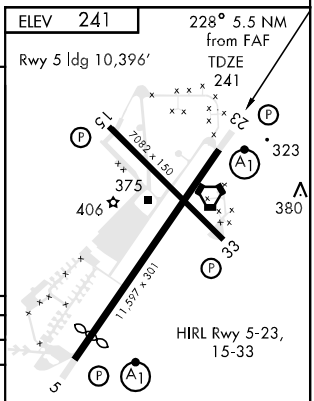
CAUTION: IFR operations prohibited to Rwy 33 at night.



RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300





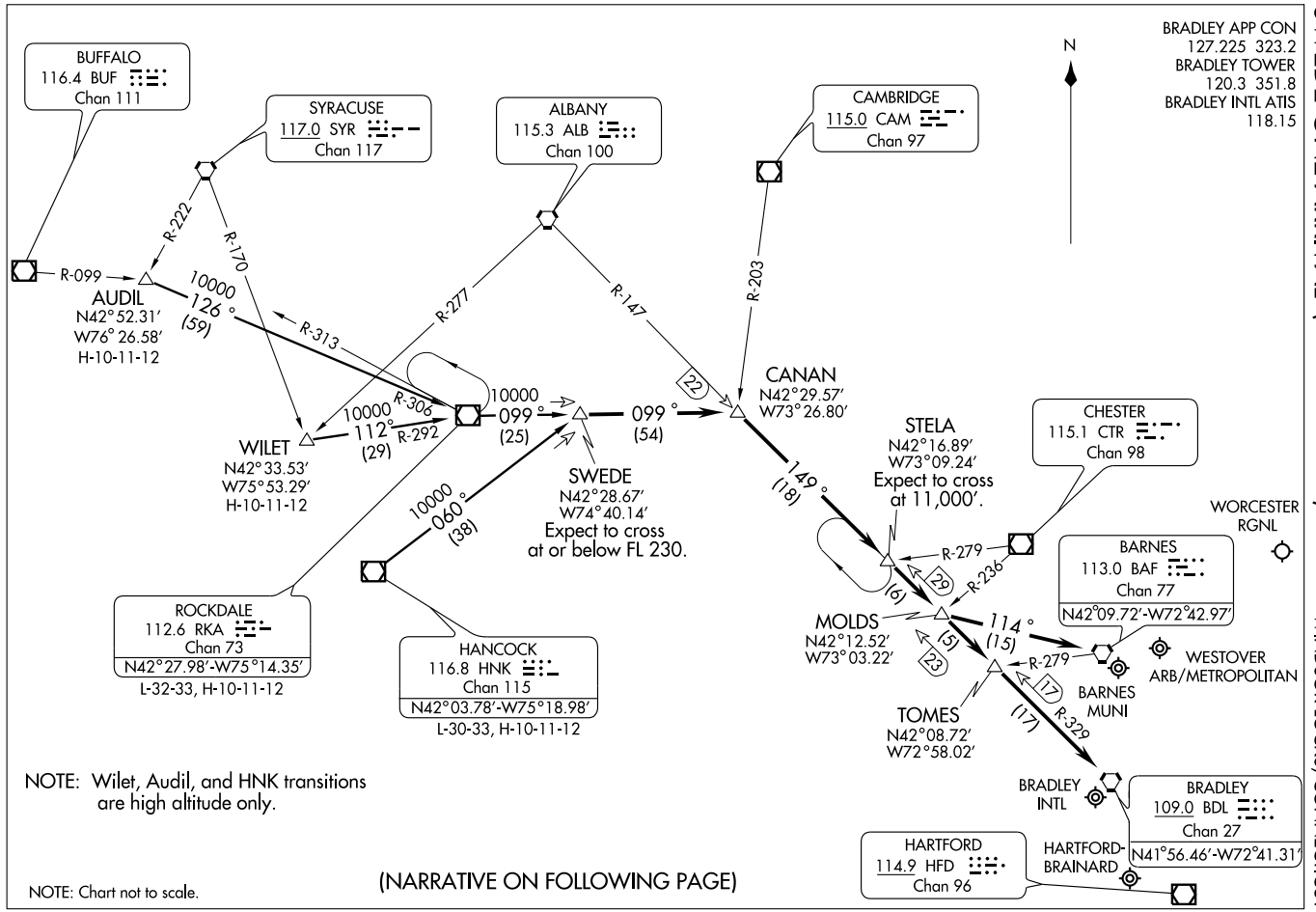
CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC/ ** DME 23	700/24 459 (500-½)		700/40 459(500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

07298

WINDSOR LOCKS, CONNECTICUT



ST-460 (FAA)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5

VORTAC CEF	APCH CRS	Rwy ldg 10,396
114.0	053°	TDZE 237
Chan 87		Arpt Elev 241

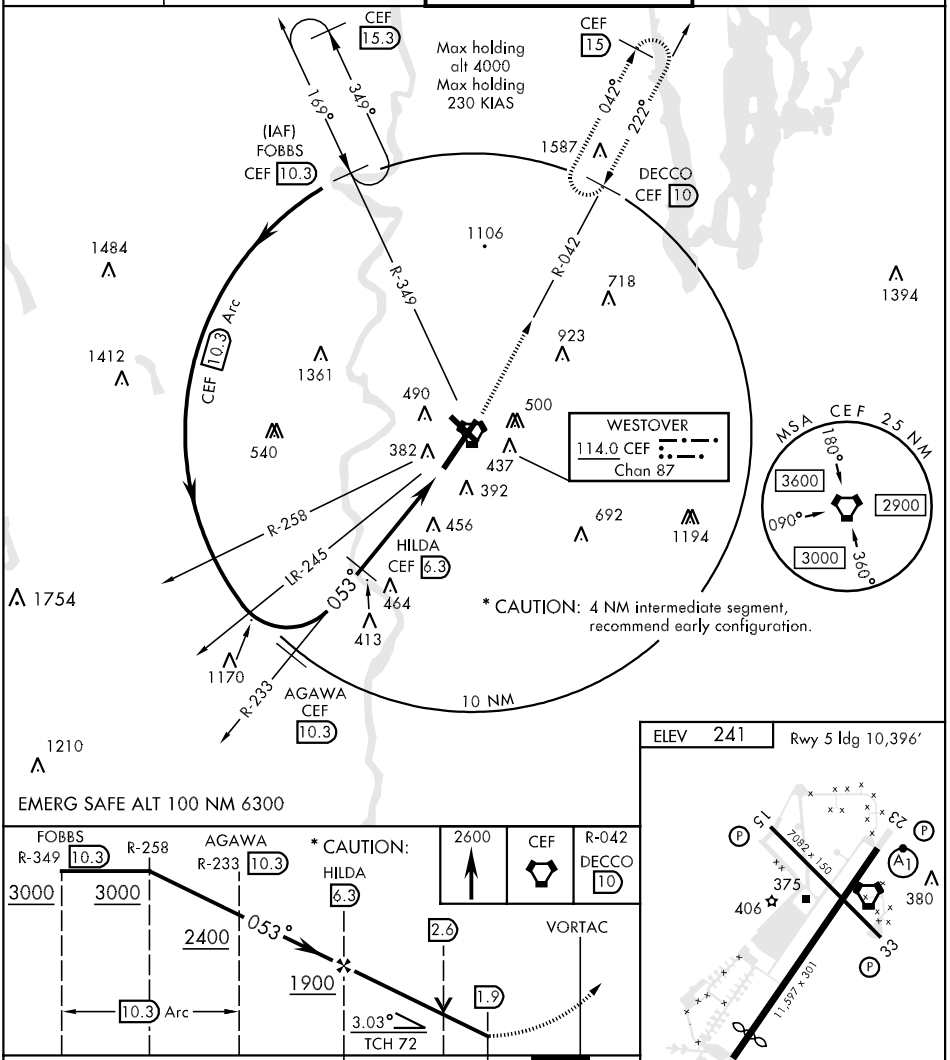
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

CAUTION: IFR operations prohibited to Rwy 33 at night.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2600 via CEF then R-042 to DECCO and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



CATEGORY	A	B	C	D	E
S-5 **	720/24 483 (500-½)		720/40 483 (500-¾)	720/50 483 (500-1)	720/60 483 (500-1¼)
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

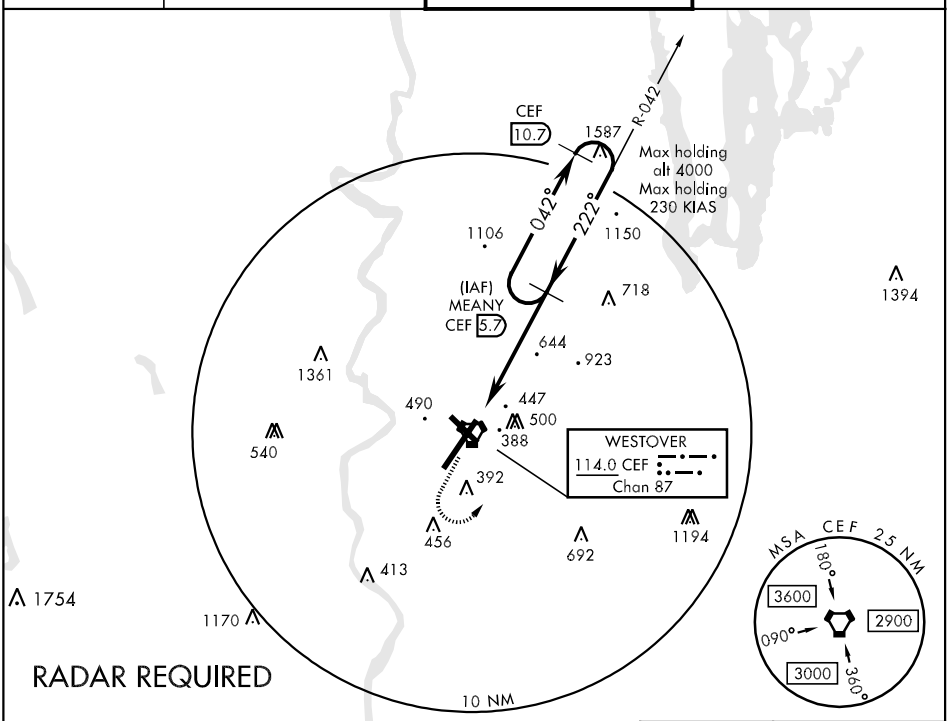
VORTAC CEF	APCH CRS	Rwy ldg 11,597	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
114.0 Chan 87	222°	TDZE 241 Arpt Elev 241		

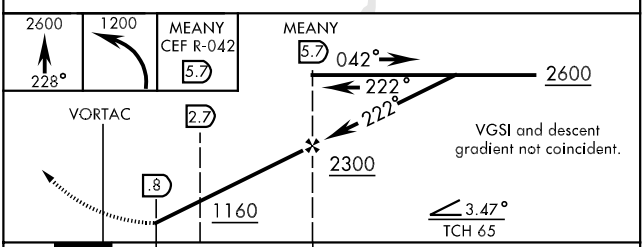
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

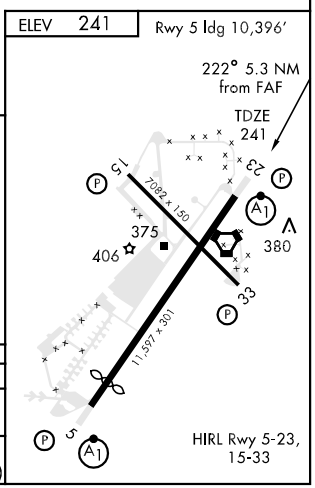
ALSF-1

MISSED APPROACH: Climb to 2600 tracking 228°, passing 1200, turn left direct MEANY and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-23 *	700/24 459 (500-½)		700/40 459 (500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

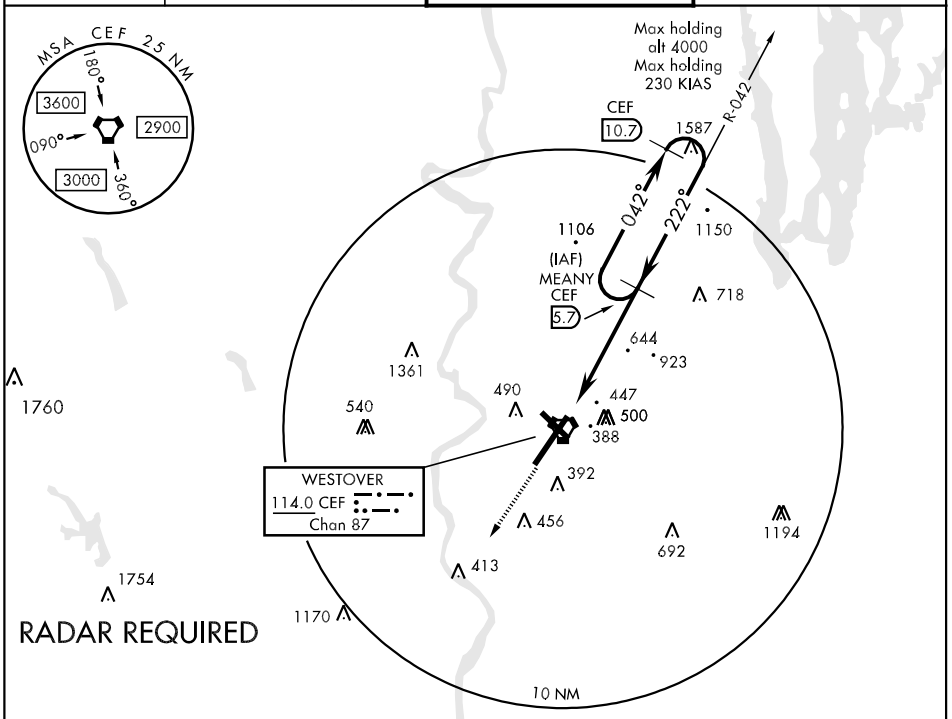
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night.

ALSF-1

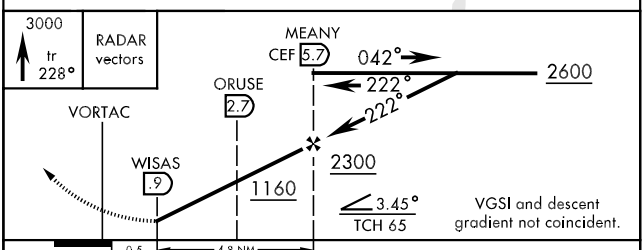
MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

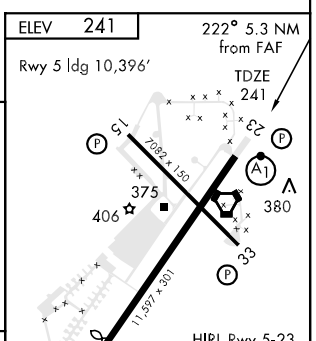
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



NE-1, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-VOR/ * DME 23	700/24	459 (500-½)	700/40 459(500-¾)	700/50	459(500-1)
CIRCLING	800-1	559 (600-1)	800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

VOR RWY 5

VORTAC CEF	APCH CRS	Rwy ldg 10,396
114.0	053°	TDZE 237
Chan 87		Arpt Elev 241

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

CAUTION: IFR operations prohibited to Rwy 33 at night.

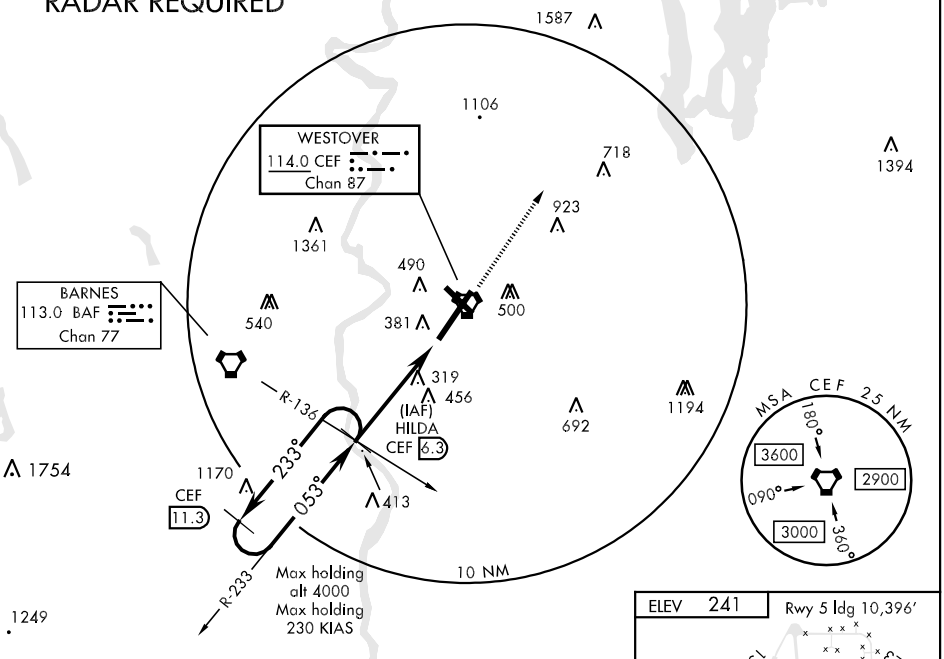
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

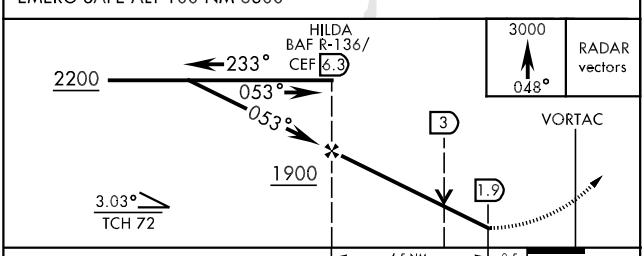
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

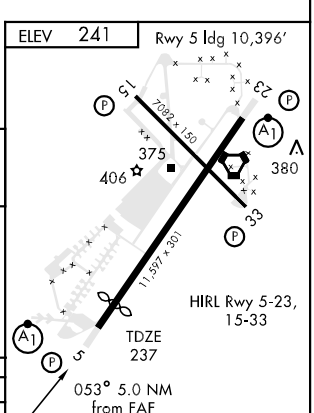
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-5 *	820/24 583 (600-½)		820/50 583 (600-1)	820/60 583 (600-1¼)	820-1½ 583 (600-1½)
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	820-2 579 (600-2)	1260-3 1019(1100-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

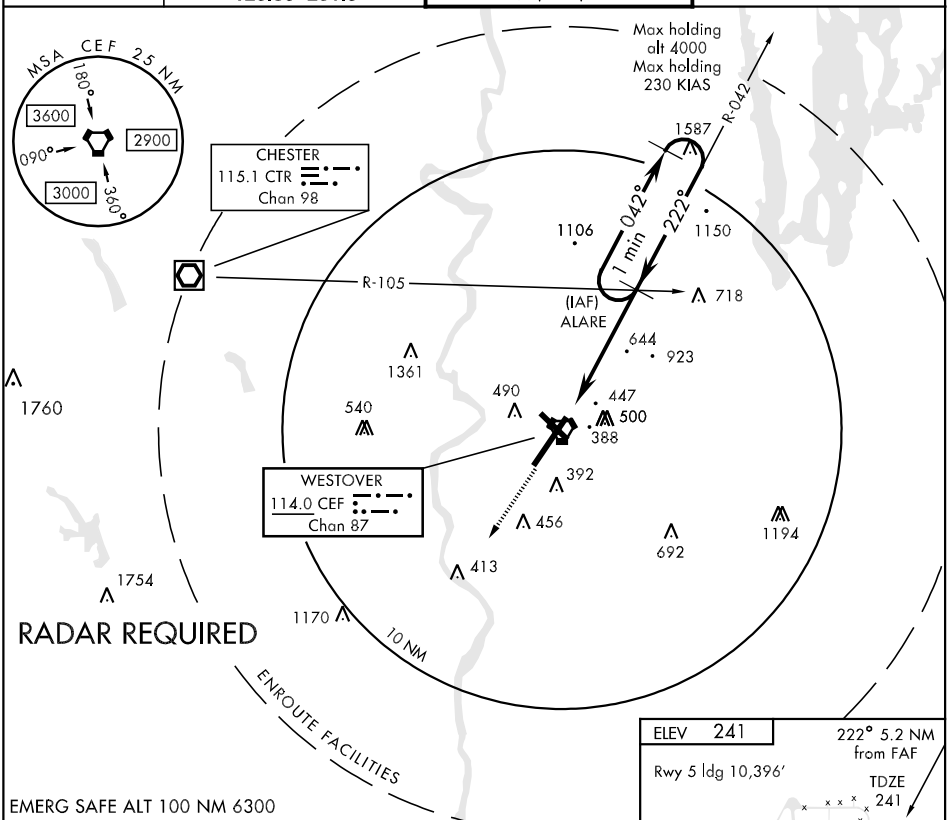
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

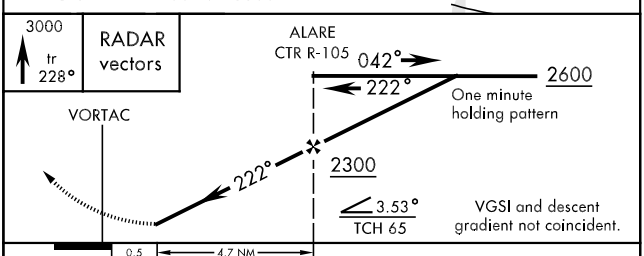
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night

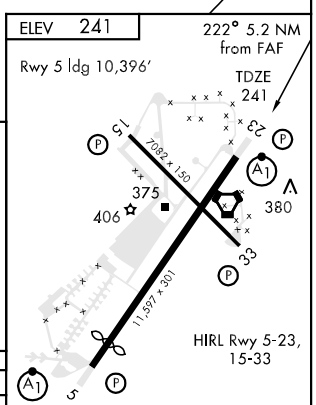
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8





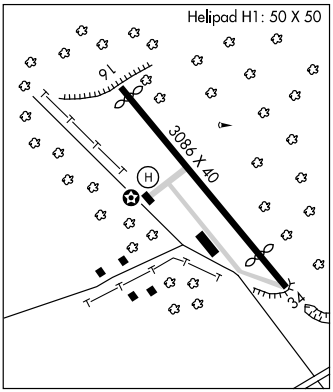


CATEGORY	A	B	C	D	E
S-VOR 23*	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 4.7 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:24

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

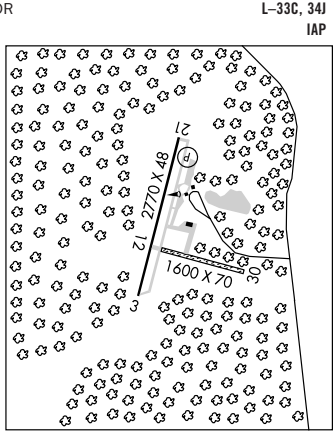
STERLING (3B3) 2 SW UTC−5(−4DT) N42°25.56′ W71°47.57′ **NEW YORK**
459 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 16–34: H3086X40 (ASPH) S–8 LIRL (NSTD)
RWY 16: Thld dsplcd 150′. Trees.
RWY 34: Thld dsplcd 500′. Tree.
AIRPORT REMARKS: Attended Thu–Sun 1300–2300Z‡. Glider ops in vicinity of arpt SR–SS daily. Intensive glider activity on weekends. Rwy 16–34 NSTD LIRL; first 240′ Rwy 16 unlgtd; first 240′ Rwy 34 unlgtd. ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF. Rwy lgts begin 200 ft down Rwy 16, and 300 ft down Rwy 34.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 135° 13.8 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.
• • • • • • • • • • • • • • • • • •
HELIPAD H1: H50X50 (ASPH)



STOGE N42°07.18′ W71°07.70′ NOTAM FILE OWD. **NEW YORK**
NDB (LOM) 397° OW 350° 4.7 NM to Norwood Mem. **L–33D, 34J**

STOW

MINUTE MAN AIR FIELD (6B6) 2 N UTC−5(−4DT) N42°27.67′ W71°31.12′ **NEW YORK**
268 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR **L–33C, 34J**
RWY 03–21: H2770X48 (ASPH) S–12.5 LIRL **IAP**
RWY 03: Hill. **RWY 21:** REIL. PAPI(P2L)—GA 3.5° TCH 25′. Trees.
RWY 12–30: 1600X70 (TURF–GRVL)
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Attended 1400–2100Z‡. Tree obstruction in apch, primary and transition surfaces Rwy 03–21 and Rwy 12–30. Upwind and crosswind apchs not recommended. Noise abatement procedures in effect notify arpt manager 978–897–3933 of intention to opr between 0400–1100Z‡. TPA for light acft 1300(1032). Helicopters use rgt tfc. Rotating bcn OTS 0400–1200Z‡. ACTIVATE REIL Rwy 21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 210° 25.3 NM to fld. 469/15W.
BEDDS NDB (LOM) 332 BE N42°28.79′ W71°23.32′ 275° 5.9 NM to fld. NOTAM FILE BED.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



TANNER—HILLER (See BARRE/BARRE PLAINS)

LOM BE	APP CRS	Rwy Idg	N/A
332	275°	TDZE	N/A
		Apt Elev	268

NDB-A

STOW/ MINUTE MAN AIRFIELD (6B6)

▼ NA — Procedure NA at night. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 12-30.

MISSED APPROACH: Climb to 1300 then climbing right turn to 1900 direct BE LOM and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L

RADAR REQUIRED

LAWRENCE
112.5 LWM
Chan 72

2000 to LOM
235°
(20.3)

612 612

422± (MAHUY)

095°
1 min
275°
275°
524±

511 568

LOM/IAF
BEDDS
332 BE

1456

2049

10 NM

MSA BE 25 NM
3300
205°
2000
025°
295°
2500

ELEV 268

21

275° 5.8 NM
from FAF

2270 X 48

1600 X 70

12

30

3

REIL Rwy 21 L
LIRL Rwy 3-21

1300 1900 BE

LOM

One Minute
Holding Pattern

095°
1900
275°
(MAHUY)
275°

5.8 NM

CATEGORY	A	B	C	D
CIRCLING	1020-1 752 (800-1)	1020-1¼ 752 (800-1¼)	NA	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2770
211°	TDZE	268
	Apt Elev	268

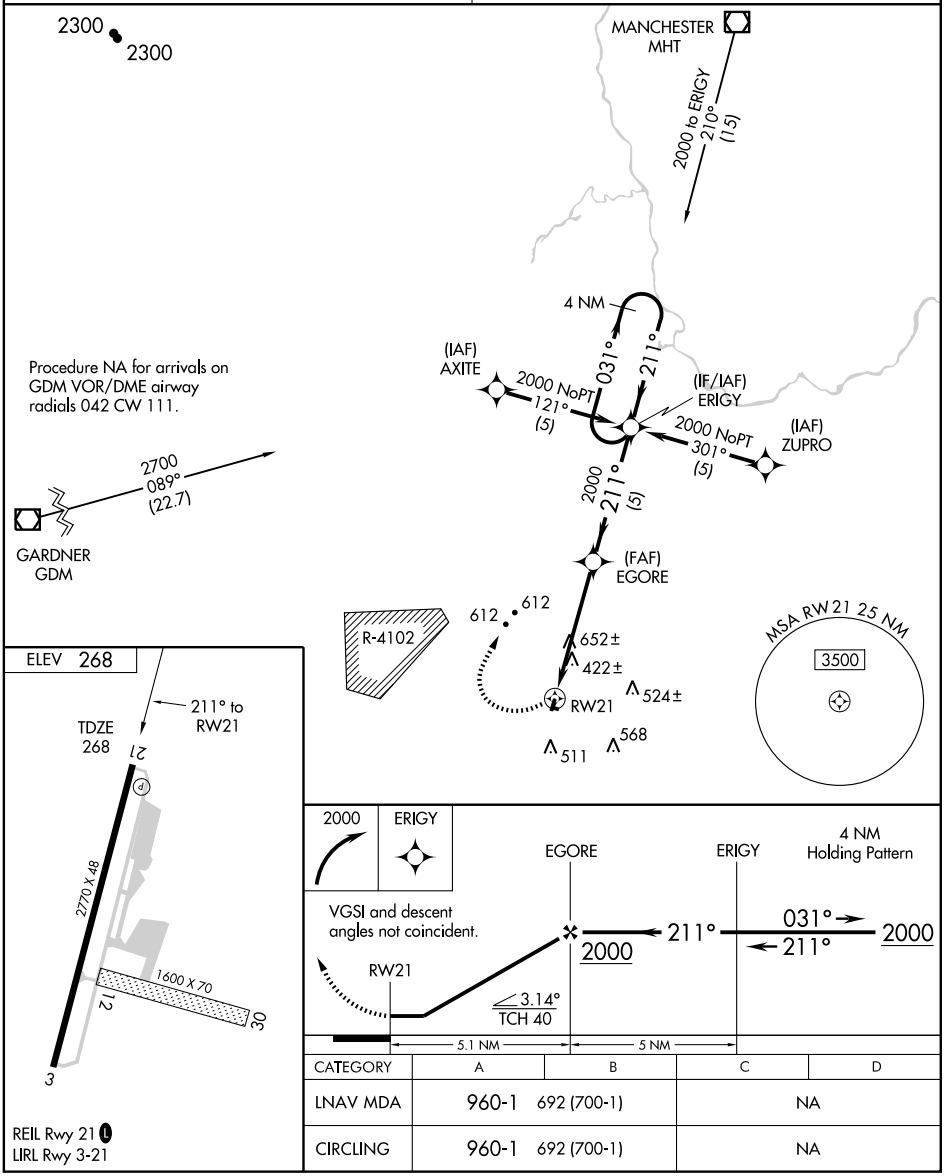
RNAV (GPS) RWY 21

STOW/ MINUTE MAN AIRFIELD (6B6)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet and increase Cat B visibility ¼ mile. Procedure NA at night. Circling NA to Rwy 12-30.

MISSED APPROACH: Climbing right turn to 2000 direct ERIGY and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 692 (700-1)		NA	
CIRCLING	960-1 692 (700-1)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHT	APP CRS	Rwy Idg	2770
114.4	210°	TDZE	268
Chan 91		Apt Elev	268

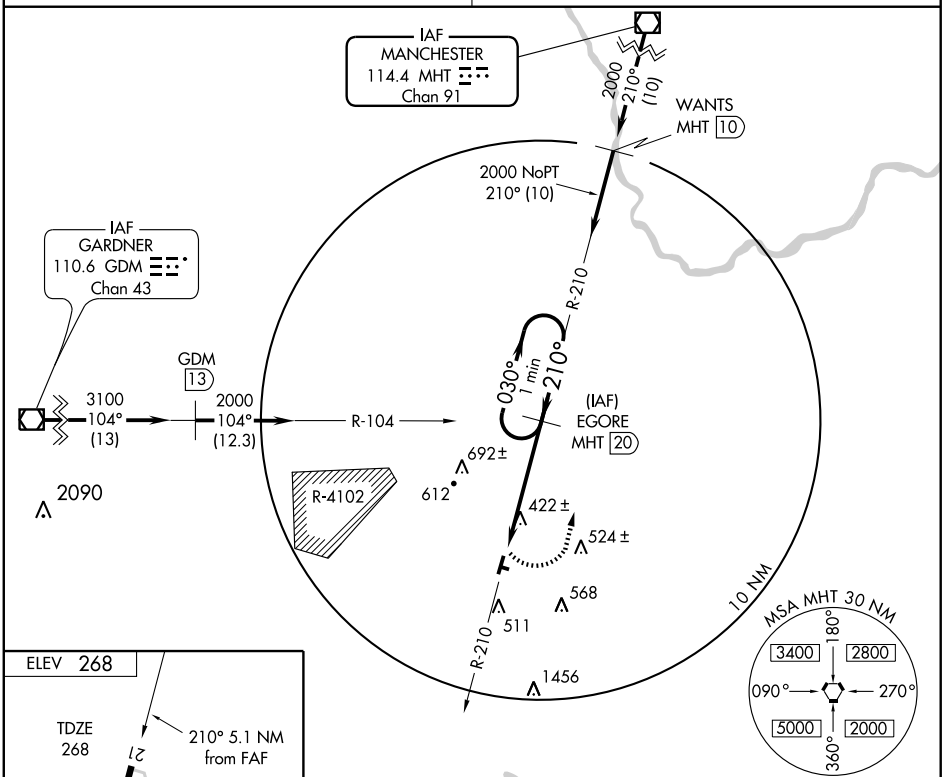
VOR/DME RWY 21

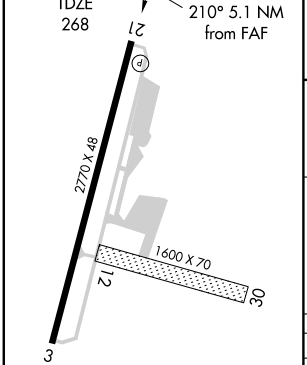
STOW/MINUTE MAN AIRFIELD (6B6)

Use Bedford altimeter setting; when Bedford control zone not in effect, use Boston altimeter setting and increase all MDA's 60 feet.
NA Circling NA at night.

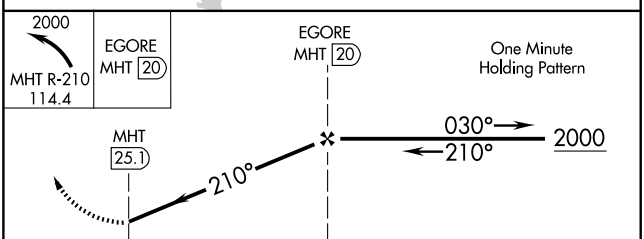
MISSED APPROACH: Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L





REIL Rwy 21 L
LIRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TAUNTON MUNI–KING FIELD (TAN) 3 E UTC−5(−4DT) N41°52.46′ W71°01.00′

NEW YORK
L–33D
IAP

43 B S4 **FUEL** 100LL NOTAM FILE BDR

RWY 12–30: H3500X75 (ASPH) S–21 MIRL

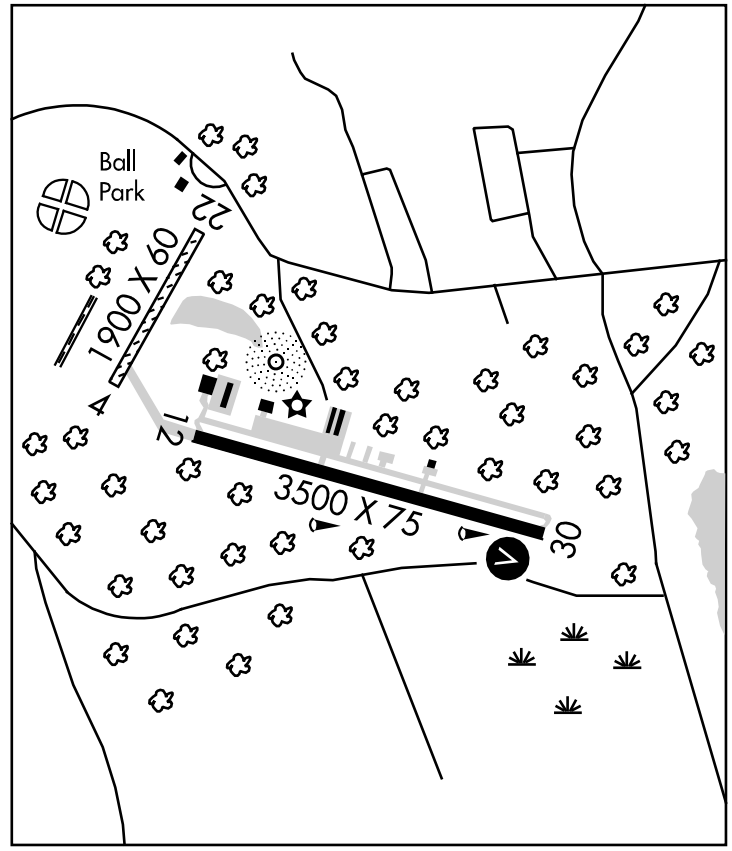
RWY 12: Trees.

RWY 30: REIL. VASI(V4L)—GA 3.6°TCH 45′. Trees.

RWY 04–22: 1900X60 (TURF–GRVL)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Sep–May 1300–2200Z‡, Jun–Aug 1300–2300Z‡. Rwy 04–22 surface rough and loose stones. Avoid flying over the elementary school at the departure end of Rwy 30. Helicopters avoid overflight of densely populated areas west and south of arpt. ACTIVATE MIRL Rwy 12–30; VASI Rwy 30 and lgtd windsock—CTAF.



WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 078° 20.6 NM to fld. 49/14W. **HIWAS.**

NDB (MHW) 227 TAN N41°52.59′ W71°01.02′ at fld. NOTAM FILE BDR. Unmonitored. NDB unusable 090°–180° beyond 15 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

TOPSFIELD N42°37.16′ W70°57.41′ NOTAM FILE BVY.

NEW YORK
COPTER
L–33D

NDB (MHW) 269 TOF 156° 2.8 NM to Beverly Muni. (Unmonitored).

TURNERS FALLS (See MONTAGUE)

NDB TAN	APP CRS	Rwy Idg	3500
227	314°	TDZE	43
		Apt Elev	43

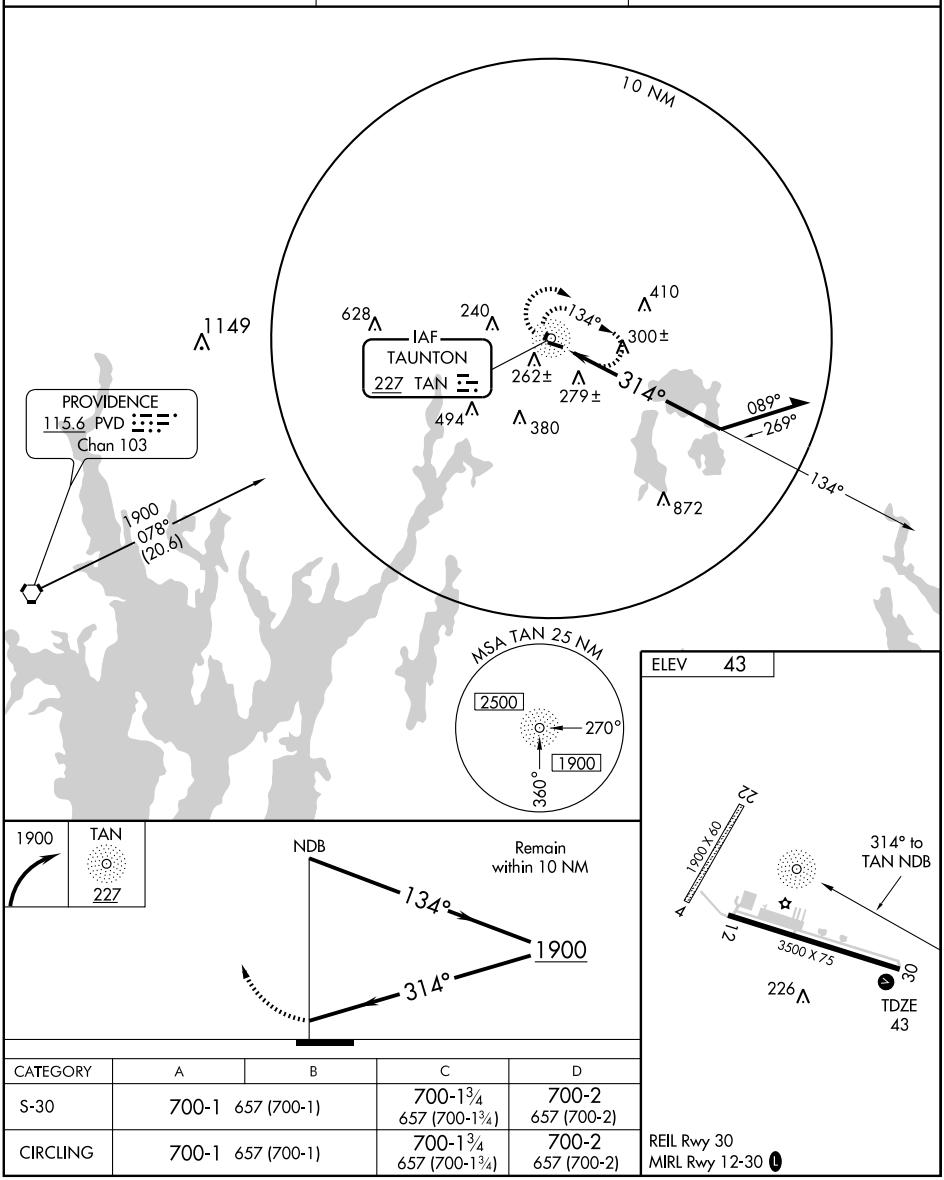
NDB RWY 30

TAUNTON MUNI - KING FIELD (TAN)

NA — When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet, S-30 and Circling Cats. C and D visibility ¼ mile. Circling NA for Rwy 4-22.

MISSED APPROACH: Climbing right turn to 1900 in TAN NDB holding pattern.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-30	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
304°	TDZE	43
	Apt Elev	43

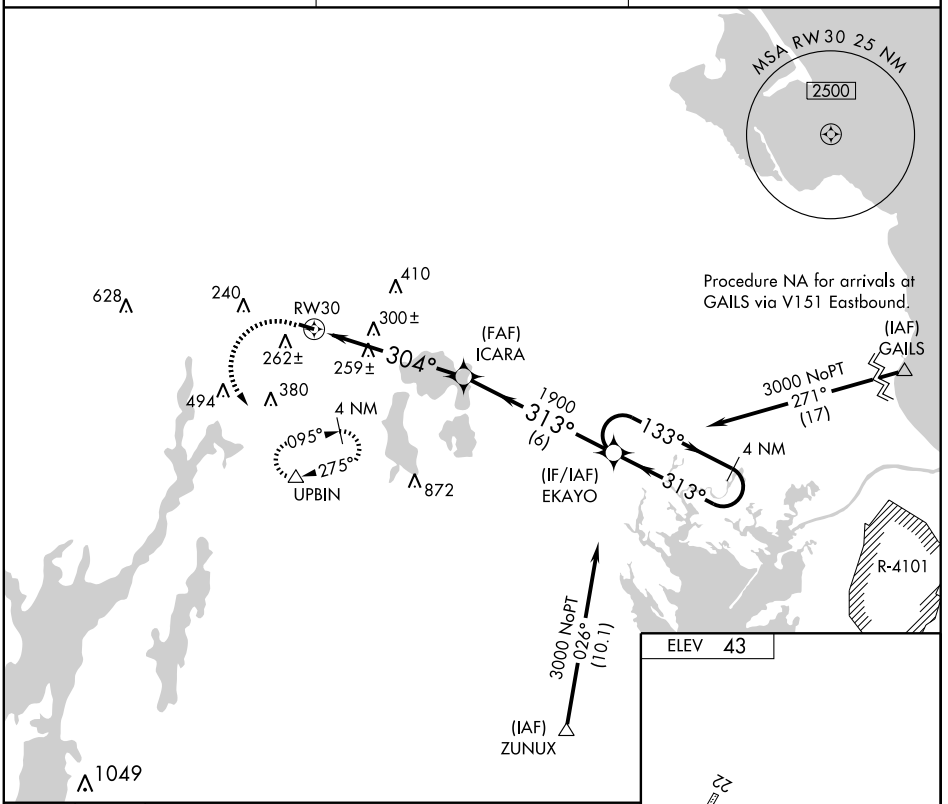
RNAV (GPS) RWY 30

TAUNTON MUNI - KING FIELD (TAN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet; LNAV Cats. C and D and Circling Cat. C visibility ¼ mile. Circling NA to Rwy 4-22.

MISSED APPROACH: Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

ASOS	PROVIDENCE APP CON *	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 557 (600-1)		600-1½ 557 (600-1½)	600-1¾ 557 (600-1¾)
CIRCLING	620-1 577 (600-1)		620-1½ 577 (600-1½)	660-2 617 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

VINEYARD HAVEN / MARTHAS VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS
AL-694 (FAA)

ATIS
126.25
VINEYARD TOWER ★
121.4
GND CON
124.35
CLNC DEL
124.35
CLNC DEL
119.7 (When Twr Closed)

41°24.0′ N

D

FIELD ELEV 67

15

145.7°

VAR 15.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° E

ELEV 63

24

235.6°

3297 X 75

0.3% UP

325.7°

B

A

A

E

33

ELEV 57

41°23.5′ N

5504 X 100

C

TWR 128

TERMINAL

RWY 06-24
S-65, D-108, 2S-137, 2D-185
RWY 15-33
S-31, D-45, 2D-61

D

055.6°

A

HANGAR COMPLEX

ELEV 54

6

TURF TIE-DOWN AREA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

41°23.0′ N

70°37.0′ W

70°36.5′ W

NE-1, 21 OCT 2010 to 18 NOV 2010

VINEYARD HAVEN

MARTHAS VINEYARD (MVY) 3 S UTC−5(−4DT) N41°23.58′ W70°36.86′

NEW YORK
H–10J, 12K, L–33D
IAP, AD

67 B **FUEL** 100LL, JET A TPA–1068(1000) Class I, ARFF Index A NOTAM FILE MVY

RWY 06–24: H5504X100 (ASPH–GRVD) S–65, D–108, 2S–137, 2D–185 HIRL

RWY 06: REIL. VASI(V4L)—GA 3.0°TCH 60′. Trees.

RWY 24: MALSR. Rgt tfc.

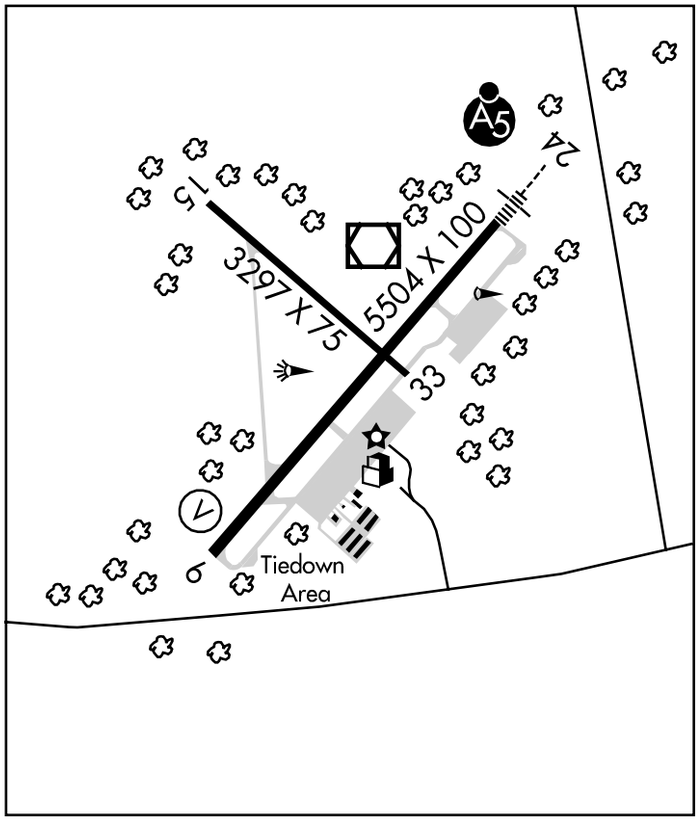
RWY 15–33: H3297X75 (ASPH) S–31, D–45, 2D–61 MIRL 0.3% up NW

RWY 15: Trees. **RWY 33:** REIL. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–3297 TODA–3297 ASDA–3297 LDA–3297

RWY 33: TORA–3297 TODA–3297 ASDA–3297 LDA–3297



AIRPORT REMARKS: Attended 1100–0300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Arpt has noise abatement procedures, ctc ops 508–693–7022. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 508–693–7022. Rwy 24 touchdown runway visual range avbl. Twy E clsd to acft with over 9 passengers. REIL Rwy 06 OTS indef. When twr clsd ACTIVATE HIRL Rwy 06–24, MALSR Rwy 24, MIRL Rwy 15–33, REIL Rwy 33—CTAF. ACTIVATE REIL Rwy 06 (24 hours)—CTAF. Parking fee all acft. Ldg fee all acft over 6000 lbs.

WEATHER DATA SOURCES: ASOS (508) 696–6988.

COMMUNICATIONS: CTAF 121.4 **ATIS** 126.25 508–693–7685.

UNICOM 122.95

RCO 122.1R 114.5T (BRIDGEPORT RADIO)

Ⓡ **CAPE APP/DEP CON** 134.65 133.75 119.7 (3000′ to 14,000′) (1100–0400Z‡) May 15–Sept 30 (1100–0300Z‡) Oct 1–May 14.

CLNC DEL 119.7 (when twr clsd)

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30 (0300–1100Z‡) Oct 1–May 14.

VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡) **GND CON** 124.35

CLNC DEL 124.35

AIRSPACE: CLASS D svc May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

(L) VOR/DME 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ at fld. 60/15W.

ILS/DME 108.7 I–MVY Chan 24 Rwy 24. Class 1E. ILS unmonitored.

WAIVS N41°18.68′ W69°59.21′ NOTAM FILE ACK.

NDB (LOM) 248 AC 240° 4.8 NM to Nantucket Meml.

WALTER J. KOLADZA (See GREAT BARRINGTON)

LOC/DME I-MVY	APP CRS	Rwy Idg	5500
108.7	236°	TDZE	62
Chan 24		Apt Elev	67

ILS or LOC RWY 24

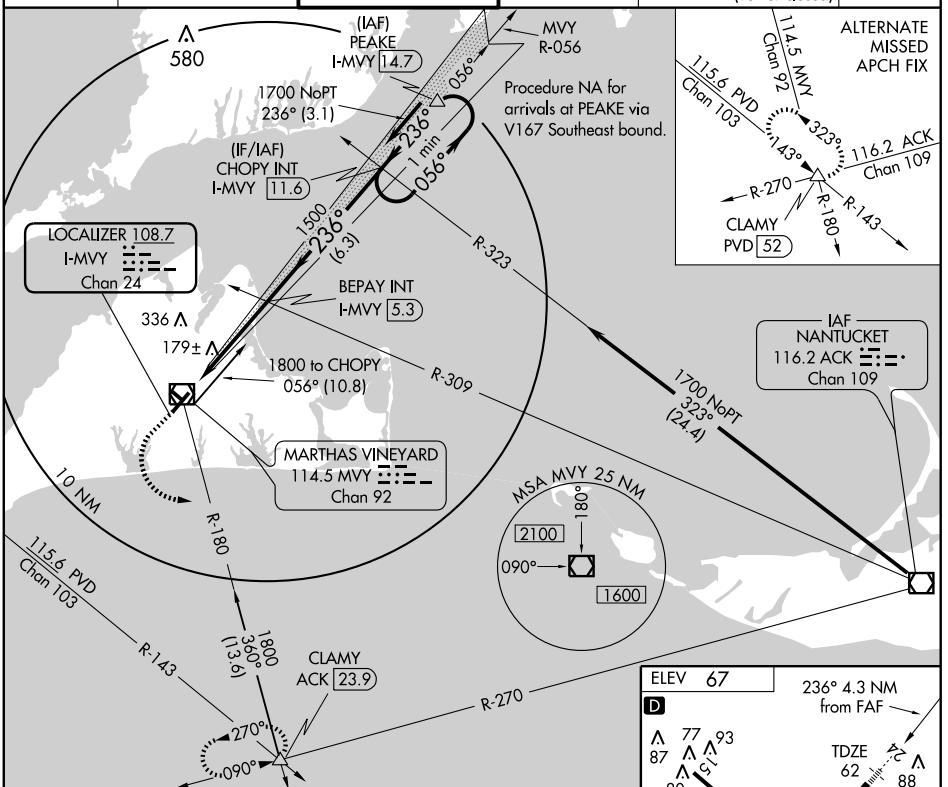
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

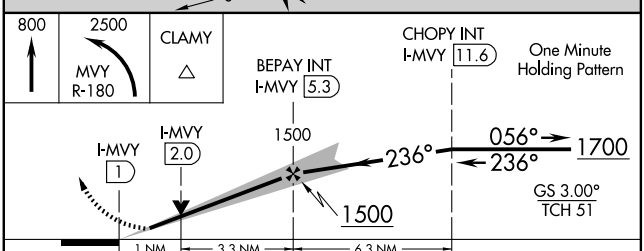
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

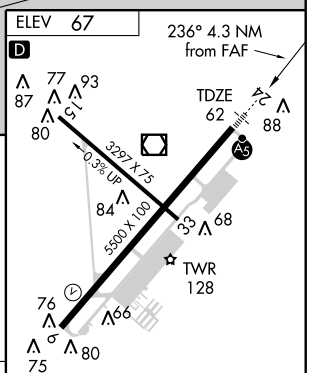
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 24	* 262/24 200 (200-½)			
S-LOC 24	440/24 378 (400-½)			440/40 378 (400-¾)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42601 W06A	APP CRS 056°	Rwy Idg 5500 / TDZE 58 / Apt Elev 67

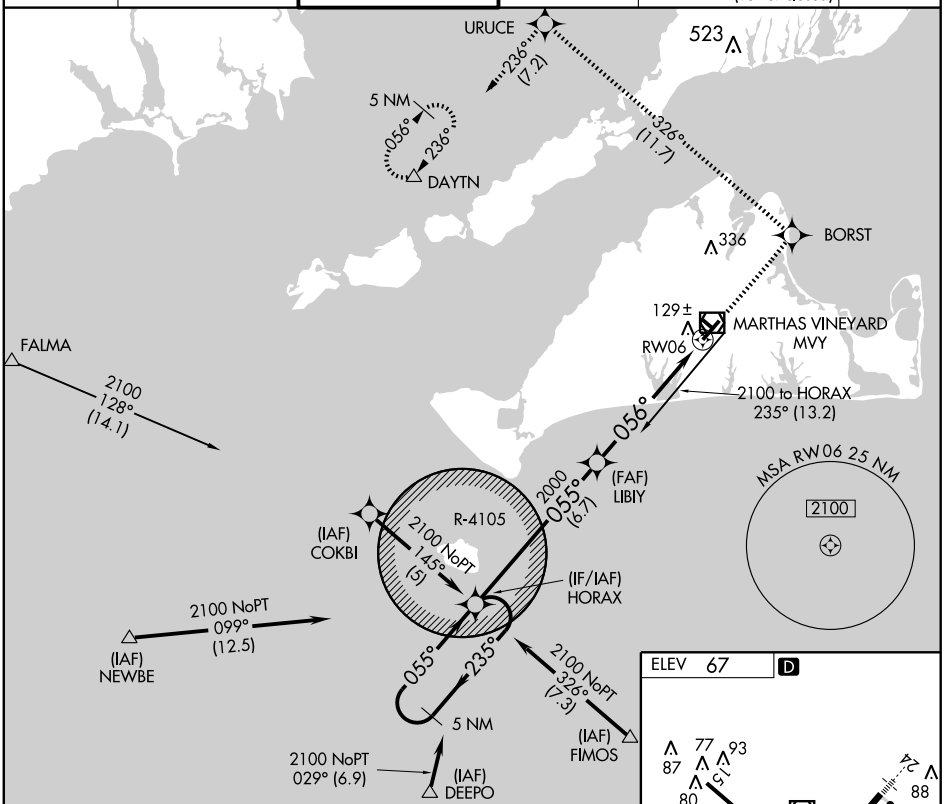
RNAV (GPS) RWY 6

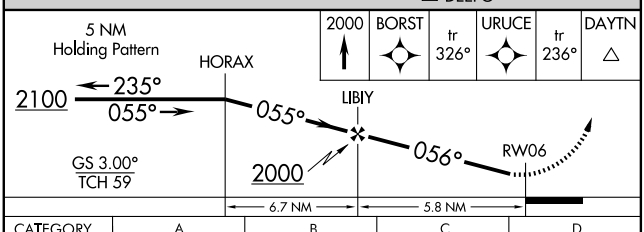
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

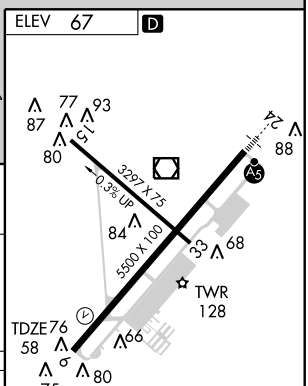
T A W If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-03 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BORST and via 326° track to URUCE and via 236° track to DAYTN and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	323-1	265 (300-1)		
LNAV/VNAV DA	399-1¼	341 (400-1¼)		
LNAV MDA	380-1	322 (400-1)		
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48804	236°	TDZE	62
W24A		Apt Elev	67

RNAV (GPS) RWY 24

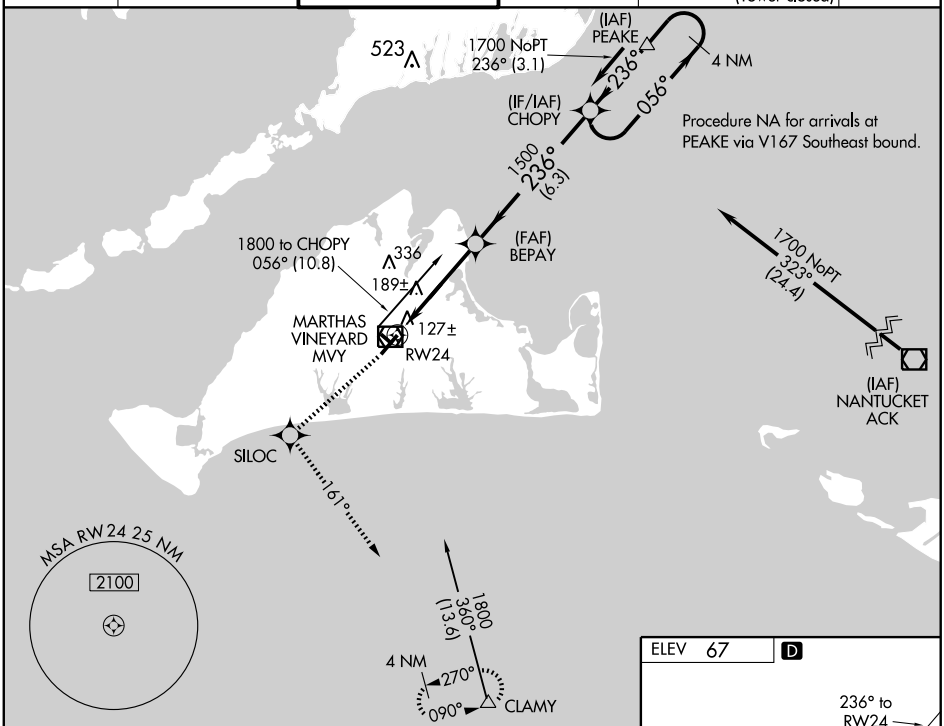
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

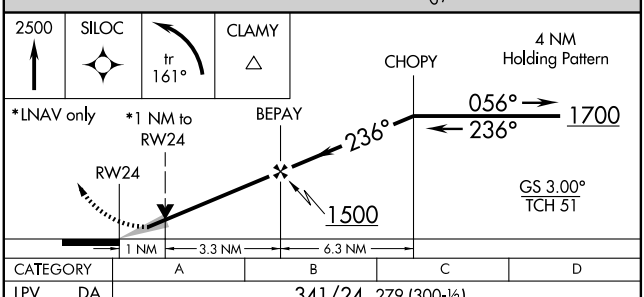
V A W If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

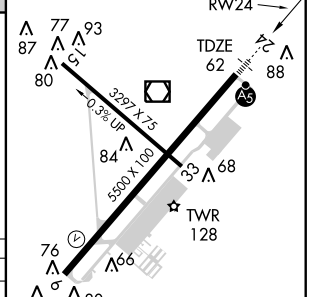
MISSED APPROACH: Climb to 2500 direct SILOC and left turn via 161° track to CLAMY and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	341/24 279 (300-½)			
LNAV/VNAV DA	392/40 330 (400-¾)			
LNAV MDA	440/24 378 (400-½)			440/50 378 (400-1)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	050°	TDZE	59
Chan 92		Apt Elev	68

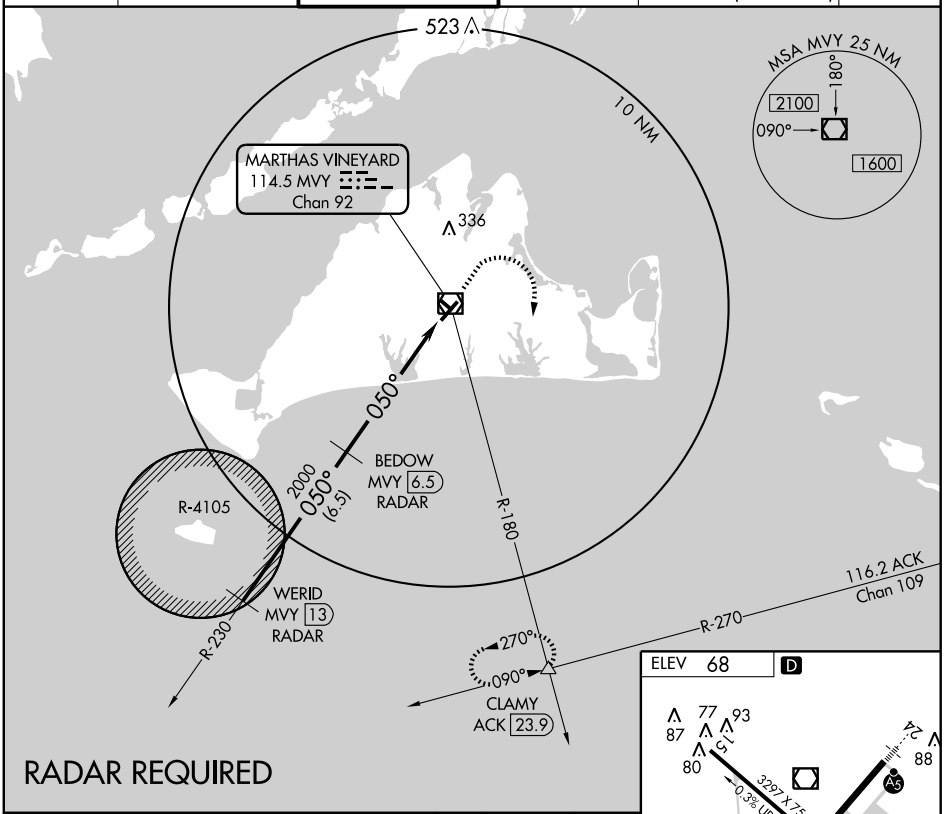
VOR RWY 6

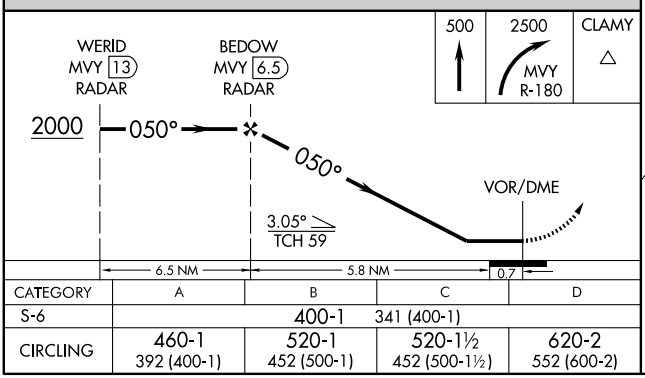
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

Radar or DME Required.
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.

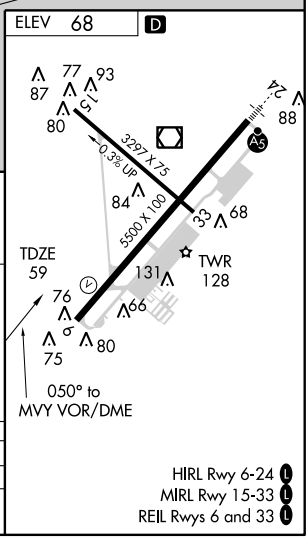
MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY INT and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
S-6		400-1	341 (400-1)	
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	247°	TDZE	63
Chan 92		Apt Elev	68

VOR RWY 24

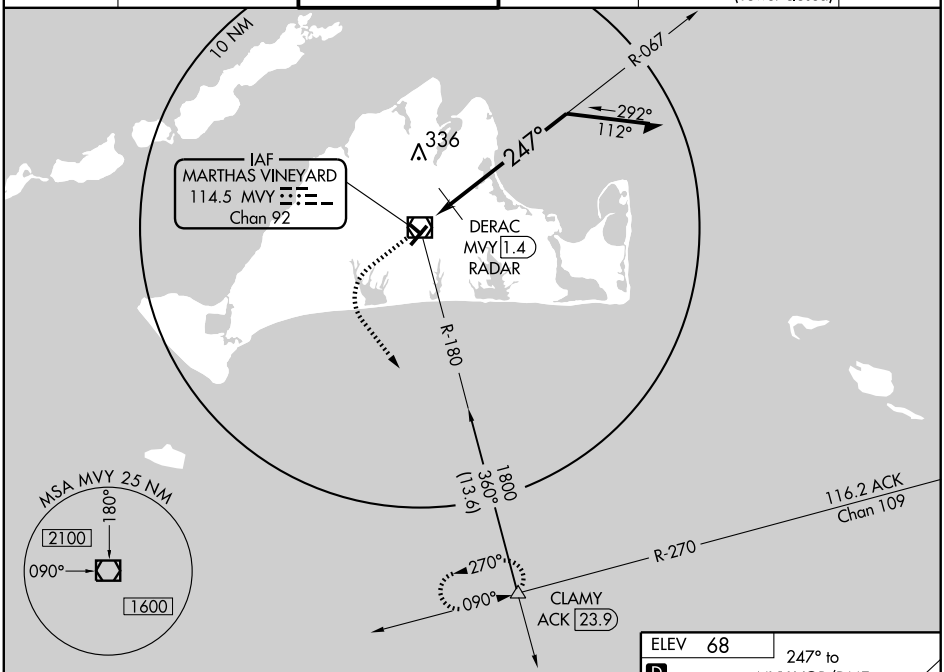
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

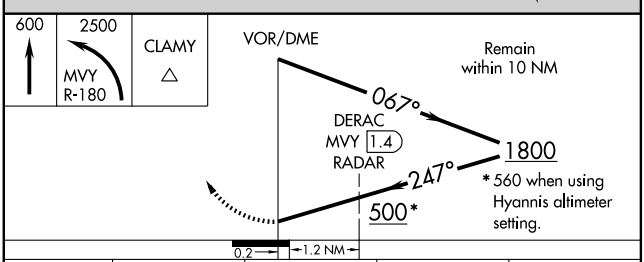
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR, increase DERAC fix minimums Cat D visibility to RVR 6000.

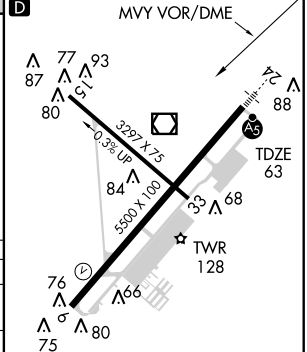
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-24	500/24 437 (500-½)		500/40 437 (500-¾)	500/50 437 (500-1)
CIRCLING	500-1 432 (500-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)
DERAC FIX MINIMUMS				
S-24	440/24 377 (400-½)			440/50 377 (400-1)
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

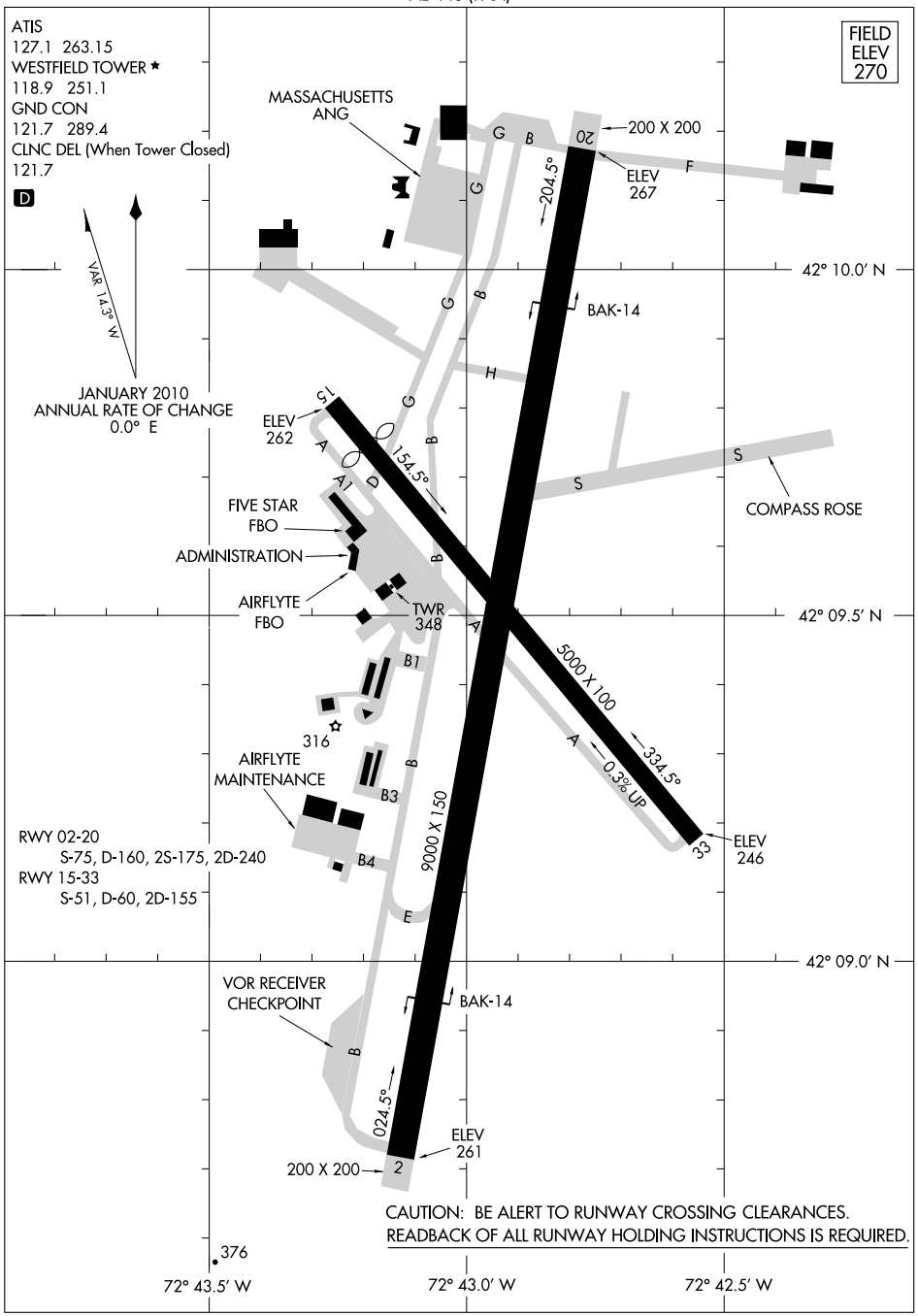
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-446 (FAA)

WESTFIELD/BARNES MUNI (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

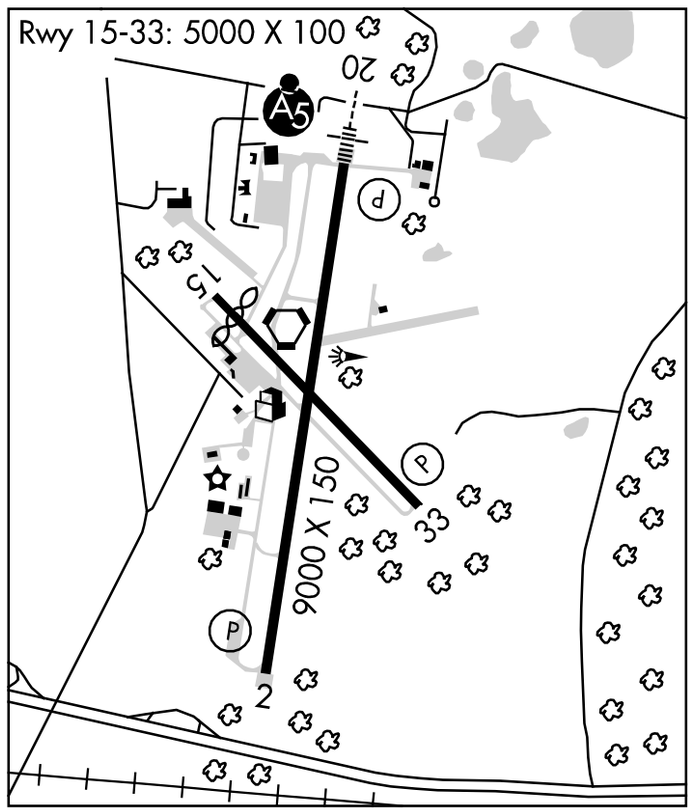
WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD/ BARNES MUNI (BAF)

WESTFIELD/SPRINGFIELD

BARNES MUNI (BAF) 3 N UTC−5(−4DT) N42°09.46′ W72°42.94′ **NEW YORK**

270 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA–See Remarks LRA **H–10I, 11D, 12K, L–33C, 34J**

Class IV, ARFF Index A NOTAM FILE BAF **IAP, AD**



RWY 02–20: H9000X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–240 HIRL

RWY 02: PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 15–33: H5000X100 (ASPH) S–51, D–60, 2D–155 MIRL 0.3% up NW.

RWY 15: Thld dsplcd 490′. Trees.

RWY 33: PAPI(P4R)—GA 3.5° TCH 41′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 15:	TORA–5000	TODA–5000	ASDA–4508	LDA–4510
RWY 20:	TORA–9000	TODA–9000	ASDA–8919	LDA–8919
RWY 33:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS: Attended 1200–0100Z‡. Fuel avbl 1200–0100Z‡, for svc after 0100Z‡ by prior arrangement or by phone 413–485–0053 or 413–562–4999. Severe downdraft apch end Rwy 33 when wind northwest in excess of 15 kts. Birds and other wildlife on and invof arpt. Twy G clsd to civilian ops. Acft and helicopter noise abatement procedures in effect, ctc arpt manager for complete noise abatement procedures at 413–572–6275. TPA 1299(1029) lgt acft, 1799(1529) heavy and military acft. Expect military overhead and clsd pattern tfc. No touch and go landing or practice low approaches 0300–1200Z‡. PPR 24 hours for air carrier ops with more than 9 passenger seats call arpt manager 413–572–6275. Jet acft starting units avbl. When twr clsd ACTIVATE MALSR Rwy 20; HIRL Rwy 02–20; MIRL Rwy 15–33—CTAF. Landing fee for commercial, corporate and all acft over 5000 lbs. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (413) 568–2267. LAWRS.

COMMUNICATIONS: CTAF 118.9 **ATIS** 127.1 (413) 572–4561

RCO 122.1R 113.0T (BURLINGTON RADIO)

Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 121.7 (0300–1200Z‡)

WESTFIELD TOWER 118.9 (1200–0300Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

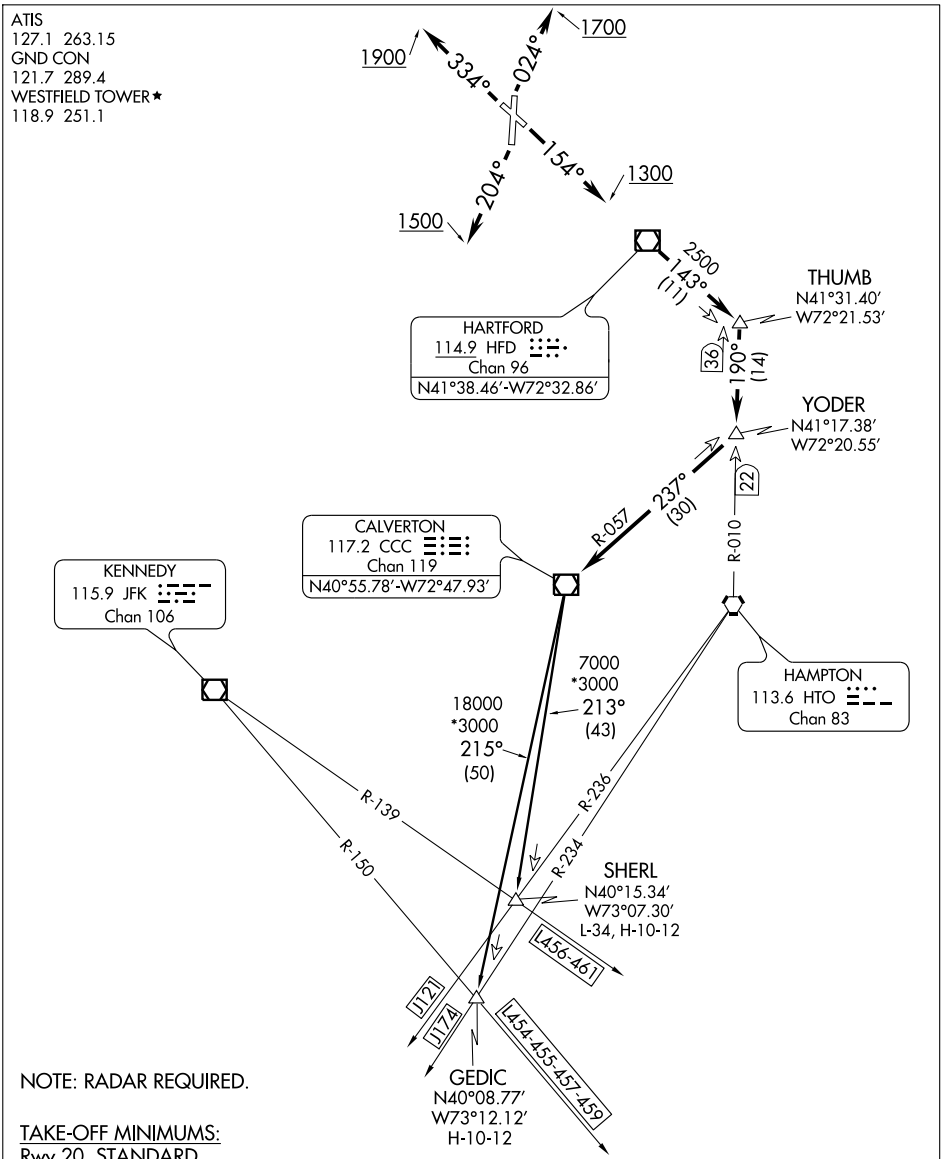
(L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ at fld. 270/14W.

VORTAC unusable 310°–340° byd 25NM blo 6500′.

ILS 111.9 I–BAF Rwy 20. Class IA. ILS unmonitored when twr clsd.

WESTOVER ARB/METROPOLITAN (See SPRINGFIELD/CHICOPEE)

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 20, STANDARD.
Rwy 2, 300-1½ or STANDARD with a minimum climb of 204 feet per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.
Rwy 15, 400-2 or STANDARD with a minimum climb of 404 feet per NM to 700.
Rwy 33, STANDARD with a minimum climb of 323 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

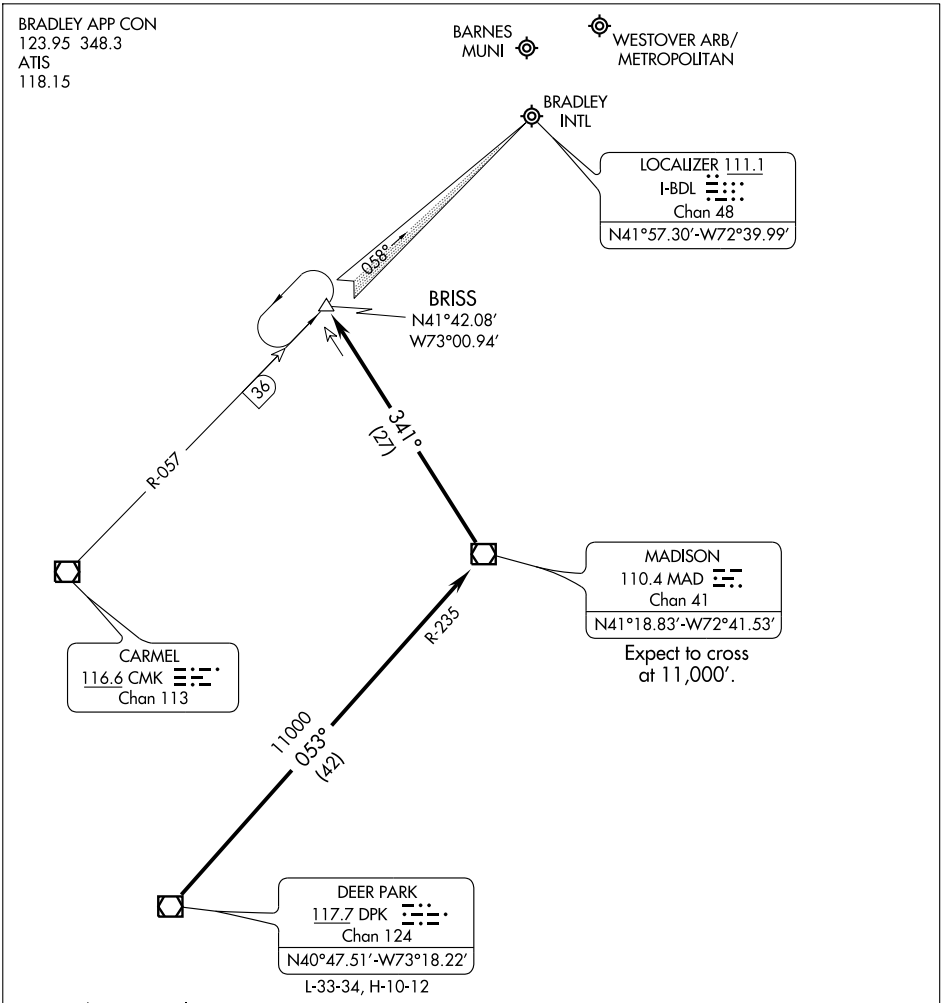
TAKE-OFF RWY 2: Climb heading 024° to 1700, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 154° to 1300, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 204° to 1500, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 334° to 1900, expect radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Trees beginning 1186′ from DER, 144′ left of centerline up to 100′ AGL/385′ MSL. Trees beginning 1098′ from DER, 431′ right of centerline, up to 100′ AGL/465′ MSL.
Rwy 15: Trees beginning 245′ from DER, 74′ left of centerline, up to 100′ AGL/576′ MSL. Bush 245′ from DER, 285′ left of centerline, up to 20′ AGL/265′ MSL. OL on tank 4773′ from DER, 1315′ left of centerline, 190′ AGL/440′ MAL. Trees beginning 360′ from DER, 8′ right of centerline, up to 100′ AGL/508′ MSL.
Rwy 20: Trees beginning 18′ from DER, 47′ left of centerline, up to 100′ AGL/321′ MSL. Trees beginning 541′ from DER, 38′ right of centerline, up to 100′ AGL/329′ MSL.
Rwy 33: Trees and bushes beginning 151′ from DER, 138′ left of centerline, up to 100′ AGL/483′ MSL. OL on radio tower and towers beginning 1.5 NM from DER, 2641′ left of centerline, up to 305′ AGL/545′ MSL. Trees beginning 311′ from DER, 35′ right of centerline, up to 100′ AGL/513′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BAF	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.9	204°	9000	271	271

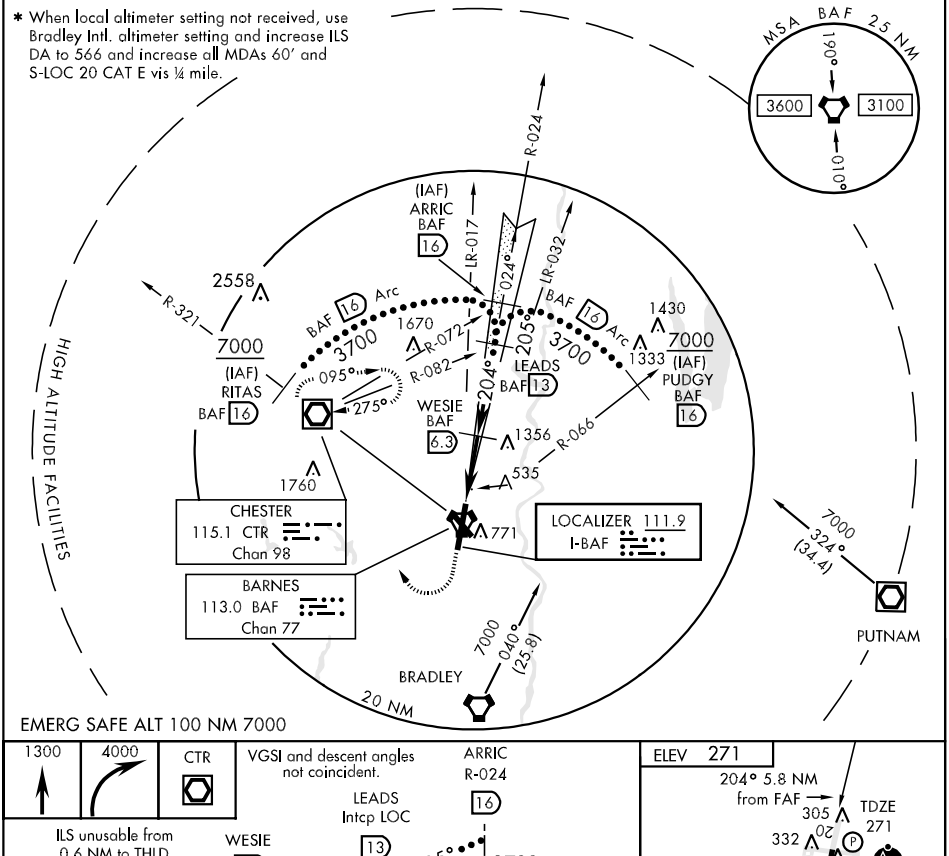
JAL-446 [USAF] WESTFIELD/BARNES MUNI (KBAF)

MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct CTR VOR/DME and hold. (TACAN acft climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.)

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4

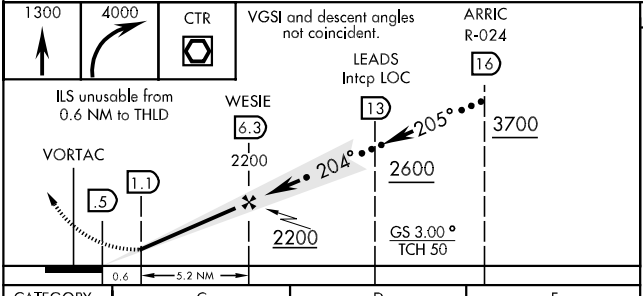
* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase ILS DA to 566 and increase all MDAs 60′ and S-LOC 20 CAT E vis ¼ mile.

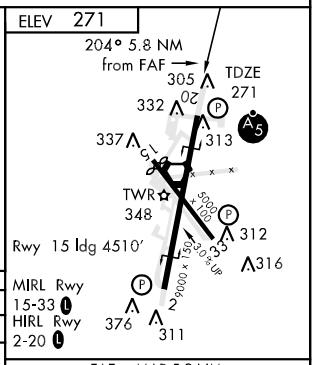


EMERG SAFE ALT 100 NM 7000

1300	4000	CTR

VGSI and descent angles not coincident.





CATEGORY	C	D	E
S-ILS 20 *	521/40 250 (300-¾)		
S-LOC 20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 20

VORTAC BAF 113.0 Chan 77	APCH CRS 208°	Rwy ldg 9000 TDZE 271 Arpt Elev 271

JAL-446 [USAF]

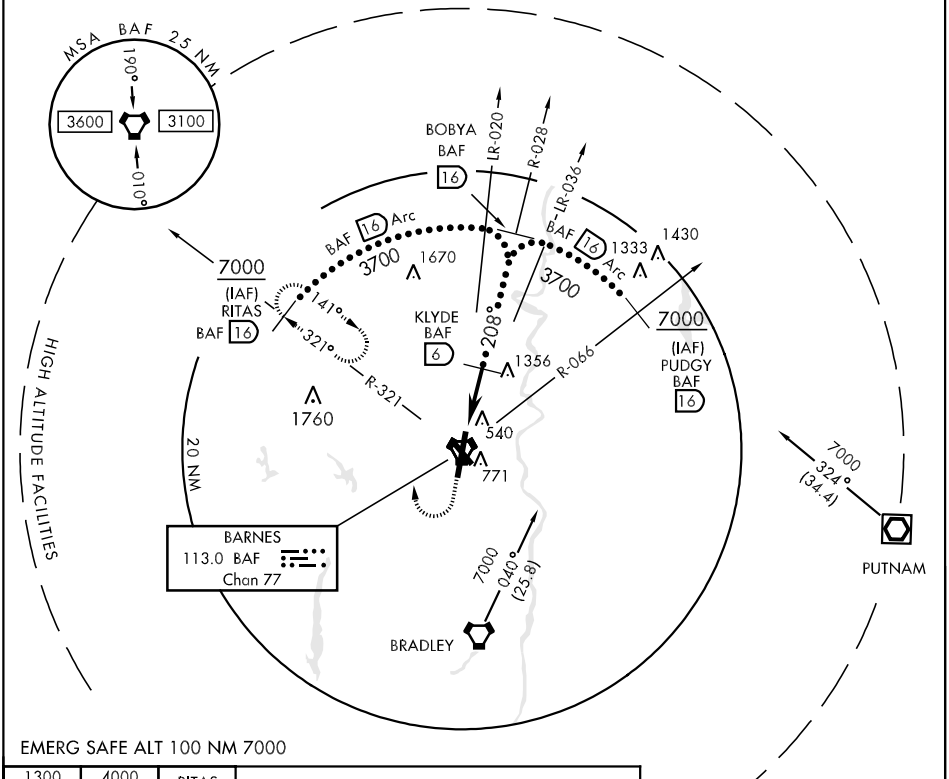
WESTFIELD/BARNES MUNI (KBAF)

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase all MDAs 60' and S-20 CAT E vis ¼ mile.

MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.

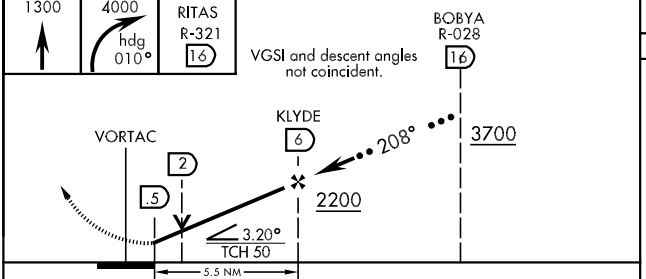
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4

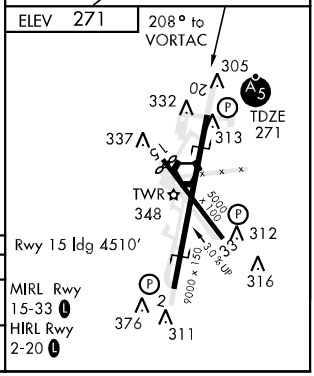


EMERG SAFE ALT 100 NM 7000

1300 | 4000 hdg 010° | RITAS R-321 16

VGSI and descent angles not coincident.





CATEGORY	C	D	E
S-20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BAF	APP CRS	Rwy Idg	8919
111.9	204°	TDZE	271
		Apt Elev	271

ILS or LOC RWY 20

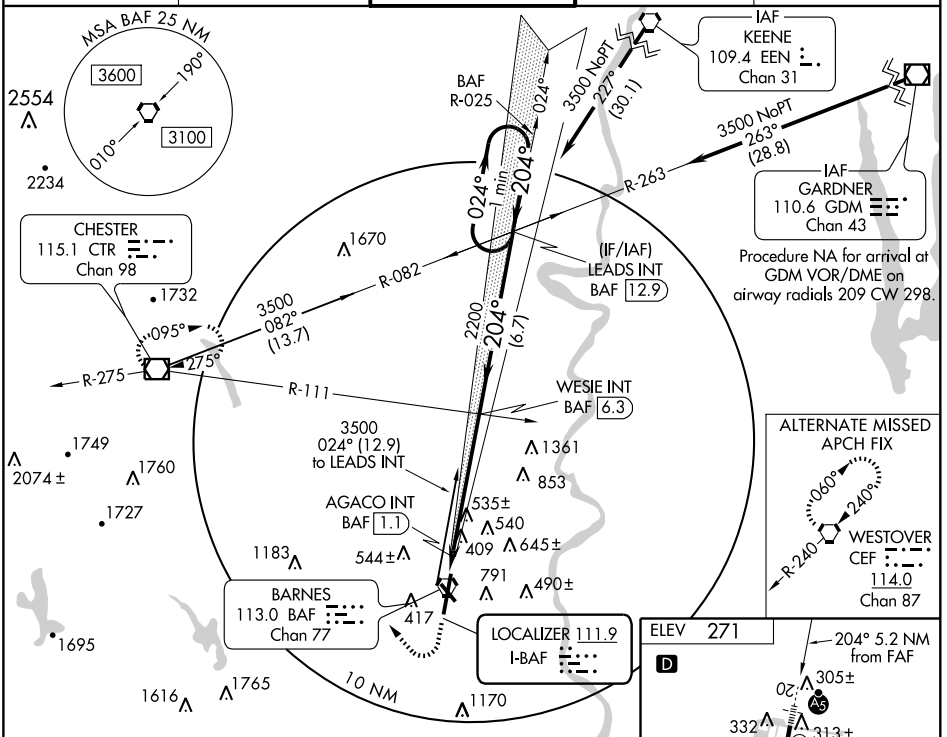
WESTFIELD / BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase ILS DA to 566 and increase all MDAs 60 feet.
For inoperative MALSR, increase S-LOC 20 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS 20.
Visibiltiy reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



CATEGORY	A	B	C	D
S-ILS 20	521/40 250 (300-¾)			
S-LOC 20	800/40 529 (600-¾)		800/50 529 (600-1)	800/60 529 (600-1¼)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 77817	024°	TDZE	264
W02A		Apt Elev	270

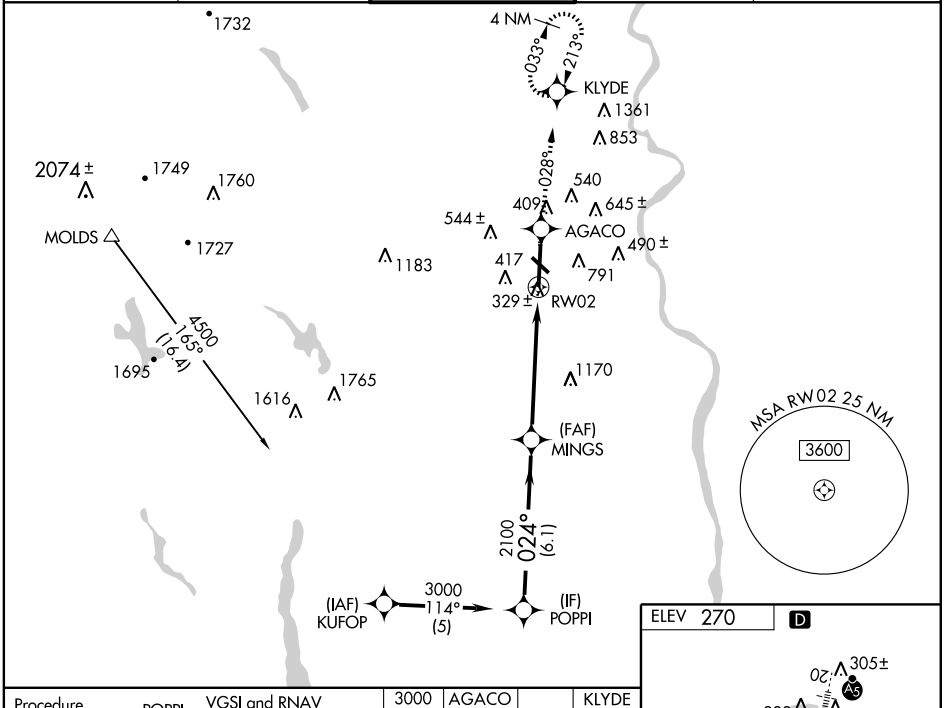
RNAV (GPS) RWY 2

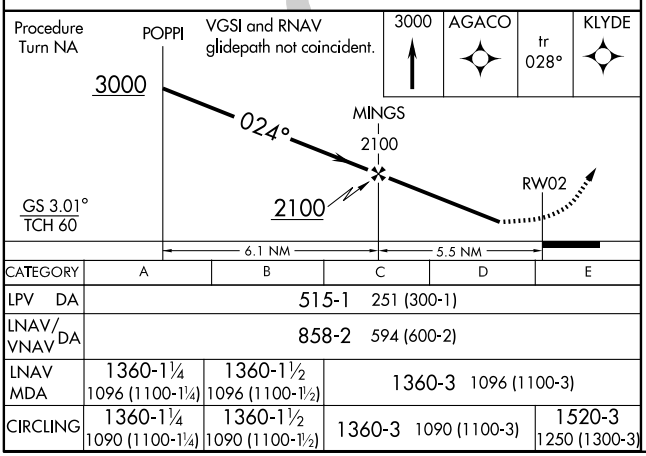
WESTFIELD/BARNES MUNI (BAF)

Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

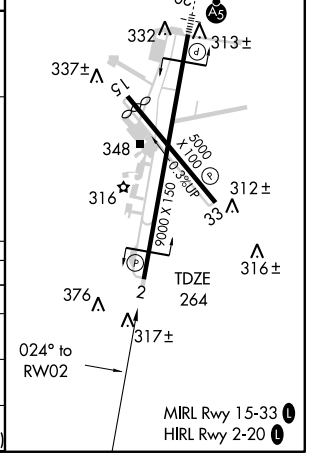
MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL★
127.1 263.15	125.35 281.5	118.9 (CTAF) 251.1	121.7 289.4	121.7





CATEGORY	A	B	C	D	E
LPV DA	515-1 251 (300-1)				
LNAV/VNAV DA	858-2 594 (600-2)				
LNAV MDA	1360-1¼ 1096 (1100-1¼)	1360-1½ 1096 (1100-1½)	1360-3 1096 (1100-3)		
CIRCLING	1360-1¼ 1090 (1100-1¼)	1360-1½ 1090 (1100-1½)	1360-3 1090 (1100-3)		1520-3 1250 (1300-3)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8919
CH 86405	204°	TDZE	271
W20A		Apt Elev	271

RNAV (GPS) RWY 20

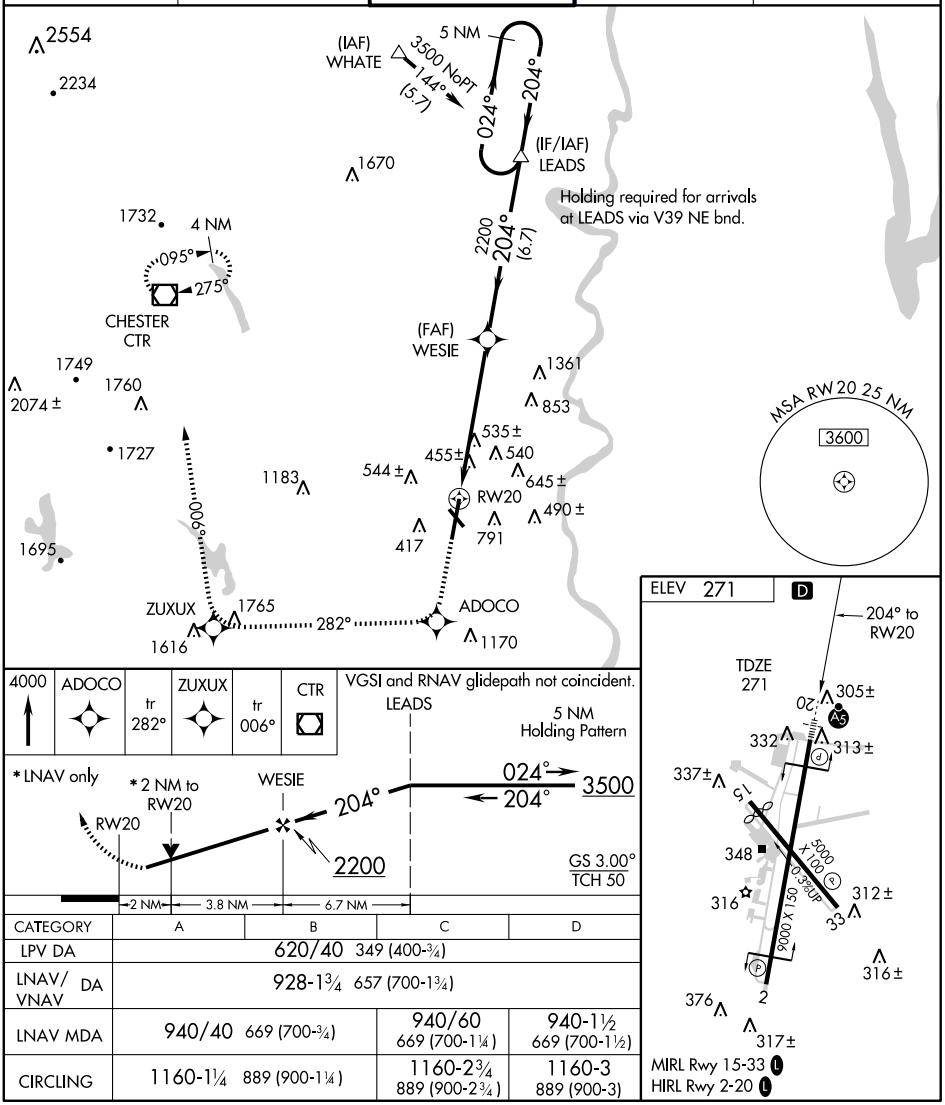
WESTFIELD/BARNES MUNI (BAF)

T A If local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 665, LNAV/VNAV DA to 973, and all MDAs 60 feet. VDP NA when using Bradley Intl altimeter setting. Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, increase LNAV Cats A and B visibility to RVR 5000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 direct ADOCO and via 282° track to ZUXUX and via 006° track to CTR VOR/DME and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



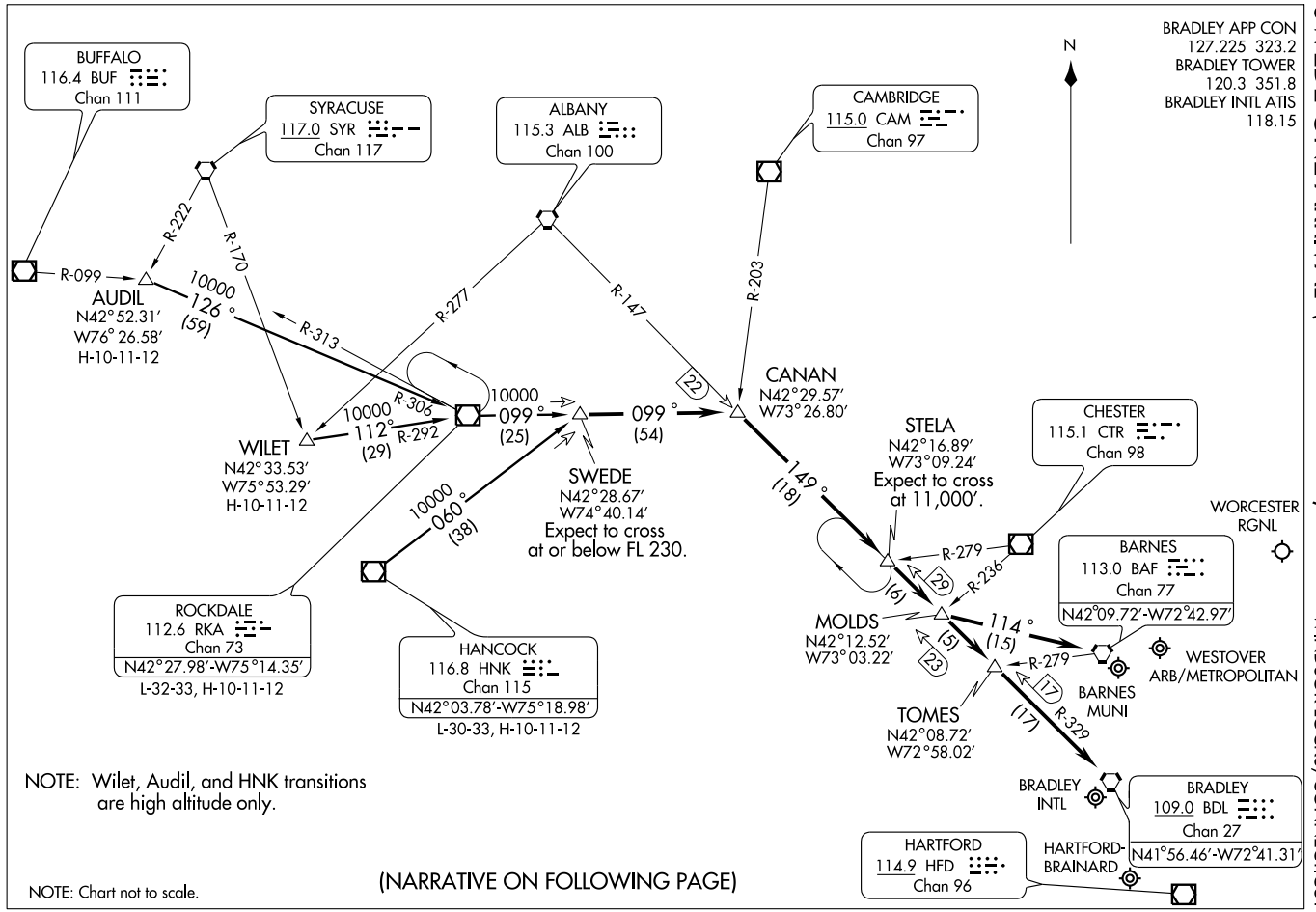
CATEGORY	A	B	C	D
LPV DA	620/40 349 (400-¾)			
LNAV/VNAV DA	928-1¾ 657 (700-1¾)			
LNAV MDA	940/40 669 (700-¾)		940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

07298

WINDSOR LOCKS, CONNECTICUT



ST-460 (FAA)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

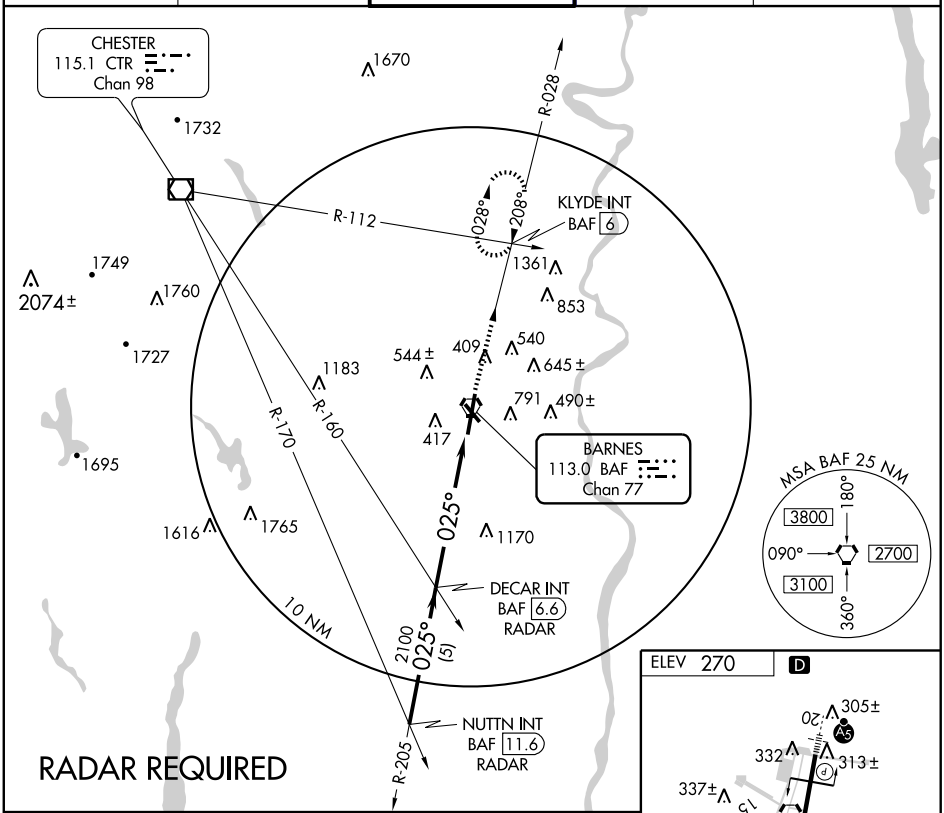
BAF VORTAC	APP CRS	Rwy Idg	9000
113.0	025°	TDZE	264
Chan 77		Apt Elev	270

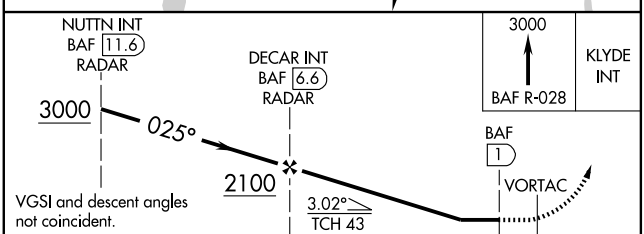
VOR or TACAN RWY 2

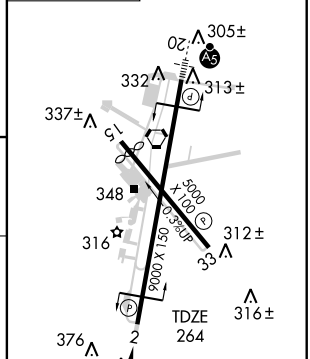
WESTFIELD/BARNES MUNI (BAF)

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D	E
S-2	780-1 516 (600-1)		780-1½ 516 (600-1½)	780-1¾ 516 (600-1¾)	
CIRCLING	1160-1¼ 890 (900-1¼)		1160-2¾ 890 (900-2¾)	1160-3 890 (900-3)	1520-3 1250 (1300-3)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BAF VORTAC	APP CRS	Rwy Idg 8919
113.0	208°	TDZE 271
Chan 77		Apt Elev 271

VOR RWY 20

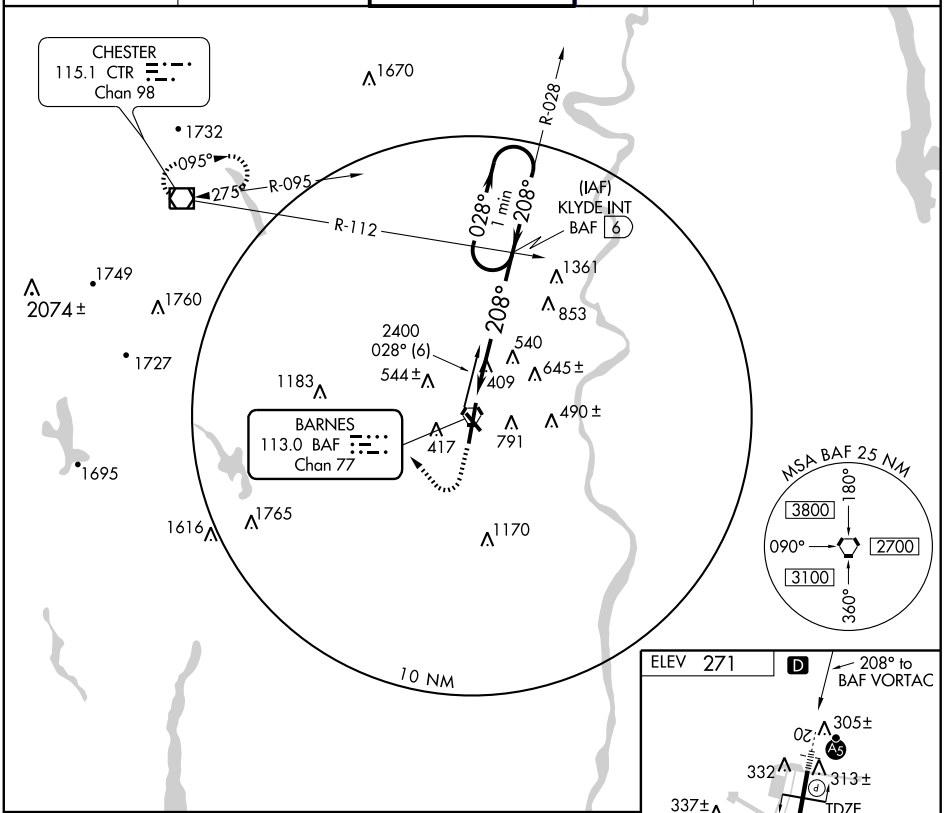
WESTFIELD/ BARNES MUNI (BAF)

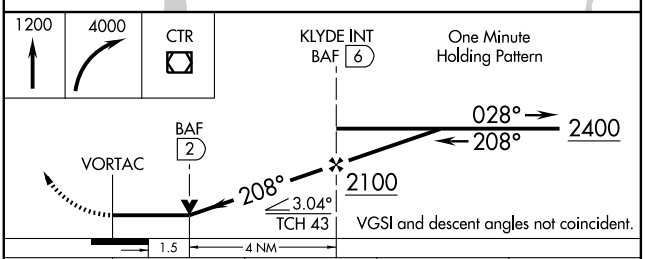
Visibility reduction by helicopters NA.
For inoperative MALSR, increase Cat A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7





CATEGORY	A	B	C	D
S-20	940/40	669 (700-¾)	940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼	889 (900-1¼)	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-652 (FAA)

WORCESTER RGNL (ORH)
WORCESTER, MASSACHUSETTS

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

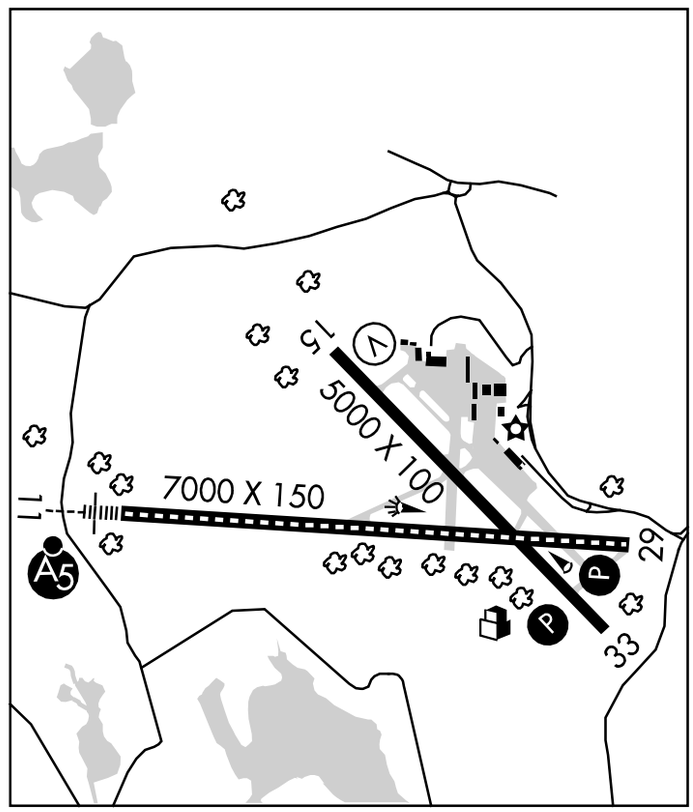
AIRPORT DIAGRAM

WORCESTER, MASSACHUSETTS
WORCESTER RGNL (ORH)

10210

WORCESTER RGNL (ORH) 3 W UTC−5(−4DT) N42°16.04′ W71°52.54′

1009 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B
NOTAM FILE ORH



RWY 11–29: H7000X150 (ASPH–GRVD) S–60, D–108, 2S–138, 2D–164 HIRL CL
RWY 11: MALSR. TDZL. Building.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 15–33: H5000X100 (ASPH–GRVD) S–60, D–108, 2S–138, 2D–164 MIRL
RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 35′. Antenna.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 15:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 29:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 33:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

ARRESTING GEAR/SYSTEM
RWY 11: EMAS
RWY 29: EMAS

AIRPORT REMARKS: Attended continuously. Wildlife invof arpt, birds on and invof arpt. Use caution for arpt vehicles monitoring CTAF and opr on arpt during non–towered hrs. During snow removal ops 30 minutes PPR on frequency 120.5 during twr hrs or frequency 119.0 during non twr hrs or call 508–799–1325. ACTIVATE HIRL Rwy 11–29; MIRL Rwy 15–33; MALSR Rwy 11 and PAPI Rwy 29 and Rwy 33—CTAF. Rwy 11 and Rwy 29 touchdown and rollout RVR avbl. Transient acft ctc FBO on 122.95 for svcs. Ldg fee for multi-engine acft and larger. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (508) 795–7546.

COMMUNICATIONS: CTAF 120.5 **ATIS** 126.55 508–757–0962
UNICOM 122.95
RCO 122.2 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP/DEP CON** 119.0 **CLNC DEL** 119.0 (0200–1130Z‡)
TOWER 120.5 (1130–0200Z‡) **GND CON** 123.85 **CLNC DEL** 128.65

AIRSPACE: CLASS D svc 1130–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 168° 18.6 NM to fld. 1280/14W.
DUNCA NDB (LOM) 279 RS N42°16.47′ W72°01.20′ 109° 6.4 NM to fld.
GOZZR NDB (LOM) 417 EK N42°15.59′ W71°44.12′ 289° 6.3 NM to fld.
ILS/DME 110.9 I–RSR Chan 46 Rwy 11. Class IT. LOM DUNCA NDB. ILS unmonitored when tower clsd. DME unusable byd 15 NM.
ILS/DME 110.9 I–EKW Chan 46 Rwy 29. Class IB. LOM GOZZR NDB. Unmonitored when twr clsd. GS unusable coupled apch blo 1226′ MSL. LOC unusable byd 25° left and byd 25° right of course.

LOC/DME I-RSR	APP CRS	Rwy Idg	7000
110.9	109°	TDZE	981
Chan 46		Apt Elev	1010

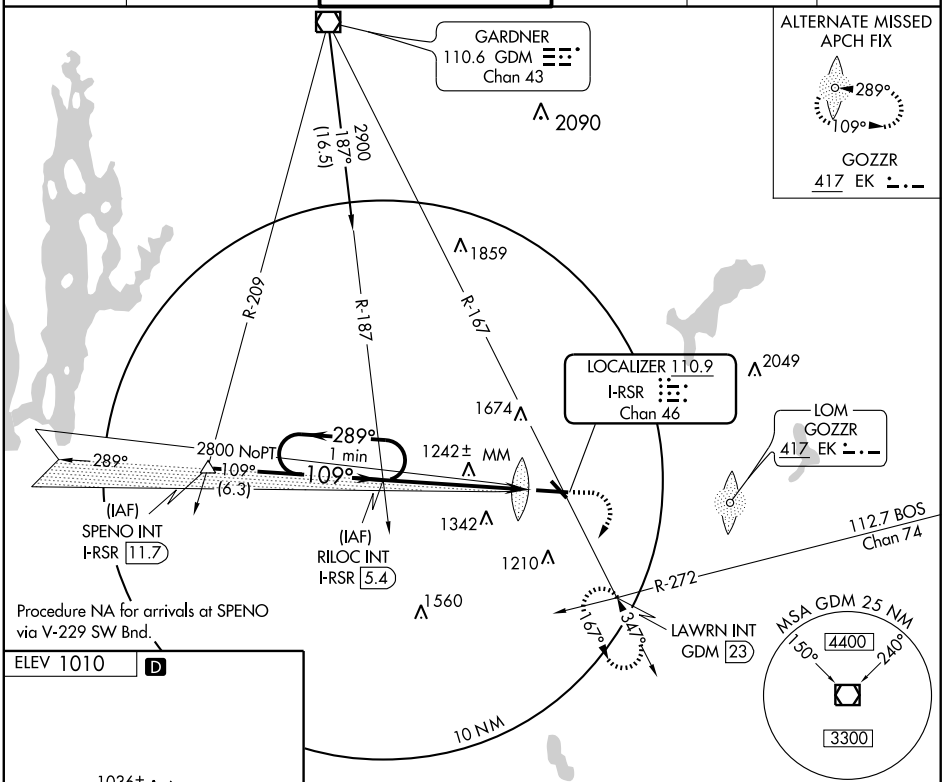
ILS or LOC RWY 11
WORCESTER RGNL (ORH)

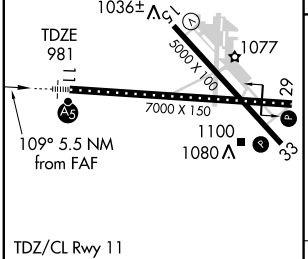
If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
VDP NA when using Laurence G. Hanscom Fld altimeter setting.

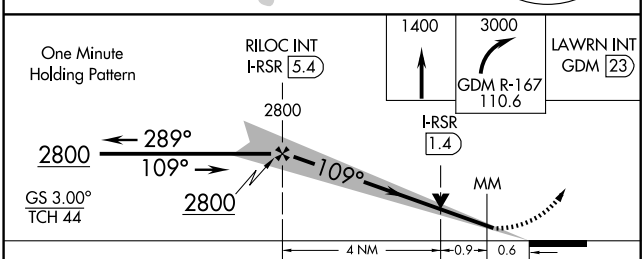
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 11	1181/18	200 (200-½)		
S-LOC 11	1500/24	519 (500-½)	1500/50 519 (500-1)	1500/60 519 (500-1¼)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

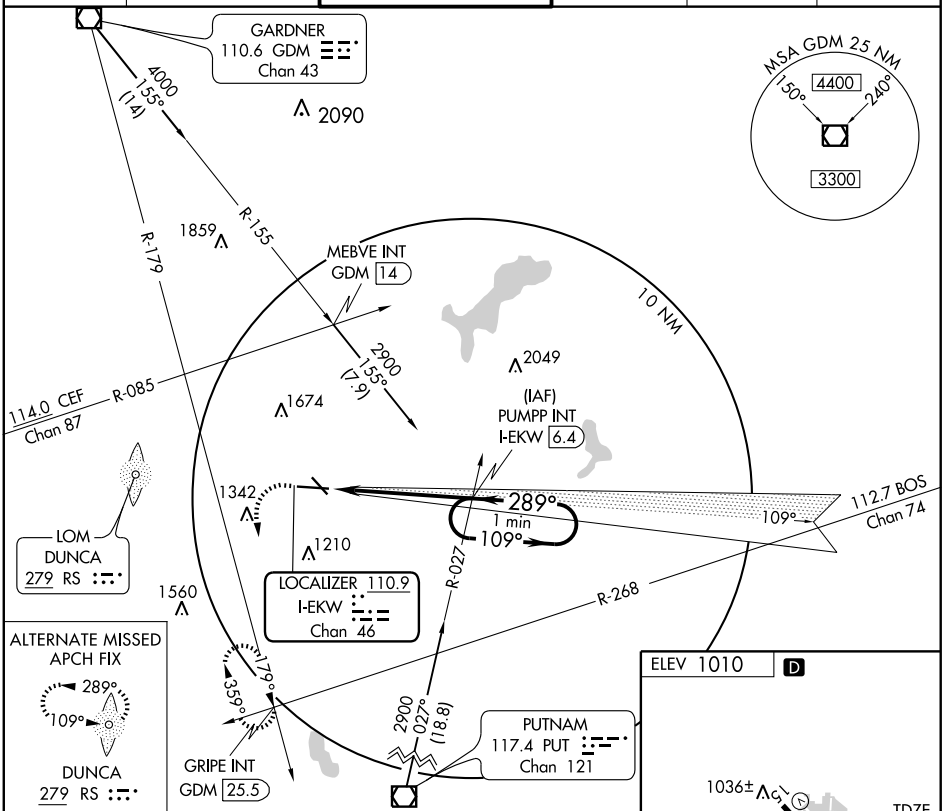
LOC/DME I-EKW	APP CRS	Rwy Idg	7000
110.9	289°	TDZE	991
Chan 46		Apt Elev	1010

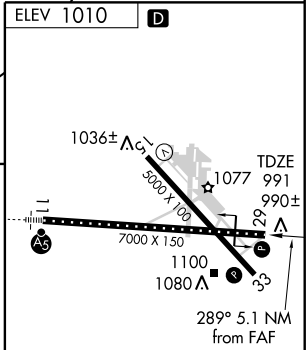
ILS or LOC RWY 29
WORCESTER RGNL (ORH)

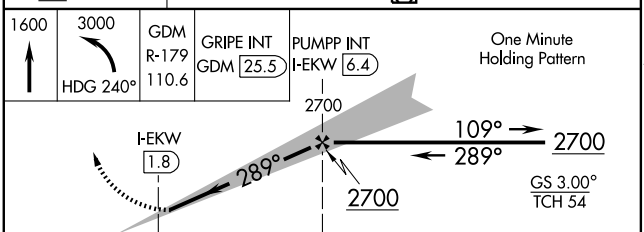
Autopilot coupled approach NA below 1226 feet. DME REQUIRED. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 240° and GDM R-179 to GRIPE Int/GDM 25.5 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-ILS 29	1191/40 200 (200-¾)			
S-LOC 29	1260/50 269 (300-1)			
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOM RS	APP CRS	Rwy Idg	7000
279	109°	TDZE	981
		Apt Elev	1010

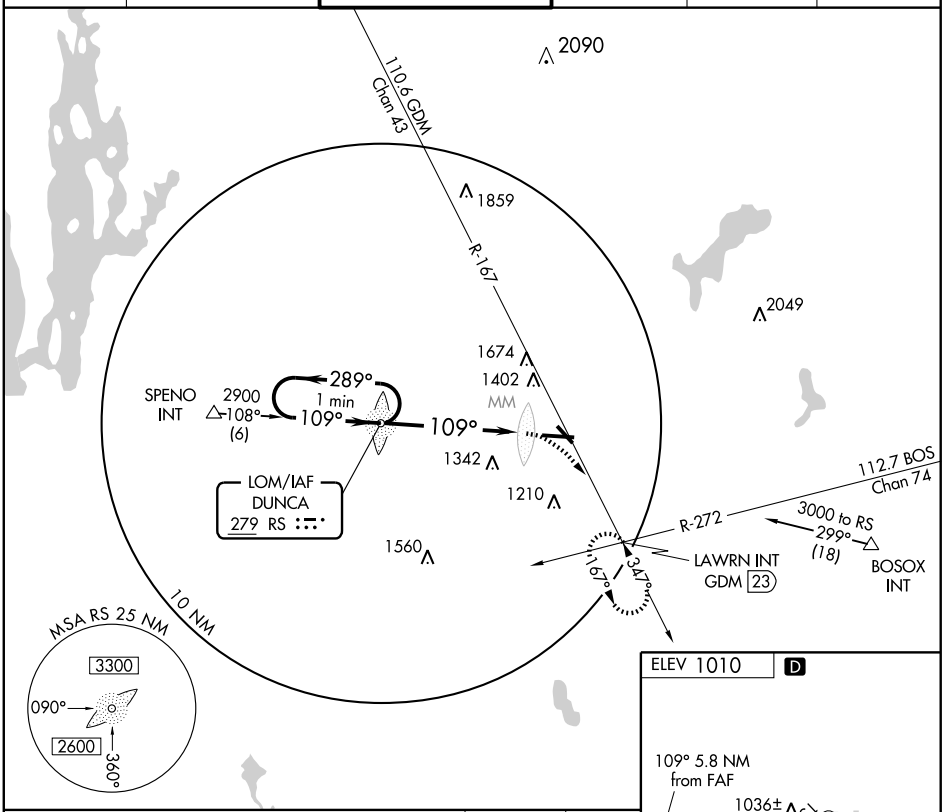
NDB RWY 11
WORCESTER RGNL (ORH)

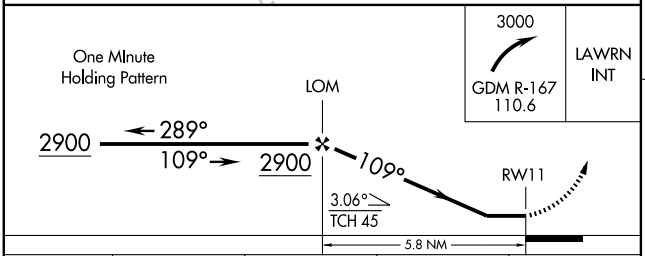
If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all MDAs 200'.

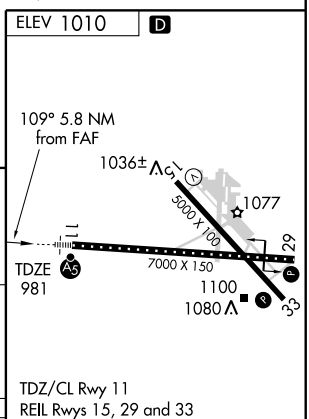
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
S-11	1680/40	699 (700-¾)	1680-1½ 699 (700-1½)	1680-2 699 (700-2)
CIRCLING	1680-1	670 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

WORCESTER RGNL (ORH)

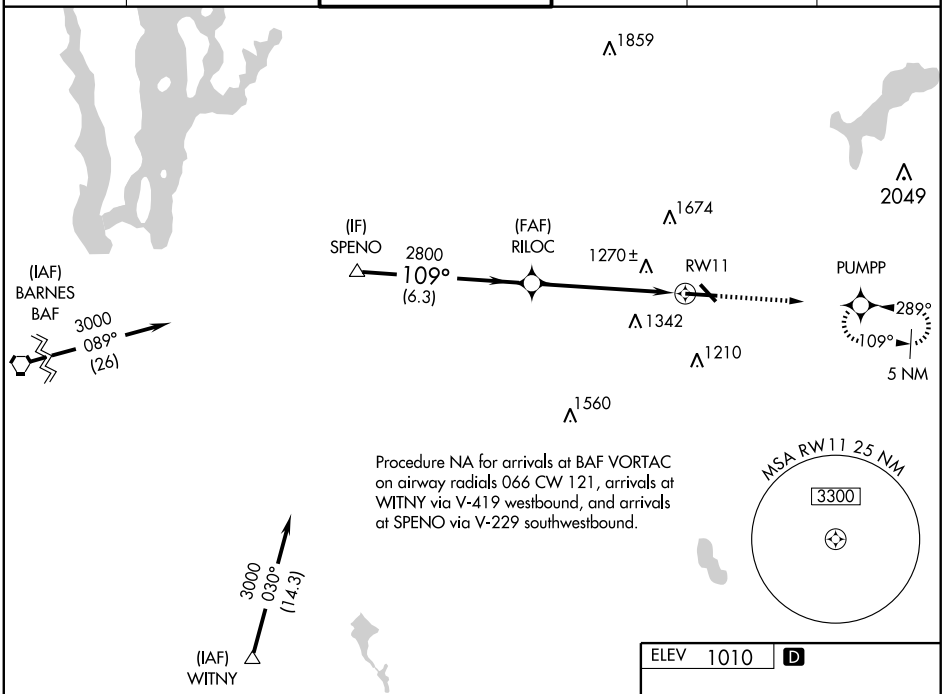
WAAS	APP CRS	Rwy Idg	7000
Ch 77999	109°	TDZE	981
W11A		Apt Elev	1010

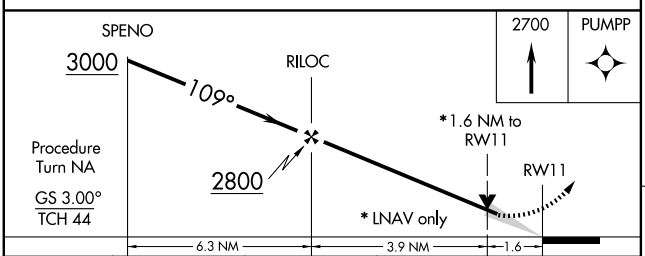
T DME/DME RNP -0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to RVR 6000. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
A
W VDP NA when using Laurence G. Hanscom Fld altimeter setting.

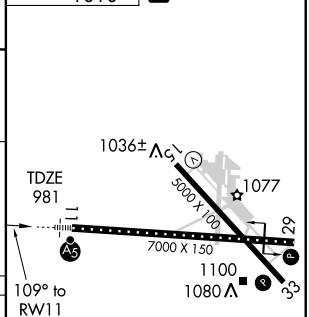
MALSR

MISSED APPROACH: Climb to 2700 direct PUMPP and hold. When authorized by ATC, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
LPV DA	1334/40 353 (400- ¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1520/24 539 (600-½)		1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

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WAAS	APP CRS	Rwy Idg	7000
Ch 82299	289°	TDZE	991
W29A		Apt Elev	1010

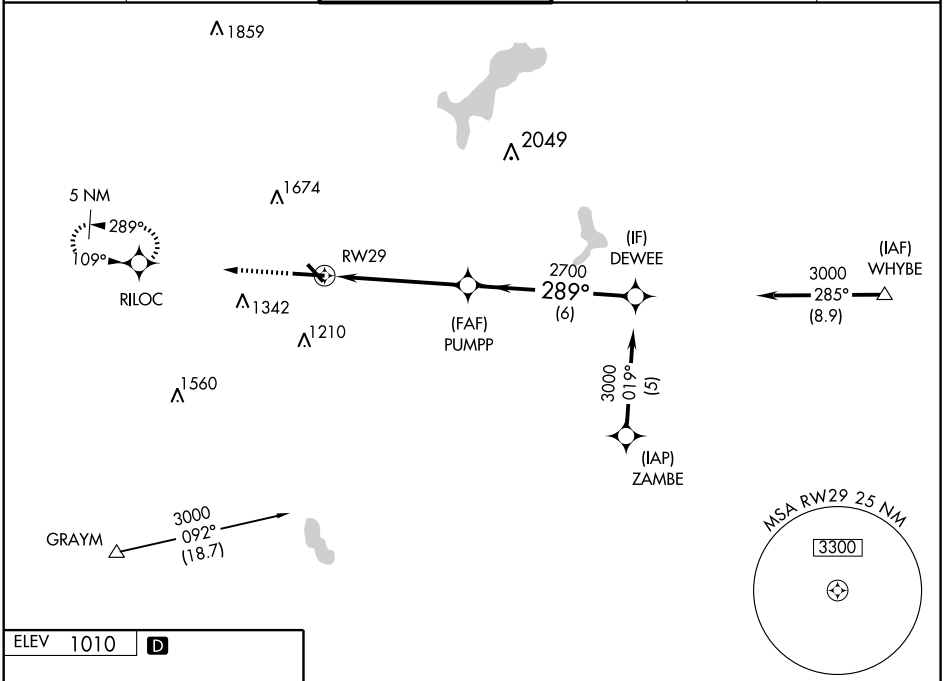
RNAV (GPS) RWY 29

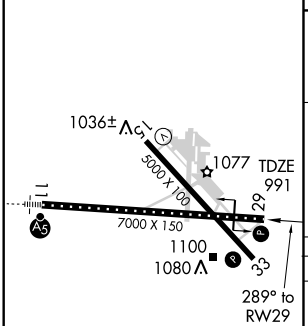
WORCESTER RGNL (ORH)

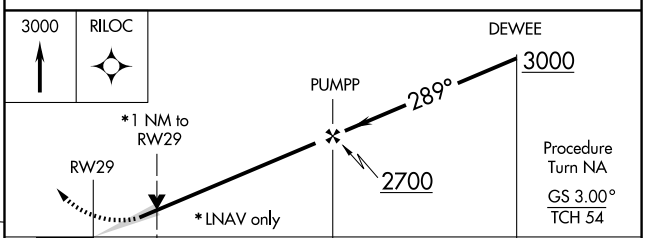
T DME/DME RNP -0.3 NA. Baro VNAV NA below -17°C (2°F).
A If local altimeter setting not received, use Laurence G. Hanscom Fld
W altimeter setting and increase all DAs/MDAs 200'. VDP and Baro-VNAV NA when using Laurence G. Hanscom Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
LPV DA	1241/40 250 (300-¾)			
LNAV/VNAV DA	1361/60 370 (400-1¼)			
LNAV MDA	1360/50 369 (400-1)			1360/60 369 (400-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

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RNAV (GPS) RWY 33

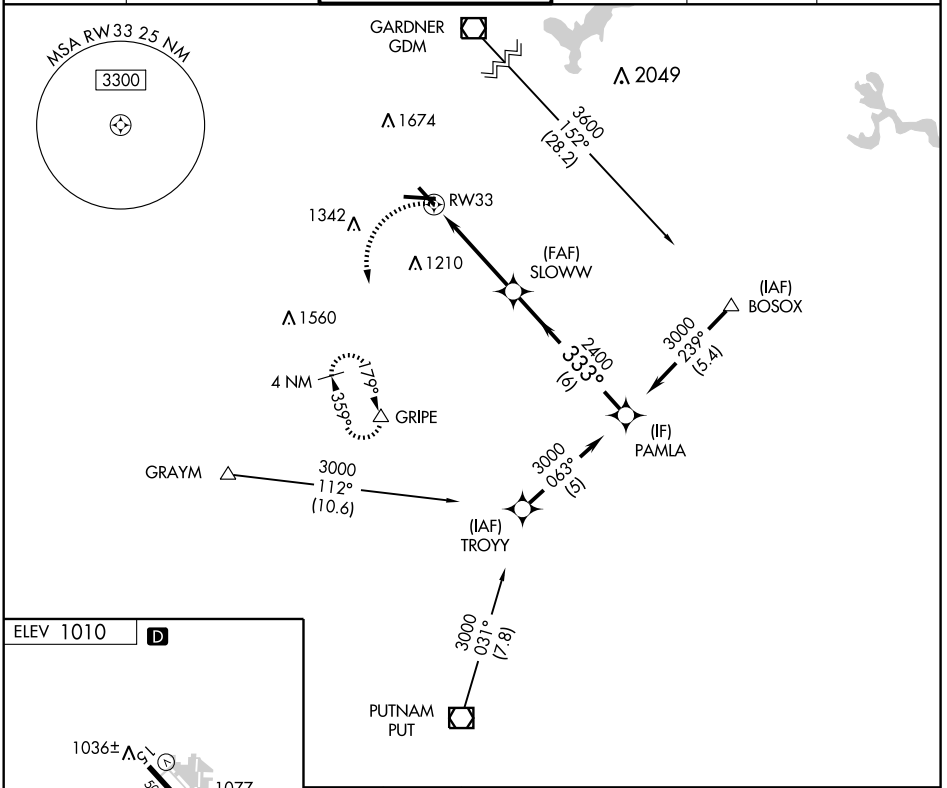
WORCESTER RGNL (ORH)

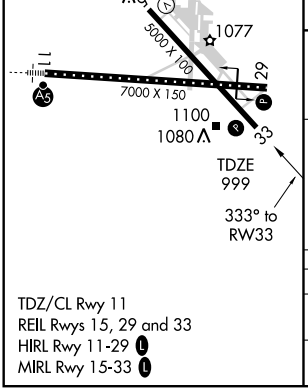
APP CRS	Rwy Idg	5000
333°	TDZE	999
	Apt Elev	1010

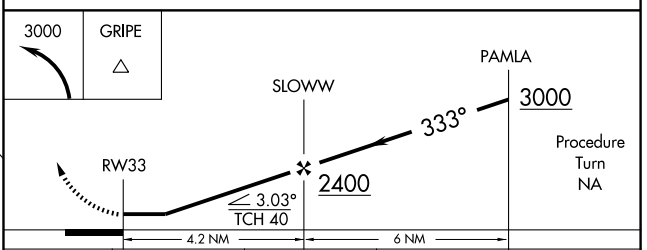
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laurence G Hanscom Field altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat C visibility ¾ mile, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	1400-1 401 (400-1)		1400-1¼ 401 (400-1¼)	
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

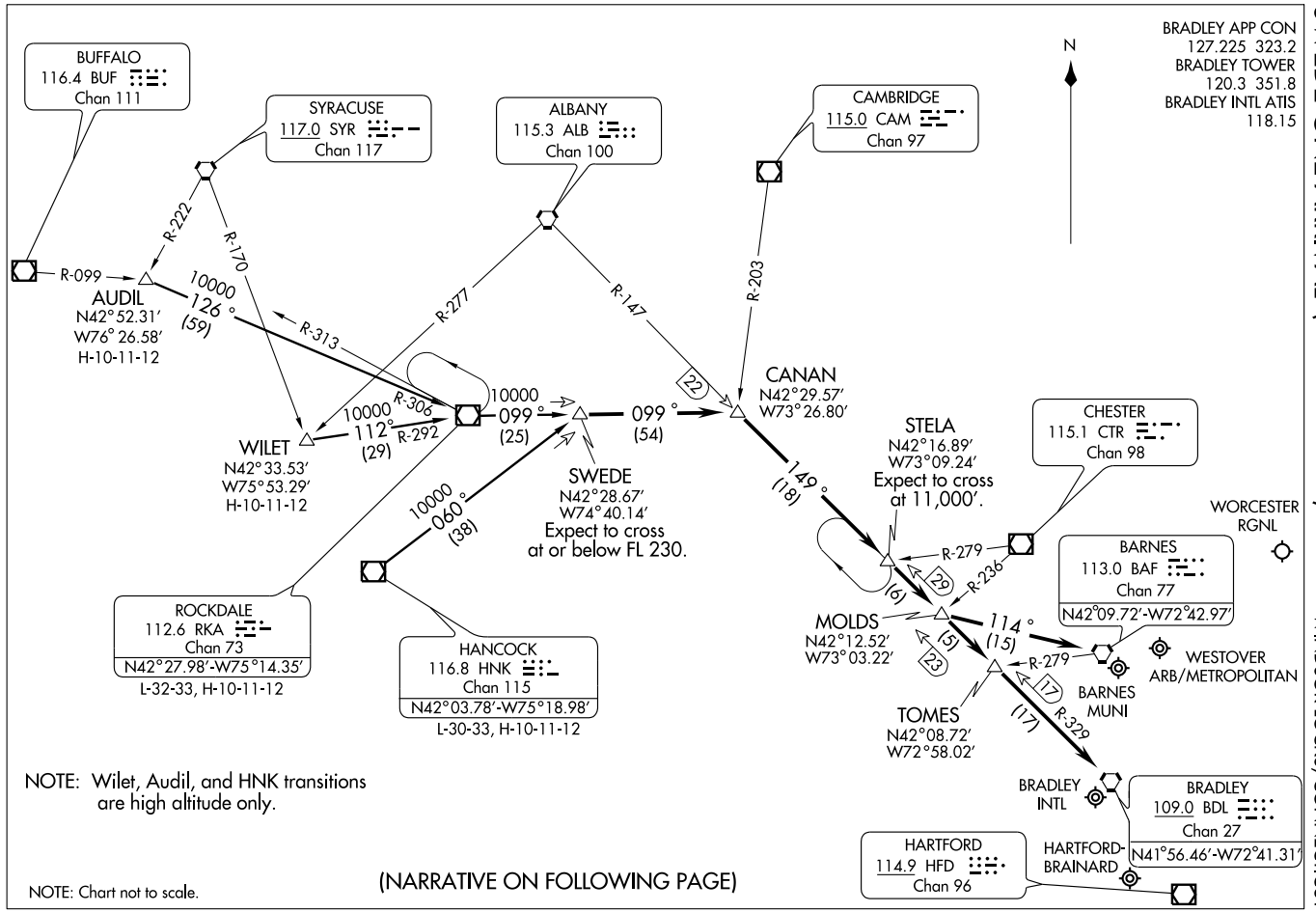
TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

07298

WINDSOR LOCKS, CONNECTICUT



ST-460 (FAA)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

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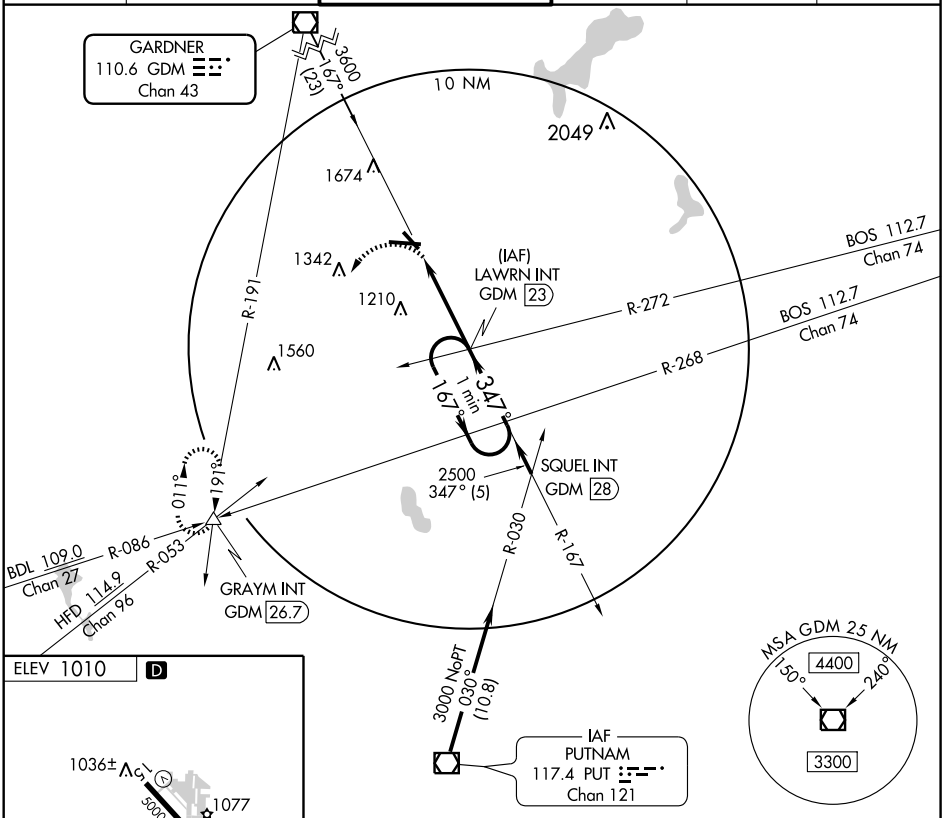
VORTAC GDM	APP CRS	Rwy Idg	5000
110.6	347°	TDZE	997
Chan 43		Apt Elev	1010

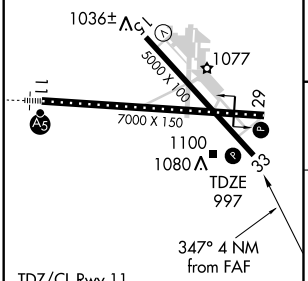
VOR/DME RWY 33

WORCESTER RGNL (ORH)

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and GDM R-191 to GRAYM Int/GDM 26.7 DME and hold.

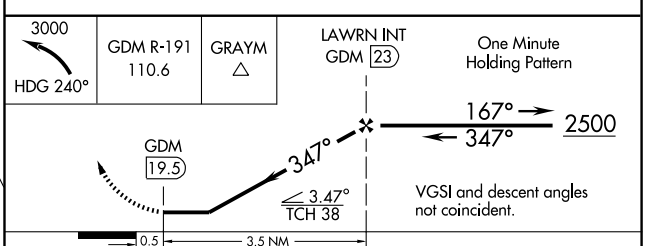
ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-33	1520-1	523 (600-1)	1520-1½ 523 (600-1½)	1520-1¾ 523 (600-1¾)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	1960-3 950 (1000-3)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**

NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]

[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **LDA Rwy 33[12]**
LOC Rwy 15[1]
VOR/DME or TACAN Z Rwy 15[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE .. ..**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[3]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**

NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]

[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**

Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19
NA when local weather not available.
Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA

BLUE RIDGE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33**[12]
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5**[1]
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A
NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

WISE,VA

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

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DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 11, 10098 USA) ELEV 73

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/34/689	ABCD	**346**/50	280	(300-1)
	14	3.0°/59/1114	ABCD	**642**-2	590	(600-2)

When control tower clsd procedure NA.
[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN) ELEV 17

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[2 3]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

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OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	5R[1]	3.0°/36/686	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/809	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	**121**-½	100	(100-½)
	32L[1]	3.0°/41/782	ABCDE	**123**-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	**272**-1	250	(300-1)
PAR	14R		ABCDE	**360**-1¼	338	(400-1¼)
W/O GS[8]	5R[2]		ABCD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR	32R		AB	**360**-1¼	339	(400-1¼)
SIDESTEP[8]			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR W/O	5L		AB	**420**-1¼	399	(400-1¼)
GS SIDESTEP[8]			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

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OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABC	**400**-1	379	(400-1)
			DE	**400**-1¼	379	(400-1¼)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[7]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1¼	440	(500-1¼)
			DE	**460**-1½	440	(500-1½)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
	32R		AB	**440**-1	419	(500-1)
			CD	**440**-1¼	419	(500-1¼)
			E	**440**-1½	419	(500-1½)
CIR	All Rwy		AB	**480**-1	457	(500-1)
ASR			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR	All Rwy		ABC	**480**-1¾	457	(500-1¾)
PAR			D	**580**-2	557	(600-2)
			E	**620**-2¼	597	(600-2¼)
CIR	All Rwy		AB	**480**-1¼	457	(500-1¼)
PAR W/O GS			C	**480**-1½	457	(500-1½)
			D	**580**-2	558	(600-2)
			E	**620**-2	598	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

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PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

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QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24,** climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6,** vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24,** hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME	TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R,** std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before turning left. **Rwy 28,** climb heading 285° to 900 before turning right. **Rwy 33L,** climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4,** rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28,** tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R,** trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

21 OCT 2010 to 18 NOV 2010

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD
CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)
FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

*Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)
DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE
DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17,** vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

21 OCT 2010 to 18 NOV 2010

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD 09267
Rwy 6, Obstacle identification surface begins 15' above DER.
Rwy 14, Obstacle identification surface begins 35' above DER.
Rwy 20, Obstacle identification surface begins 20' above DER.
Rwy 24, Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA 09295
Diverse departures not authorized.
Rwy 2, 400-2½*
Rwy 20, 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

21 OCT 2010 to 18 NOV 2010

QUINTON, VA

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

21 OCT 2010 to 18 NOV 2010

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

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SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

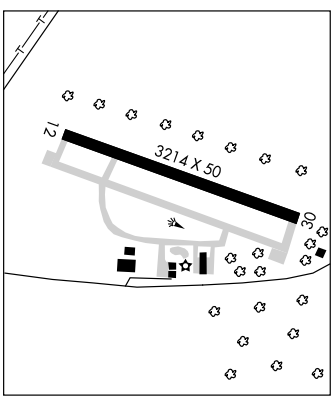
21 OCT 2010 to 18 NOV 2010

PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
RWY 04–22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
RWY 22: ODALS. PVASI(PSIL).
RWY 17–35: H5004X149 (ASPH) PCN 10 F/C/W/T
RWY 08–26: H4849X149 (ASPH) PCN 11 F/B/W/T
MILITARY SERVICE: LGT HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
MILITARY REMARKS: Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
COMMUNICATIONS: ATIS 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
TOWER 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
AIRSPACE: CLASS D svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(T) VORW/DME 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
ABERDEEN NDB (MHW) 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

PIER 7 (See BALTIMORE)

POTOMAC AIRFIELD (See FRIENDLY)

RIDGELY AIRPARK (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
RWY 12–30: H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
RWY 12: REIL. Trees. **RWY 30:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2130Z‡. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (410) 634–1072.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (RNAV/GPS Rwy 30)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.



ST. MARY'S COUNTY RGNL (See LEONARDTOWN)

NDB RWY 22

NDB APG	APCH CRS	Rwy Idg	TDZE	Arpt Elev
349	226°	7997	46	57

AL-555 [USA]

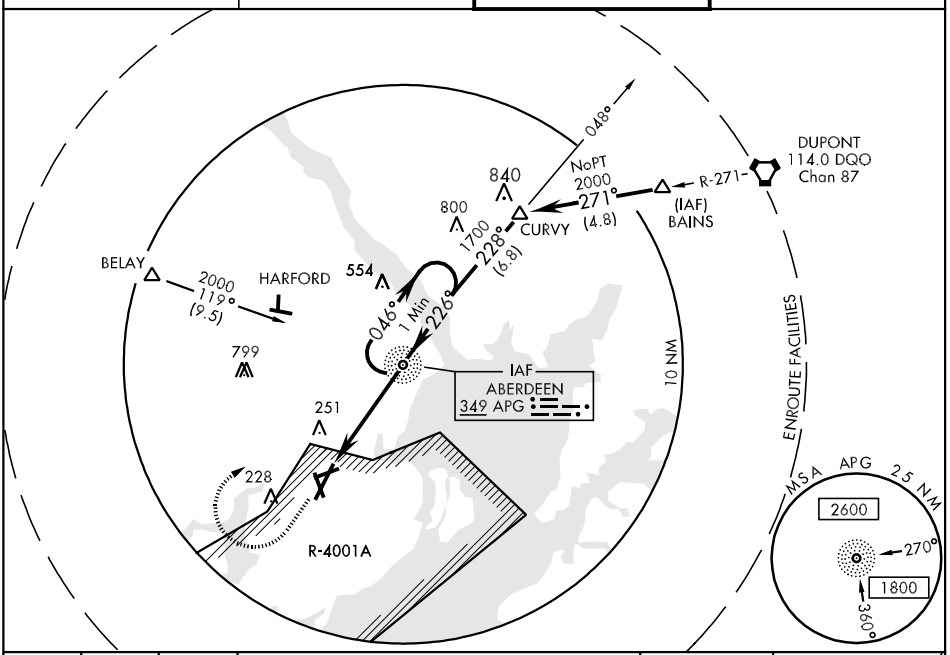
PHILLIPS AAF (APG)

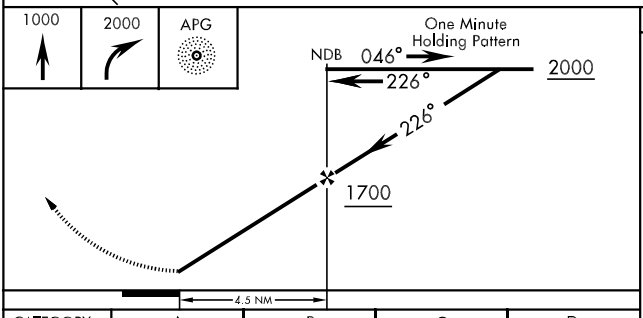
* When local altimeter setting not received, use BALTIMORE altimeter setting.

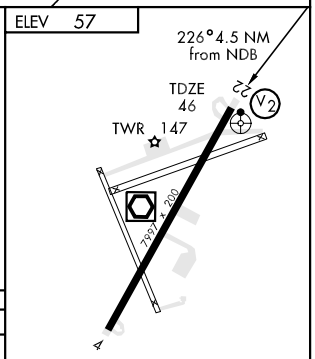
ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct to APG NDB and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9







CATEGORY	A	B	C	D
S-22	560-¾ 514(600-¾)		560-1¼ 514(600-1¼)	560-1½ 514(600-1½)
CIRCLING	560-1 502(600-1)		600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	640-¾ 594(600-¾)		640-1¼ 594(600-1¼)	640-1½ 594(600-1½)
CIRCLING	640-1 582(600-1)		680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy Idg	7997
218°	TDZE	45
	Arpt Elev	57

AL-555 [USA]

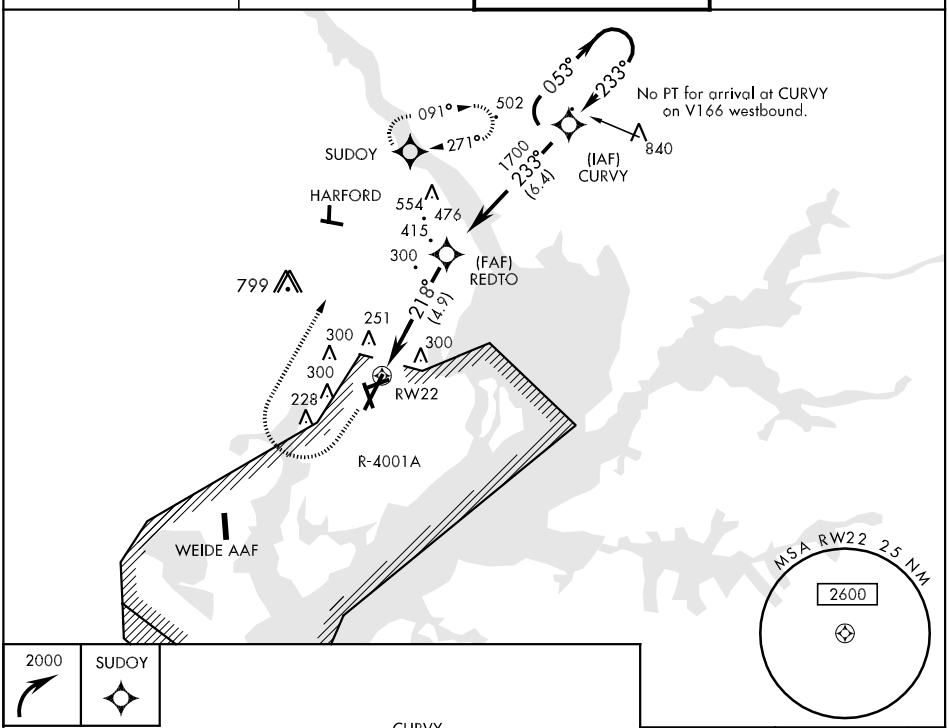
PHILLIPS AAF (APG)

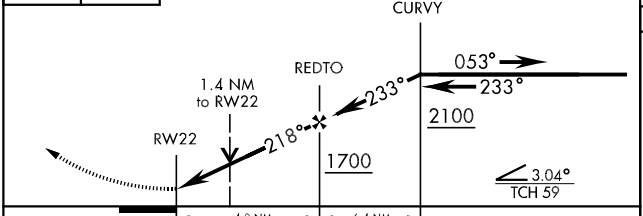
*For inoperative ODALS, increase LNAV all CATS visibility ¼ mile.
**When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.
DME/DME RNP-.3 NA

ODALS

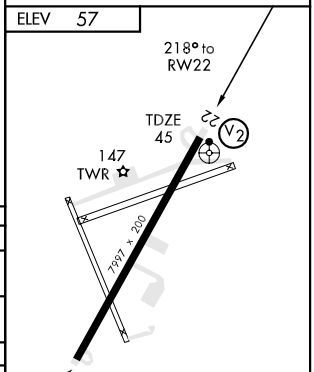
MISSED APPROACH: Climbing right turn to 2000 direct SUDOY and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





ELEV 57



CATEGORY	A	B	C	D
LNAV MDA*	560- ¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
LNAV MDA*	640- ¾ 595(600- ¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

HIRL Rwy 4-22

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 22

VOR/DME PPM 108.4 Chan 21	APCH CRS 226°	Rwy ldg 7997 TDZE 46 Arpt Elev 57

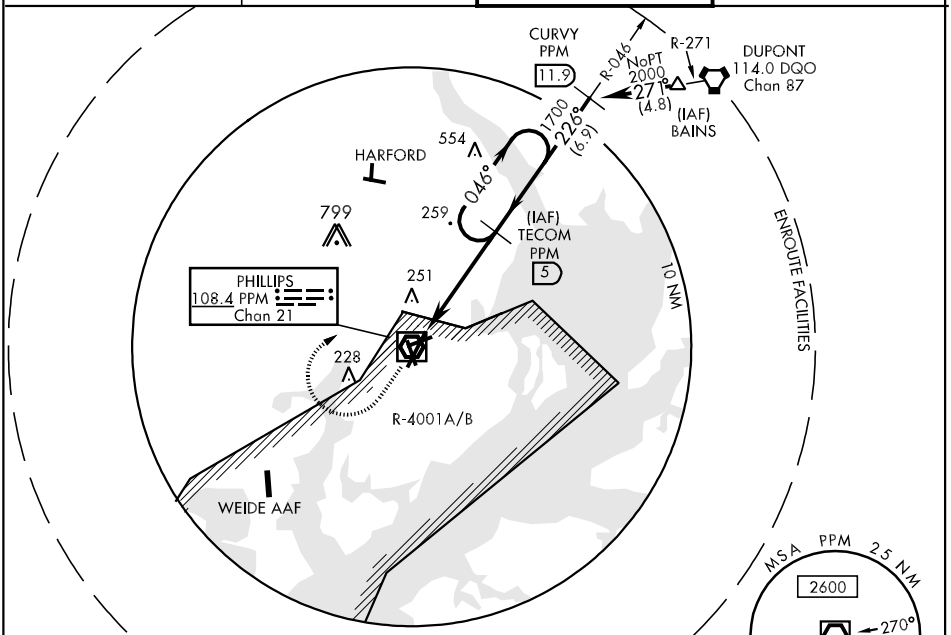
AL-555 [USA] PHILLIPS AAF (APG)

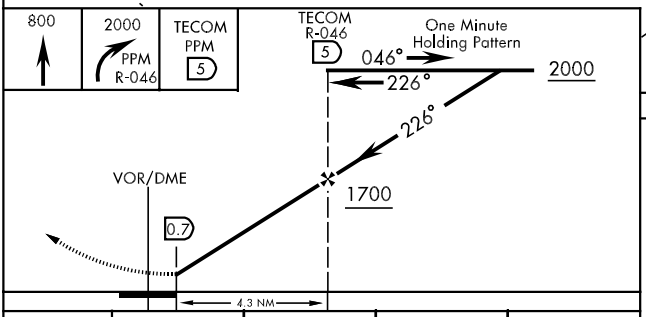
* When local altimeter setting not received use Baltimore altimeter setting.

ODALS

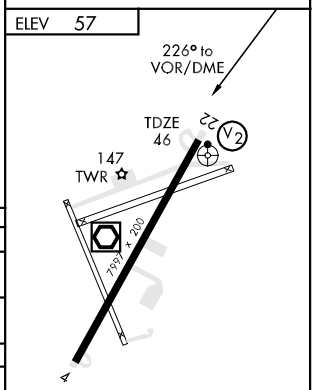
MISSED APPROACH: Climb to 800, then climbing right to 2000 via PPM R-046 to TECOM/5 DME and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9





ELEV 57



CATEGORY	A	B	C	D
S-22	500-1 454(500-1)		500-1¼ 454(500-1¼)	500-1½ 454(500-1½)
CIRCLING	520-1 462-(500-1)	560-1 502(600-1)	600-1½ 542(600-1½)	680-2 622(700-2)
* BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22	580-1 534(600-1)		580-1½ 534(600-1½)	580-1¾ 534(600-1¾)
CIRCLING	580-1 522(600-1)	640-1 582(600-1)	680-1¾ 622(700-1¾)	760-2¼ 702(800-2¼)

HIRL Rwy 4-22

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 22

VOR/DME PPM 108.4 Chan 21	APCH CRS 225°	Rwy ldg 7997 TDZE 45 Arpt Elev 57

AL-555 [USA]

PHILLIPS AAF (APG)

* For inoperative ODALS, increase S-22 all CATs vis ¼ mile.
** When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.

ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct APG NDB and hold.

ATIS ★	POTOMAC APP CON	PHILLIPS TOWER ★	GND CON
108.4	126.75 307.9	126.15 229.6	121.9

FAC crosses Rwy center line extended 2,707' from THLD.

Procedure N/A for arrivals at CURVY via V166 eastbound.

(IAF) CURVY 2000 No PT

1700 228° (6.8)

2000 119° (9.5)

BELAY

HARFORD

Descend to 2000 in APG NDB holding pattern prior to proceeding inbound.

046° 226°

IAF ABERDEEN 349 APG

225°

ADF REQUIRED

R-4001A

PHILLIPS 108.4 PPM Chan 21

WEIDE AAF

10 NM

MSA PPM 2.5 NM
2600
270°
1800
360°

1000 2000 APG

NDB 046° 226° 2000

VOR/DME PPM 2.1

225° 226°

1700

3.38°
TCH 59

VGSI and descent angles not coincident.

4.5 NM

ELEV 57

225° to VOR/DME

TDZE 45

22

147 TWR

7997 x 200

HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-22 *	560-¾ 515(600-¾)		560-1¼ 515(600-1¼)	560-1½ 515(600-1½)
CIRCLING	560-1 503(600-1)		560-1½ 503(600-1½)	620-2 563(600-2)
** BALTIMORE ALTIMETER SETTING MINIMUMS				
S-22 *	640-¾ 595(600-¾)		640-1¼ 595(600-1¼)	640-1½ 595(600-1½)
CIRCLING	640-1 583(600-1)		640-1½ 583(600-1½)	640-2 583(600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CONTINUED FROM PRECEDING PAGE

than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z‡. OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D–ATIS 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

KIRBE NDB (LOM) 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′ **WASHINGTON COPTER**

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL **L–29E, 34F, 36I, A**

RWY 12: APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees. **IAP**

RWY 30: APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA. **WASHINGTON COPTER L–29E, 34F, 36I, A**

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI. **WASHINGTON COPTER**

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000′

DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM. **H–10H, L–29E, 34F, 36I, A**

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

APP CRS	Rwy Idg	N/A
298°	TDZE	N/A
	Apt Elev	34

RNAV (GPS)-A

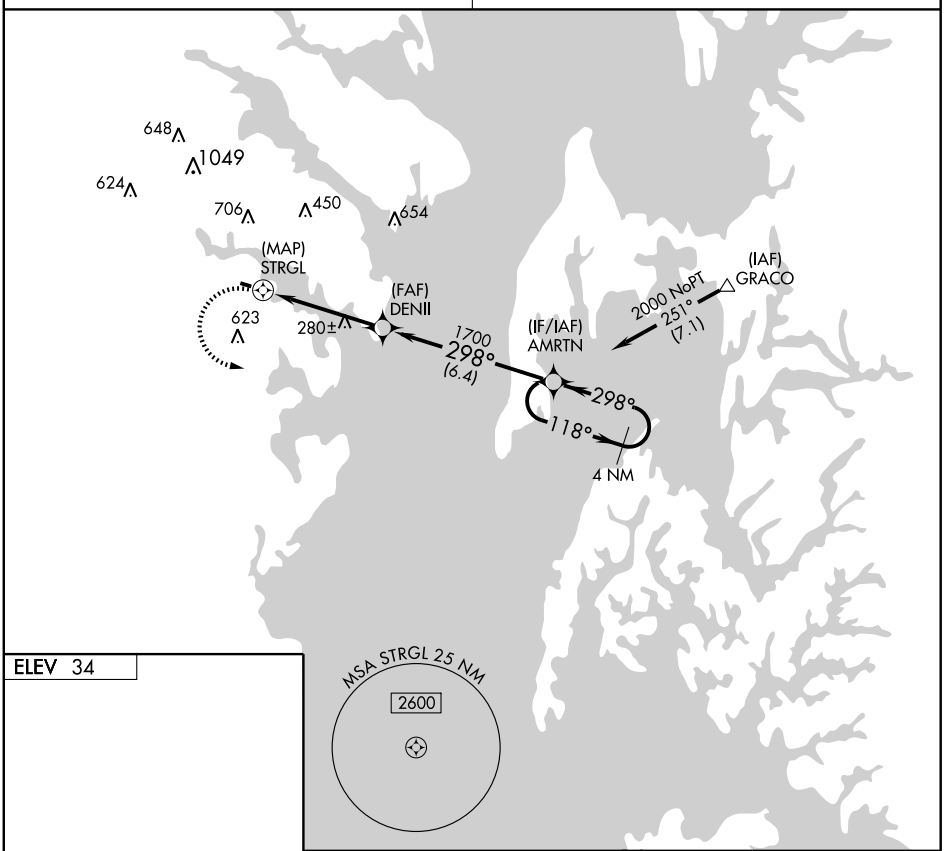
ANNAPOLIS / LEE (ANP)

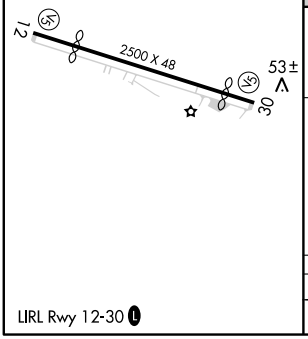
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet.

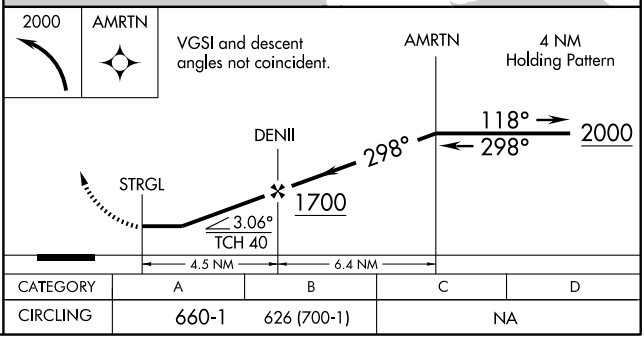
MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

POTOMAC APP CON
119.7 290.475

CTAF L 122.9



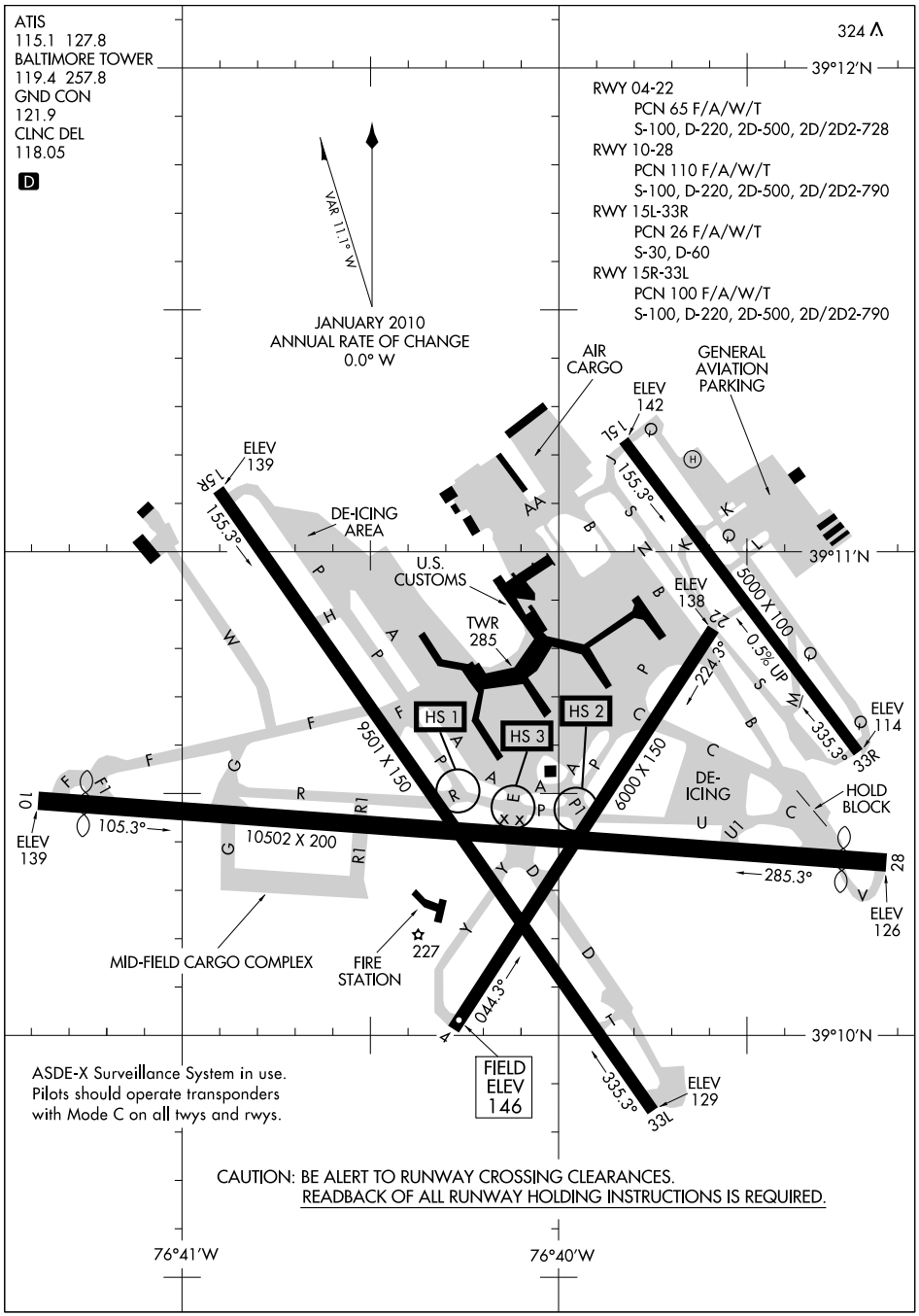




CATEGORY	A	B	C	D
CIRCLING	660-1	626 (700-1)	NA	

LIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

BALTIMORE

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) 9 S UTC−5(−4DT)

WASHINGTON

N39°10.52′ W76°40.10′

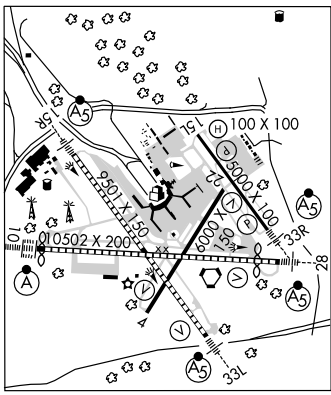
COPTER

146 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

H–10H, 12I, L–29E, 34F, 36I, A

NOTAM FILE BWI

IAP, AD



RWY 10–28: H10502X200 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 110 F/A/W/T HIRL CL

RWY 10: ALSF2. TDZL. Thld dsplcd 550′. Tree.

RWY 28: MALSR. VASI(V4L)—GA 3.0°TCH 60′. Thld dsplcd 500′. Tree.

RWY 15R–33L: H9501X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 100 F/A/W/T HIRL CL

RWY 15R: MALSR. Antenna.

RWY 33L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 55′. Tower.

RWY 04–22: H6000X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–728 PCN 65 F/A/W/T HIRL

RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 49′. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 47′. Pole.

RWY 15L–33R: H5000X100 (ASPH–GRVD) S–30 D–60 PCN 26 F/A/W/T HIRL 0.5% up NW

RWY 15L: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Pole.

RWY 33R: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 10:	TORA–10502	TODA–11202	ASDA–10502	LDA–9952
RWY 15L:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 15R:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 22:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 28:	TORA–10502	TODA–10502	ASDA–10502	LDA–10002
RWY 33L:	TORA–9501	TODA–9501	ASDA–9501	LDA–9501
RWY 33R:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS: Attended continuously. Rwy 04–22 CLOSED exc for taxi. Rwy 04–22 restrictions apply except for excessive crosswinds; emergencies; or non-availability of other rwys. Deer and birds occasionally on and invof arpt. Major construction on arpt daily. Acft movement and parking areas subject to short notice change/closure. For current information phone BWI ops center 410–859–7018. Noise abatement procedures in effect–restriction for Rwy 15L–33R except for emergencies or mercy flights, ctc arpt management for information. Practice landings and approaches by turbo–powered aircraft prohibited 0300–1100Z‡. Practice landings and takeoffs by B–747 acft prohibited Rwy 15R–33L. ASDE–X surveillance system in use, pilots should opr transponders with mode C on all twys and rwys. Rwy 04–22, Rwy 10–28, Rwy 15L–33R, pavement cond is fair with numerous cracks on all surfaces. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arriving at General Aviation ramp for security purposes. Acft parked at gates D–15, 16 encroach Rwy 04–22 7:1 to height of 58 ft. Rwy 15L touchdown rwy visual range avbl. Rwy 33R touchdown rwy visual range avbl. Taxiing prohibited between Gate C16 and adjacent building structure SW of Pier C. Taxi lanes A–1 and H, rstd to Group III acft with max wingspan of 118′. Twy A is restricted to Group IV acft, wingspan 171′ or less. Twy P between Twy P1 and Twy C rstd to wingspans of 171′ or less. Twy S, south of Rwy 22, restricted to acft 60000 lbs and less. Twy E clsd and barricaded between Rwy 10–28 and Twy P indef. Rwy 15L–33R restricted to acft producing less than 90 decibels except for emergencies. Continuous mowing ops adjacent all rwys and twys–Apr through Nov. Distracting lgts (golf driving range) rgt side extended centerline Rwy 33L from apch end rwy to ¼ mile final. Acft on visual apchs expect to maintain 3000 ft until 10 DME from BWI; departure acft should expect turns based on Baltimore DME. Rwy 15R de–ice pad, positions 1, 2 and 3 restricted to acft with wingspan of 135′ or less, position 4 restricted to acft with wingspan of 156′ or less, and position 5 restricted to acft with wingspan 214′ or less. Rwy 28 de–ice pad lane 1 rstd to acft with wingspan 171′ or less, lane 2 rstd to acft with wingspan 135′ or less, lane 3 is used by large acft maximum wingspan 215′ and when in use–lanes 2 and 4 are unavbl. Lanes 4,5 and 6 are rstd to acft wingspan 135′ or less. Concourse A – alternate de–icing area is rstd to B737–800 size aircraft with winglets or smaller on spots 6, 7A, and 8A. B737–700 size aircraft with winglets or smaller are rstd to spots 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (410) 691–1278. TDWR.

COMMUNICATIONS: D–ATIS 115.1 127.8 **UNICOM** 122.95

BALTIMORE RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

Ⓡ **POTOMAC APP CON** 119.0 (020°–100°) 124.55 (101°–130°) 119.7 (131°–180°) 128.7 (181°–019°) 126.75

POTOMAC DEP CON 126.75

BALTIMORE TOWER 119.4 **GND CON** 121.9 **CLNC DEL** 118.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

(L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ at fld. 140/11W.
TACAN unusable 300°–349° byd 35 NM
DME unusable 133°–155° byd 36 NM
VORTAC unusable 133°–155° byd 20 NM blo 10,000′.

ELLICOTT NDB (MHW) 371 FND N39°17.24′ W76°46.62′ 154° 8.4 NM to fld.
Unusable 140°–320° byd 12 NM blo 10,500′.

ILS 109.7 I–BAL Rwy 10. Class IIIE.

ILS 111.95 I–UQC Rwy 15L. Class IA

ILS 111.7 I–FND Rwy 15R. Class IA.

ILS 109.7 I–OEH Rwy 28. Class IA.

ILS 111.7 I–RUX Rwy 33L. Class IB.

ILS 111.95 I–BWI Rwy 33R. Class IB. Coupled apchs not authorized blo 700′ MSL. GS unusable 1.2 NM inbound blo 553′.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: H1 helipad located NE of Twy 'Q' on general aviation apron.

ESSEX SKYPARK (W48) 3 SE UTC−5(−4DT) N39°15.75′ W76°25.93′ **WASHINGTON COPTER**

15 B NOTAM FILE DCA

RWY 16–34: H2084X30 (ASPH) LIRL

RWY 16: APAP(PNIL)—GA 4.5° TCH 19′. Thld dsplcd 185′. Trees. Road.

RWY 34: APAP(PNIR)—GA 4.5° TCH 20′.

AIRPORT REMARKS: Unattended. No touch and go ldgs. No helicopter ops. ACTIVATE LIRL Rwy 16–34–CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

00

WATERWAY 16–34: 3000X300 (WATER)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BALTIMORE, MD		
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)	HS 1	Uncontrolled stop bar. No crossing allowed.
	HS 2	Rwy 10-28 in close proximity to Twy P1 int.
	HS 3	Twy E closed and barricaded.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-BAL	APP CRS	Rwy Idg	9952
109.7	105°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 10

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126 R-127 R-025 1549 ENSUE EMI 23.1 113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX 117.9 EMI Ch 126 307° R-025 127° R-127 ENSUE EMI 23.1 113.7 OTT Ch 84

1504 670 731 961 685 604 281± 340 281 245± 242± 741

BAL R-286 285° 1500 105° (6.1) (IF) COLUM BAL 11.4 RADAR 555 JEANS BAL 5.3 RADAR MM IM 290 372 560 591 533

LOCALIZER 109.7 I-BAL

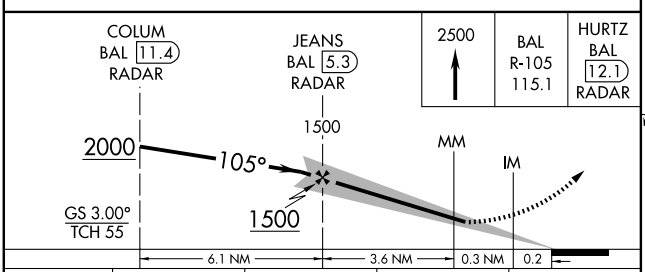
BALTIMORE 115.1 BAL Chan 98

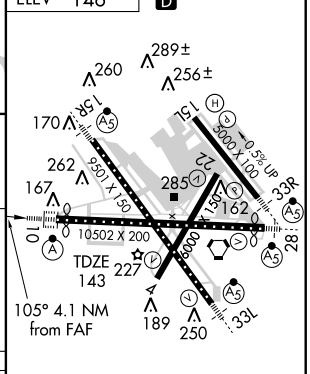
105° R-105 285° HURTZ BAL 12.1 RADAR

10 NM

MSA BAL 25 NM 2600 090° 2100 360°

1049





CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-UQC	APP CRS	Rwy Idg	5000
111.95	155°	TDZE	142
		Apt Elev	146

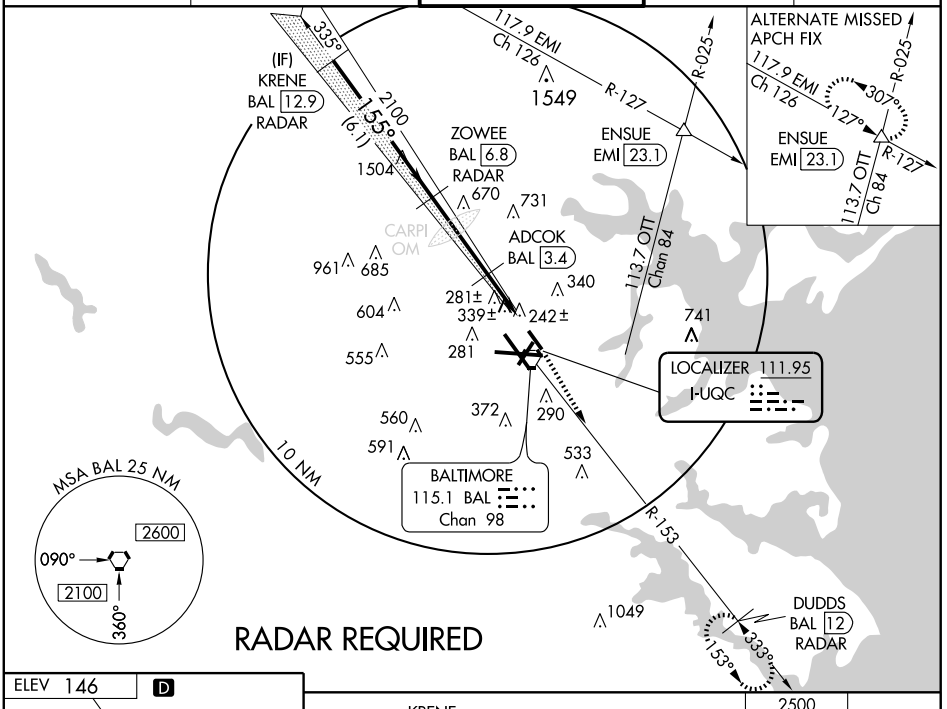
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

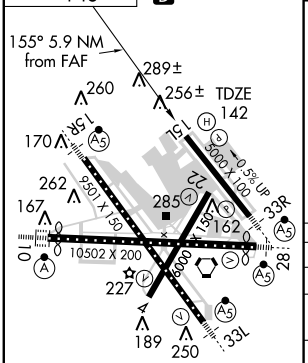
ILS or LOC RWY 15L

DME Required.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via heading 155° and BAL R-153 to DUDDS/BAL 12 DME/RADAR and hold.

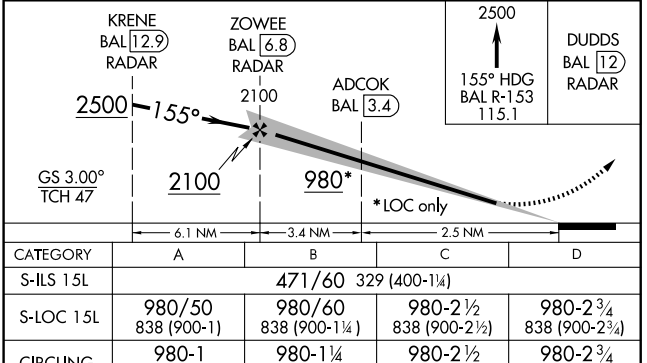
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 15L	471/60 329 (400-1¼)			
S-LOC 15L	980/50 838 (900-1)	980/60 838 (900-1¼)	980-2½ 838 (900-2½)	980-2¾ 838 (900-2¾)
CIRCLING	980-1 834 (900-1)	980-1¼ 834 (900-1¼)	980-2½ 834 (900-2½)	980-2¾ 834 (900-2¾)
ADCOK FIX MINIMUMS				
S-LOC 15L	560/50 418 (500-1)		560/60 418 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OEH	APP CRS	Rwy Idg	10002
109.7	285°	TDZE	142
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 28

DME Required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.
ZIXUS Fix mimimums: For inoperative MALSR, increase S-LOC 28 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2500 via BAL R-286 to COLUM/BAL 11.4 DME/ RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

ALTERNATE MISSED APCH FIX
WESTMINSTER 117.9 EMI Chan 126
079°
359°
R-179

RADAR REQUIRED

1549 1504 670 731 685 961 604 340 281± 242± 281 201 555 290 372 560 591 533 1049

10 NM

286°
106°
R-286
R-286
COLUM BAL 11.4 RADAR

ZIXUS BAL 2.3
JURTI BAL 5.9 RADAR
741
(IF) HURTZ BAL 12.1 RADAR
2000
285° (6.2)
105°
233

BALTIMORE 115.1 BAL Chan 98

LOCALIZER 109.7 I-OEH

MSA BAL 25 NM
2600
090°
2100
360°

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 146 D

289± 260 256± 170 262 167 285 162 227 189 250 10 28 33L TDZE 142

5000 X 100 0.5% UP 15L 33R 9501 X 150 10502 X 200 6000 X 150

285° 5.6 NM from FAF

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

2500
BAL R-286 115.1

COLUM BAL 11.4 RADAR

ZIXUS BAL 2.3
JURTI BAL 5.9 RADAR
2000
HURTZ BAL 12.1 RADAR

VGSI and ILS glidepath not coincident.

285° 2000
820* 2000
GS 3.00°
TCH 55
*LOC only

2 NM 3.6 NM 6.2 NM

CATEGORY	A	B	C	D
S-ILS 28	**342/24 200 (200-½)			
S-LOC 28	820/24 678 (700-½)		820-1½ 678 (700-1½)	820-1¾ 678 (700-1¾)
CIRCLING	820-1 674 (700-1)		820-2 674 (700-2)	820-2¼ 674 (700-2¼)
ZIXUS FIX MINIMUMS				
S-LOC 28	460/24 318 (400-½)			460/40 318 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (500-2)

LOC I-RUX	APP CRS	Rwy Idg	9501
111.7	335°	TDZE	142
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS or LOC RWY 33L

DME Required.

MALSR

MISSED APPROACH: Climb to 3000 via BAL R-334 to BMORE/BAL 13.8 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

ALTERNATE MISSED APCH FIX
WESTMINSTER
117.9 EMI
Chan 126
R-179

BMORE
BAL 13.8
RADAR

R-334

RADAR REQUIRED

LOCALIZER 111.7
I-RUX

BALTIMORE
115.1 BAL
Chan 98

GRAFE
BAL 4.4
RADAR

RUETT
OM

(IF)
JANNS
BAL 13
RADAR

335°
18.6
1500

10 NM

MSA BAL 25 NM
2600
2100
090°
360°

ELEV 146 D

TDZE
142

33L

335° 4.1 NM from FAF

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3000
BAL R-334
115.1

BMORE
BAL 13.8

GRAFE
BAL 4.4
RADAR

JANNS
BAL 13
RADAR

1500
335°
2000
1500

GS 3.00°
TCH 54

4.1 NM — 8.6 NM

CATEGORY	A	B	C	D
S-ILS 33L	342/18 200 (200-½)			
S-LOC 33L	540/24 398 (400-½)			540/40 398 (400-¾)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W

ILS or LOC RWY 33L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BWI	APP CRS	Rwy Idg	5000
111.95	335°	TDZE	124
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

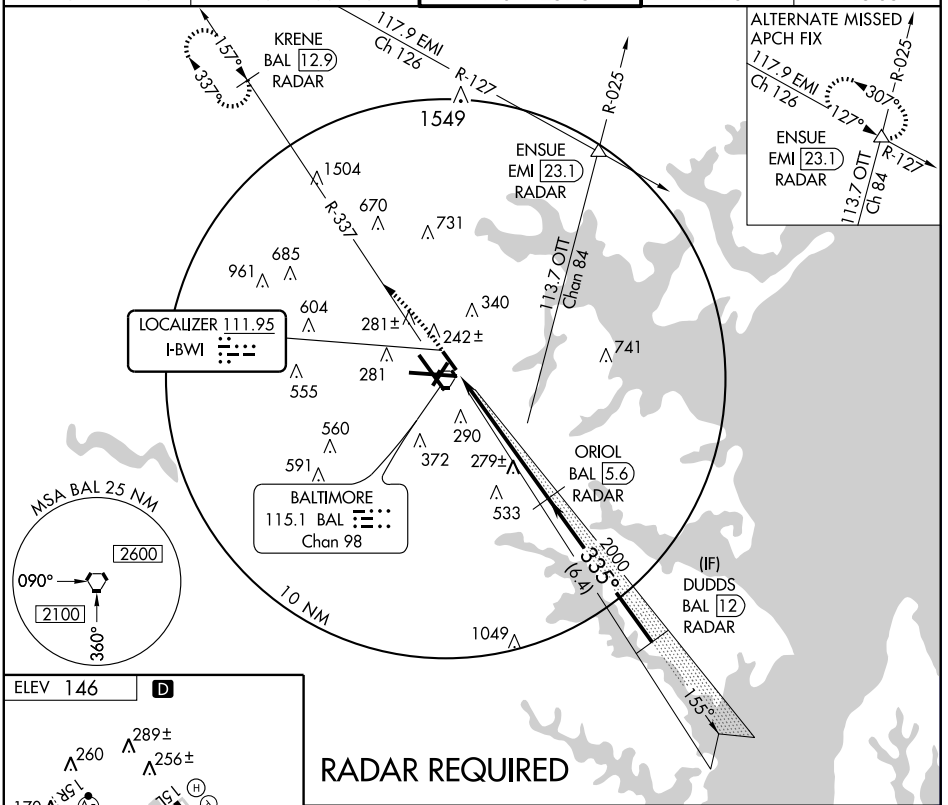
ILS or LOC RWY 33R

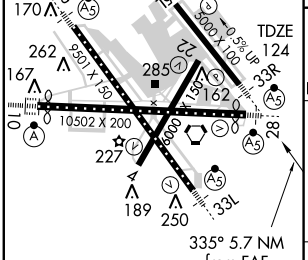
Autopilot coupled approach NA below 700. DME required.

MALSR

MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.

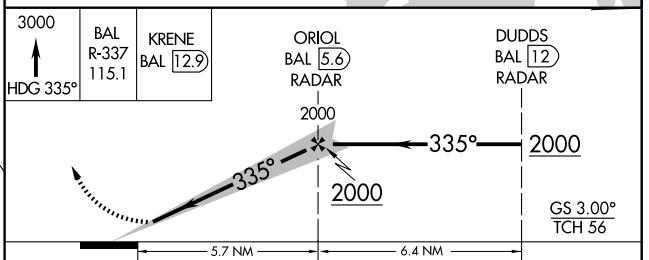
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 33R	331/24 207 (200-½)			
S-LOC 33R	540/24 416 (400-½)		540/40 416 (400-¾)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BAL	APP CRS	Rwy Idg	9952
109.7	105°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS RWY 10 (CAT II)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126

R-127

R-025

1549

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126

307°

127°

R-025

R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504

670

731

961

685

604

281±

340

281

245±

242±

741

LOCALIZER 109.7 I-BAL

285°

1500

105°

(6.1)

555

(IF)

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

IM

560

591

290

372

533

105°

285°

R-105

BALTIMORE 115.1 BAL Chan 98

HURTZ BAL 12.1 RADAR

10 NM

1049

MSA BAL 25 NM

2600

090°

2100

360°

ELEV 146

D

289±

260

256±

170

262

167

285

162

TDZE 143

227

189

250

10502 X 200

9501 X 150

5000 X 100

0.5% UP

15L

15R

33R

33L

28

22

10

4

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

2000

1500

105°

1500

MM

IM

DH RA 104

143 MSL

GS 3.00°

TCH 55

2500

BAL R-105 115.1

HURTZ BAL 12.1 RADAR

6.1 NM 3.6 NM 0.3 NM 893' 1014'

CATEGORY	A	B	C	D
S-ILS 10	RA 104/12 100 DA 243			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BAL	APP CRS	Rwy Idg	9952
109.7	105°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

ILS RWY 10 (CAT III)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED

117.9 EMI Chan 126

1549

R-127

R-025

ENSUE EMI 23.1

113.7 OTT Chan 84

1504 670 731 961 685 604 281± 340 281 245± 242± 741

LOCALIZER 109.7 I-BAL

285° 105° 1500 (6.1) 555

(IF) COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM IM

BALTIMORE 115.1 BAL Chan 98

290 372 560 591 533

R-105 105° 285°

HURTZ BAL 12.1 RADAR

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126 307° 127° R-025 R-127

ENSUE EMI 23.1

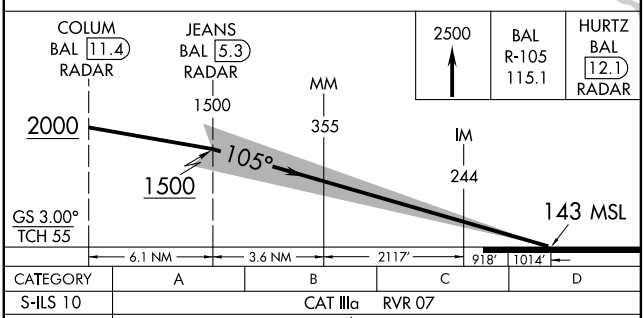
113.7 OTT Ch 84

MSA BAL 25 NM 10 NM

2600 090° 2100 360°

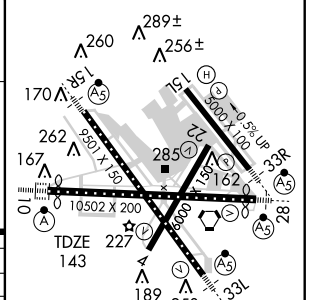
1049

NE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa RVR 07		
S-ILS 10		CAT IIIb RVR 06		
S-ILS 10		CAT IIIc NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

LOC I-FND	APP CRS	Rwy Idg	9501
111.7	155°	TDZE	139
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

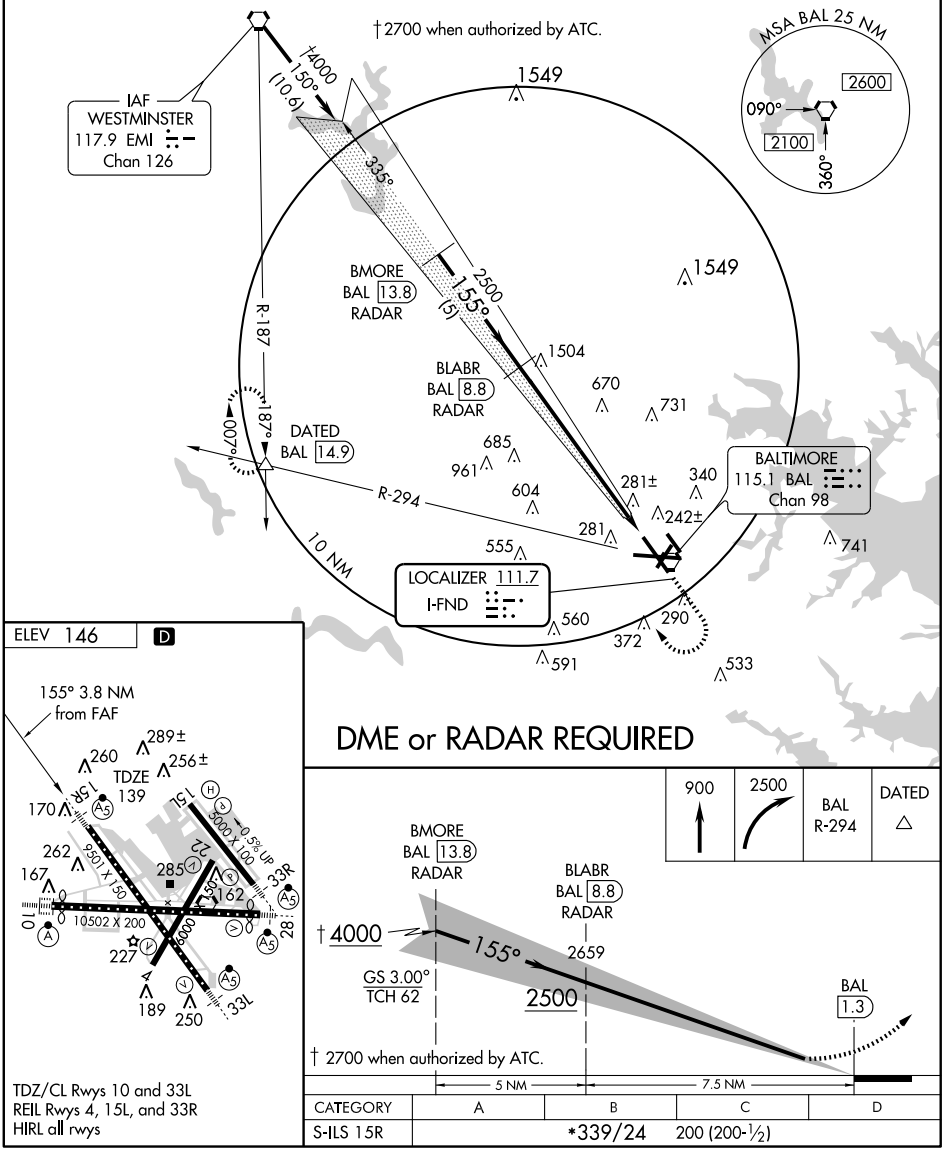
ILS RWY 15R

*RVR 1800 authorized with use of FD or AP or HUD to DA. DME from BAL VORTAC.

MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2500 via BAL R-294 to DATED Int/BAL 14.9 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



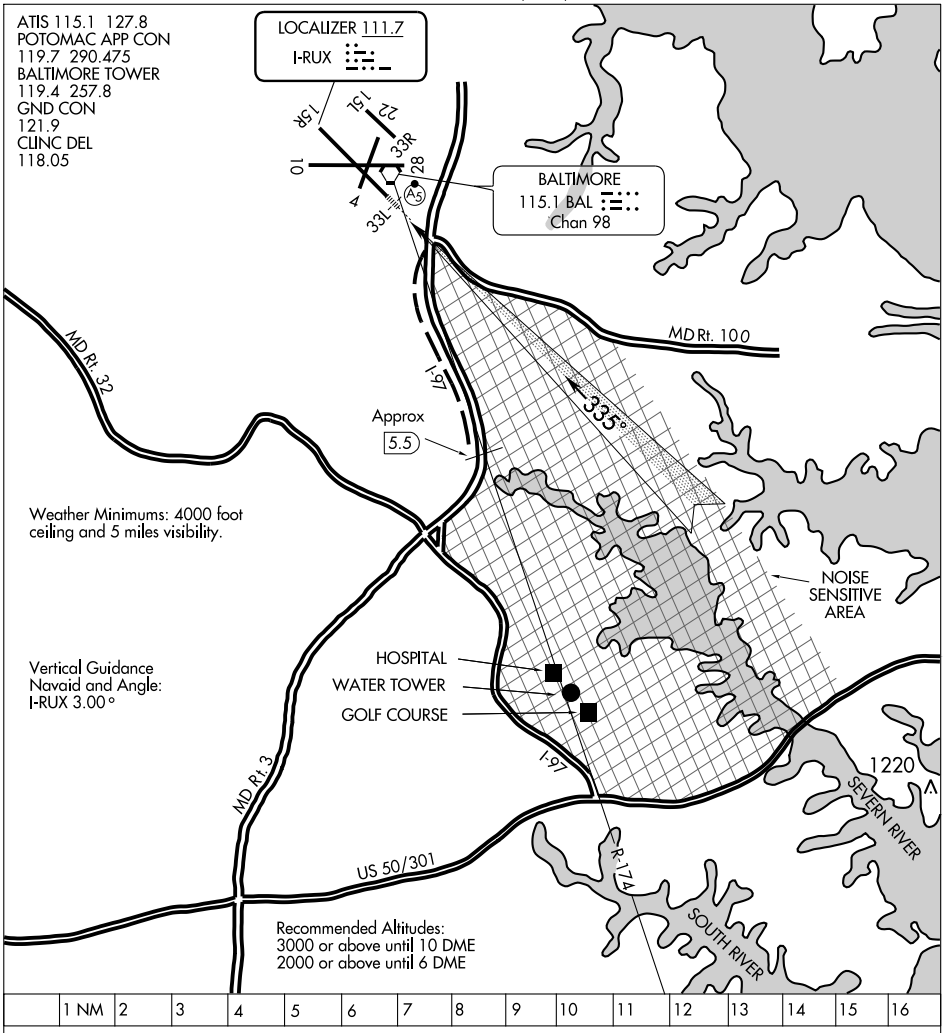
CATEGORY	A	B	C	D
S-ILS 15R	*339/24		200 (200-½)	

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INTERSTATE VISUAL RWY 33L

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND



NE-3, 21 OCT 2010 to 18 NOV 2010

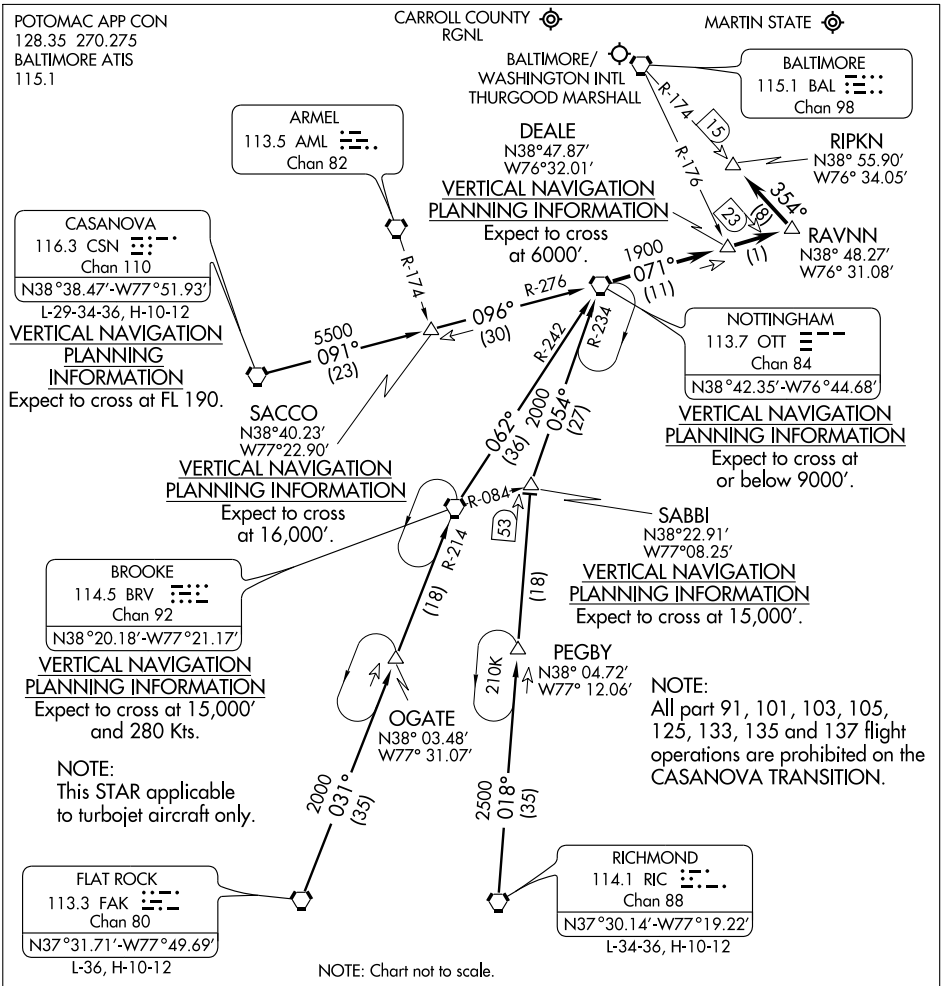
NE-3, 21 OCT 2010 to 18 NOV 2010

INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALSR will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbo-jets arriving via OTT VORTAC.

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

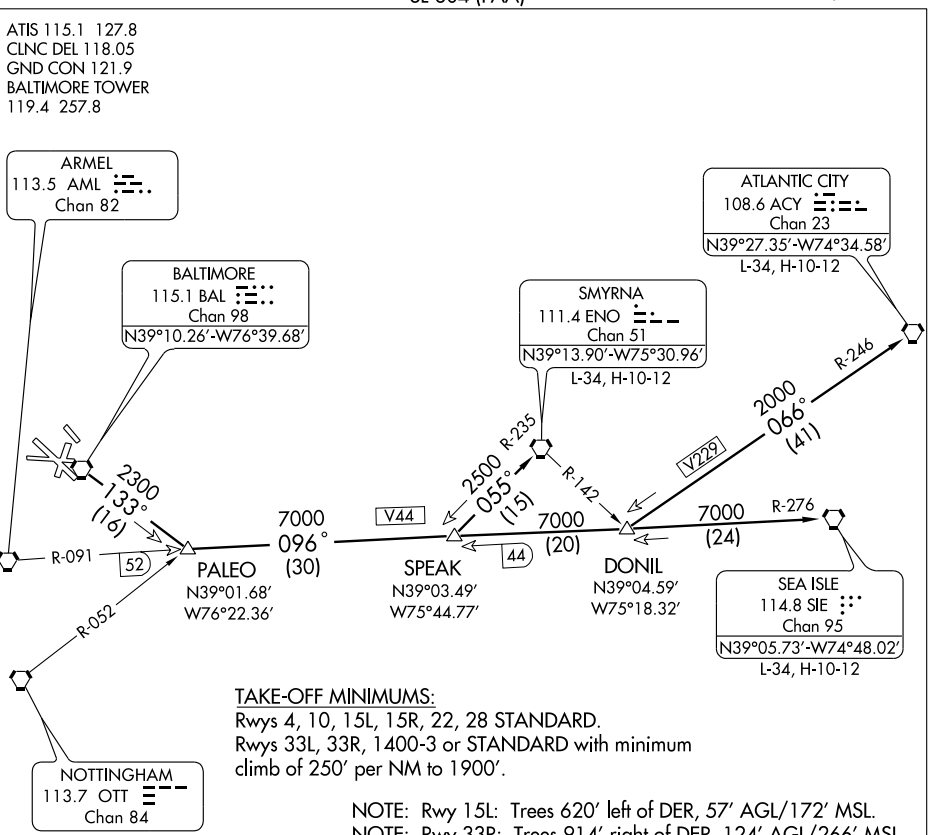
NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

(OTT.OTT6) 08101

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R, 1400-3 or STANDARD with minimum climb of 250' per NM to 1900'.

NOTE: Rwy 15L: Trees 620' left of DER, 57' AGL/172' MSL.
NOTE: Rwy 33R: Trees 914' right of DER, 124' AGL/266' MSL.
Trees 648' left of DER, 106' AGL/248' MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

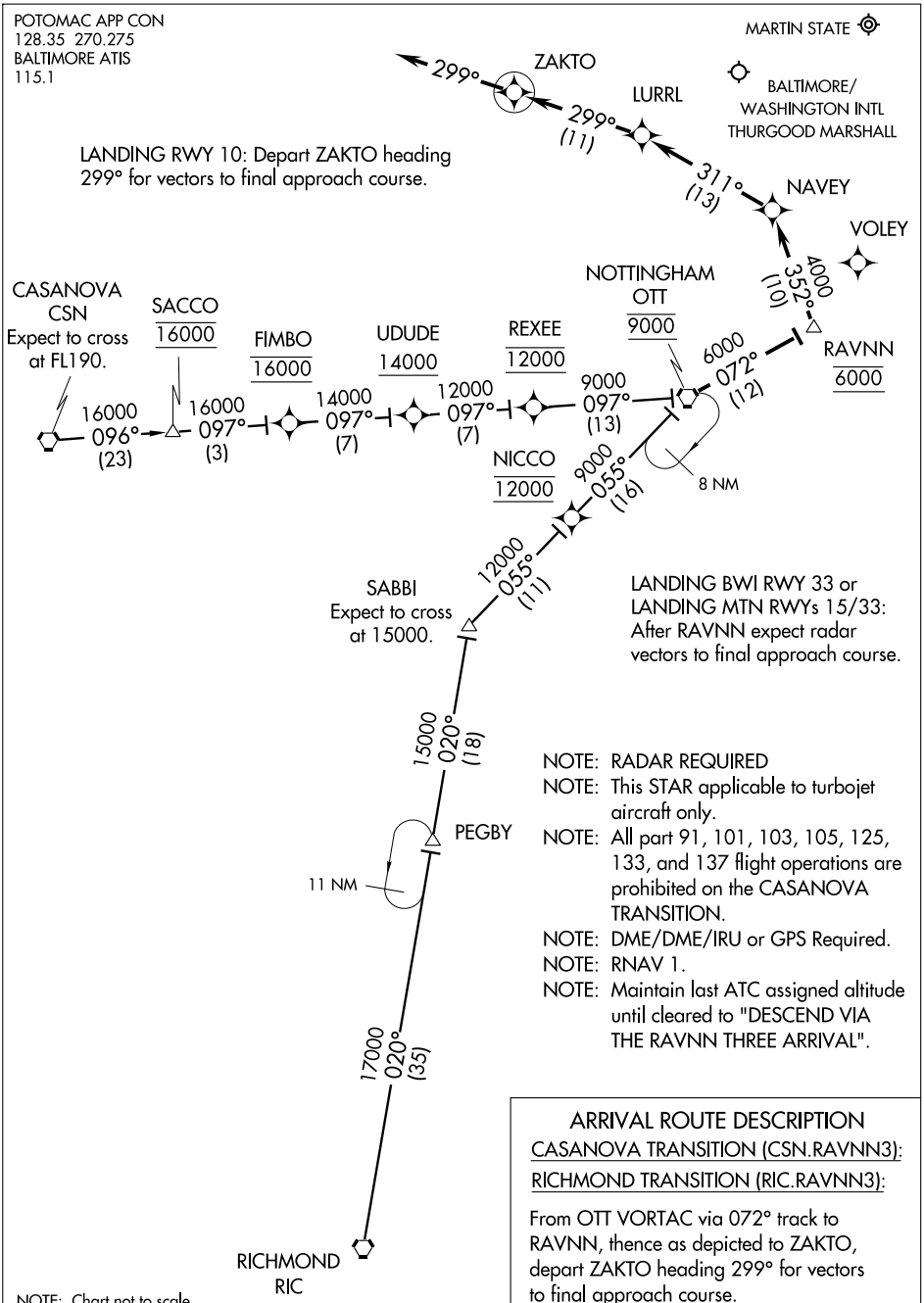
TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.
SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.
SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

NE-3, 21 OCT 2010 to 18 NOV 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010



RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

(RAVNN.RAVNN3) 09239

APP CRS	Rwy Idg	6000
058°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 4

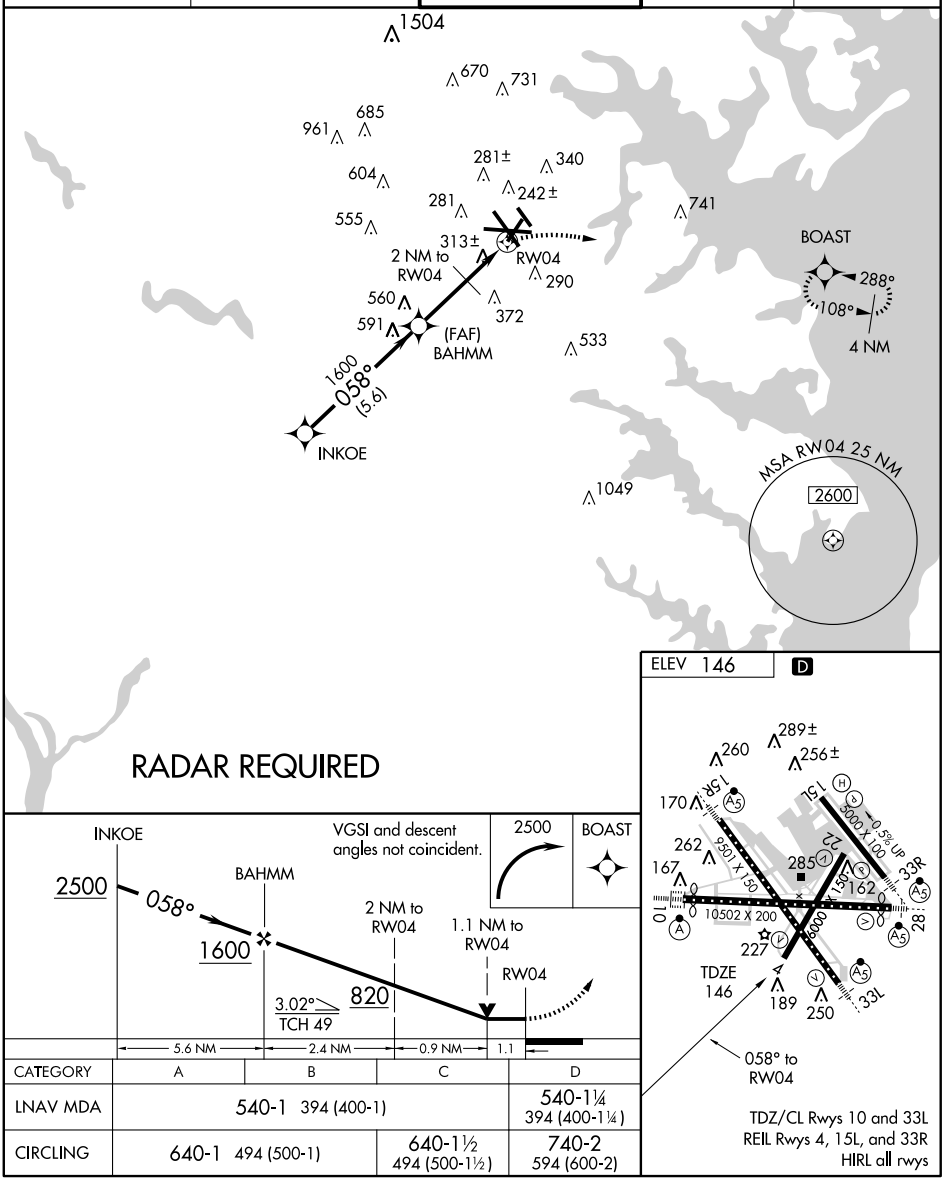
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct BOAST WP and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



CATEGORY	A	B	C	D
LNAV MDA	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

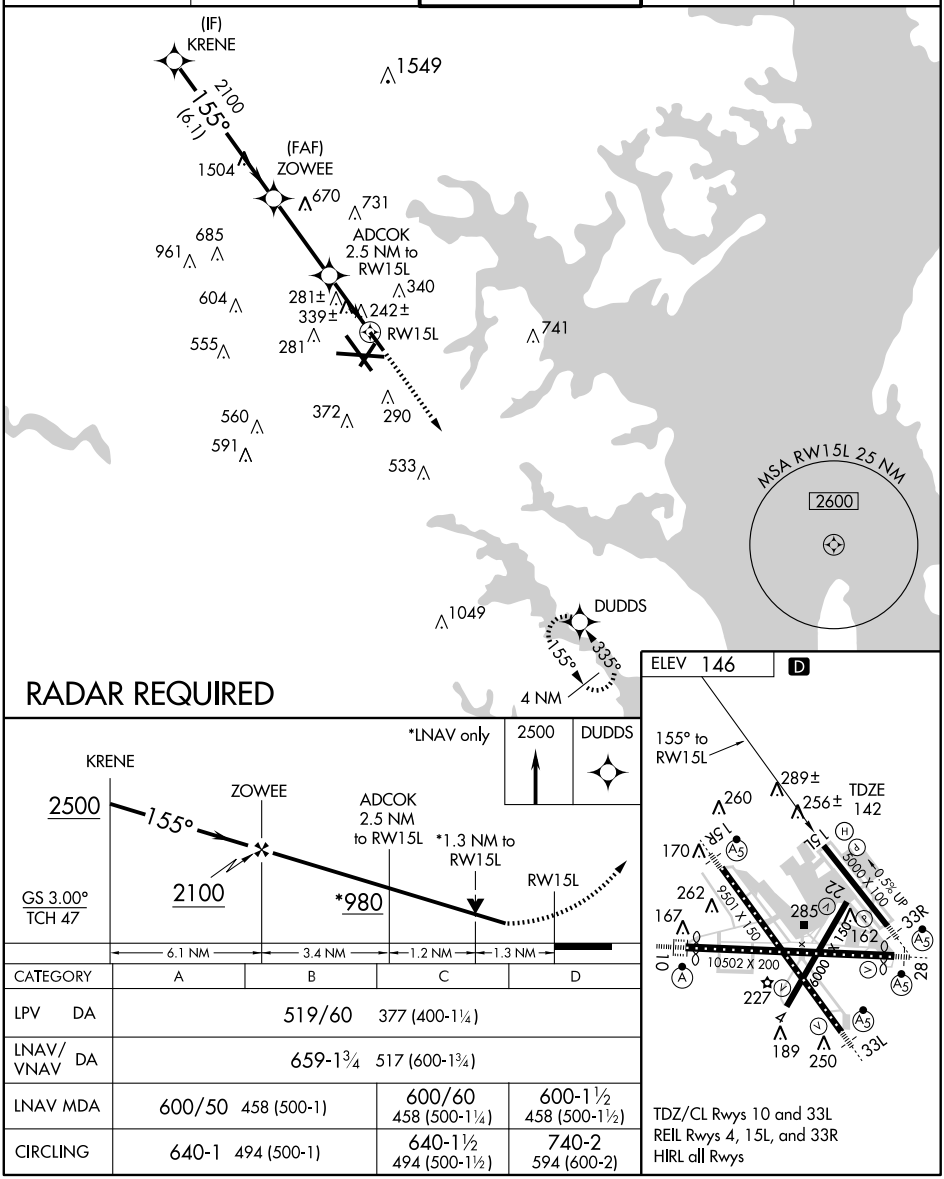
WAAS CH 40108 W15A	APP CRS 155°	Rwy Idg 5000 TDZE 142 Apt Elev 146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 15L

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



CATEGORY	A	B	C	D
LPV DA	519/60 377 (400-1¼)			
LNAV/ VNAV DA	659-1¾ 517 (600-1¾)			
LNAV MDA	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
224°	TDZE	143
	Apt Elev	146

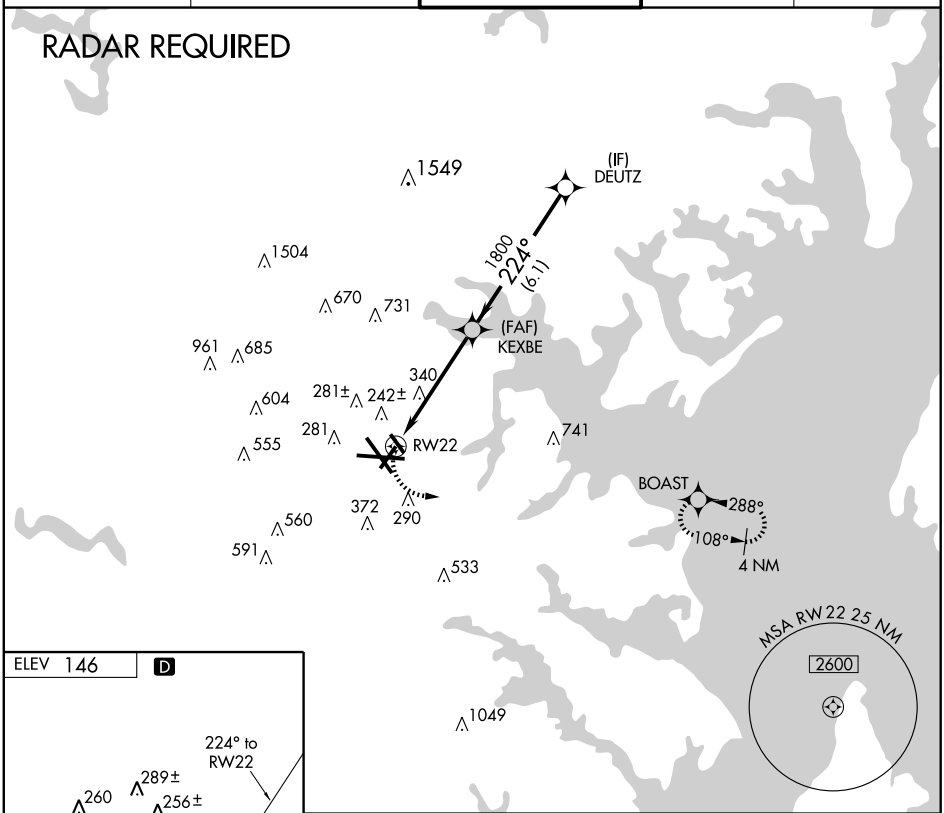
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 22

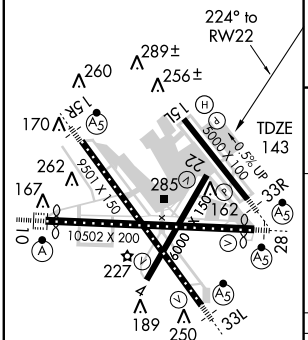
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

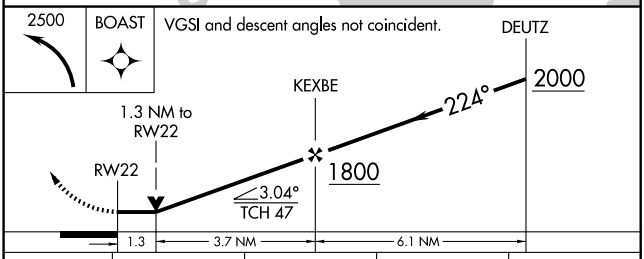
MISSED APPROACH: Climbing left turn to 2500 direct BOAST and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69208 W33B	APP CRS 335°	Rwy Idg 5000 TDZE 124 Apt Elev 146

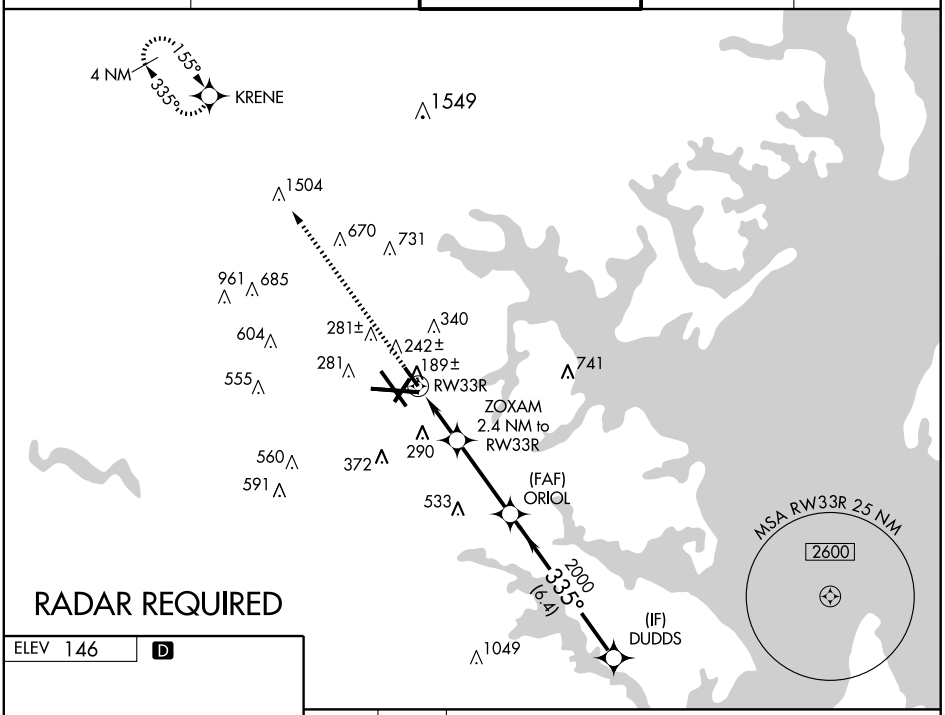
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 33R

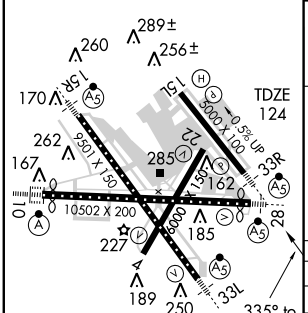
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MALSR

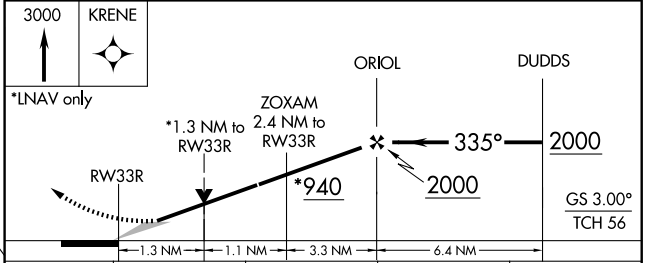
MISSED APPROACH: Climb to 3000 direct KRENE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	392/24 268 (300-½)			
LNAV/ VNAV DA	518/50 394 (400-1)			
LNAV MDA	580/24 456 (500-½)		580/40 456 (500-¾)	580/50 456 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53707 W10A	APP CRS 105°	Rwy Idg 9952 TDZE 143 Apt Elev 146

RNAV (GPS) Y RWY 10

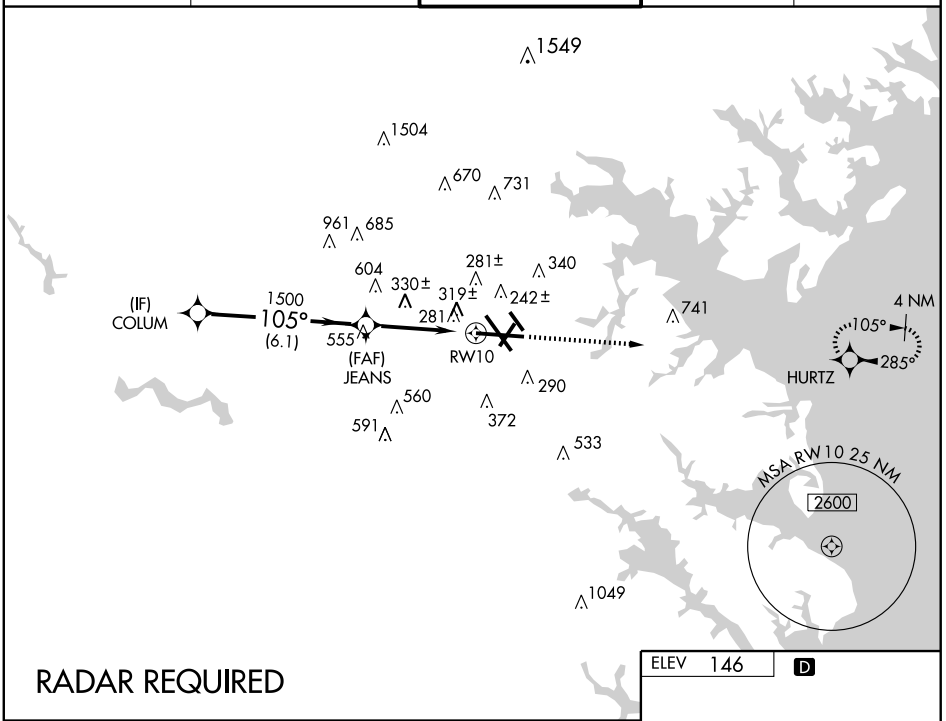
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



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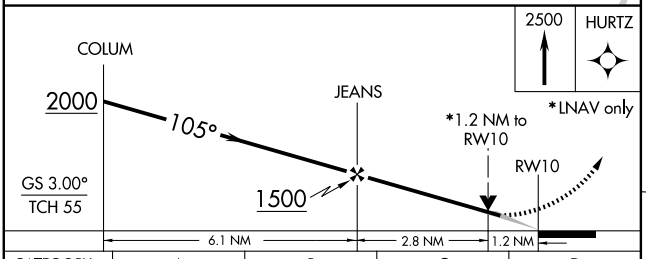
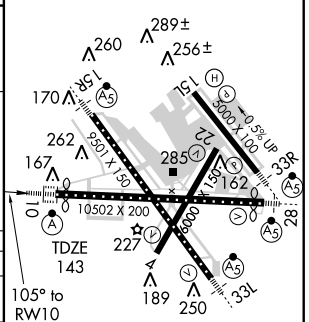


CATEGORY	A	B	C	D
LPV DA	343/24 200 (200-½)			
LNAV/VNAV DA	634/60 491 (500-1¼)			
LNAV MDA	580/24 437 (500-½)		580/40 437 (500-¾)	580/50 437 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9501
CH 66007	155°	TDZE	139
W15B		Apt Elev	146

RNAV (GPS) Y RWY 15R

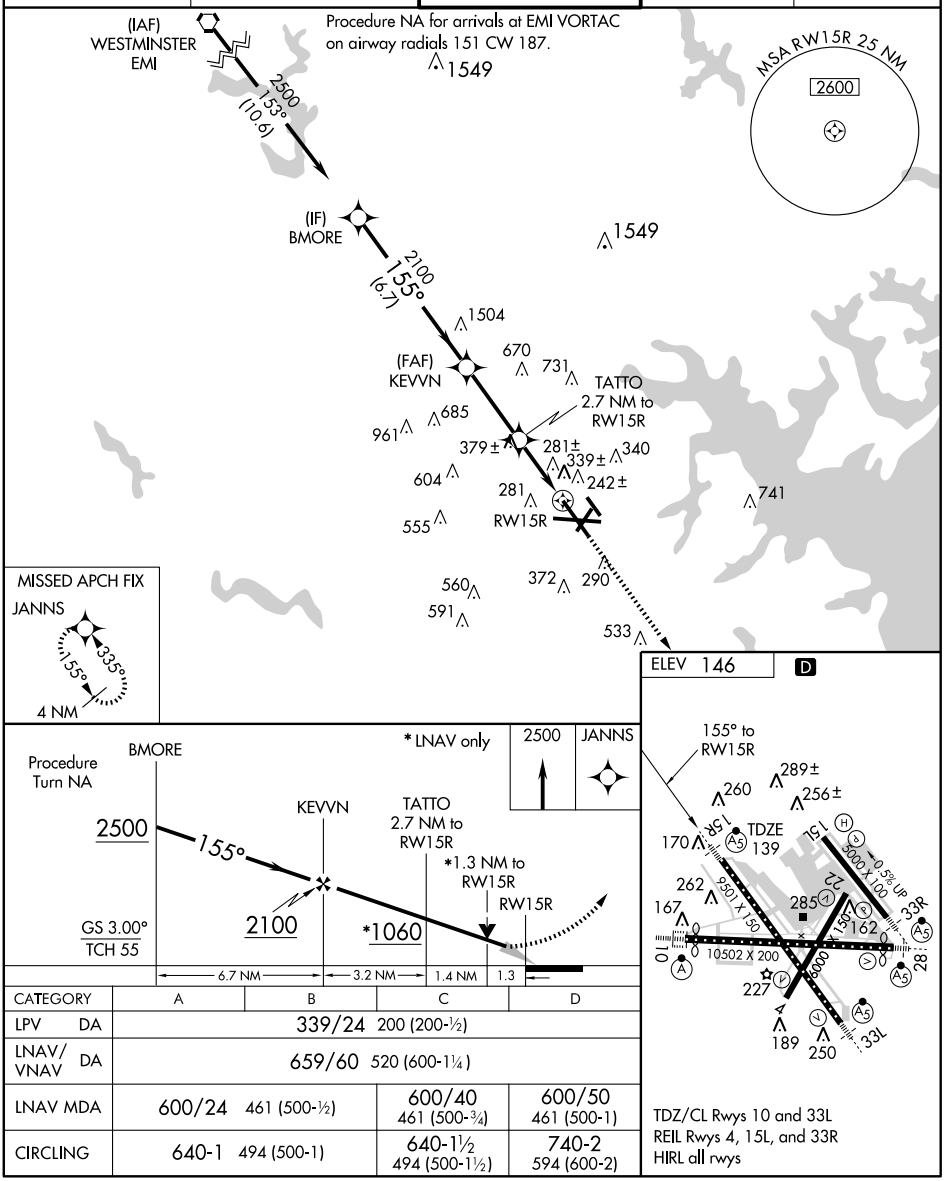
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2500 direct JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



CATEGORY	A	B	C	D
LPV DA	339/24 200 (200-½)			
LNAV/VNAV DA	659/60 520 (600-1¼)			
LNAV MDA	600/24 461 (500-½)		600/40 461 (500-¾)	600/50 461 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10002
CH 48808	285°	TDZE	142
W28A		Apt Elev	146

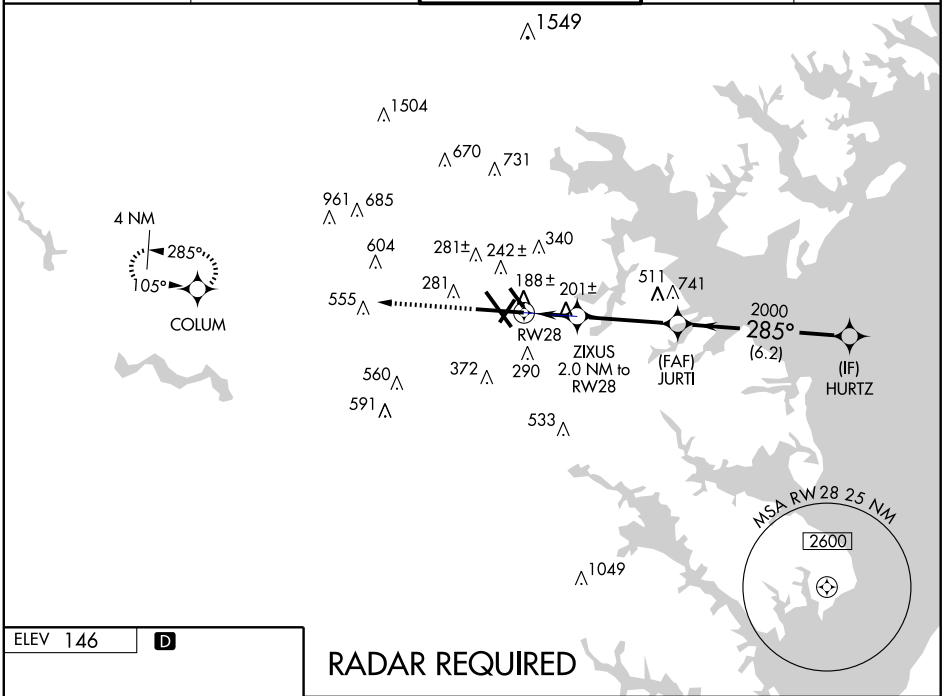
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) Y RWY 28

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

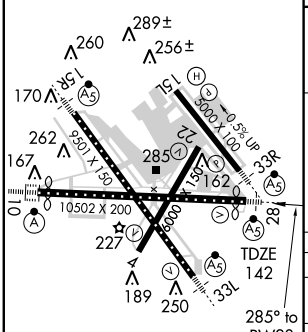
MALSR

MISSED APPROACH: Climb to 2500 direct COLUM and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

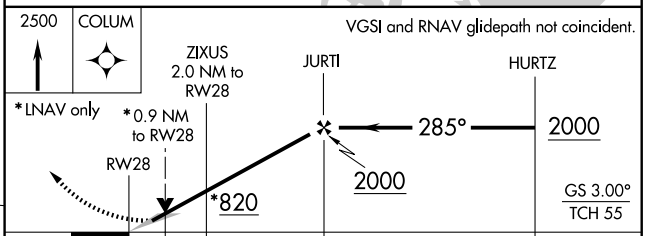


ELEV 146 D



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/ VNAV DA	567/50 425 (500-1)			
LNAV MDA	480/24 338 (400-½)			480/50 338 (400-1)
CIRCLING	640-1 494 (500-1)		640-1 ½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9501
CH 82207	335°	TDZE	142
W33A		Apt Elev	146

RNAV (GPS) Y RWY 33L

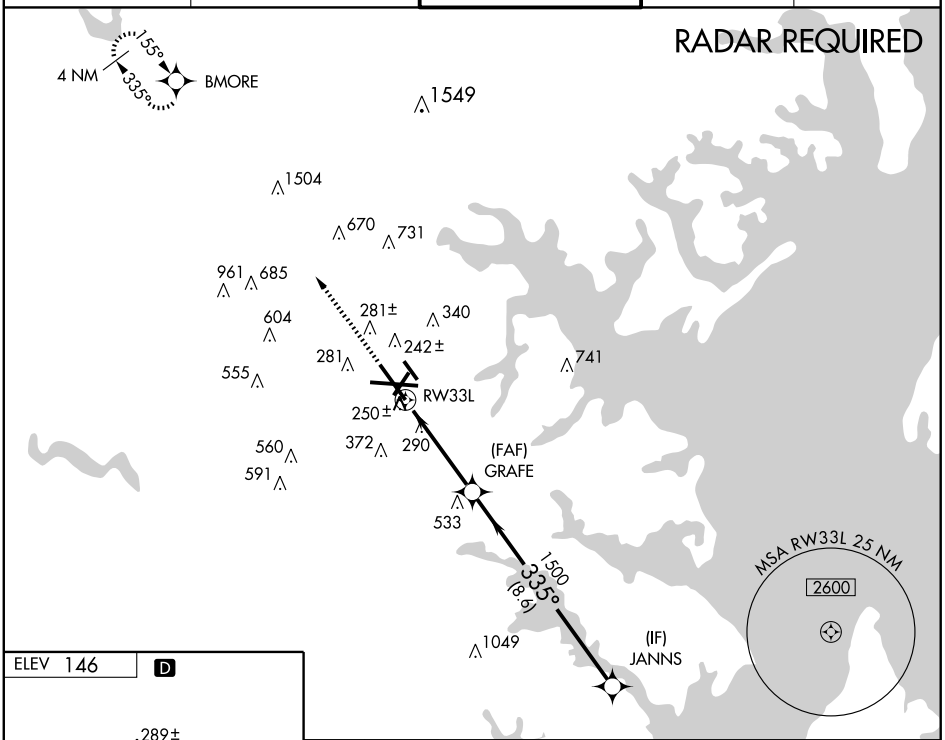
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

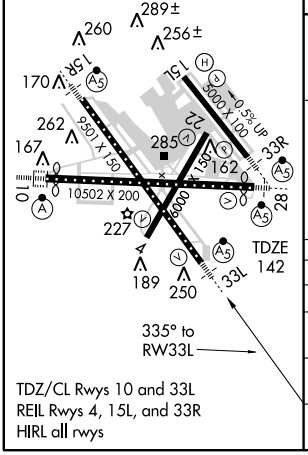
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

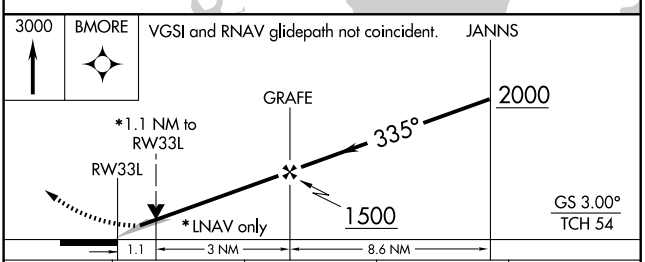
MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
LPV DA	342/24 200 (200-½)			
LNAV/VNAV DA	510/40 368 (400-¾)			
LNAV MDA	540/24 398 (400-½)			540/50 398 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9952
105°	TDZE	143
	Apt Elev	146

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

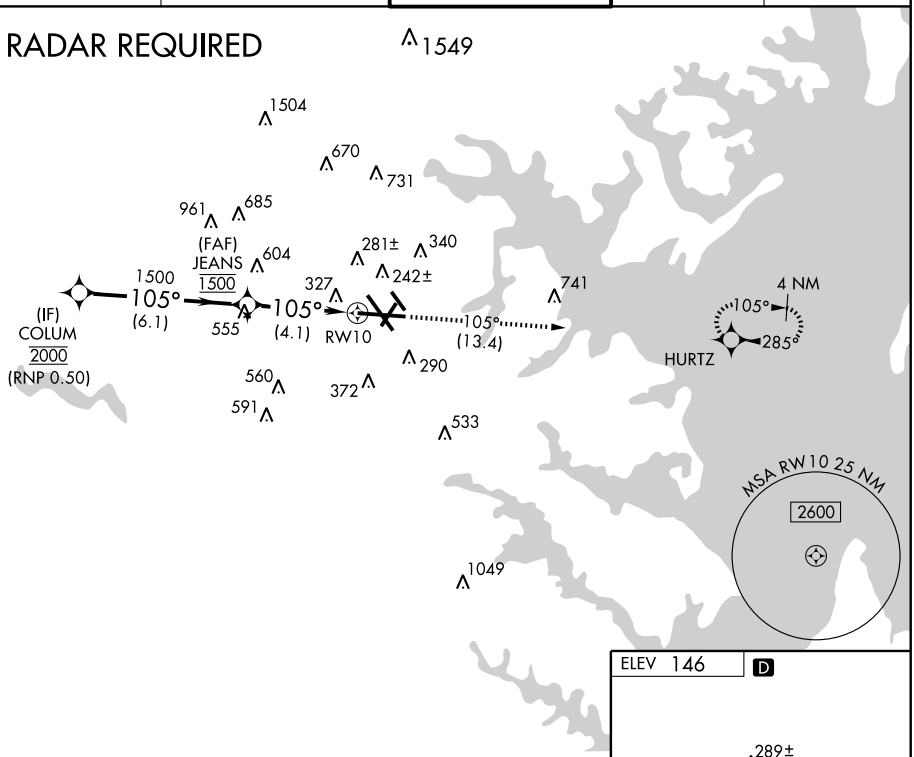
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). GPS Required.
For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.

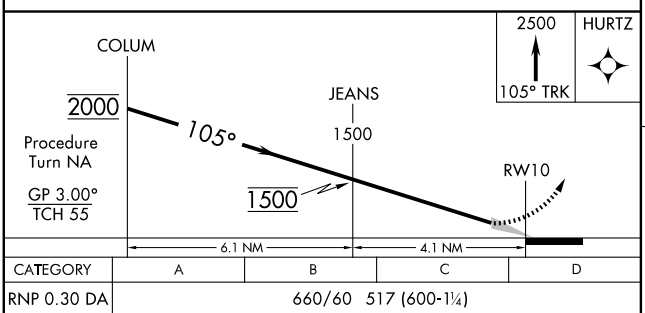
ALSF-2

MISSED APPROACH: Climb to 2500 via track 105° to HURTZ and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

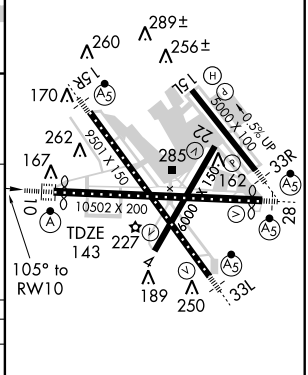
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.30 DA	660/60 517 (600-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9501
155°	TDZE	139
	Apt Elev	146

RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.20 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 2500 via track 155° to JANNS and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05

(IAF)
WESTMINSTER
EMI
4000
(RNP 0.50)

Procedure NA for arrivals at EMI VORTAC on airway radials 151 CW 187.

2500
153°
(10.6)

(IF)
BMORE
2500

2100
155°
(6.7)

(FAF)
KEVVN
2100

155°
(5.9)

MSA RW15R 25 NM
2600

1549
1549
1504
670
731
961
685
281±
339±
340
242±
260
604
281±
555
741
RW15R
290
560
591
372
155°
(14.3)
533

MISSED APCH FIX
JANNS
155°
335°
4 NM

ELEV 146 D

155° to RW15R

289±
260
256±
TDZE
139
170
262
167
285
162
227
189
250
10
28
15R
33L
33R
9501 X 150
10502 X 200
6000 X 100
0.5% UP

BMORE
2500
Procedure Turn NA
GP 3.00°
TCH 55
155°
KEVVN
2100
2100
RW15R
6.7 NM
5.9 NM

2500
155° TRK
JANNS

CATEGORY	A	B	C	D
RNP 0.20 DA	582/50 443 (500-1)			
RNP 0.30 DA	640/60 501 (500-1¼)			

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10002
285°	TDZE	142
	Apt Elev	146

RNAV (RNP) Z RWY 28

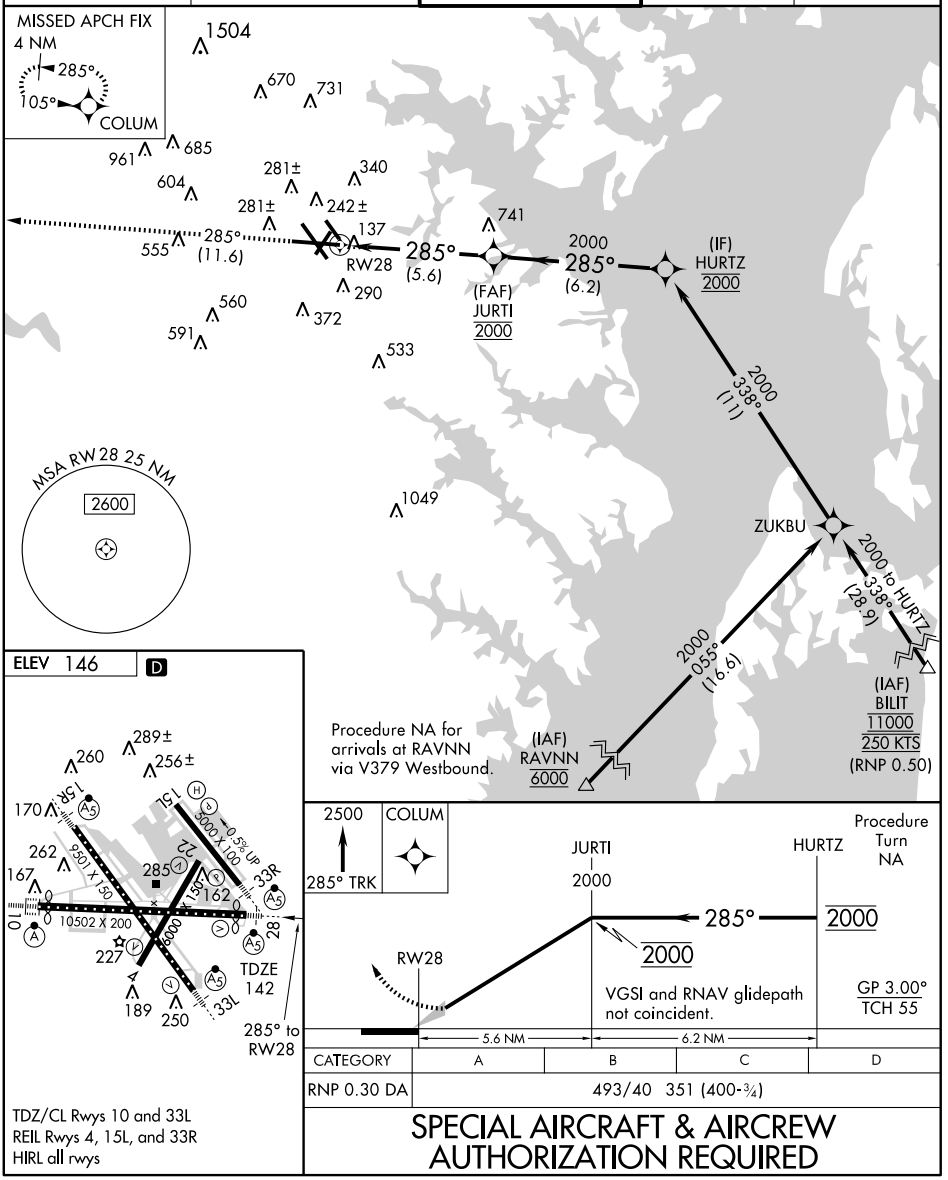
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For inoperative MALSR, increase RNP 0.30 all Cats visibility to RVR 6000. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 2500 via track 285° to COLUM and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



CATEGORY	A	B	C	D
RNP 0.30 DA	493/40 351 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9501
335°	TDZE	142
	Apt Elev	146

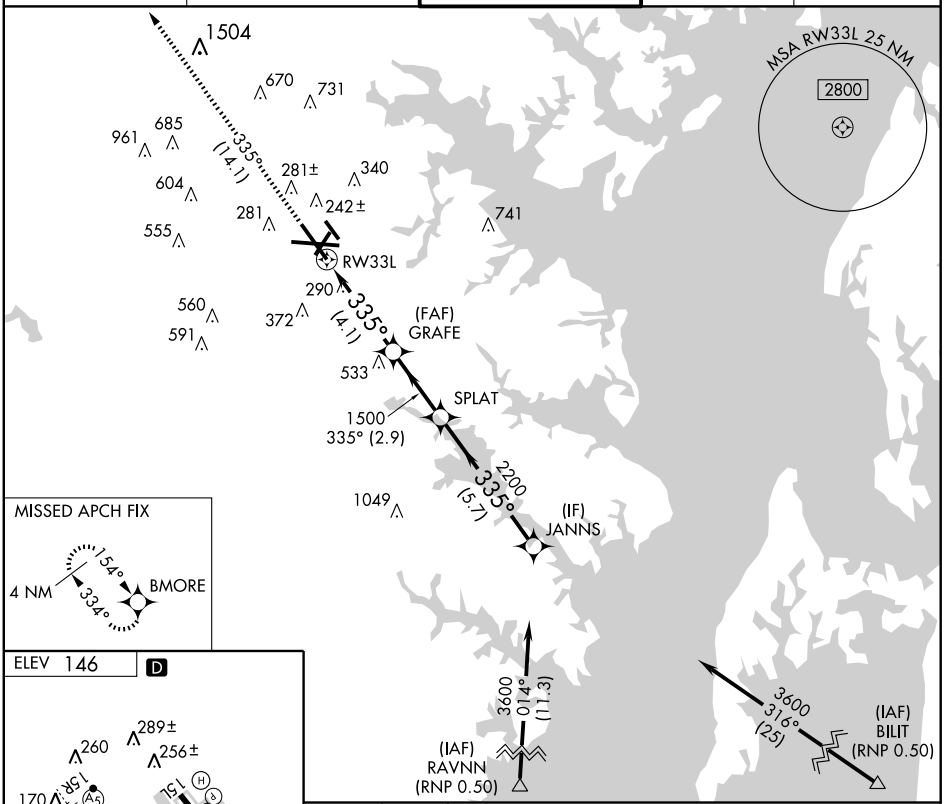
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (RNP) Z RWY 33L

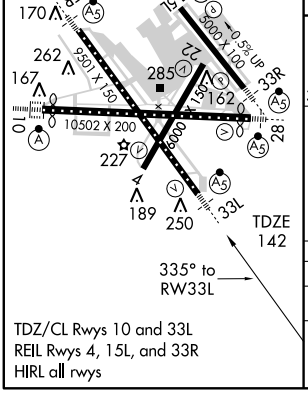
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000.

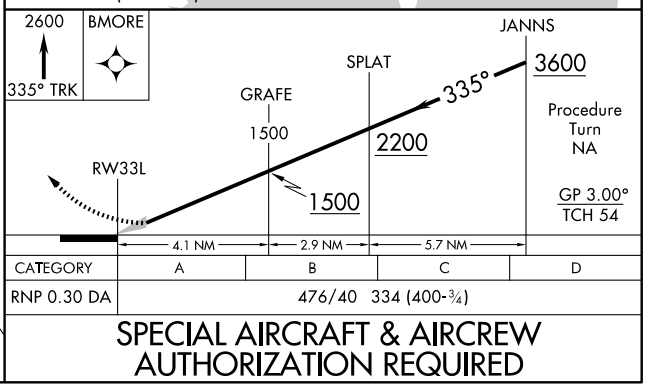
MALSR

MISSED APPROACH: Climb to 2600 via track 335° to BMORE and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







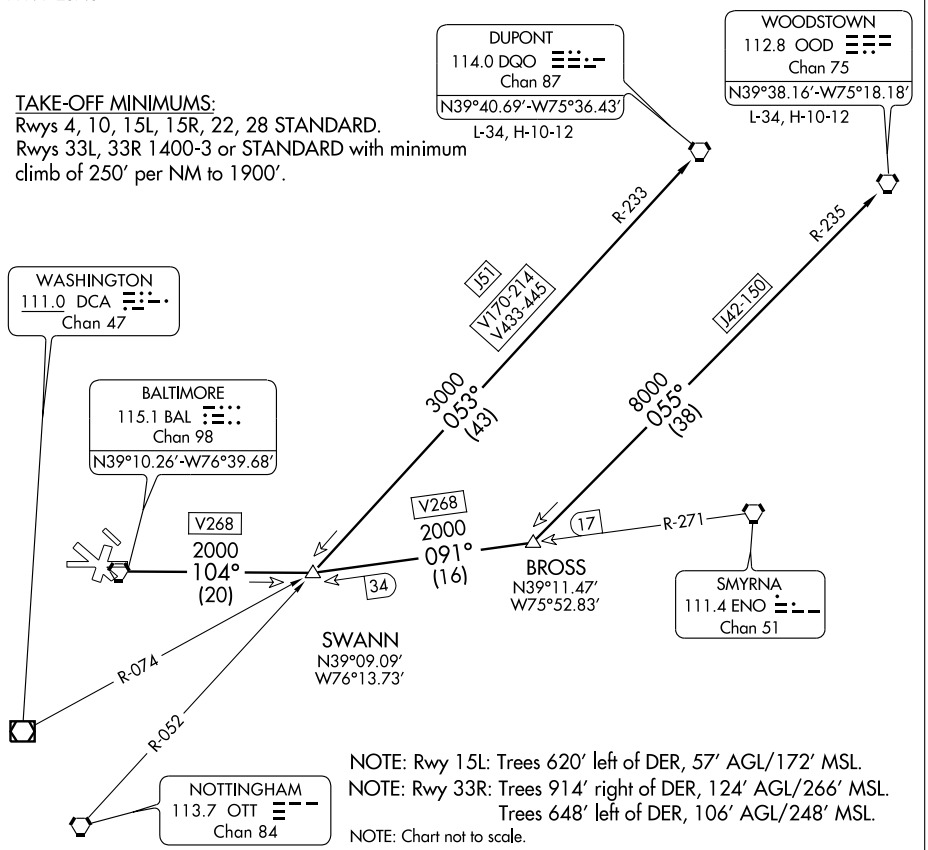
CATEGORY	A	B	C	D
RNP 0.30 DA	476/40	334 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.



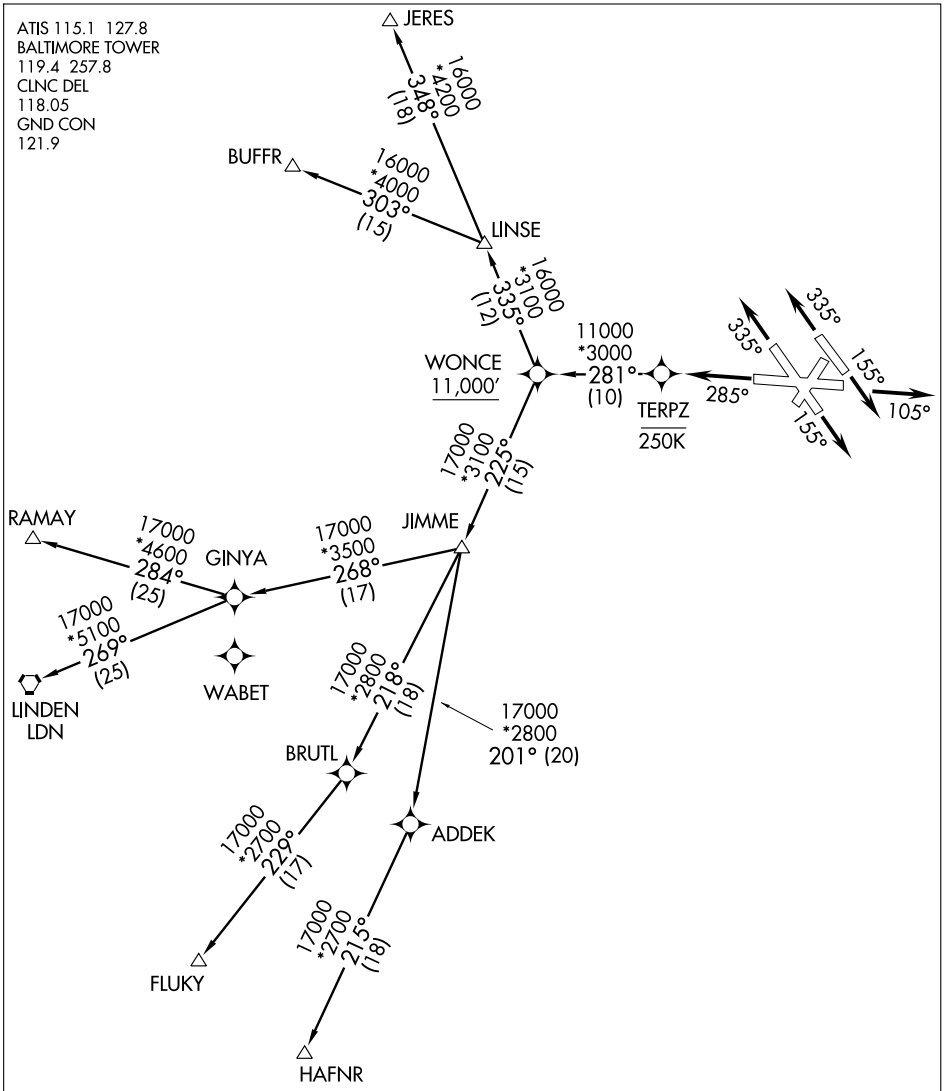
NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....
PROPS: Fly runway heading. Thence....
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence....
....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.
WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.

NE-3, 21 OCT 2010 to 18 NOV 2010

TERPZ TWO DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:
Rwys 4, 22: NA - Air Traffic.
Rwys 10,15R, 15L, 28, 33R, 33L: STANDARD with minimum climb of 500 feet per NM to 2,500. ATC climb of 500 feet per NM to 11,000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Do not exceed 250 Kias until passing TERPZ.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15R: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 15L: Climb heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 33R: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 33L: Climb heading 335°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 105°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 285°, or as assigned, for radar vectors to TERPZ, Thence. . . .

. . . . via assigned transition, expect further clearance to filed altitude within 10 minutes after departure.

BUFFR TRANSITION (TERPZ2.BUFFR):

FLUKY TRANSITION (TERPZ2.FLUKY):

HAFNR TRANSITION (TERPZ2.HAFNR):

JERES TRANSITION (TERPZ2.JERES):

LINDEN TRANSITION (TERPZ2.LDN):

RAMAY TRANSITION (TERPZ2.RAMAY):

TAKE-OFF OBSTACLES:
Rwy 28: Tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL.
Rwy 15R: Multiple trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL.
Rwy 15L: Multiple trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL.
Rwy 33R: Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.
Rwy 33L: Fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL.
Rwy 10: Building 52' from DER, 319' left of centerline, 13' AGL/133' MSL.

NE-3, 21 OCT 2010 to 18 NOV 2010

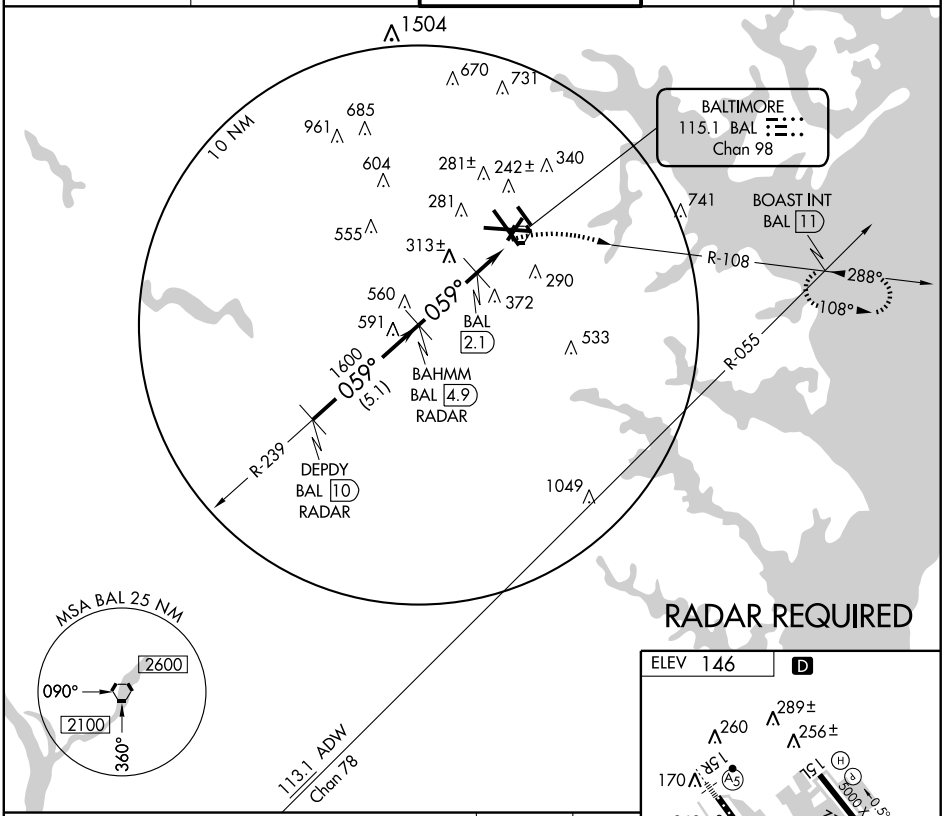
VORTAC BAL 115.1 Chan 98	APP CRS 059°	Rwy ldg 6000 TDZE 146 Apt Elev 146

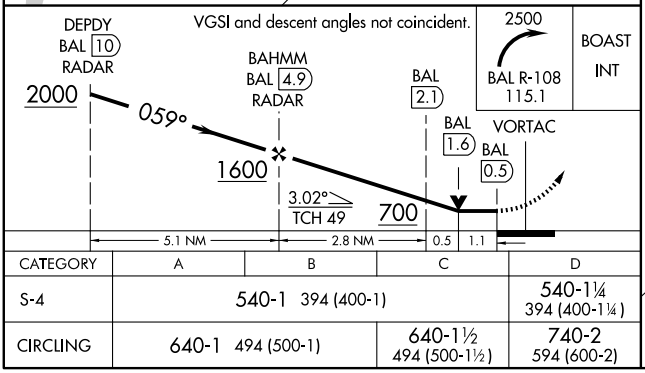
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

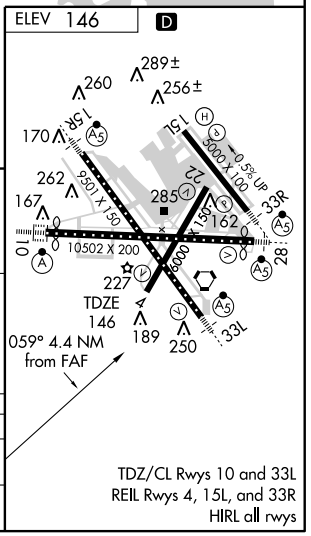
VOR/DME RWY 4

MISSED APPROACH: Climbing right turn to 2500 via BAL R-108 to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-4	540-1 394 (400-1)			540-1¼ 394 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

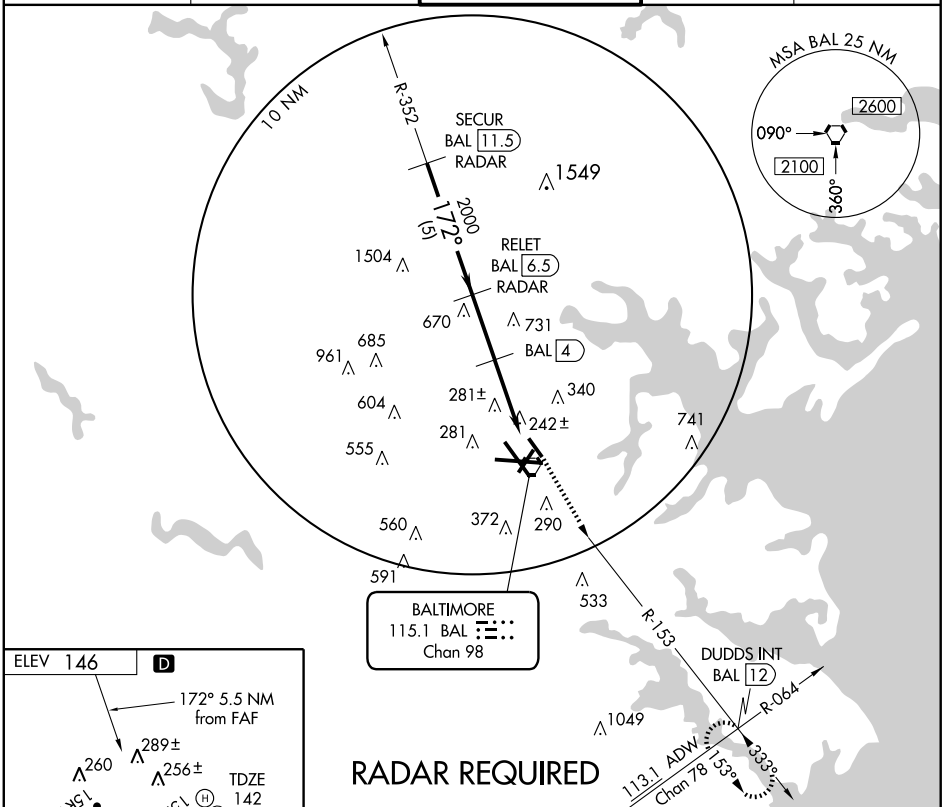
VORTAC BAL	APP CRS	Rwy ldg	5000
115.1	172°	TDZE	142
Chan 98		Apt Elev	146

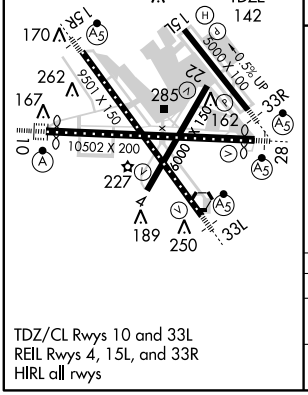
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

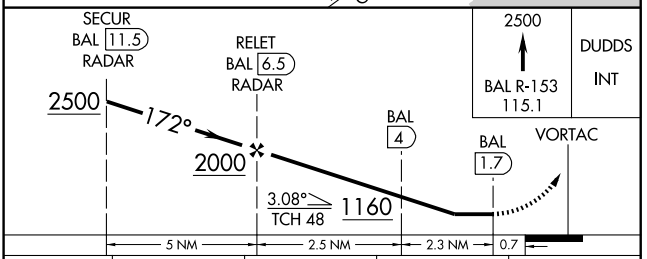
VOR/DME RWY 15L

MISSED APPROACH: Climb to 2500 via BAL R-153 to DUDDS Int/BAL 12 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-15L	600/50 458 (500-1)		600/60 458 (500-1¼)	600-1½ 458 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

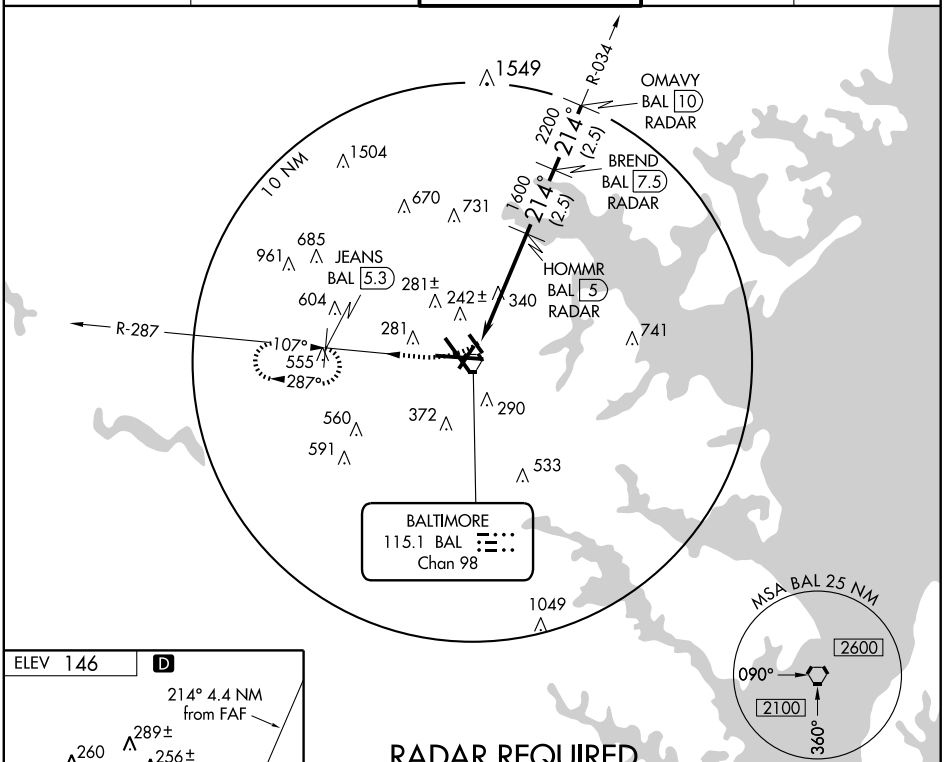
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BAL 115.1 Chan 98	APP CRS 214°	Rwy Idg 6000 TDZE 143 Apt Elev 146

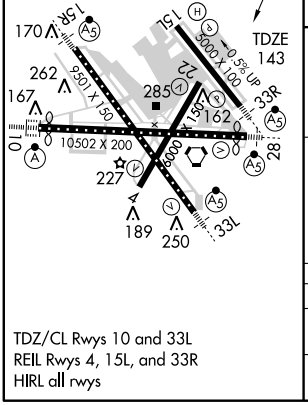
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
VOR/DME RWY 22

MISSED APPROACH: Climbing right turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

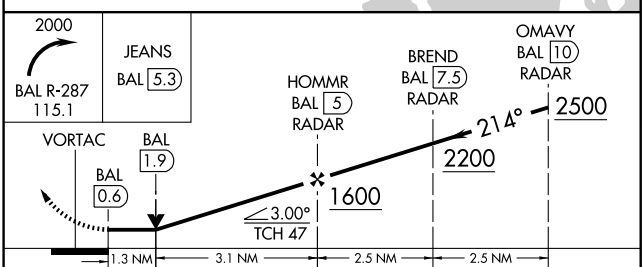
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05



RADAR REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
S-22	600-1 457 (500-1)		600-1¼ 457 (500-1¼)	600-1½ 457 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC	APP CRS	Rwy Idg	9501
BAL 115.1 Chan 98	349°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

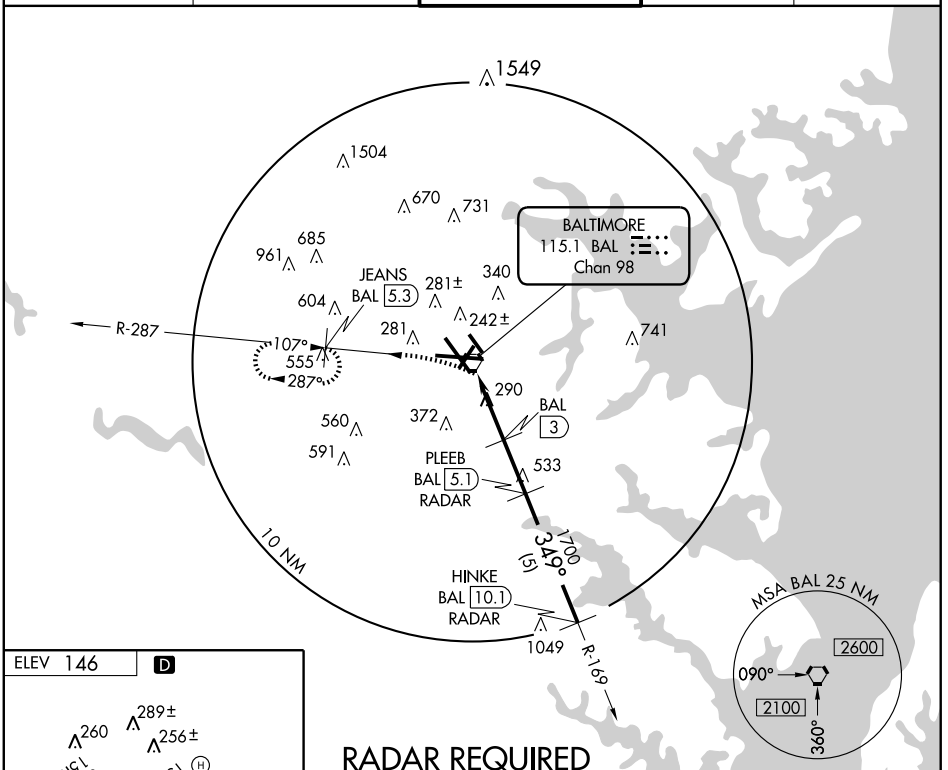
VOR/DME RWY 33L

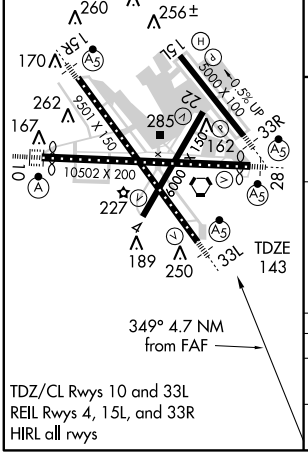
For inoperative MALSR, increase S-33L Cat D visibility to RVR 6000.

MALSR

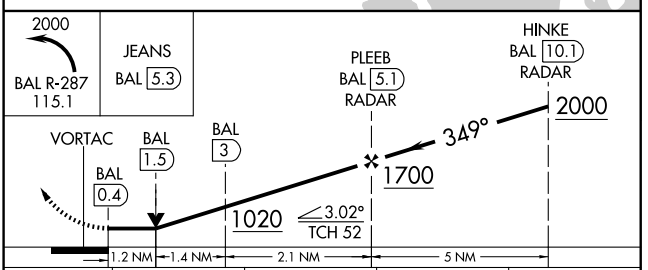
MISSED APPROACH: Climbing left turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



CATEGORY	A	B	C	D
S-33L	560/24 417 (500-½)		560/40 417 (500-¾)	560/50 417 (500-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC	APP CRS	Rwy Idg	9952
BAL 115.1 Chan 98	107°	TDZE	143
		Apt Elev	146

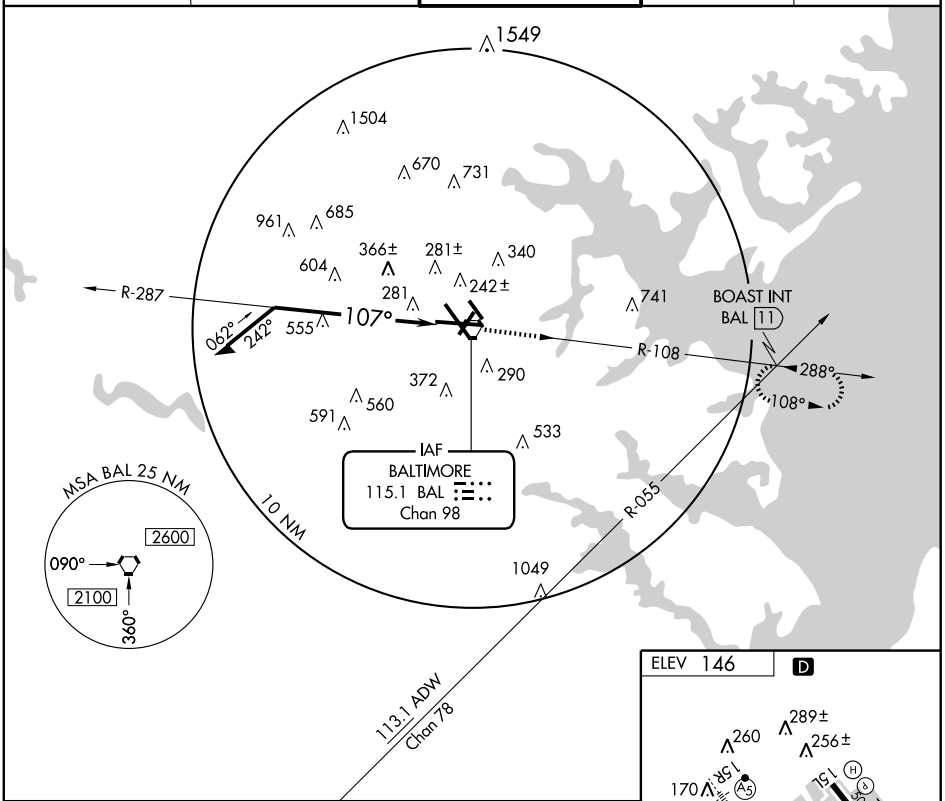
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

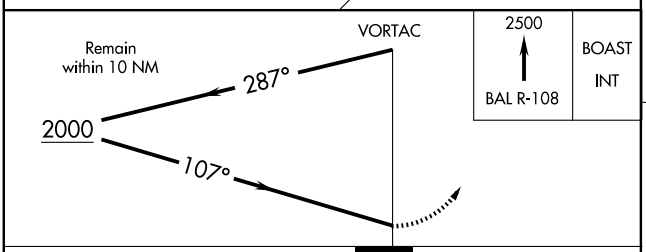
VOR RWY 10

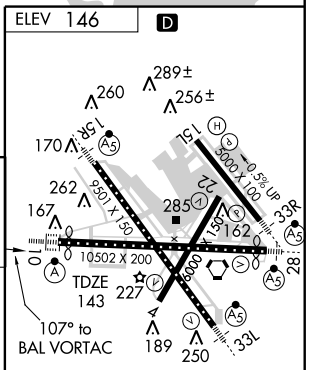
ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-108 to BOAST Int and hold.

ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05







CATEGORY	A	B	C	D
S-10	1320/40 1177 (1200-¾)	1320/50 1177 (1200-1)	1320-2½ 1177 (1200-2½)	
CIRCLING	1320-1¼ 1174 (1200-1¼)	1320-1½ 1174 (1200-1½)	1320-3 1174 (1200-3)	

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BAL	APP CRS	Rwy Idg	10002
115.1	279°	TDZE	143
Chan 98		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

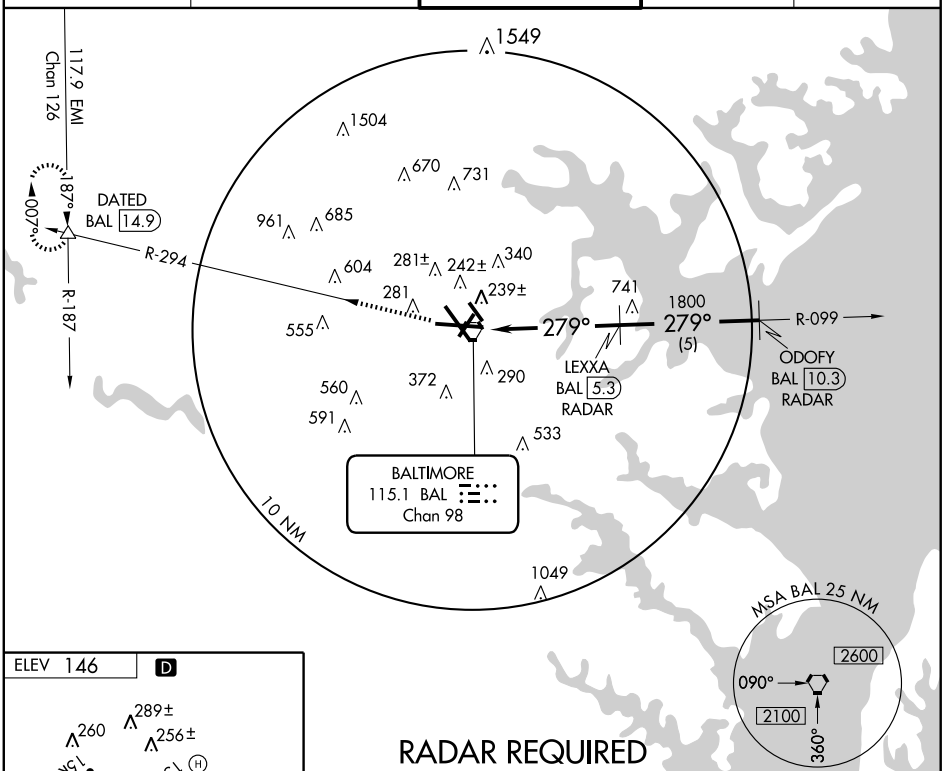
VOR RWY 28

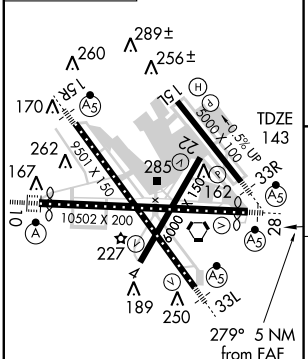
T
A NA — For inoperative MALSR increase S-28 Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2500 via BAL R-294 to DATED Int/BAL 14.90 DME and hold.

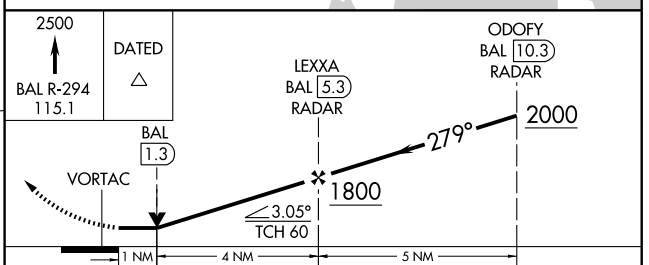
ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.7 290.475	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-28	500/24 357 (400-½)			500/50 357 (400-1)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

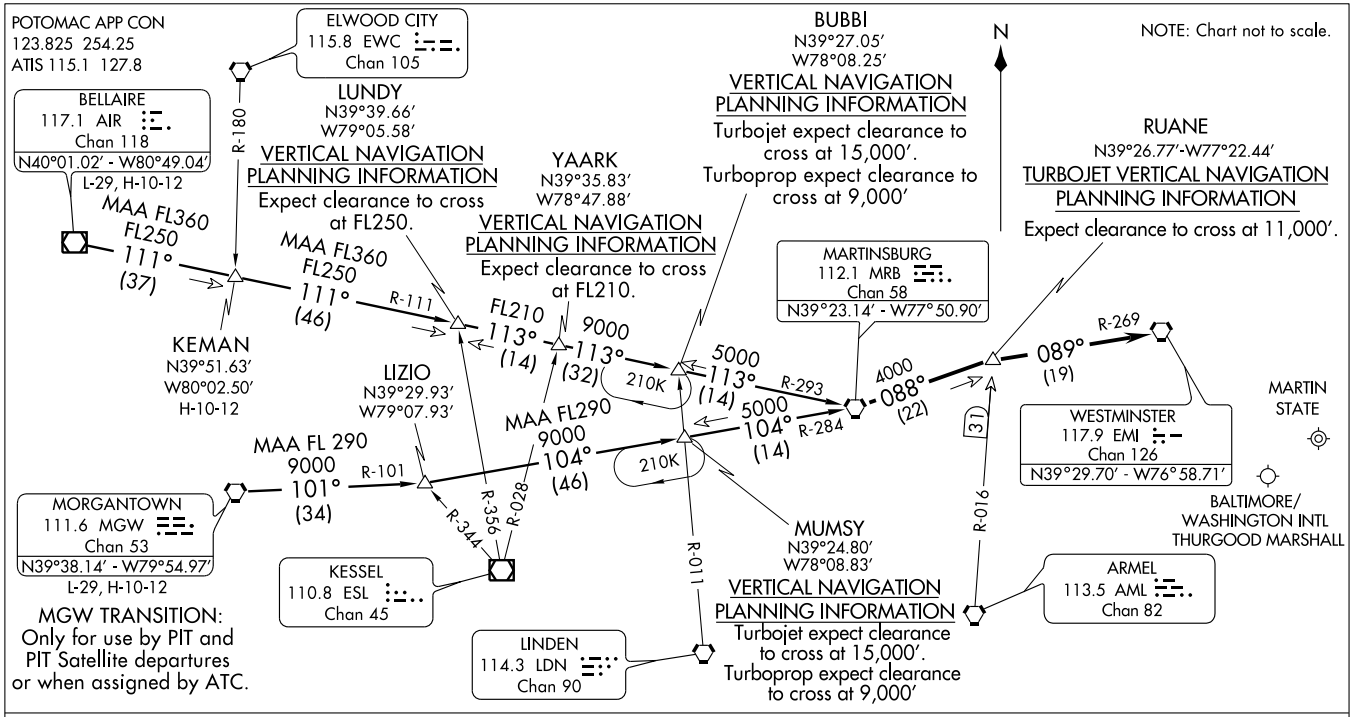
WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

07298

07298

ST-804 (FAA)



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

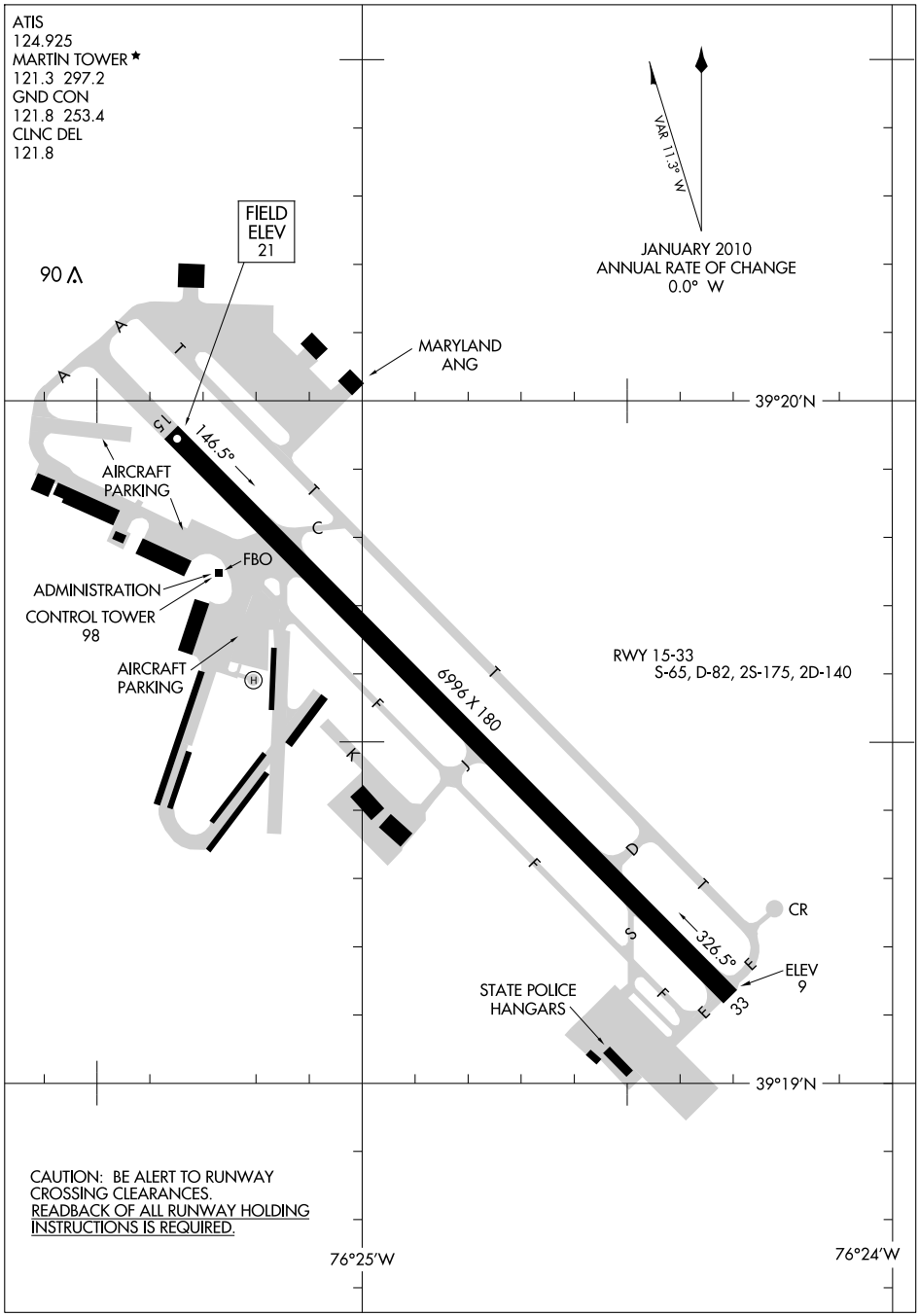
BALTIMORE, MARYLAND

BALTIMORE, MARYLAND

AIRPORT DIAGRAM

AL-5222 (FAA)

BALTIMORE/MARTIN STATE (MTN)
BALTIMORE, MARYLAND



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BALTIMORE, MARYLAND
BALTIMORE/MARTIN STATE (MTN)

10210

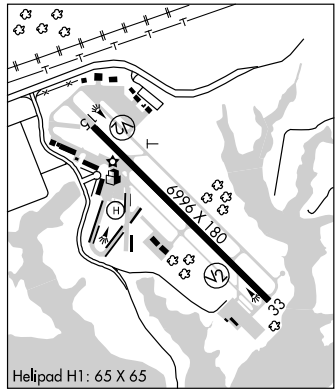
MARTIN STATE (MTN)(KMTN)(ANG) 9 E UTC−5(−4DT) N39°19.54′ W76°24.83′ **WASHINGTON COPTER**

21 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MTN

RWY 15–33: H6996X180 (ASPH–GRVD) S–65, D–82, 2S–175, 2D–140 HIRL **H–10H, 12I, L–29E, 34F, 36J, A IAP, AD**

RWY 15: REIL. PVASI(PSIL)—GA 4.0° TCH 37′. P-line.

RWY 33: REIL. PVASI(PSIL)—GA 2.9° TCH 44′. Trees.



MILITARY SERVICE: FUEL J8 (NC–100LL, A) **TRAN ALERT** Minimum tran maintenance and parking avbl during normal duty hr and Unit Training Assemblies. No fleet svc avbl.

AIRPORT REMARKS: Attended 1100–0400Z‡. CAUTION: Seagulls on and invof arpt. Noise abatement procedures in effect. When twr closed no practice landings or approaches. PPR for practice tkf and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978); turbo prop and civil jet acft 1499(1478), military jet acft 1999(1978). Airport conditions unmonitored 0400–1100Z‡. Helipad 800 ft left of AER 33. Mowing ops conducted Apr–Sep 1330–2130Z‡. For additional information ctc arpt manager 410–682–8800. Rwy 15 PVASI unusable byd 5° right of course. Rwy 33 PVASI unusable byd 5° left of course and unusable byd 8° right of course. When twr closed ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33—CTAF. When twr clsd ACTIVATE Twy F lgts—UNICOM.

MILITARY REMARKS: RSTD No practice apch or ldg 0300–1100Z‡. 8100′ avbl for tkf Rwy 15 and ldg Rwy 33 for mil acft only. PPR for practice tkf and ldg for acft weighing more than 12,500 lb. **CAUTION** BASH II in effect Aug–Dec. **TFC PAT** TPA—C–130/Jet 1500(1478), A–10 2000 (1978). **ANG** PPR for servicing and use of ANG parking ramp only, DSN 243–6375/6376, C410–918–6375/6376. Duty hr Tue–Fri 1130–2200Z‡. If destination is ANG, indicate in flight plan remark. Call Comd Post/Dispatch 20 minutes prior to ldg. Space avbl passenger require security screening in accordance with MAJCOM direct. For space avbl information, please contact DSN 243–6511, C410–918–6511.

WEATHER DATA SOURCES: AWOS–3 124.925 C410–682–8848

COMMUNICATIONS: CTAF 121.3 **ATIS** 124.925 **UNICOM** 122.95

Ⓡ **POTOMAC APP/DEP CON** 119.0 282.275 **POTOMAC CLNC DEL** 121.8 (When Martin tower clsd)

TOWER 121.3 297.2 (1100–0300Z‡) **GND CON** 121.8 253.4

175 FG COMD POST (A10) (RAVEN OPS) 347.2 (C130) (CRAB OPS) 384.1

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 062° 14.8 NM to fld. 140/11W.

ILS/DME 110.7 I–BQG Chan 44 Rwy 15. LOC only. Localizer offset. DME also serves Rwy 33. ILS unmonitored when twr clsd.

ILS/DME 110.7 I–MTN Chan 44 Rwy 33. DME also serves Rwy 15. ILS unmonitored when twr clsd.

HELIPAD H1: H65X65 (CONC)

HELIPORT REMARKS: Perimeter lgts.

PIER 7 (4MD) 3 SE UTC−5(−4DT) N39°16.33′ W76°34.30′ **WASHINGTON COPTER**

16 B NOTAM FILE DCA

HELIPAD H1: H45X45 (CONC)

HELIPORT REMARKS: Attended 1400–2300Z‡. Perimeter lgts. ACTIVATE perimeter lighting—123.075.

COMMUNICATIONS: CTAF 123.025

BAY BRIDGE (See STEVENSVILLE)

BENNETT (See SALISBURY)

LOC/DME I-MTN	APP CRS	Rwy Idg	6996
110.7	326°	TDZE	14
Chan 44		Apt Elev	21

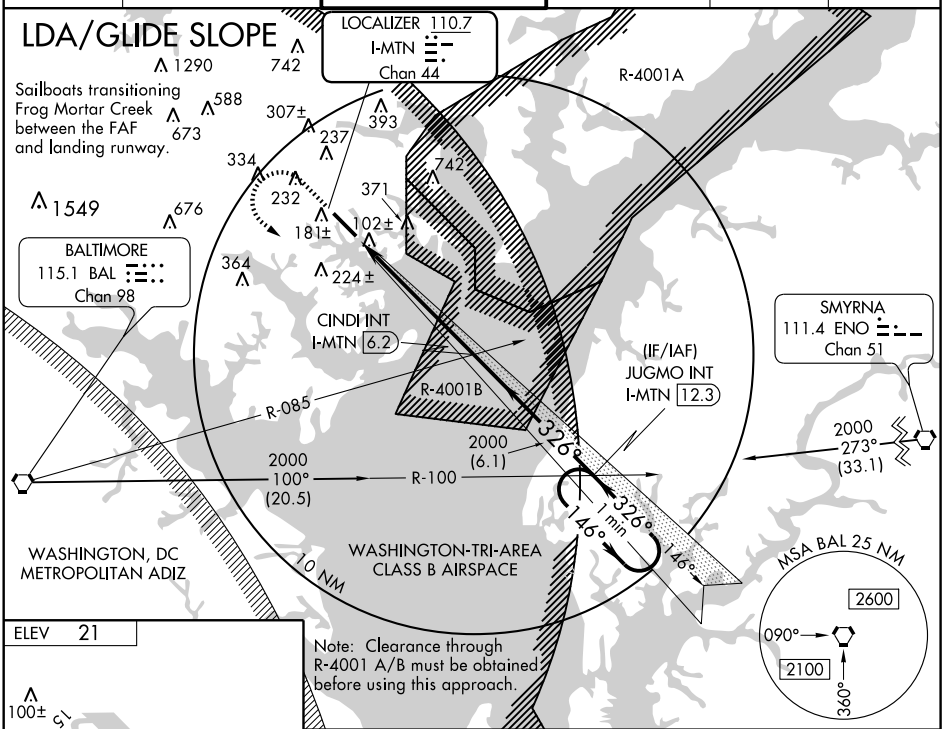
LDA RWY 33

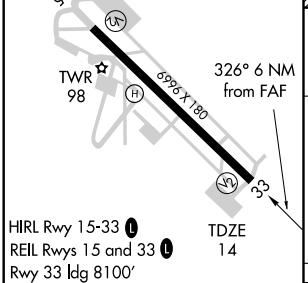
BALTIMORE / MARTIN STATE (MTN)

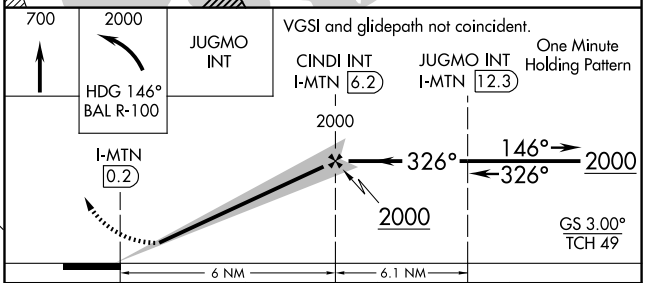
RADAR REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and raise all MDA 60 feet and raise S-LDA 33 Cat C and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 146°and BAL VORTAC R-100 to JUGMO Int/ 12.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-LDA/GS 33	264-1 250 (300-1)			
S-LDA 33	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	520-1 499 (500-1)		520-1½ 499 (500-1½)	680-2 659 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BQG	APP CRS	Rwy Idg	6996
110.7	144°	TDZE	22
Chan 44		Apt Elev	22

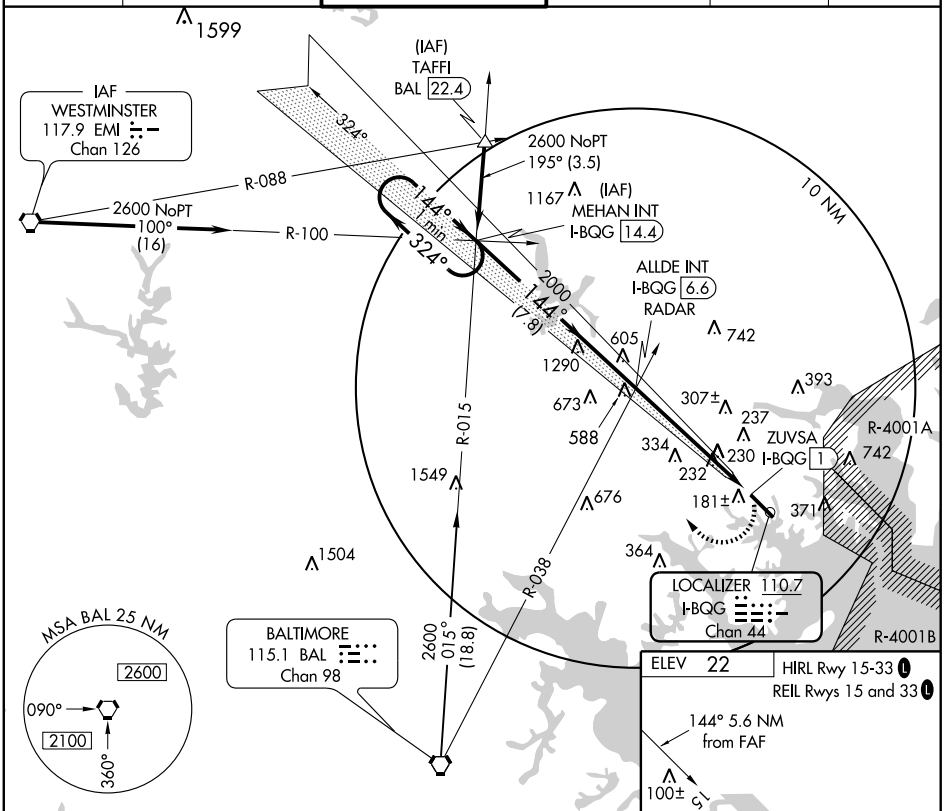
LOC RWY 15

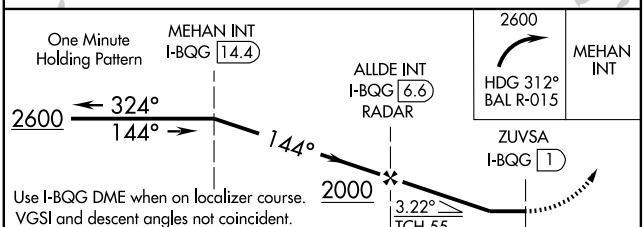
BALTIMORE / MARTIN STATE (MTN)

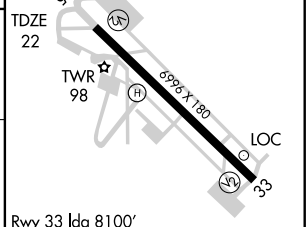
If local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via heading 312° and BAL R-015 to MEHAN Int/I-BQG 14.4 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95







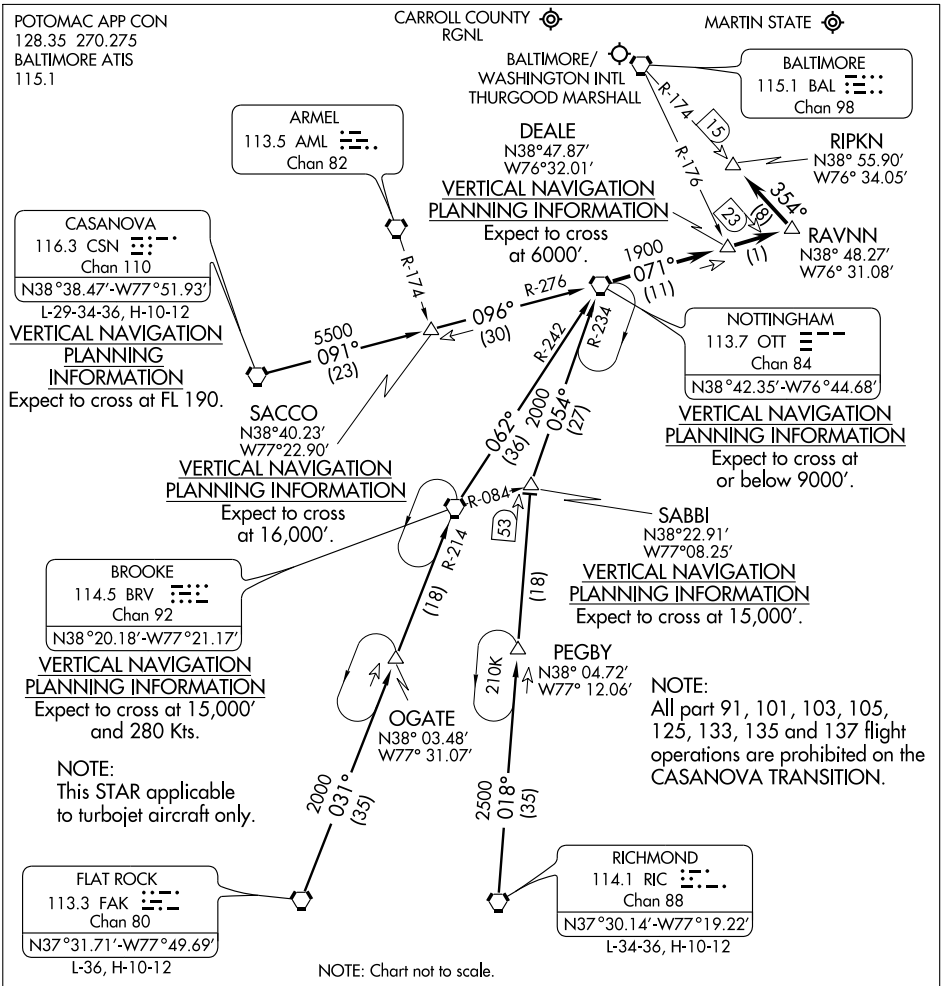
CATEGORY	A	B	C	D
S-15	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

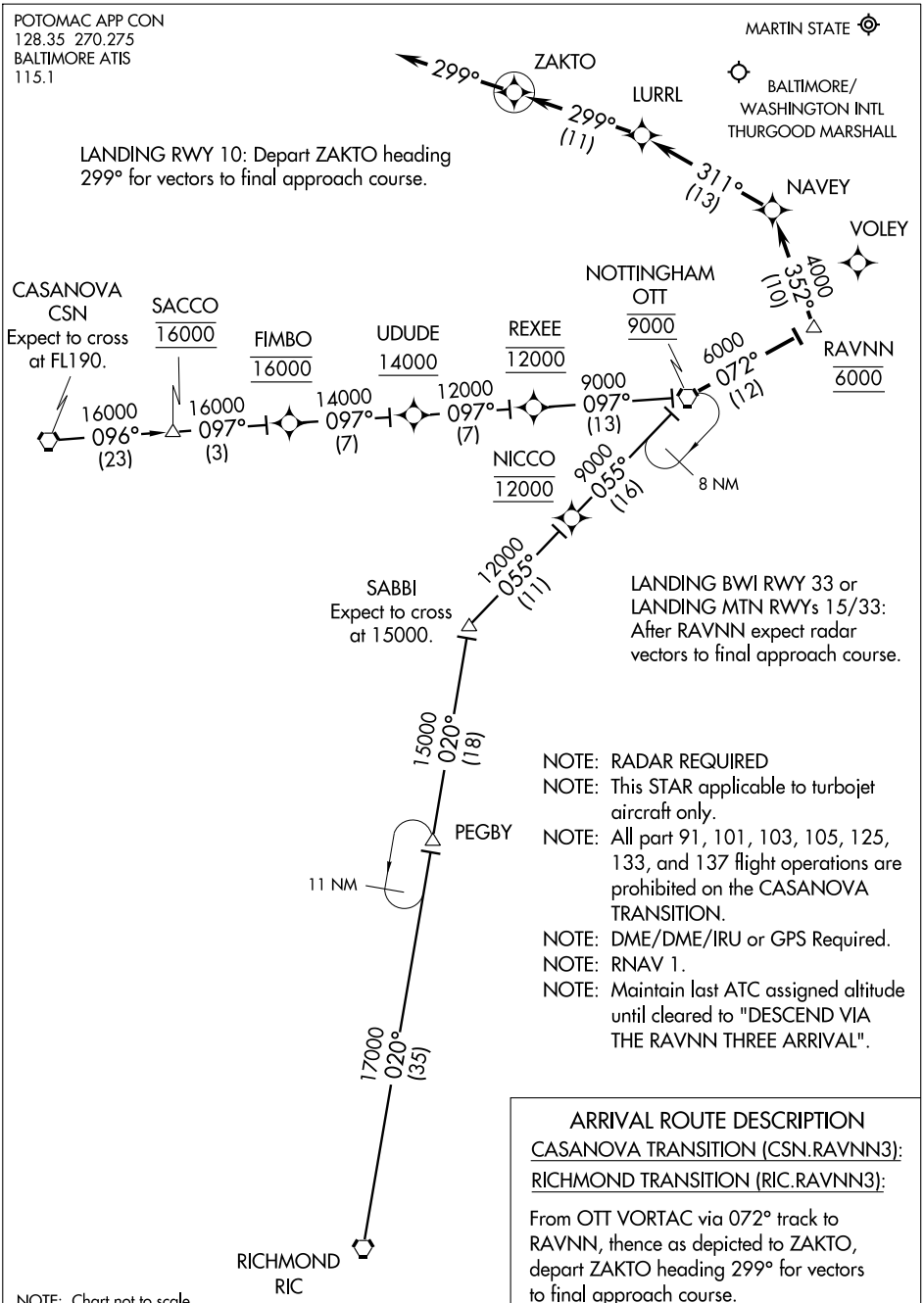
(OTT.OTT6) 08101

NE-3, 21 OCT 2010 to 18 NOV 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

NE-3, 21 OCT 2010 to 18 NOV 2010



RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

(RAVNN.RAVNN3) 09239

RNAV (GPS) RWY 15

BALTIMORE / MARTIN STATE (MTN)

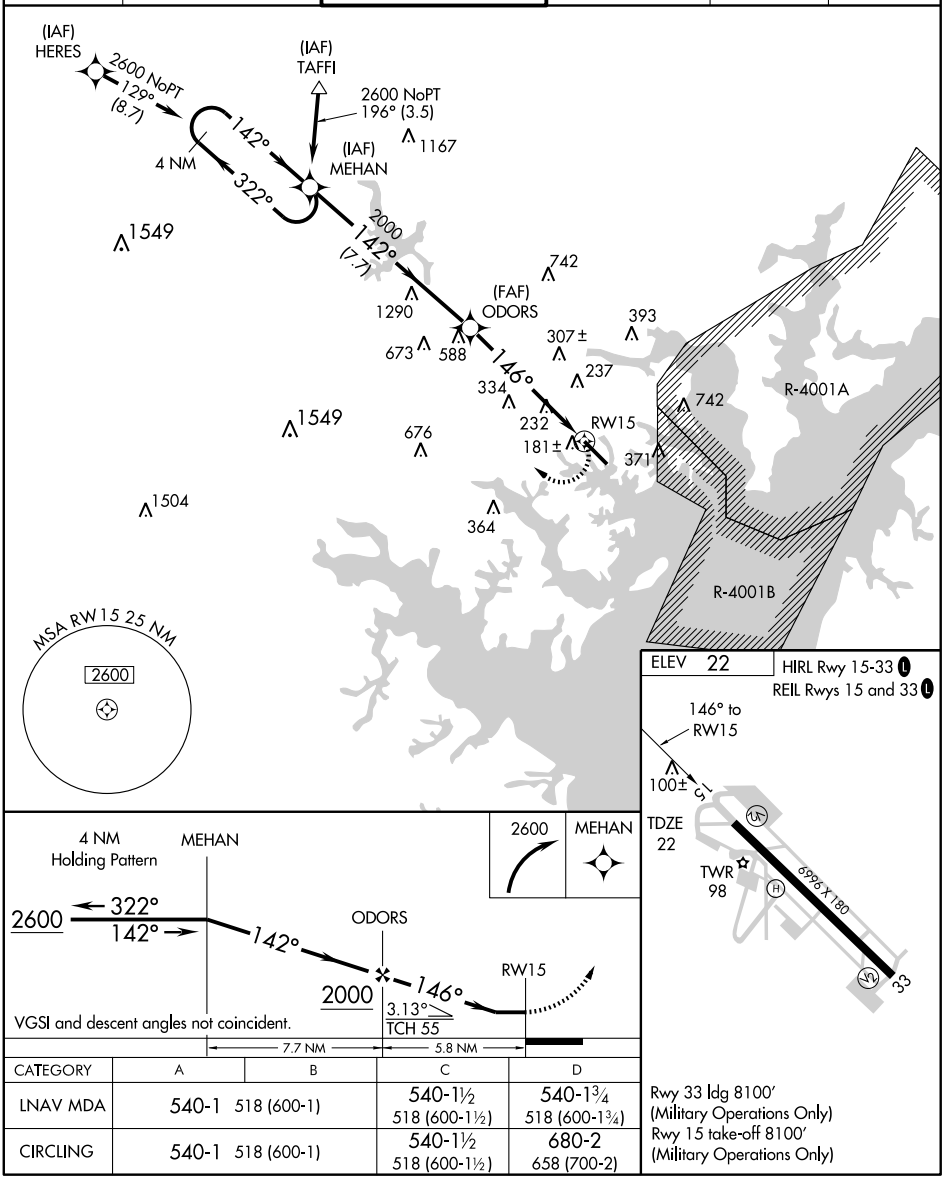
APP CRS	Rwy Idg	6996
146°	TDZE	22
	Apt Elev	22

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2600 direct MEHAN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	540-1 518 (600-1)		540-1½ 518 (600-1½)	680-2 658 (700-2)

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

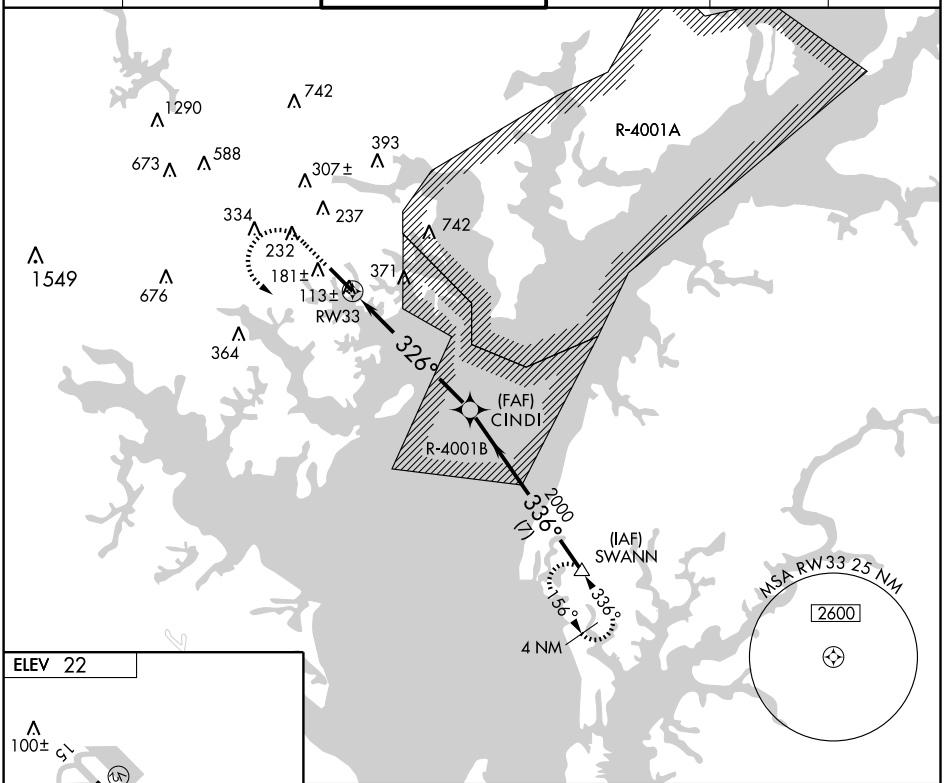
BALTIMORE / MARTIN STATE (MTN)

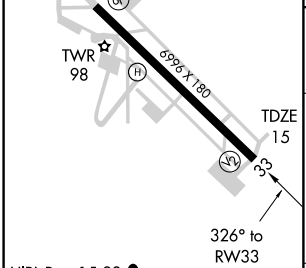
APP CRS	Rwy Idg	6996
326°	TDZE	15
	Apt Elev	22

Clearance through R-4001 A/B must be obtained before using this approach.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

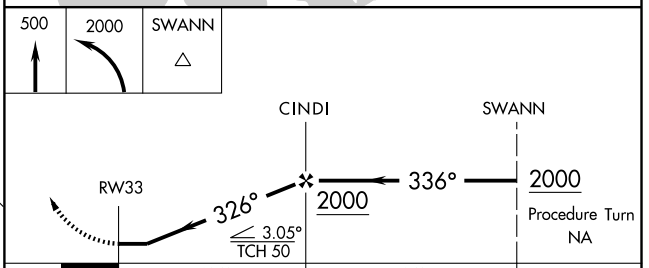
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SWANN WP and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95





HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)



CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)			380-1¼ 365 (400-1¼)
CIRCLING	520-1 498 (500-1)		520-1½ 498 (500-1½)	680-2 658 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

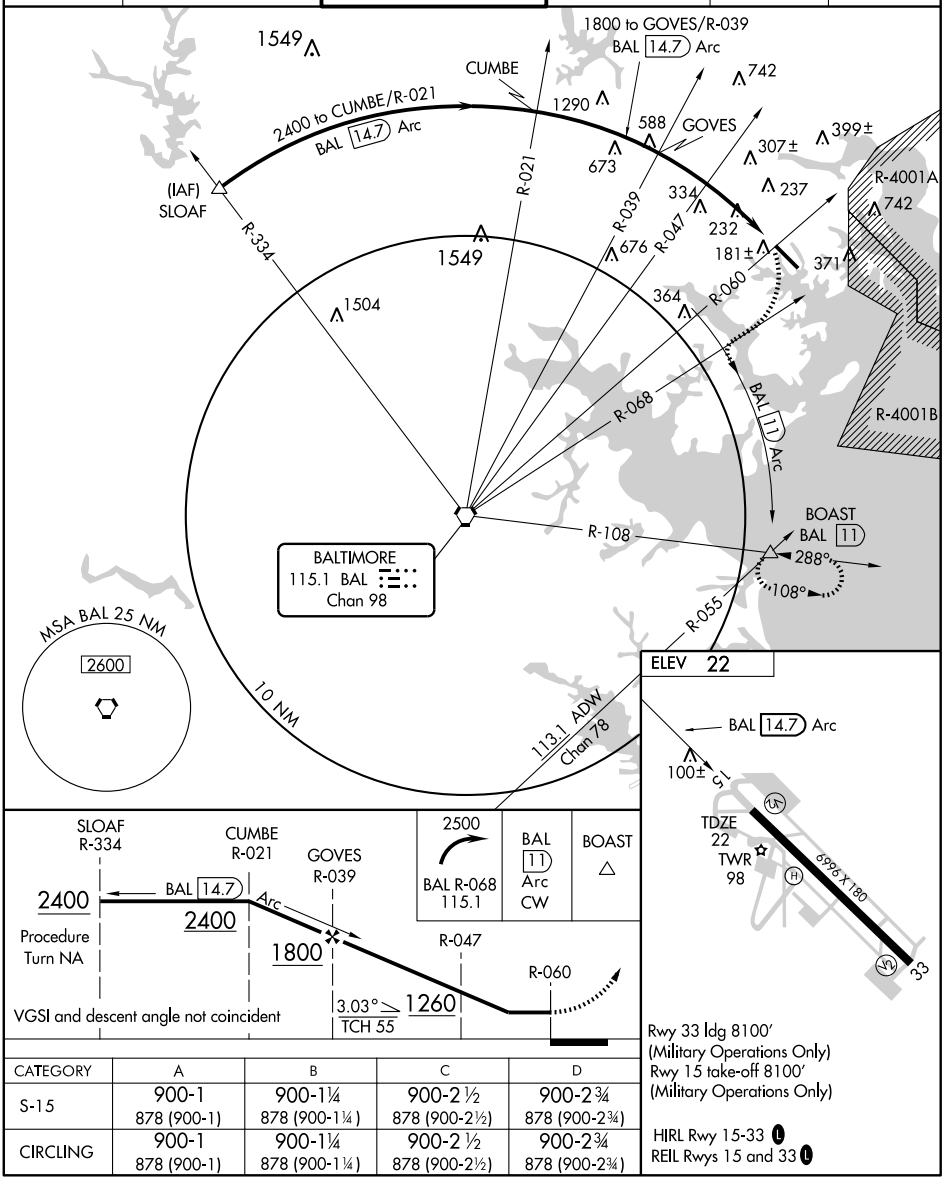
VORTAC BAL 115.1 Chan 98	BAL 14.7 Arc	Rwy Idg 6996 TDZE 22 Apt Elev 22

VOR/DME or TACAN Z RWY 15

BALTIMORE / MARTIN STATE (MTN)

MISSED APPROACH: Climbing right turn to 2500 via BAL R-068 and BAL 11 DME Arc clockwise to BOAST Int/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 297.2	121.8 253.4	121.8	122.95



CATEGORY	A	B	C	D
S-15	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)
CIRCLING	900-1 878 (900-1)	900-1¼ 878 (900-1¼)	900-2½ 878 (900-2½)	900-2¾ 878 (900-2¾)

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

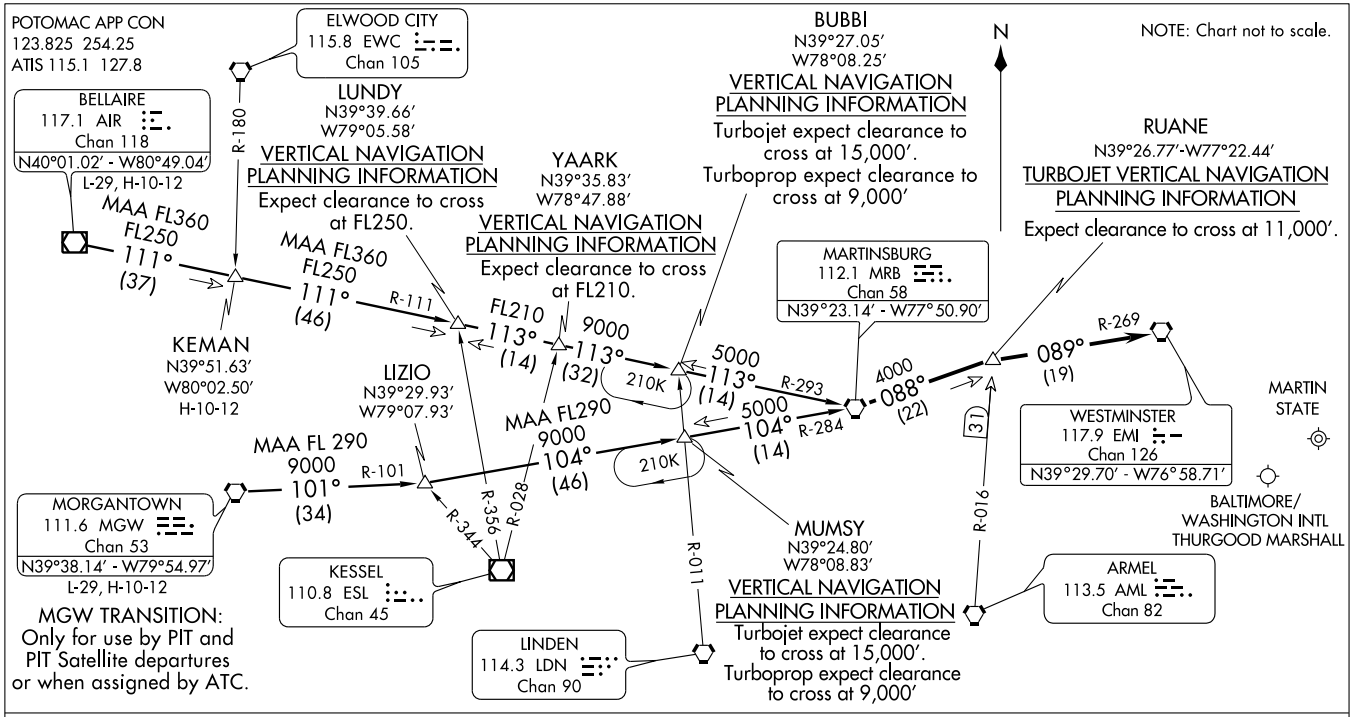
WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

07298

07298

ST-804 (FAA)



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

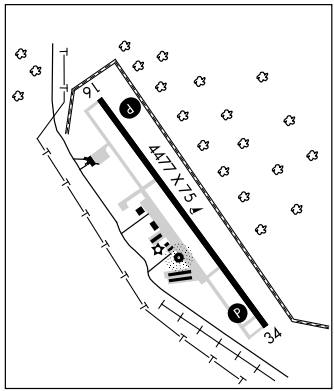
. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

BALTIMORE, MARYLAND

BALTIMORE, MARYLAND

CAMBRIDGE–DORCHESTER (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′
20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA
RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL
RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.
WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.
NDB (MHW) 355 CGE N38°32.23′ W76°01.83′ at fld.

WASHINGTON
L–34F, 36I, A
IAP



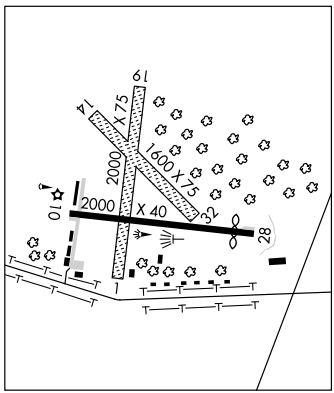
CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)

CECIL CO (See ELKTON)

CHURCHVILLE

HARFORD CO (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′
409 B S4 **FUEL** 100LL NOTAM FILE DCA
RWY 10–28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W
RWY 10: REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.
RWY 01–19: 2000X75 (TURF) 0.5% up S
RWY 01: Pole. **RWY 19:** Trees.
RWY 14–32: 1600X75 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.
DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.

WASHINGTON
L–29E, 34F, 36J, A
IAP



CLEARVIEW AIRPARK (See WESTMINSTER)

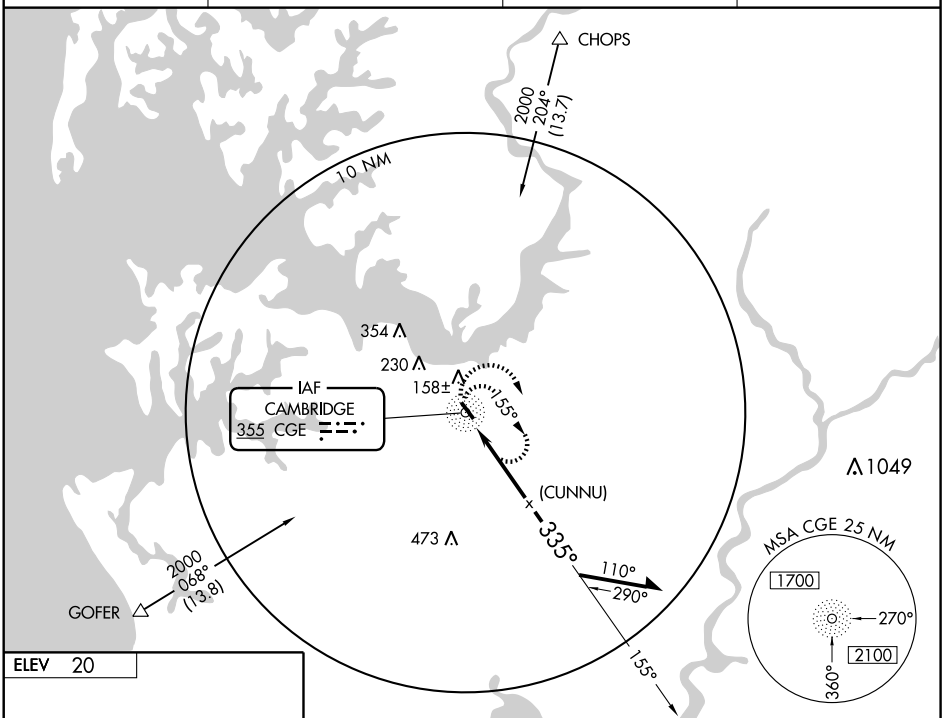
NDB CGE 355	APP CRS 335°	Rwy Idg 4477 TDZE 20 Apt Elev 20

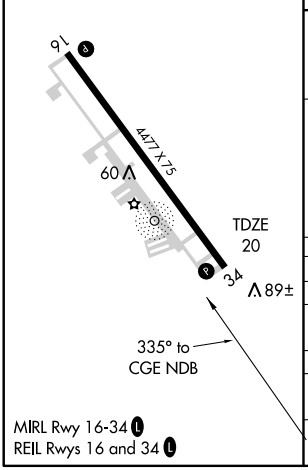
NDB or GPS RWY 34
CAMBRIDGE-DORCHESTER (CGE)

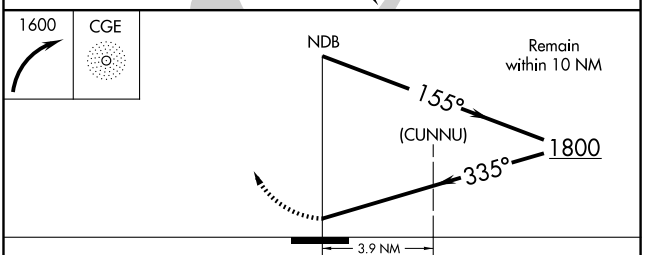
When Cambridge altimeter not received, use Salisbury altimeter.

MISSED APPROACH: Climbing right turn to 1600 in CGE NDB holding pattern.

ASOS	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L







CATEGORY	A	B	C	D
S-34	440-1 420 (500-1)		440-1¼	420 (500-1¼)
CIRCLING	460-1 440 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)
SALISBURY ALTIMETER MINIMUMS				
S-34	560-1 540 (600-1)		560-1½ 540 (600-1½)	560-1¾ 540 (600-1¾)
CIRCLING	580-1 560 (600-1)		580-1½ 560 (600-1½)	680-2 660 (700-2)

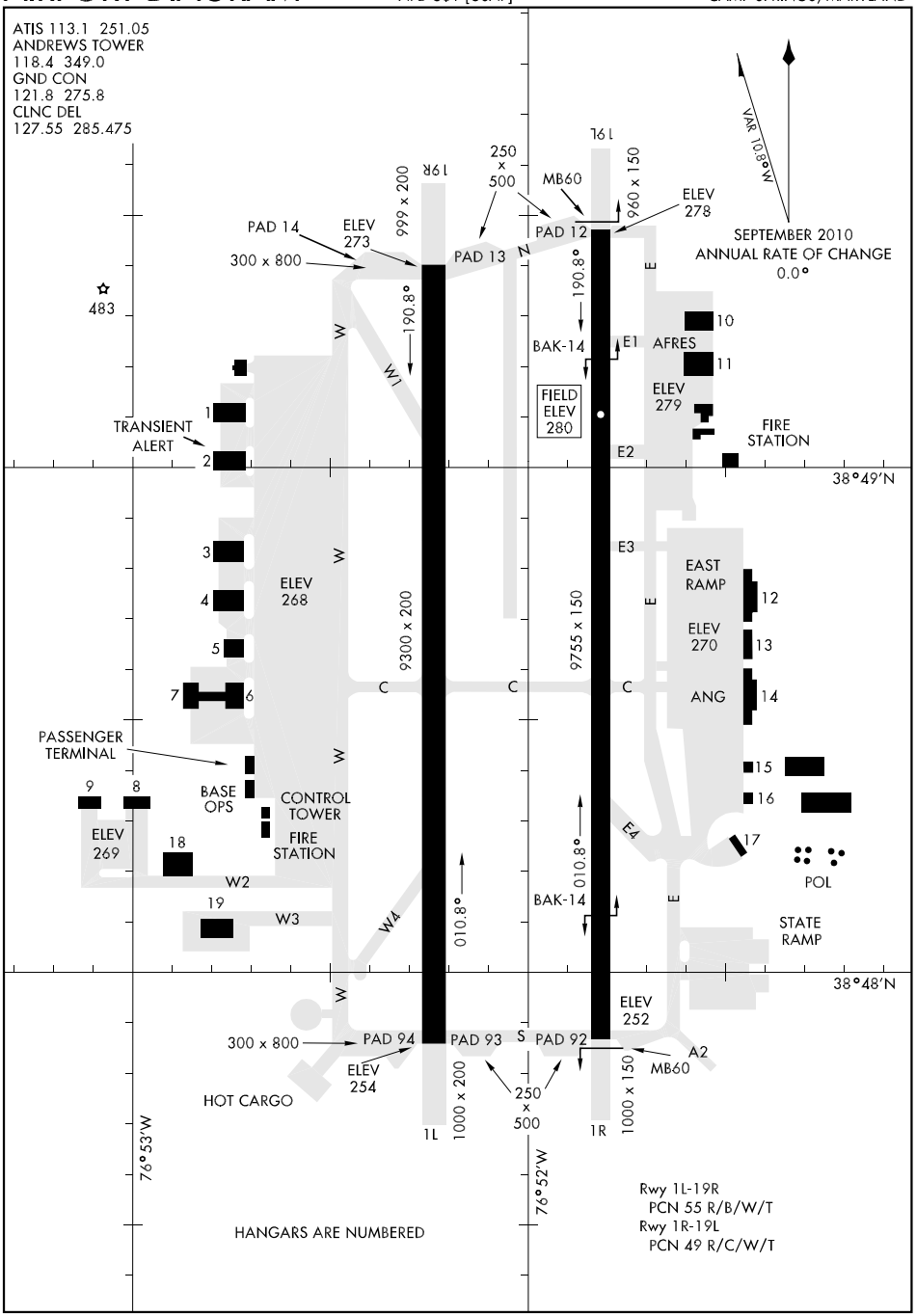
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ANDREWS AFB (KADW)

AFD-561 [USAF]

CAMP SPRINGS, MARYLAND



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CAMP SPRINGS, MARYLAND
ANDREWS AFB (KADW)

ABERDEEN N39°32.11′ W76°06.38′ NOTAM FILE DCA. WASHINGTON L–34F, 36J, A

NDB (MHWZ) 349 APG 226° 5.1 NM to Phillips AAF. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

ABERDEEN PROVING GROUND (See PHILLIPS AAF)

ANDREWS AFB (ADW)(KADW) AF/N (ANG AFRC) 3 E WASHINGTON COPTER H–10H, 12I, L–29E, 34F, 36I, A DIAP, AD

UTC−5(−4DT) N38°48.65′ W76°52.02′

280 B TPA—See Remarks AOE NOTAM FILE ADW Not insp.

RWY 01R–19L: H9755X150 (PEM) PCN 49 R/C/W/T HIRL

RWY 01R: ALSF1. PAPI(P4L). **RWY 19L:** ALSF1. PAPI(P4R).

RWY 01L–19R: H9300X200 (CONC) PCN 55 R/B/W/T HIRL CL

RWY 01L: ALSF2. TDZL. PAPI(P4L). **RWY 19R:** ALSF2. TDZL. PAPI(P4L).

ARRESTING GEAR/SYSTEM

RWY 01R HOOK BAK–14.

HOOK BAK–14. **RWY 19L**

MILITARY SERVICE: LGT Rwy 01L–19R PAPI and ILS rwy point of intercept not coincidental, Rwy 01L apch end PAPI located on rgt side of rwy. Rwy 01L–19R PAPI set for height group 4. Rwy 01R–19L PAPI and ILS rwy intercept point not coincidental. Rwy 01R–19L PAPI set for height group 3. **A–GEAR** BAK 12–A apch end Rwy 01R–19L not avbl and rqr 30 minutes prior notice weekdays from 1130–2230Z‡. Rwy 01R–19L Hook MB60 unsvc. **JASU** (A/M32A–86) 9(AM32–95) **JASU NAVY** 8(GTC–85) 9(NC–10C) 2(NC–8) 4(A/M47A–4). **FUEL** Expect 30 minute delay. Aircrew of tran acft rqr power on refueling must assist in refueling. J8. (NC–115, B+) **NAVY FUEL** J8. Avbl on req expect minimum 1 hr delay. **FLUID** SP PRESAIR De–Ice LPOX HPOX LOX **FLUID NAVY** ADI SP PRESAIR De–Ice expect extensive delay; LHOX LOX **OIL** SOAP

OIL NAVY O–128–133–148–156

TRAN ALERT NAVY Servicing not avbl T–33 acft. No maintenance/cargo handling avbl. Expect servicing delay. Local staging flight prohibited.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. Navy Transit Line opr 1130–2200Z‡, closed Federal holidays. **RSTD** Rwy 01L–19R south end underrun/overrun unusable due to pavement degradation. Rwy 01R–19L PCN 28 due to pavement cond ctc 89 OSS Afld Ops for waiver DSN 858–3411. Official Business Only. PPR for all acft. DVs, SAM, EVAC are exempt from restrictions however rqr PPR for tracking and ramp avbl. DSN 858–3411. Rwy closures normally Mon between 1300–2200Z‡. Rwy closure will alternate between the East and West rwy each week. All acft filing to Andrews AFB must call for ramp freeze information, ramp freezes close airfld up to 30 minutes, delays are possible. Up to date information on closures/ramp freezes will be in NOTAMS. No general aviation acft, no aero club support. No arr/dep of tran fighter acft with live forward firing munitions. All inbound acft ctc Command Post 30 min out with DV Codes, load message, blocktime, ETD and requirements. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arrival route avoid identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC or higher approval), ctc Twr/Gnd/ATIS for current Bird Watch Condition. All twys are 75′ wide except Twy E1 and Twy E2, Twy E btn Twy E1 and Twy E4 are only 50′ wide. Twy E, north of E3 clsd to acft with wingspan greater than 165′ (C5, B747, C17, KC10 etc.). Twy E4 ltd to C130 and C20/G5 and smaller acft. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. For remain overnight svc call Comd Post DSN 858–5058 or C301–981–5058. AM Ops does not have COMSEC storage facilities; tran crews should plan to arrive with appropriate amount of COMSEC to complete mission; COMSEC can be stored at COMD POST; DSN 858–5058, C301–981–5058. Compass rose closed except to towed acft. PAD 12 closed. Twy W2 is prohibited to acft with wingspans larger than 110′. **RSTD NAVY** Aircrews destination to East Ramp file 'East Ramp' in remark section of flight plan. **CAUTION** Extremely heavy VFR conflicting tfc north and south quadrants. Visibility above 3 miles restricted by trees. Wind flow from 200°–300° disrupted by hangar on southeast side of airfield. Deer hazard—Deer are active on Andrews airfield pilots report any activity to twr/PTD. Bird hazard—expect increased bird activity (Phase II) from Sep–Oct. Flight restricted zone and SFRA in the Washington DC Metropolitan area. All non–DOD acft must ctc Transportation Security Administration for Special Flight Rules Area (SFRA) waiver in accordance with ZDC NOTAM 5–7 days prior. Obst 365′ AGL water tower, near ANG fac and Dower House Rd, east side of afld, without obstruction lgts N48°54.8′ W51°08.8′ Obst erected: Crane 572′ MSL west of afld at new BRAC fac (N38°48′51.67″ W076°53′22.92″). Obst (acft tails) encroach upon 7:1 trns sfc; westside, btn prk rows 1–12, tail heights may encroach by 16′7″; East ramp tail heights may encroach by 51′6″. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. **TFC PAT** Because of extremely heavy air tfc to the west, all acft on overhead pattern will enter from the east, regardless of ldg rwy. TPA—Overhead pattern 2000(1720), rectangular pattern 1500(1220), lgt acft 1000(720), helicopter 800(520). Acft request VFR multi patterns must use twr VHF frequency. **NS ABTMT** 0000–1100Z‡, daily, no helicopter overflight or traffic pattern west of Rwy 01L–19R (over base housing) blo 800′ AGL. Scramble/Alert missions exempt. Strict compliance with procedure required. Airfield Management OPS DSN 858–3411, C301–981–3411. **NS ABTMT EAST RAMP** Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt during ice conditions. **MISC** All tran acft will hold on Twy W for follow–me vehicle prior to entering parking ramp. First 4300′ and last 325′ Rwy 01R concrete. Fighter/training acft bring engine covers. Acft with VIP expecting transfer to AF helicopter must ctc Mussel OPS (141.7 292.2) 15 minutes out if arrival will be different

CONTINUED ON NEXT PAGE

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than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z‡. OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay. **AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter East ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

COMMUNICATIONS: D–ATIS 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

TOWER 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

ANDREWS COMD POST 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.

(L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

KIRBE NDB (LOM) 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

ILS 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

ILS 110.5 I–VJM Rwy 01R.

ILS 110.5 I–GQZ Rwy 19L.

ILS 111.5 I–MXK Rwy 19R.

ASR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

ANNAPOLIS

LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′ **WASHINGTON COPTER**

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

RWY 12–30: H2500X48 (ASPH) LIRL **L–29E, 34F, 36I, A**

RWY 12: APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees. **IAP**

RWY 30: APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

AIRPORT REMARKS: Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Heavy bird and wildlife activity on and invof arpt. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

COMMUNICATIONS: CTAF 122.9

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA. **WASHINGTON COPTER L–29E, 34F, 36I, A**

NDB (MHW) 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI. **WASHINGTON COPTER**

(L) VORTAC 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W.

VORTAC unusable 133°–155° byd 20 NM blo 10,000′

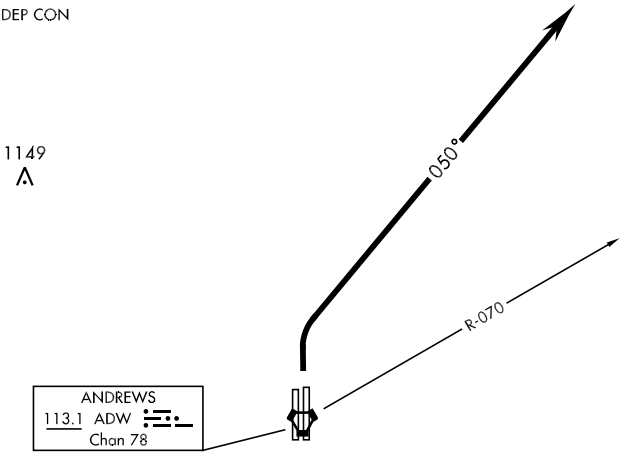
DME unusable 133°–155° byd 36 NM, 300°–349° byd 35 NM. **H–10H, L–29E, 34F, 36I, A**

RCO 122.2 122.1R 115.1T (LEESBURG RADIO)

ANDREWS ONE DEPARTURE

SL-561 [USAF]

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn right climb on track 050° to 3000. Expect radar vectors to intercept ADW R-070.

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS ONE DEPARTURE

SL-561 [USAF]

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

Rwy	Knots	60	120	180	240
1L/1R	V/V(fpm)	380	760	1140	1520

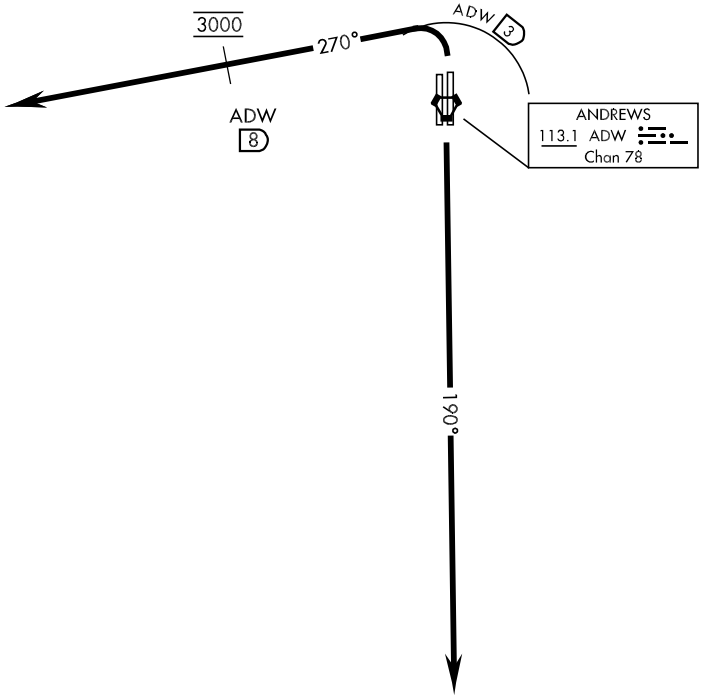
ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.

RADAR REQUIRED

1149
A

RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE



DEPARTURE ROUTE DESCRIPTION

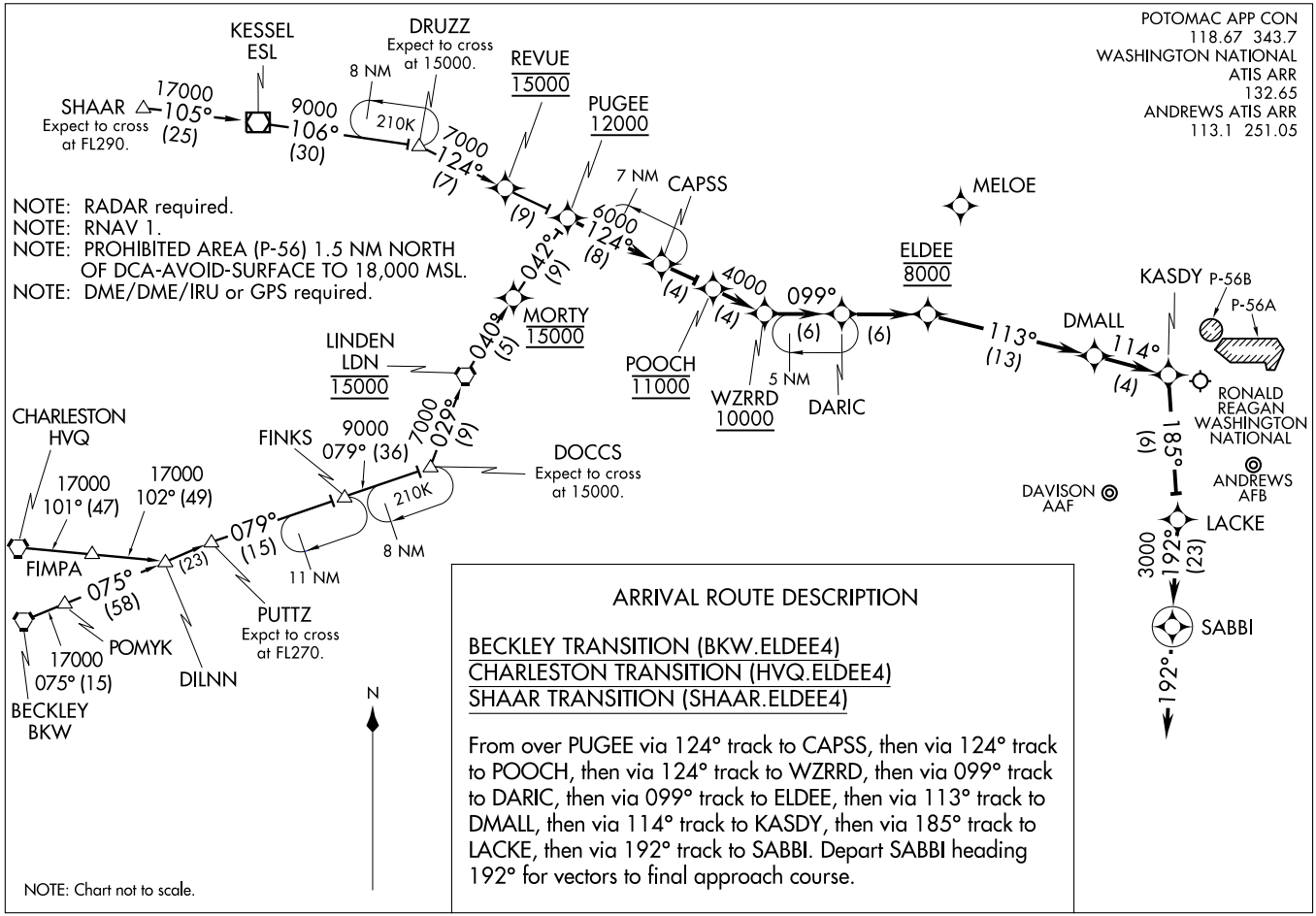
TAKE-OFF RWY 1L/1R: Turn left climb on track 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the west.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ELDEE4)
CHARLESTON TRANSITION (HVQ.ELDEE4)
SHAAR TRANSITION (SHAAR.ELDEE4)

From over PUGEE via 124° track to CAPSS, then via 124° track to POOCH, then via 124° track to WZRRD, then via 099° track to DARIC, then via 099° track to ELDEE, then via 113° track to DMALL, then via 114° track to KASDY, then via 185° track to LACKE, then via 192° track to SABBI. Depart SABBI heading 192° for vectors to final approach course.

WASHINGTON, DC

ELDEE FOUR ARRIVAL (RNAV)
(ELDEE.ELDEE4) 09015
WASHINGTON, DC

ST-443 (FAA)

ILS or LOC/DME RWY 19L

LOC I-GQZ 110.5	APCH CRS 190°	Rwy ldg 9755 TDZE 280 Arpt Elev 280

AL-561 [USAF]

ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

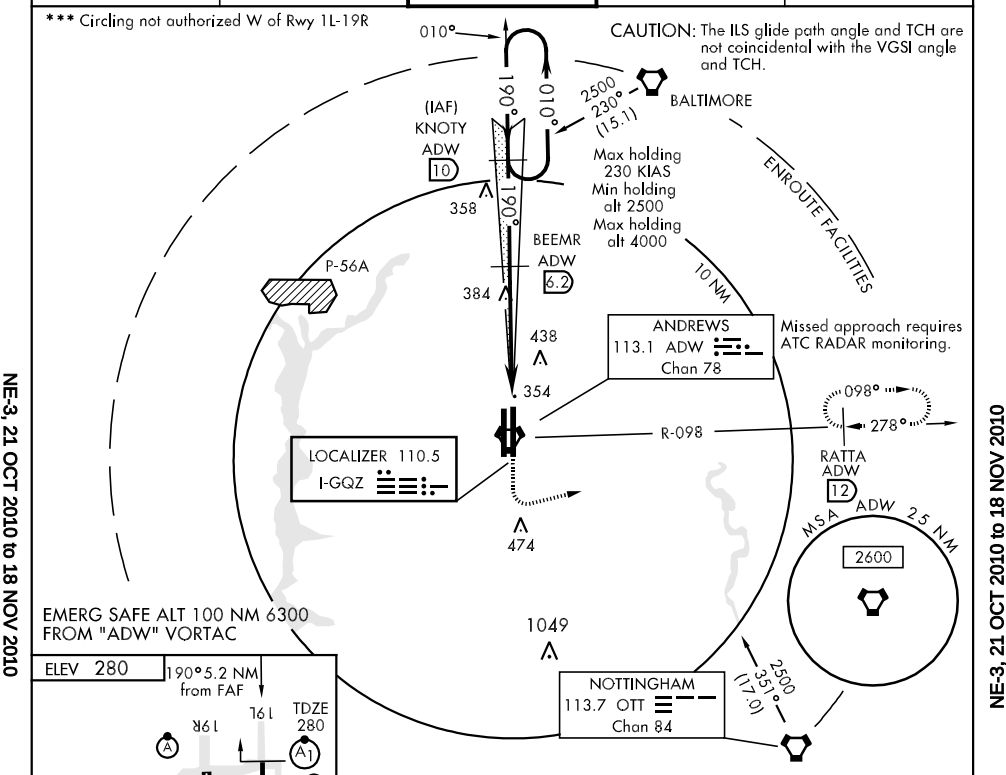
ALSF-1 (A1)

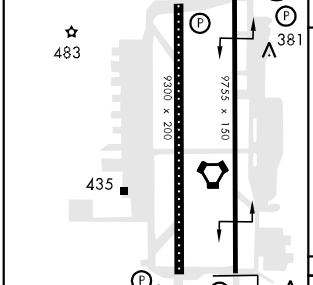
MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

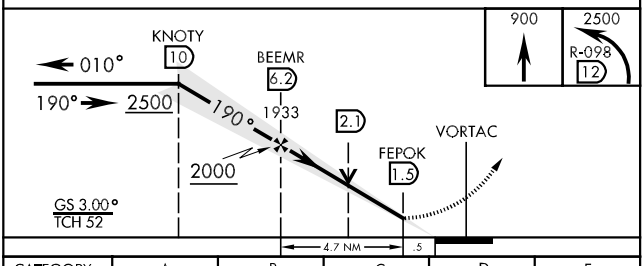
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475

*** Circling not authorized W of Rwy 1L-19R

CAUTION: The ILS glide path angle and TCH are not coincidental with the VGSI angle and TCH.







CATEGORY	A	B	C	D	E
S-ILS 19L *	564/40		284		(300-¾)
S-LOC 19L **	680/40		400	(400-¾)	680/50 400 (400-1)
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1L

LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

▼ * When ALS inop increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

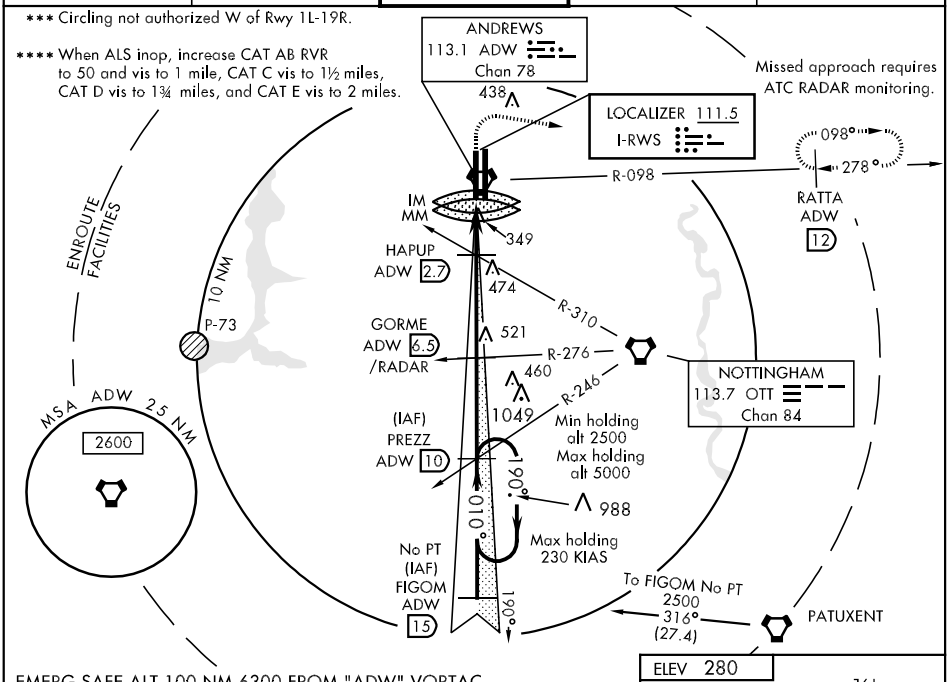
ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

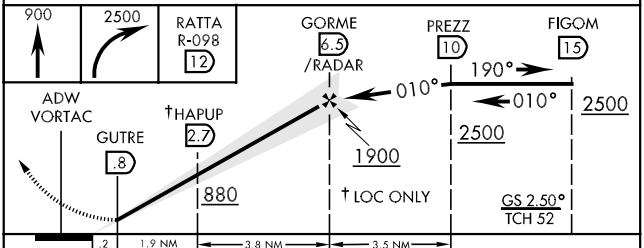
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475

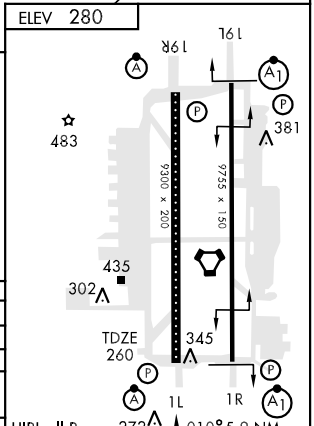
*** Circling not authorized W of Rwy 1L-19R.

**** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.



EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 1L *	460/18 200 (200-½)		460/24 200 (200-½)		
S-LOC 1L **	640/24 380 (400-½)		640/40 380 (400-¾)		
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
WITHOUT LAST STEPDOWN FIX					
S-LOC 1L ****	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800/1½ 540 (600-1½)
CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CAMP SPRINGS, MARYLAND 38° 49'N-76° 52'W ANDREWS AFB (KADW)

Amdt 1 10294

ILS or LOC RWY 1L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 1R

LOC I-VJM	APCH CRS	Rwy ldg 9755 / TDZE 265 / Arpt Elev 280
110.5	010°	

AL-561 [USAF]

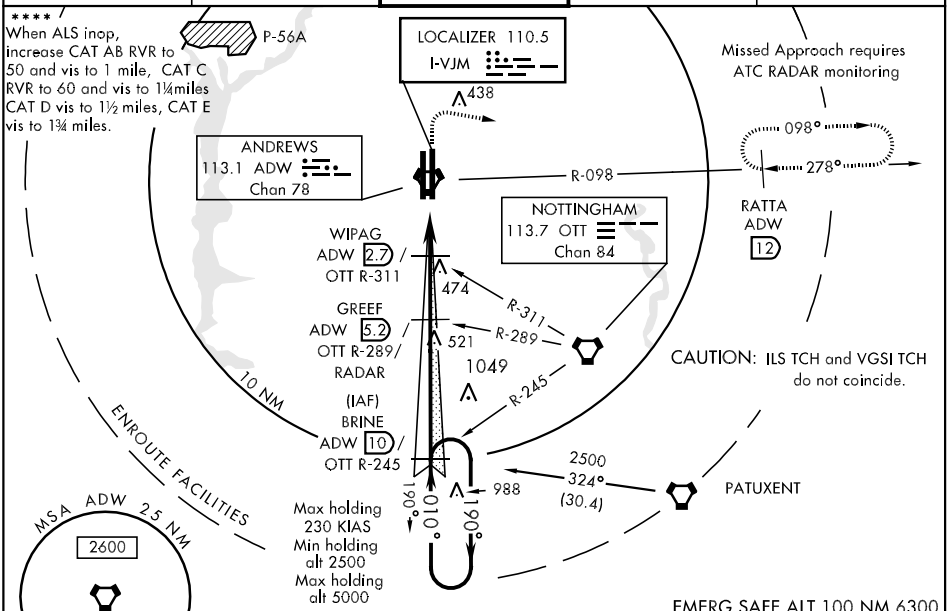
ANDREWS AFB (KADW)

*When ALS inop, increase RVR to 50, vis to 1 mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 1L-19R.

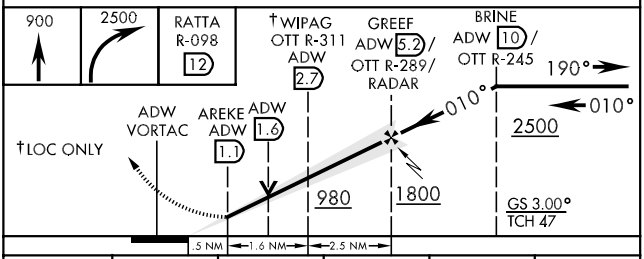
ALSF-1

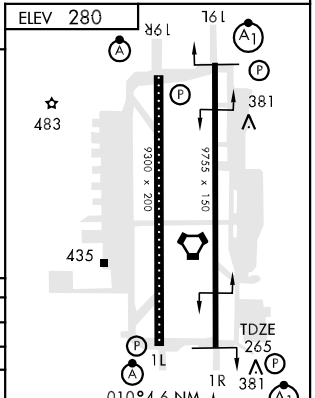
MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC





CATEGORY	A	B	C	D	E
S-ILS 1R *	515/40		250	(300-¾)	
S-LOC 1R **	640/40		375	(400-¾)	
CIRCLING ***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)
NON-DME AND SINGLE VOR MINIMA					
S-LOC 1R ****	760/40 495 (500-¾)			760/50 495 (500-1)	760/60 495 (500-1¼)
CIRCLING ***	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 19R

LOC I-MXK	APCH CRS	Rwy Idg 9300 TDZE 273 Arpt Elev 280
111.5	190°	

AL-561 [USAF]

ANDREWS AFB (KADW)

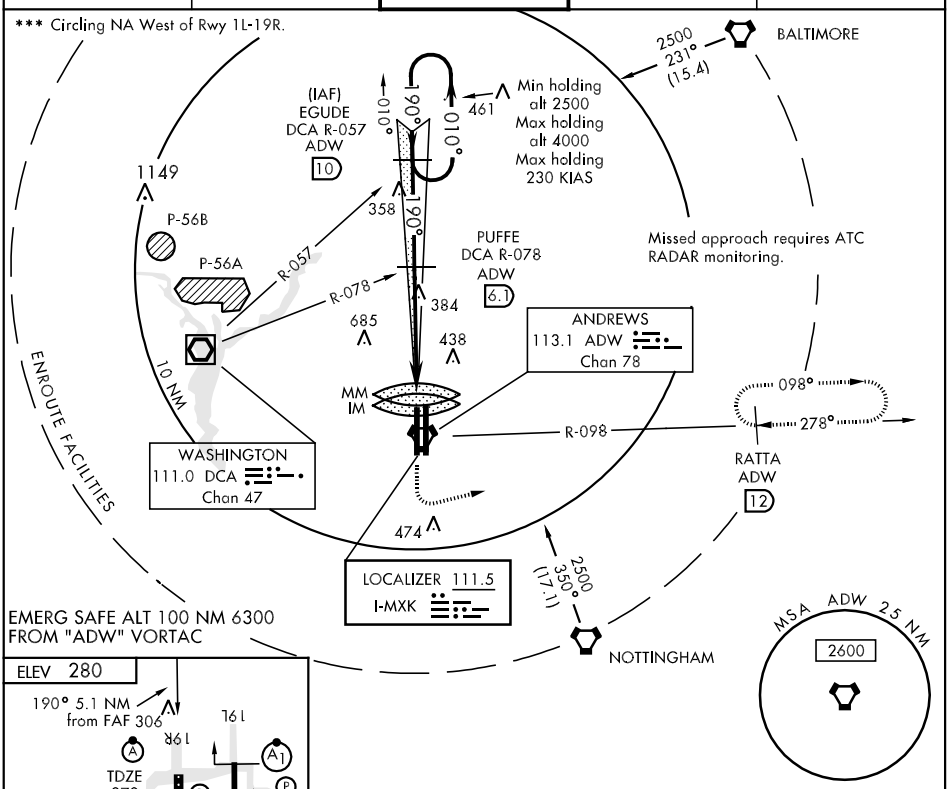
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

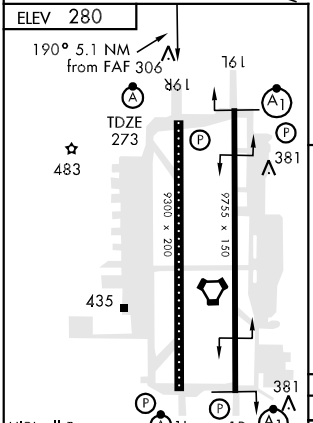
ALSF-2 (A)

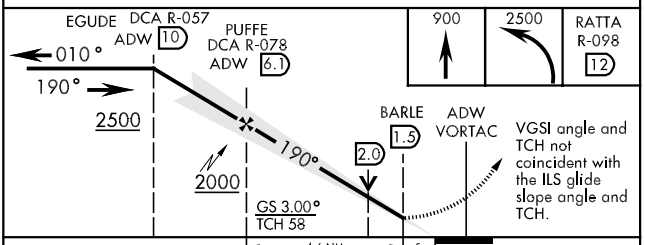
MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475

*** Circling NA West of Rwy 1L-19R.







CATEGORY	A	B	C	D	E
S-ILS 19R*	473/18 200 (200-½)		473/24 200 (200-½)		
S-LOC 19R**	680/24 407 (400-½)		680/40 407 (400-¾)		680/50 407 (400-1)
CIRCLING***	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

LOC FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 1L (CAT II)

LOC I-RWS	APCH CRS	Rwy Idg / TDZE / Arpt Elev
111.5	010°	9300 / 260 / 280

AL-561 [USAF]

ANDREWS AFB (KADW)

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOCALIZER 111.5 I-RWS

Missed approach requires ATC RADAR monitoring.

438

098°

278°

R-098

RATTA ADW 12

IM MM

344

474

ANDREWS 113.1 ADW Chan 78

P-73

GORME ADW 6.5

460

1049

R-246

NOTTINGHAM 113.7 OTT Chan 84

(IAF) PREZZ ADW 10

Min holding alt 2500
Max holding alt 5000

988

190°

010°

(IAF) FIGOM ADW 15

PTX R-316
No PT

PATUXENT 117.6 PXT Chan 123

10 NM

2500
316°
(27.4)
No PT

MSA ADW 25 NM

2600

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC

900 | 2500 | RATTA R-098 12

GORME ADW 6.5 — PREZZ ADW 10 OTT R-246 — FIGOM ADW 15 PXT R-316

190° 2500

010° 010° 2500

1900

VORTAC

DH

IM RA120

260 MSL

GS 2.50°
TCH 52

1209' 1193' 26' 5.7 NM 3.5 NM

CATEGORY	A	B	C	D	E
S-ILS 1L	RA 120/12	100	DA 360		

ELEV 280

19R 19L

483

9300 x 200

9755 x 150

435

345

TDZE 260

1L 1R

HIRL all Rwy
TDZL/CL Rwy 1L-19R

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 19R (CAT II)

ANDREWS AFB (KADW)

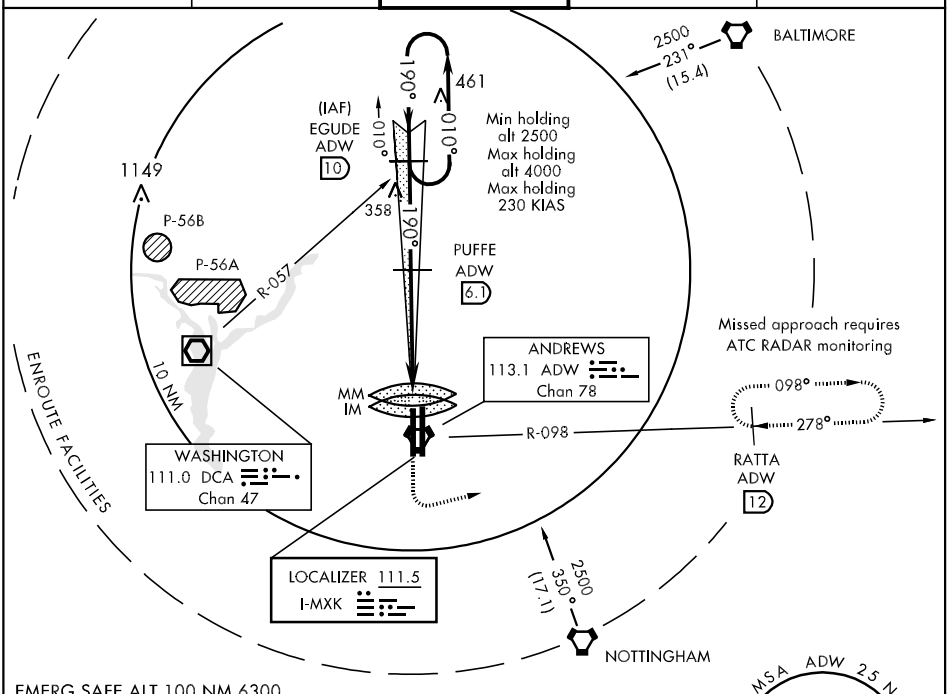
LOC I-MXK	APCH CRS	Rwy ldg 9300 / TDZE 273 / Arpt Elev 280
111.5	190°	

AL-561 [USAF]

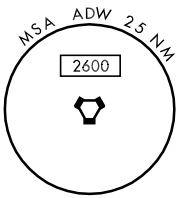
ALSF-2

MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

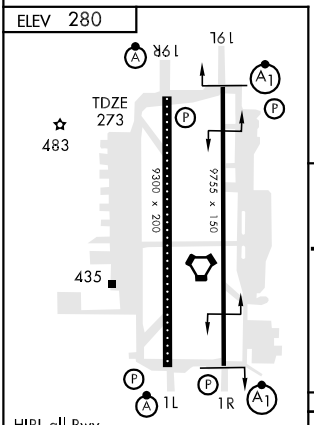
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC

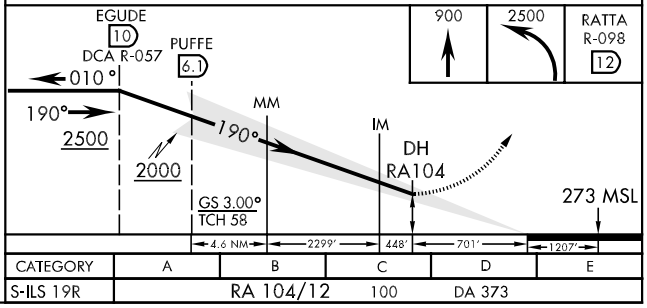


ELEV 280



HIRL all Rwy
TDZL/CL Rwy 1L-19R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

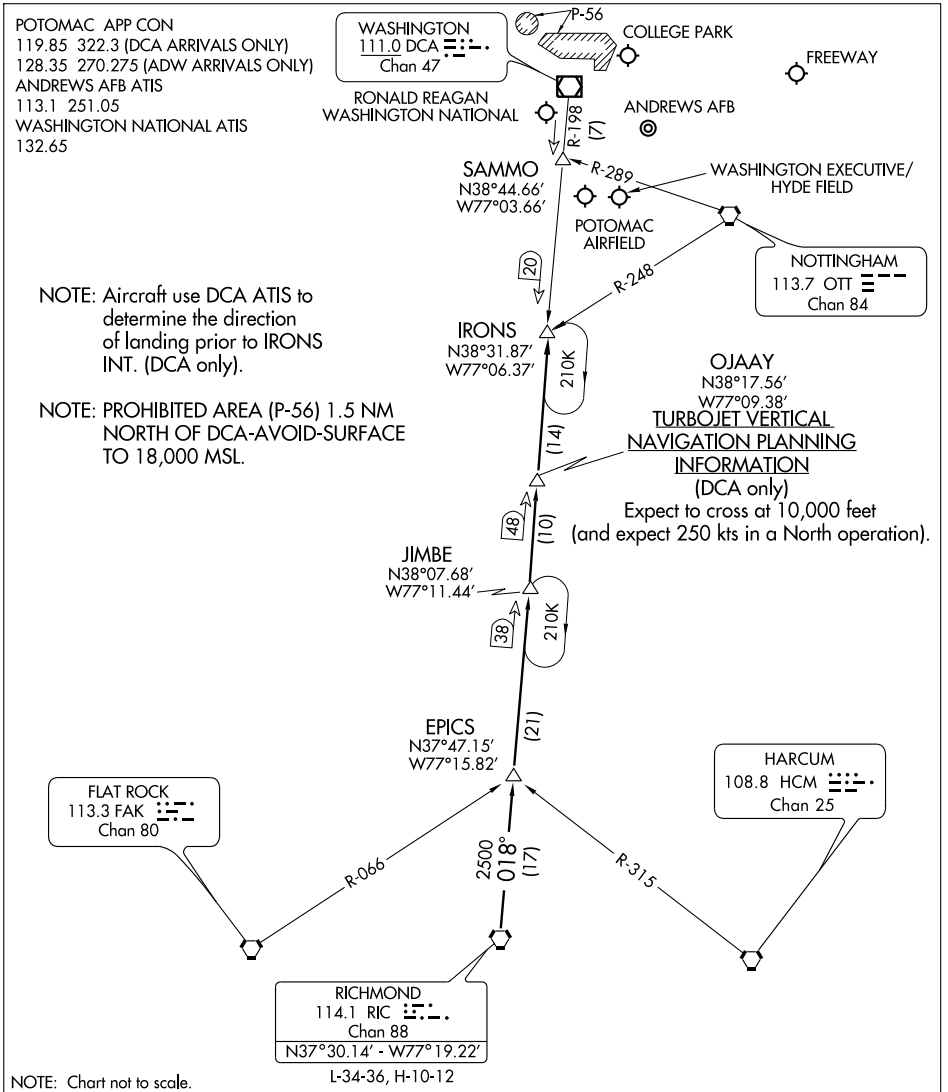


CATEGORY	A	B	C	D	E
S-ILS 19R	RA 104/12	100	DA 373		

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

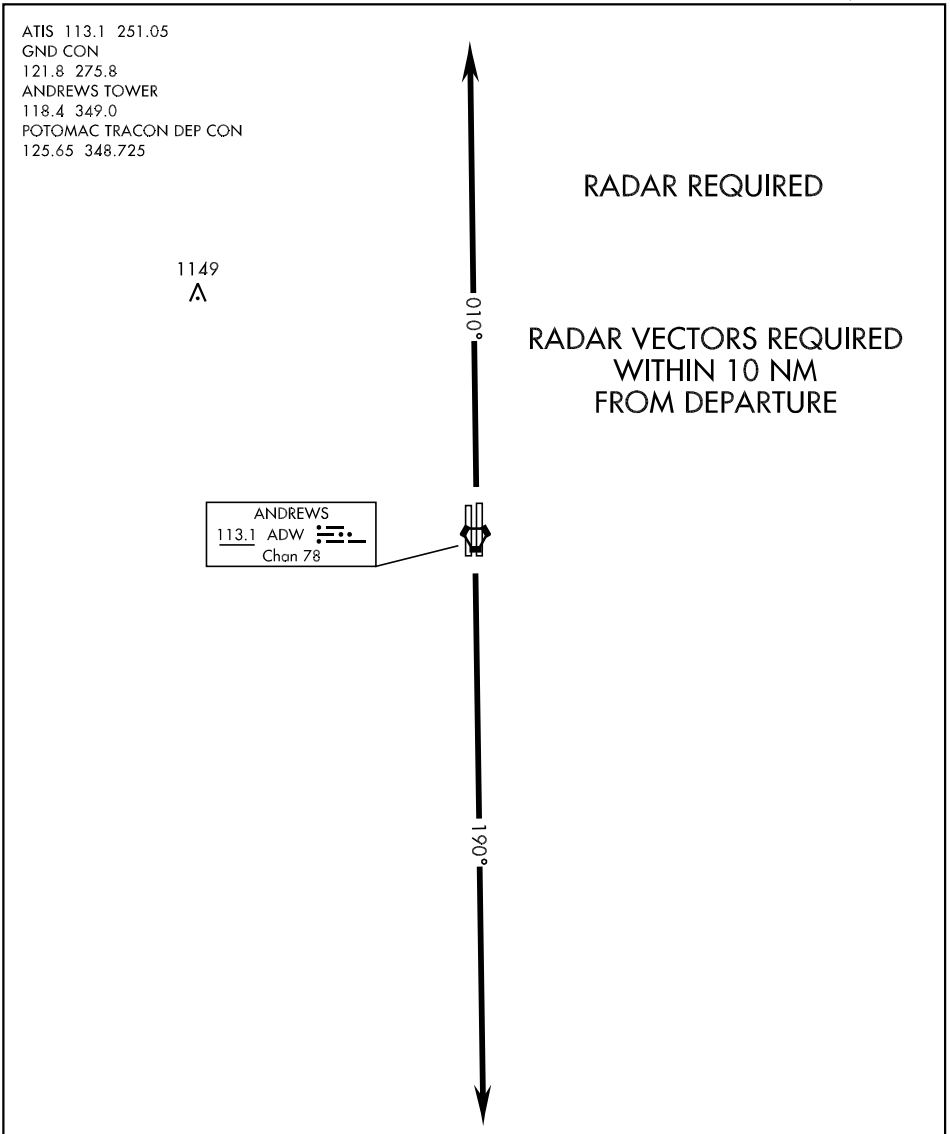
WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

MORNINGSIDE ONE DEPARTURE

SL-561 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on track 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the South or East.

NE-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 1L

LOM RW	APCH CRS	Rwy ldg / TDZE / Arpt Elev
360	010°	9300 / 260 / 280

AL-561 [USAF]

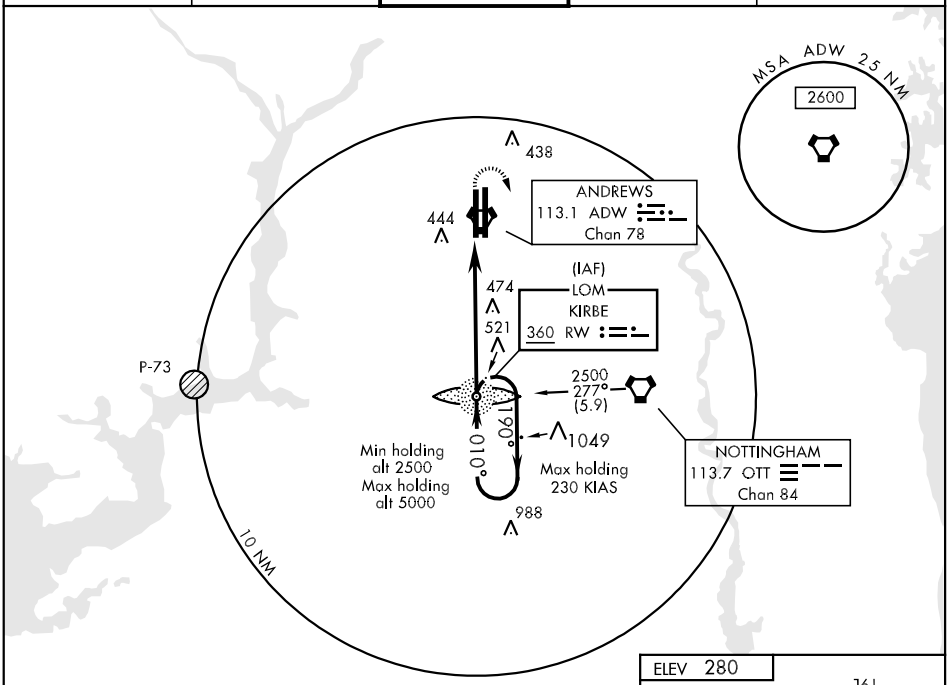
ANDREWS AFB (KADW)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1L-19R.

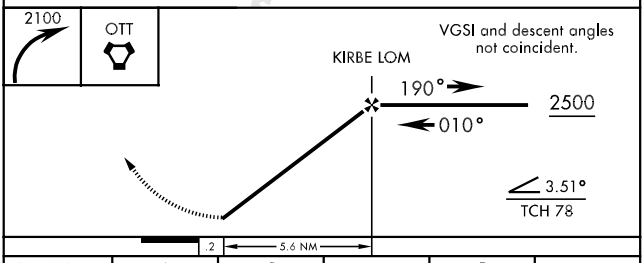
ALSF-2

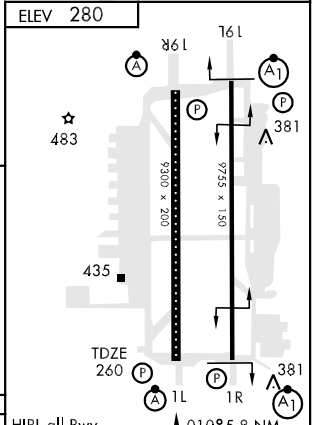
MISSED APPROACH: Climbing right turn to 2100 direct OTT VORTAC. Expect further clearance from APP CON.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-1L *	800/24 540 (600-½)		800/50 540 (600-1)	800/60 540 (600-1¼)	800-1½ 540 (600-1½)
CIRCLING **	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1L

ANDREWS AFB (KADW)

APCH CRS	Rwy Idg	TDZE	Arpt Elev
010°	9300	260	280

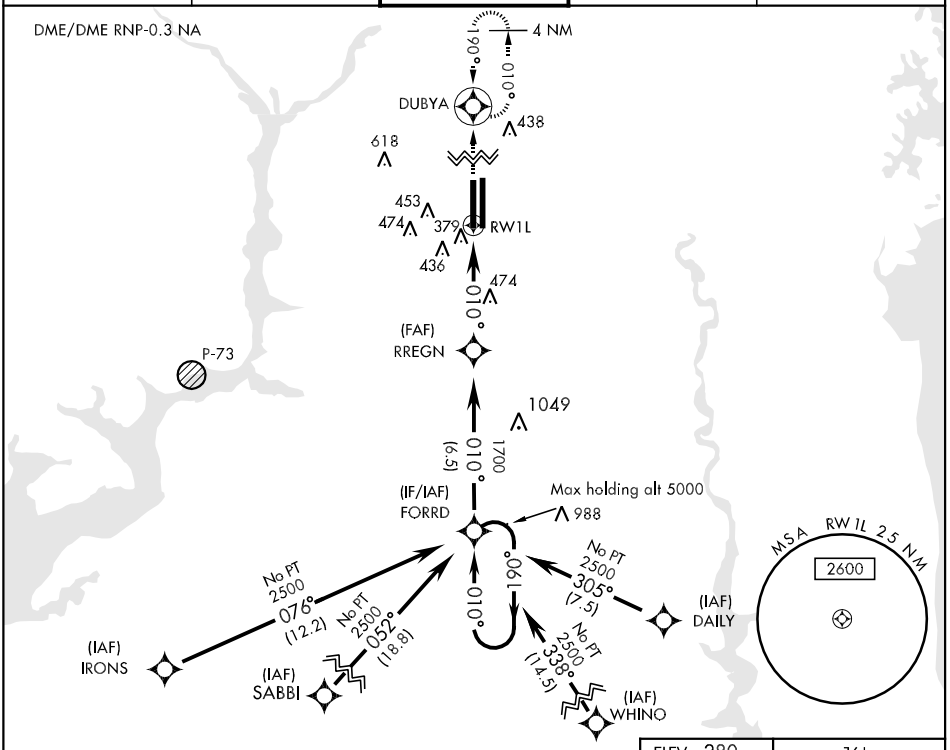
AL-561 [USAF]

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

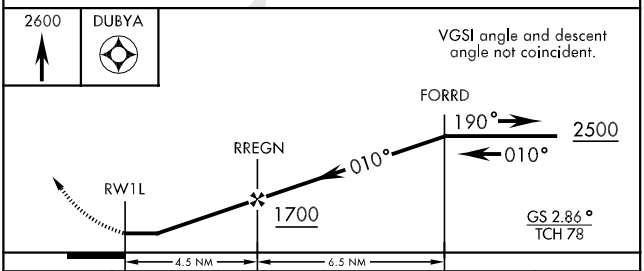
ALSF-2

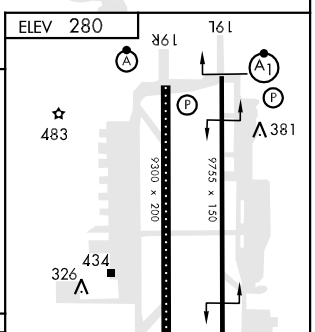
MISSED APPROACH: Climb to 2600 direct DUBYA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
LNAV MDA*	760/24	500 (500-½)	760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)
CIRCLING**	760-1	480 (500-1)	760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19R

APCH CRS	Rwy ldg	9300
190°	TDZE	273
	Arpt Elev	280

AL-561 [USAF]

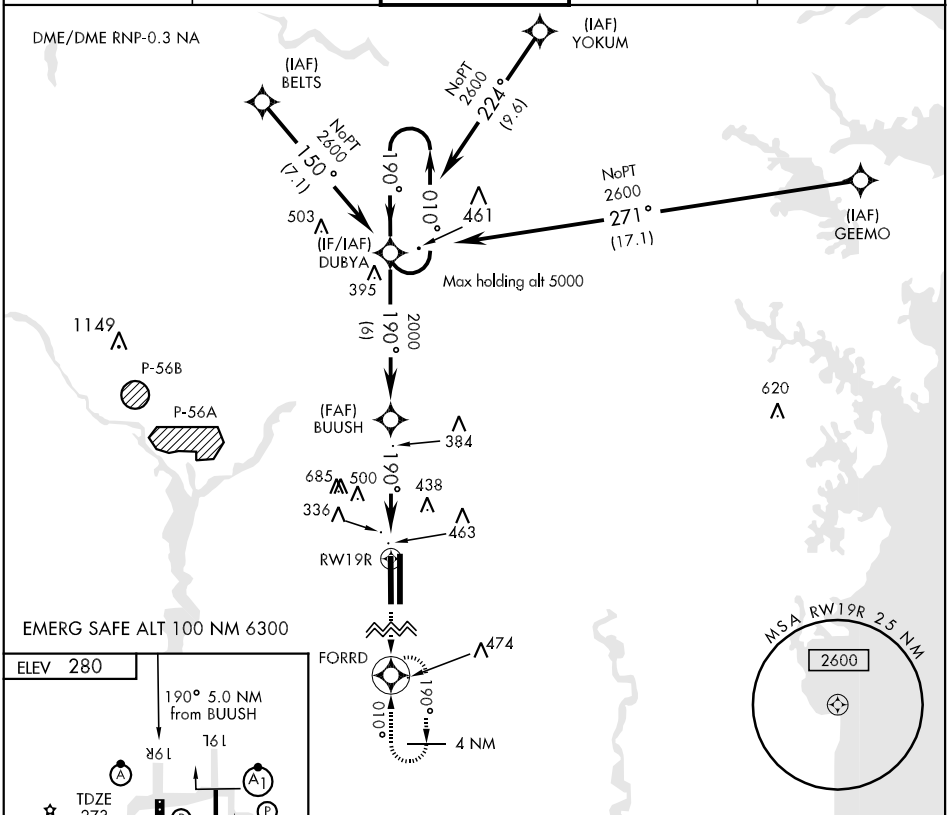
ANDREWS AFB (KADW)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2600 direct FORRD and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



CATEGORY	A	B	C	D	E
LNAV MDA *	740/24	467 (500-½)	740/40 467 (500-¾)	740/50 467 (500-1)	740/60 467 (500-1¼)
CIRCLING **	740-1	460 (500-1)	740-1½ 460 (500-½)	840-2 560 (600-2)	880-2 600 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS, MARYLAND

TACAN RWY 1L

VORTAC ADW	APCH CRS	Rwy Idg 9300
113.1	021°	TDZE 260
Chan 78		Arpt Elev 280

AL-561 [USAF]

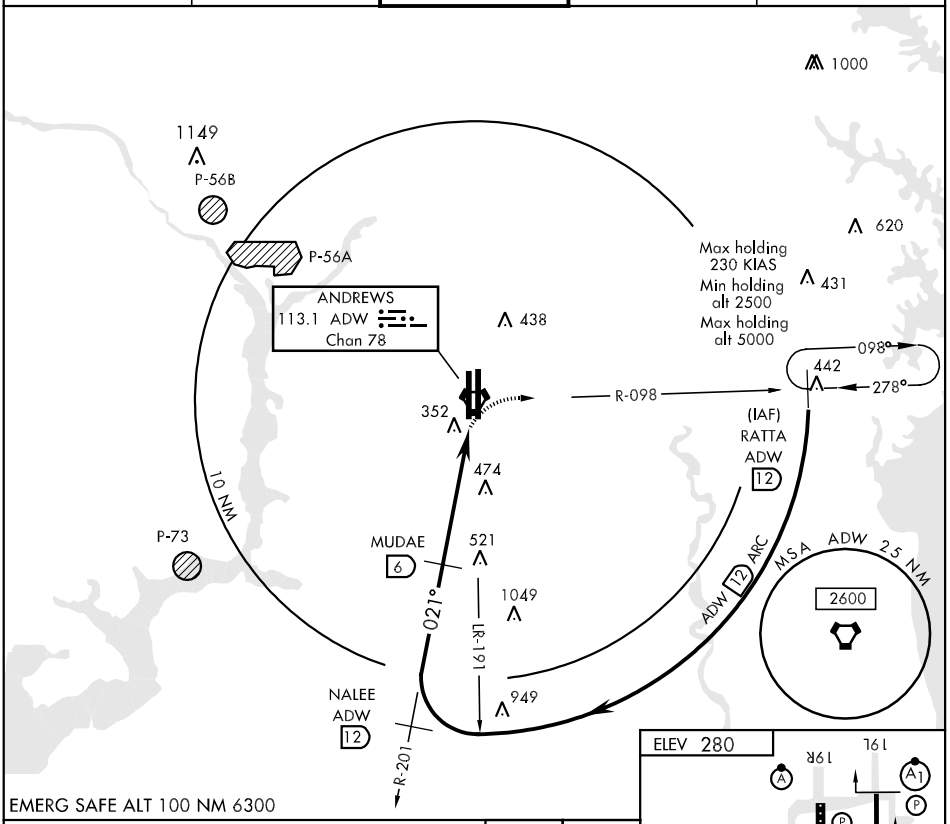
ANDREWS AFB (KADW)

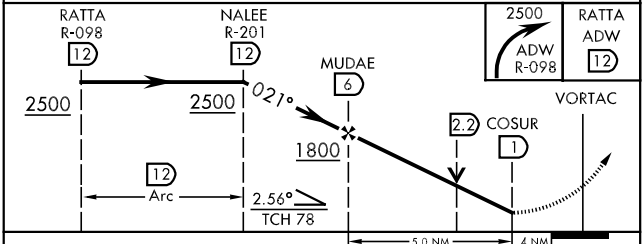
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

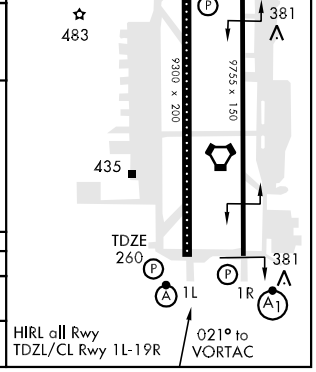
ALSF-2

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475







CATEGORY	A	B	C	D	E
S-1L *	760/24 500 (500-½)		760/40 500 (500-¾)	760/50 500 (500-1)	760/60 500 (500-1¼)
CIRCLING **	760-1 480 (500-1)		760-1½ 480 (500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

CAMP SPRINGS, MARYLAND

38° 49′N-76° 52′W

ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 1L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS, MARYLAND

TACAN RWY 1R

ANDREWS AFB (KADW)

VORTAC ADW	APCH CRS	Rwy ldg 9755
113.1	003°	TDZE 265
Chan 78		Arpt Elev 280

AL-561 [USAF]

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1 (A1)

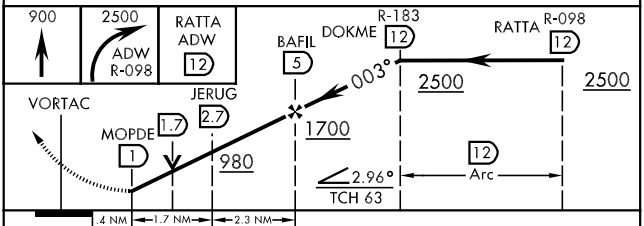
MISSED APPROACH: Climb to 900 then climbing right turn to 2500 to RATTA via ADW R-098 and hold.

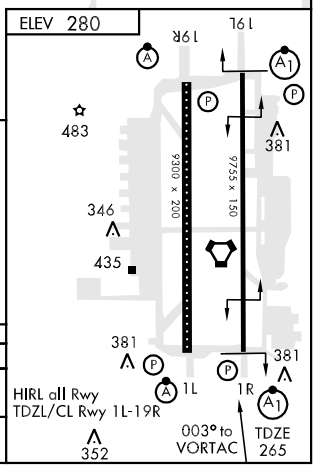
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475

1000
1149
P-56B
P-56A
Max holding 230 KIAS
Min holding alt 2500
Max holding alt 5000
620
431
438
ANDREWS
113.1 ADW
Chan 78
R-098
098°
278°
(IAF) RATTA ADW 12
JERUG ADW 2.7
474
BAFIL ADW 5
521
003°
LR-173
1049
P-73
MSA ADW 25 NM
2600
10 NM
ADW 12 Arc
988
DOKME ADW 12
R-183

EMERG SAFE ALT 100 NM 6300

900 | 2500 ADW R-098 | RATTA ADW 12





CATEGORY	A	B	C	D	E
S-1R *	660/40		395	(400-¾)	660/50 395 (400-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

CAMP SPRINGS, MARYLAND — 38° 49′N-76° 52′W — ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 1R

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS, MARYLAND

TACAN RWY 19L

VORTAC ADW	APCH CRS	Rwy Idg	9755
113.1	196°	TDZE	280
Chan 78		Arpt Elev	280

AL-561 [USAF]

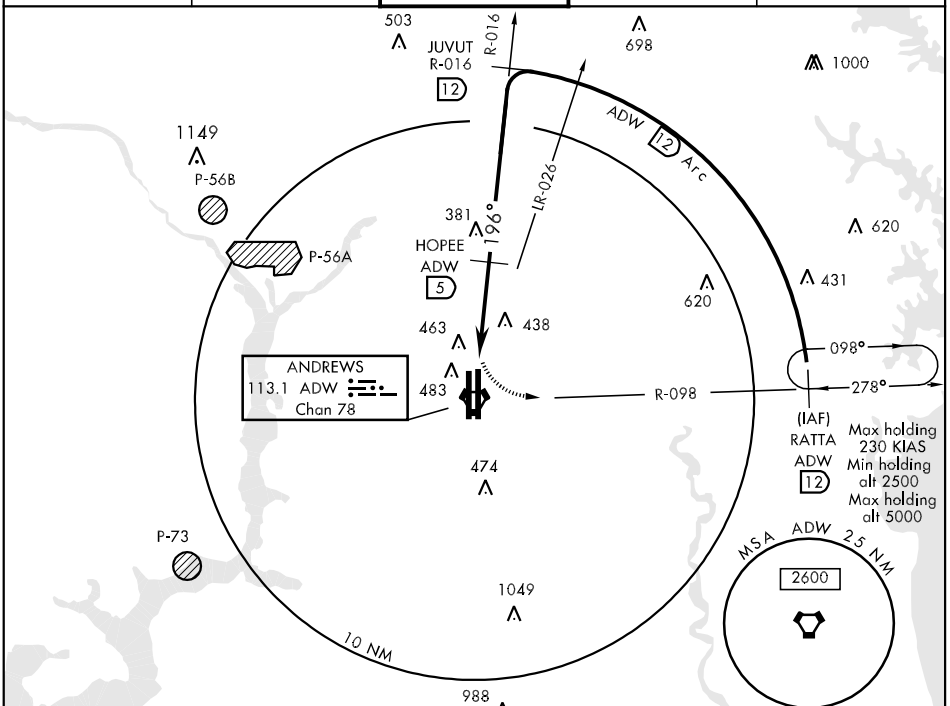
ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

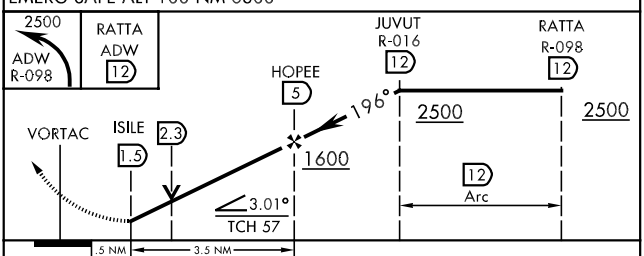
ALSF-1 (A1)

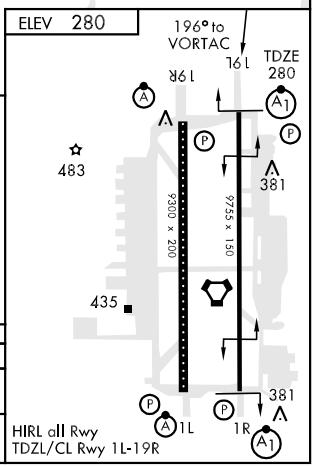
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-19L *	720/40	440	(500-¾)	720/50	440 (500-1)
CIRCLING **	720-1 440 (500-1)	740-1 460 (500-1)	740-1½ 460(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)

CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 19L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMP SPRINGS, MARYLAND

TACAN RWY 19R

VORTAC ADW	APCH CRS	Rwy Idg 9300
113.1	182°	TDZE 273
Chan 78		Arpt Elev 280

AL-561 [USAF]

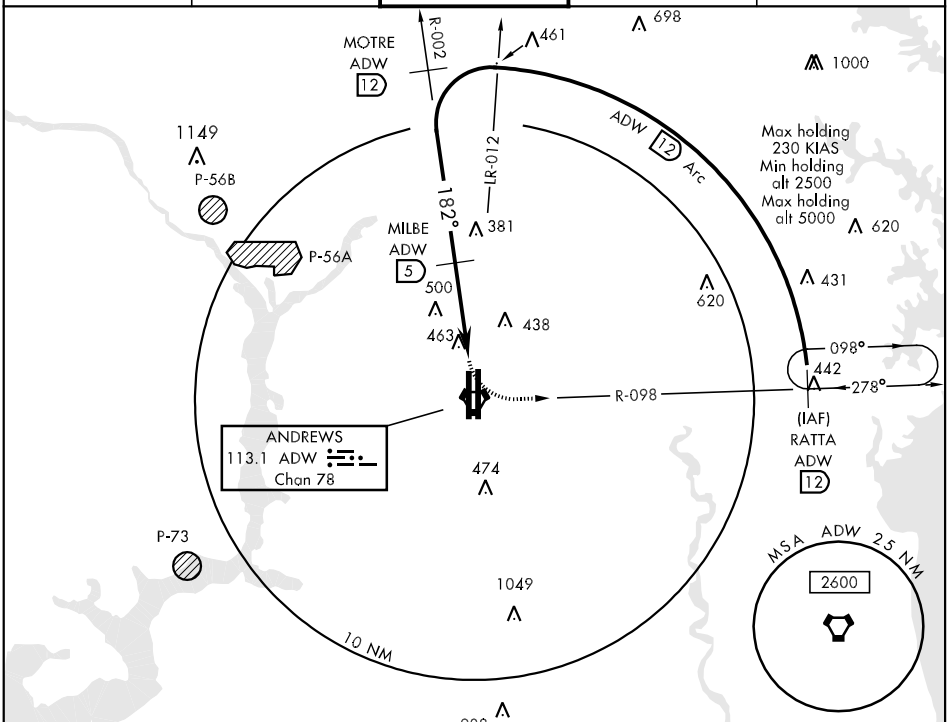
ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾.
** Circling not authorized W of Rwy 1L-19R.

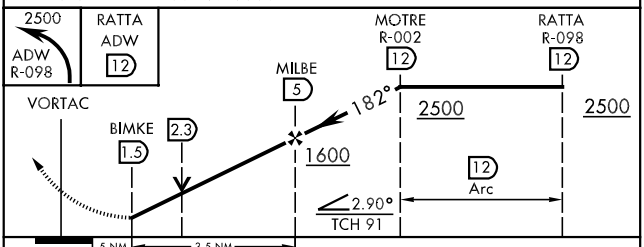
ALSF-2

MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

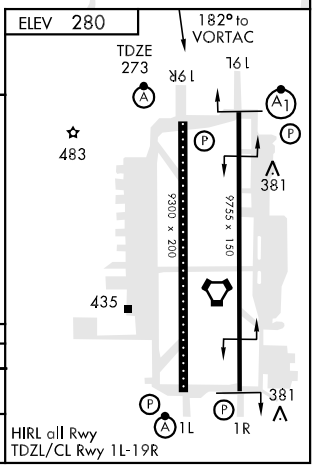
ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



EMERG SAFE ALT 100 NM 6300



CATEGORY	A	B	C	D	E
S-19R*	780/24	507 (500-½)	780/50	507 (500-1)	780/60 507(500-1¼)
CIRCLING**	780-1	500 (500-1)	780-1½ 500(500-1½)	840-2 560 (600-2)	880-2 600 (600-2)



CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

ANDREWS AFB (KADW)

Orig 10294

TACAN RWY 19R

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN-A

VORTAC ADW 113.1 Chan 78	APCH CRS 278°	Rwy Idg N/A TDZE N/A Arpt Elev 280

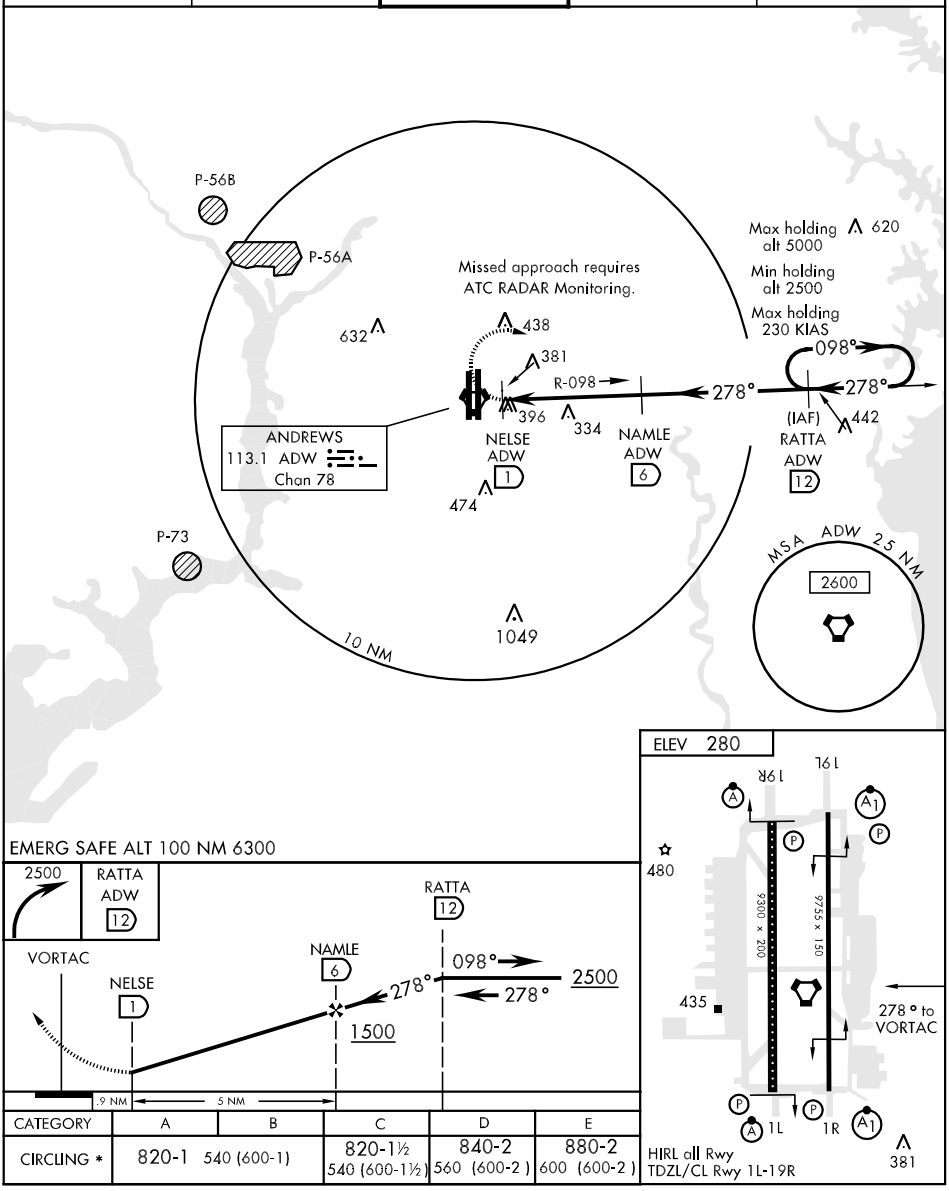
AL-561 [USAF]

ANDREWS AFB (KADW)

* Circling not authorized west of RWY 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 DIRECT RATTA and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
113.1 251.05	119.3 335.5	118.4 349.0	121.8 275.8	127.55 285.475



CATEGORY	A	B	C	D	E
CIRCLING *	820-1 540 (600-1)		820-1½ 540 (600-1½)	840-2 560 (600-2)	880-2 600 (600-2)

WZRRD TWO ARRIVAL

NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

WASHINGTON, DC

(WZRRD.WZRRD2) 09071

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

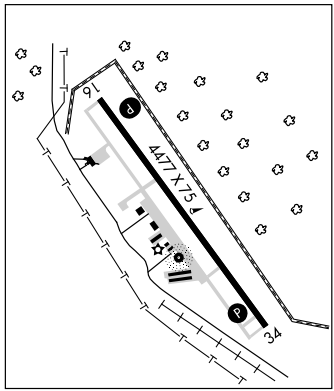
SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 21 OCT 2010 to 18 NOV 2010

CAMBRIDGE–DORCHESTER (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′
20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA
RWY 16–34: H4477X75 (ASPH–GRVD) S–14 MIRL
RWY 16: REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.
AIRPORT REMARKS: Attended 1300–2200Z‡. Unattended Thanksgiving, Christmas and New Years day. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.
WEATHER DATA SOURCES: AWOS–3 120.675 (410) 228–7559.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.
NDB (MHW) 355 CGE N38°32.23′ W76°01.83′ at fld.

WASHINGTON
L–34F, 36I, A
IAP



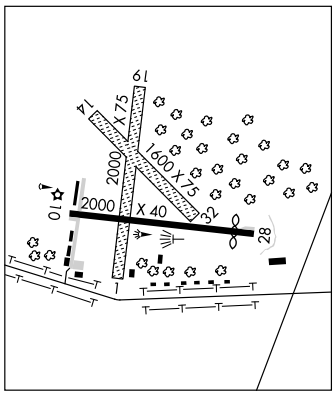
CARROLL CO RGNL/JACK B POAGE FLD (See WESTMINSTER)

CECIL CO (See ELKTON)

CHURCHVILLE

HARFORD CO (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′
409 B S4 **FUEL** 100LL NOTAM FILE DCA
RWY 10–28: H2000X40 (ASPH) LIRL (NSTD) 1.4% up W
RWY 10: REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.
RWY 01–19: 2000X75 (TURF) 0.5% up S
RWY 01: Pole. **RWY 19:** Trees.
RWY 14–32: 1600X75 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.
DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.

WASHINGTON
L–29E, 34F, 36J, A
IAP



CLEARVIEW AIRPARK (See WESTMINSTER)

APP CRS		
104°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	409

RNAV (GPS)-B

CHURCHVILLE/ HARFORD COUNTY (ØW3)

DME/DME RNP- 0.3 NA. Use Phillips AAF altimeter setting; when not received use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L

Procedure NA for arrivals at KITHE on V499 northbound and V3-408 eastbound.

KITHE

3000
232°
(11.7)

(IAF)
TAYLO

2900
171°
(5.6)

4 NM
091°
271°
CURVY

Procedure NA for arrivals at TAFFI on V166 westbound.

(IAF)
TAFFI

2900
089°
(9.8)

(IF)
SNAZI

2000
104°
(5)

(FAF)
MARRY

639±

RW10

ILINE

068°

720

799

1290

MSA RW10 25 NM
2600

ELEV 409

6 l

2000 X 75

0.5% up

14

1600 X 75

405

10

32

1.4% DOWN

2000 X 40

28

1

104° to RW10

LIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

SNAZI

2900

104°

MARRY

2000

RW10

2.94°
TCH 30

Procedure Turn NA

5 NM 5 NM

3000	ILINE	tr 068°	CURVY

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME PPM	APP CRS	Rwy Idg	N/A
108.4	176°	TDZE	N/A
Chan 21		Apt Elev	409

VOR/DME-A

CHURCHVILLE/ HARFORD COUNTY (ØW3)

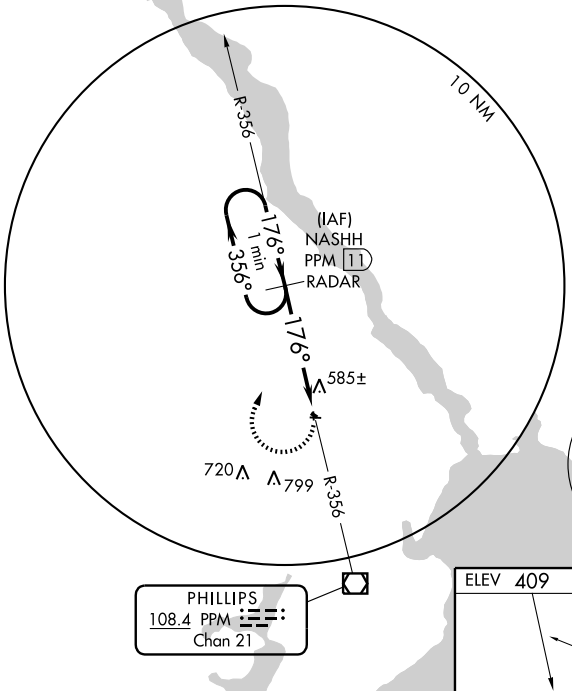
Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

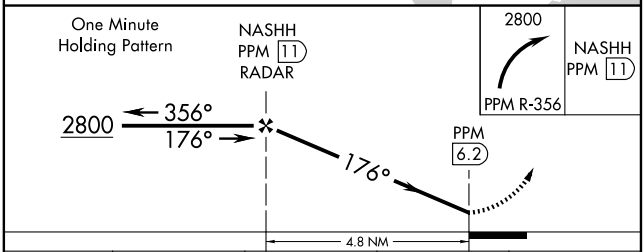
NA

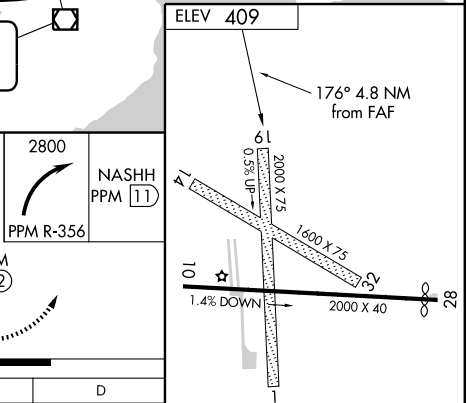
MISSED APPROACH: Climbing right turn to 2800 via PPM R-356 to NASHH 11 DME/RADAR and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS

CIRCLING	1000-1 591 (600-1)	NA		

LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

RWY 05–23: H3000X60 (ASPH) LIRL **IAP**

RWY 05: REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

RWY 23: APAP(PNIL)—GA 4.0° TCH 43′. Trees.

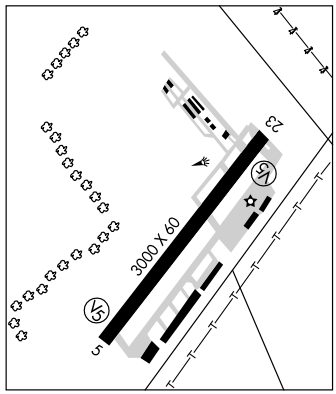
AIRPORT REMARKS: Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.



COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

RWY 15: REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

RWY 33: REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

AIRPORT REMARKS: Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

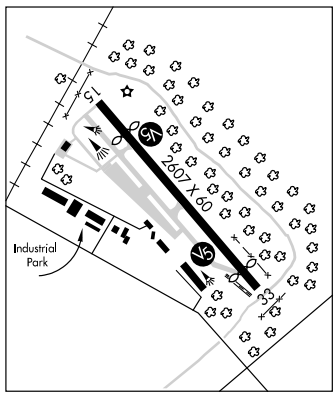
WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

RWY 06–24: 3280X120 (TURF) **IAP**

RWY 06: Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

RWY 14–32: H2490X75 (ASPH) S–12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Road.

AIRPORT REMARKS: Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

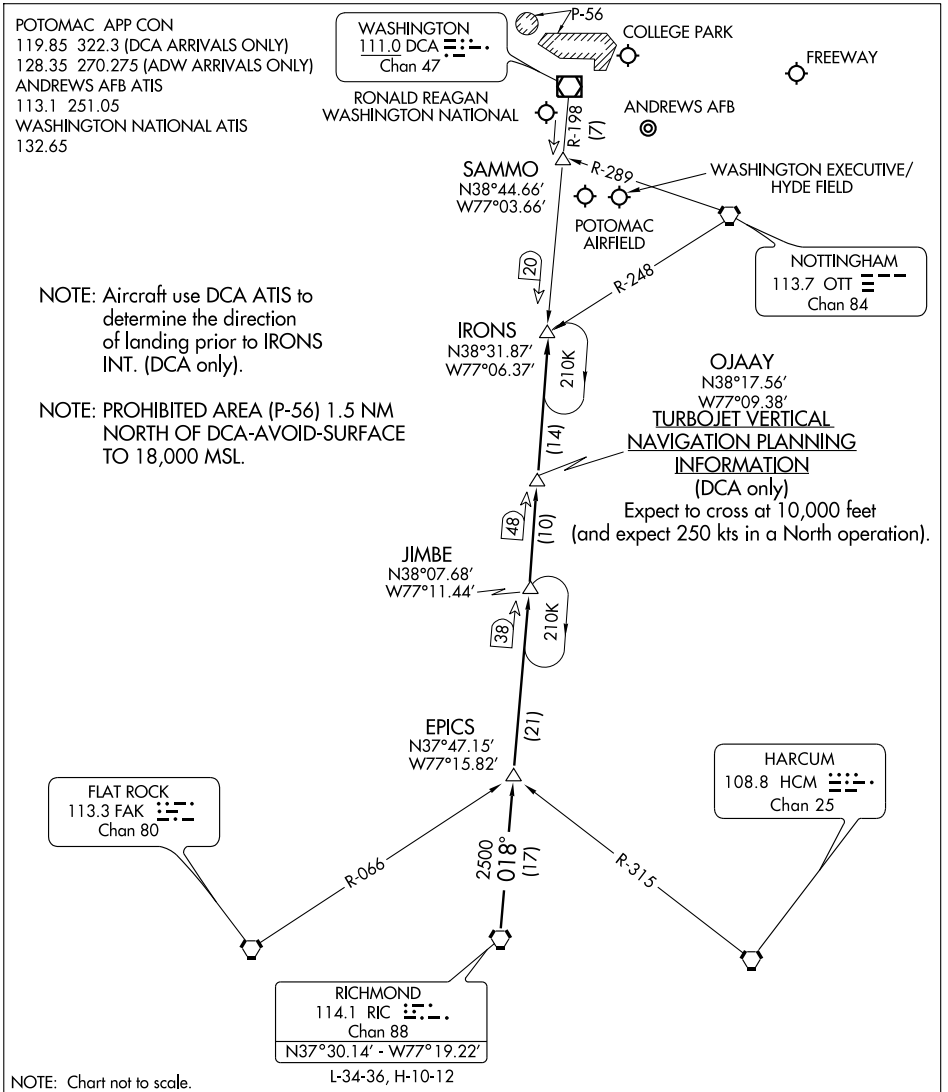
WASHINGTON CENTER APP/DEP 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
052°	TDZE	249
	Apt Elev	249

RNAV (GPS) RWY 5

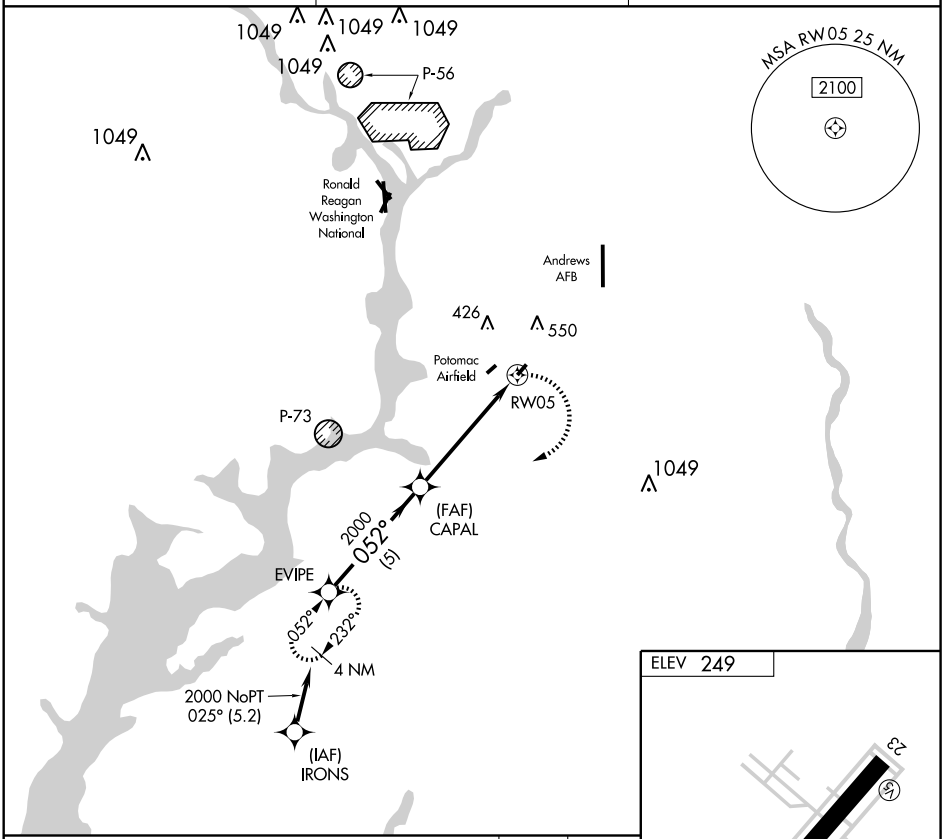
CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)

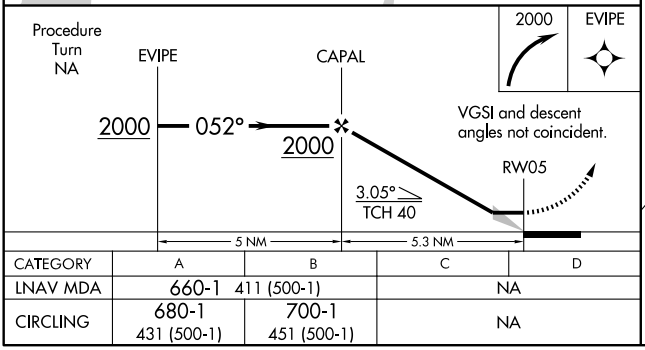
NA

Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.
DME/DME RNP-0.3 NA.

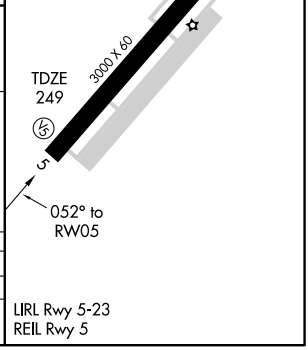
MISSED APPROACH: Climbing right turn to 2000 direct EVIPE WP and hold.

ANDREWS ATIS	POTOMAC APP CON	UNICOM
113.1	124.7 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1 411 (500-1)		NA	
CIRCLING	680-1 431 (500-1)	700-1 451 (500-1)	NA	



LIRL Rwy 5-23
REIL Rwy 5

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

RWY 05–23: H3000X60 (ASPH) LIRL **IAP**

RWY 05: REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

RWY 23: APAP(PNIL)—GA 4.0° TCH 43′. Trees.

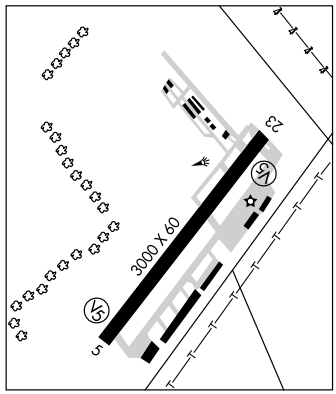
AIRPORT REMARKS: Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.



COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

RWY 15: REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

RWY 33: REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

AIRPORT REMARKS: Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

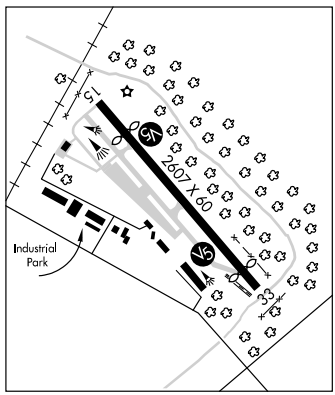
WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

RWY 06–24: 3280X120 (TURF) **IAP**

RWY 06: Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

RWY 14–32: H2490X75 (ASPH) S–12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Road.

AIRPORT REMARKS: Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

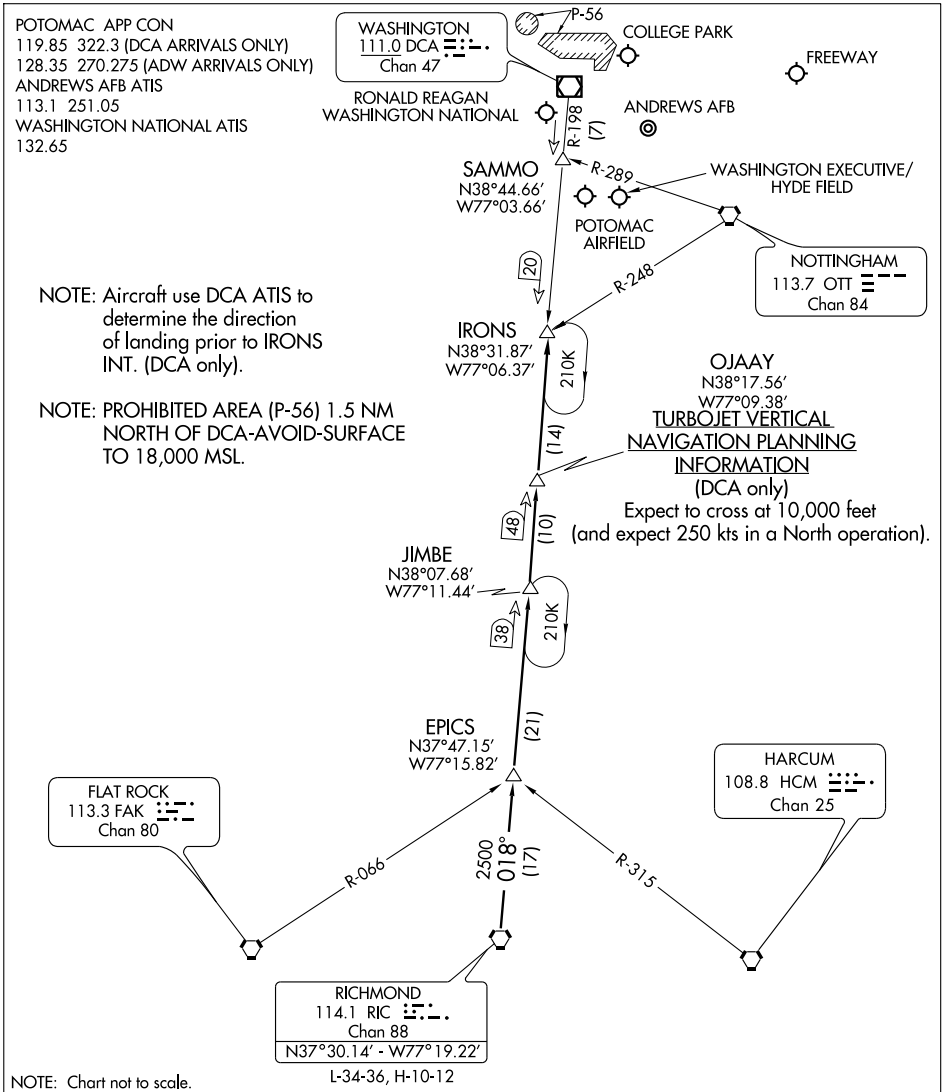
WASHINGTON CENTER APP/DEP 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

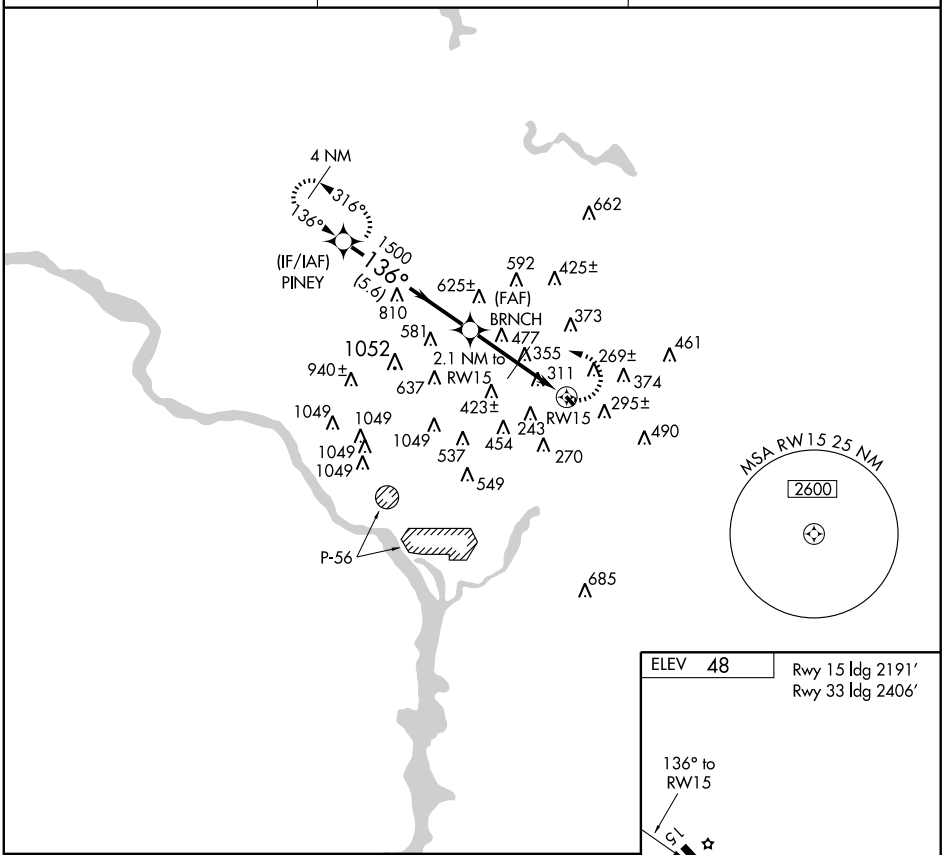
APP CRS	Rwy Idg	2191
136°	TDZE	47
	Apt Elev	48

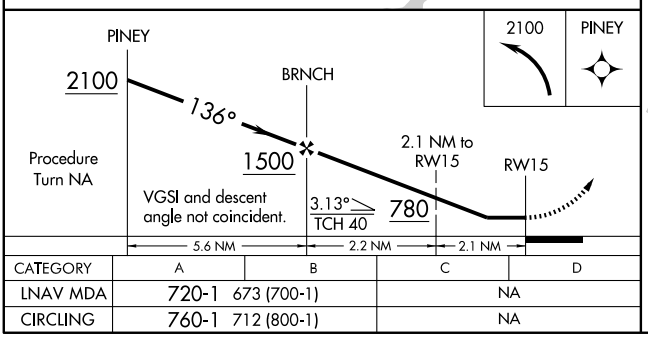
RNAV (GPS) RWY 15
COLLEGE PARK (CGS)

When local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.
DME/DME RNP-0.3 NA.

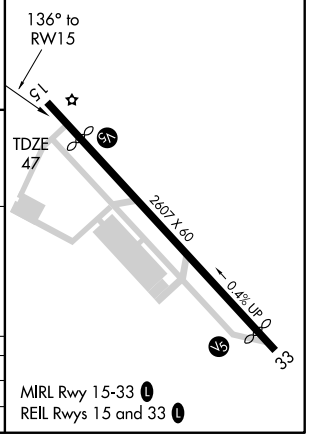
MISSED APPROACH: Climbing left turn to 2100 direct PINEY WP and hold.

AWOS-3	POTOMAC APP CON		UNICOM
121.225	119.85	322.3	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 673 (700-1)		NA	
CIRCLING	760-1 712 (800-1)		NA	



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CLINTON

WASHINGTON EXECUTIVE/HYDE FLD (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

RWY 05–23: H3000X60 (ASPH) LIRL **IAP**

RWY 05: REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

RWY 23: APAP(PNIL)—GA 4.0° TCH 43′. Trees.

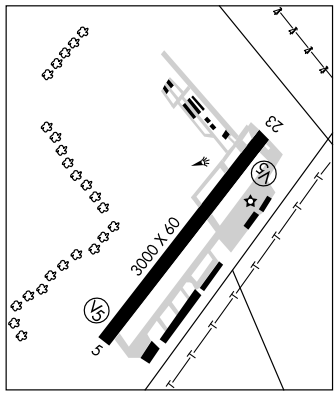
AIRPORT REMARKS: Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) VORW/DME 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.



COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

RWY 15–33: H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

RWY 15: REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

RWY 33: REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

AIRPORT REMARKS: Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

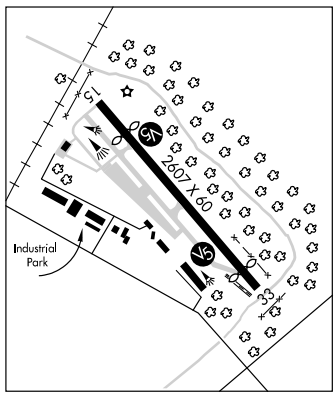
WEATHER DATA SOURCES: AWOS–3 121.225 (301) 864–5497.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.



CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

RWY 06–24: 3280X120 (TURF) **IAP**

RWY 06: Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

RWY 14–32: H2490X75 (ASPH) S–12 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Road.

AIRPORT REMARKS: Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

WASHINGTON CENTER APP/DEP 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

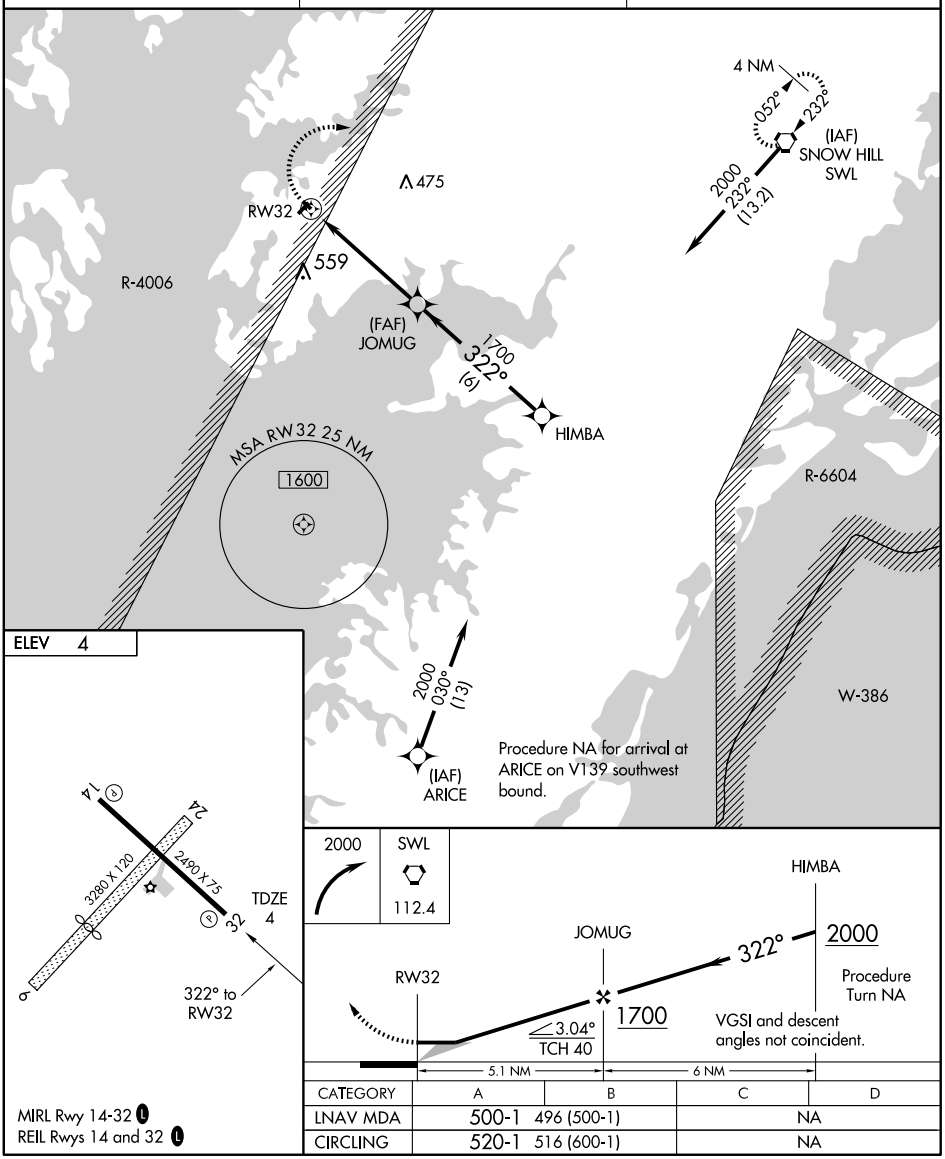
APP CRS	Rwy Idg	2490
322°	TDZE	4
	Apt Elev	4

RNAV (GPS) RWY 32
CRISFIELD MUNI (W41)

Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1	496 (500-1)	NA	
CIRCLING	520-1	516 (600-1)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SWL 112.4 Chan 71	APP CRS 271°	Rwy Idg N/A TDZE N/A Apt Elev 4

VOR/DME-A

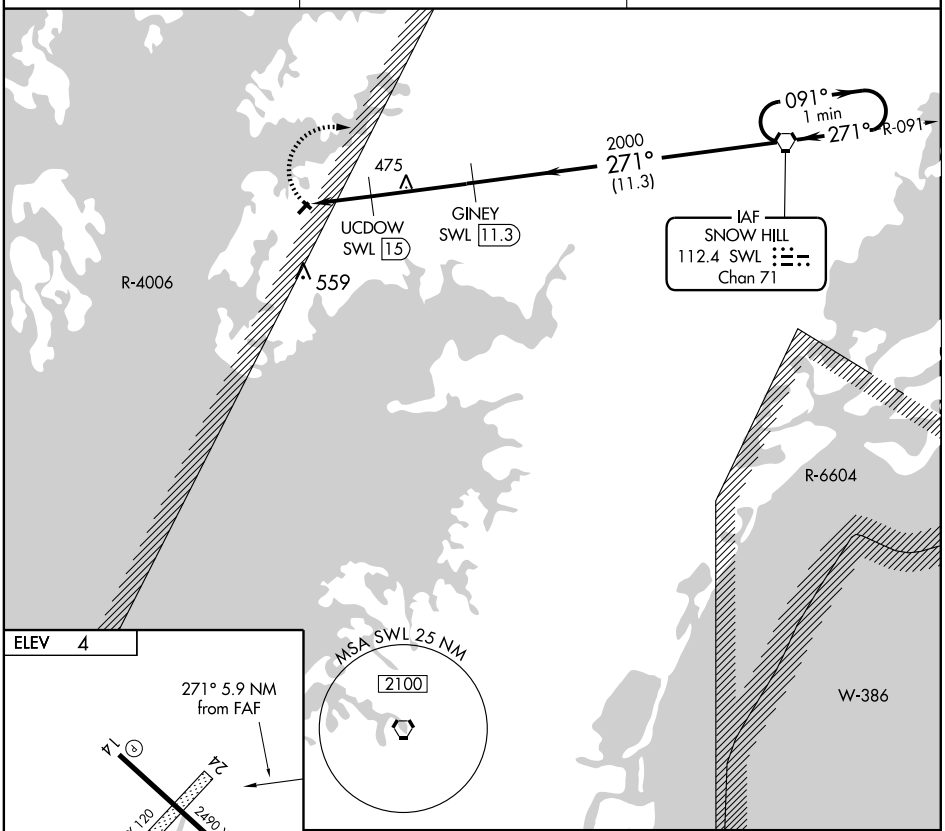
CRISFIELD MUNI (W41)

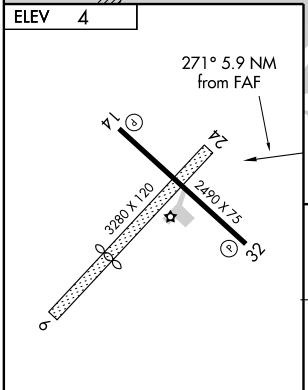
T
A NA

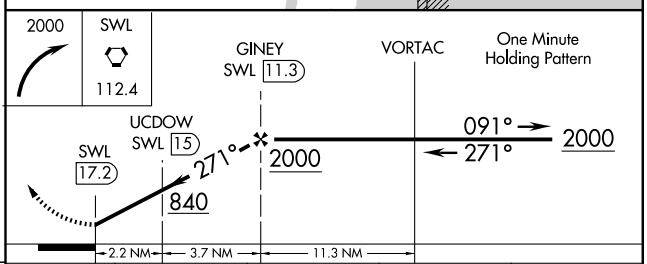
Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

WALLOPS ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

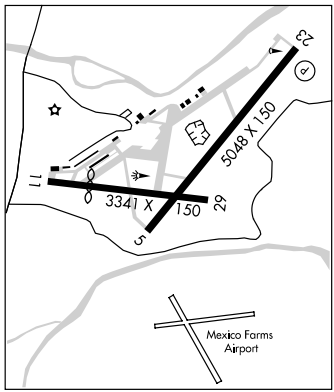
CATEGORY	A	B	C	D
CIRCLING	780-1 776 (800-1)	780-1¼ 776 (800-1¼)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CUMBERLAND N39°38.89′ W78°44.83′ NOTAM FILE EKN. WASHINGTON
NDB (MHW) 317 CBE 206° 2.1 NM to Greater Cumberland Rgnl. L–29D

CUMBERLAND

GREATER CUMBERLAND RGNL (CBE) 2 S UTC−5(−4DT) N39°36.92′ W78°45.71′ WASHINGTON
775 B S4 **FUEL** 100LL, JET A OX 1,2,3,4 TPA—1799(1024) NOTAM FILE EKN H–10H, 12I, L–29D
RWY 05–23: H5048X150 (ASPH–GRVD) S–38, D–52 HIRL 1.1% up NE IAP
RWY 05: Trees. Rgt tfc.
RWY 23: REIL. PAPI(P4L)–GA 3.0°. TCH 35′. Trees.
RWY 11–29: H3341X150 (ASPH) S–12 LIRL
RWY 11: Thld dsplcd 899′. Hill. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1130–0100Z‡. Bottle oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Bulk oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Glider ops W of arpt use Rwy 11 for dep; Rwy 29 for arrival. Rwy 05 apch has rapidly rising terrain 696′ left, 2000′ from thld. Rwy 11 ngt ops and any ldgs not recommended due to high terrain. Deer /birds on and invof arpt. Numerous areas along Rwy 05–23 and Rwy 11–29 with grass growth from pavement cracks. ACTIVATE HIRL Rwy 05–23, LIRL Rwy 11–29, REIL Rwy 23 and twy lgts—CTAF. Rotating bcn located off arpt. Rwy 23 900 ft twy aligned with rwy west end.
WEATHER DATA SOURCES: AWOS–3 128.625 (304) 738–0451. Temperature and dewpoint not avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (ELKINS RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 101° 13.4 NM to fld. 2640/06W.
CUMBERLAND NDB (MHW) 317 CBE N39°38.89′ W78°44.83′ 206° 2.1 NM to fld.
ILS/DME 110.5 I–CBE Chan 42 Rwy 23. LOC only. DME unusable byd 22 degrees left side of course byd 10 NM blo 3500 ft.



MEXICO FARMS (1W3) 3 S UTC−5(−4DT) N39°36.32′ W78°45.65′. WASHINGTON
607 TPA—1407(800) NOTAM FILE EKN
RWY 16–34: 2100X195 (TURF)
RWY 16: Brush. **RWY 34:** Thld dsplcd 800′. Tree.
RWY 09–27: 2120X190 (TURF) LIRL
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 340′. Trees.
AIRPORT REMARKS: Unattended. Rwy 16–34 CLOSED indef. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rising terrain 4500 ft west of arpt. Rwy 09–27, and 16–34 may be soft. Rwy 27 dsplcd thld marked with cones on both sides. ACTIVATE LIRL Rwy 09–27—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.8

DAVIS (See LAYTONSVILLE)

LOC/DME I-CBE	APP CRS	Rwy Idg	N/A
110.5	224°	TDZE	N/A
Chan 42		Apt Elev	775

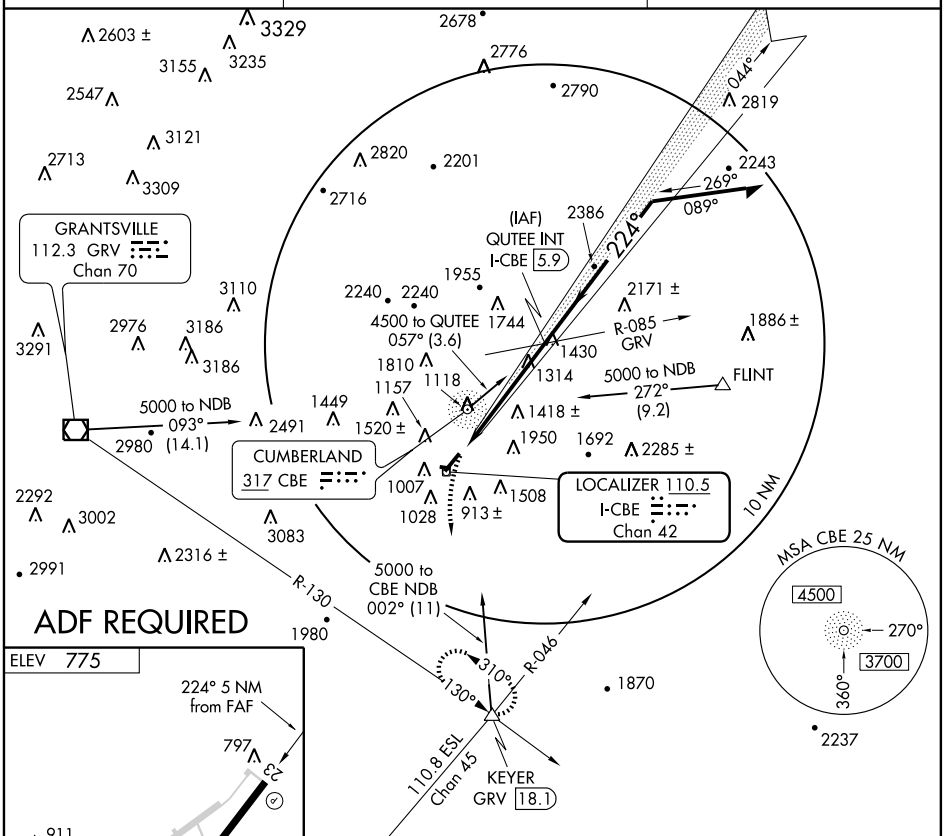
LOC-A

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

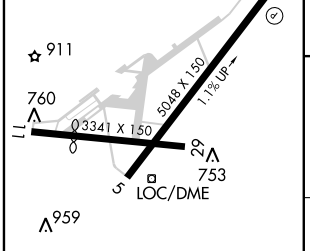
Circling not authorized northwest of Rwy 5-23
NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L

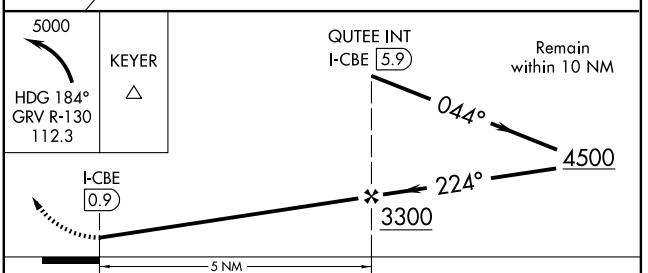


ELEV 775



REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CBE	APP CRS	Rwy Idg	5048
110.5	224°	TDZE	775
Chan 42		Apt Elev	775

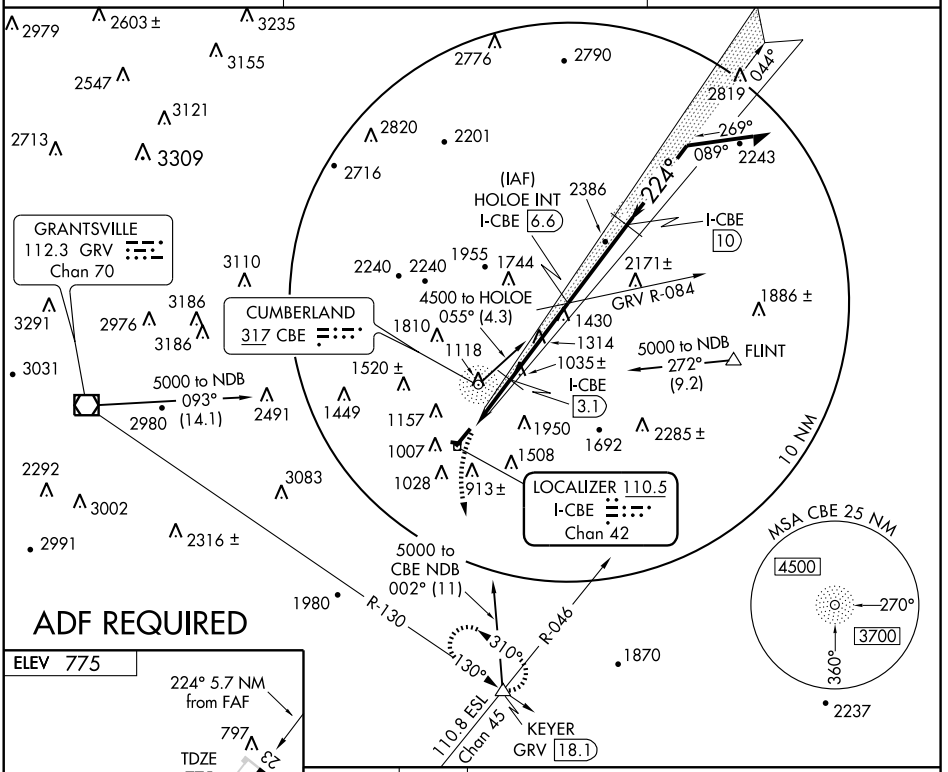
LOC/DME RWY 23

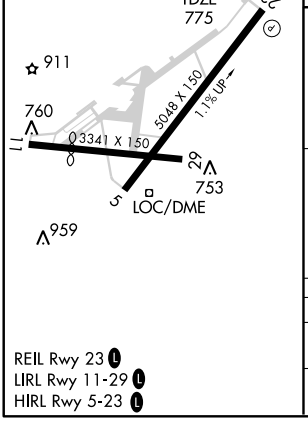
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

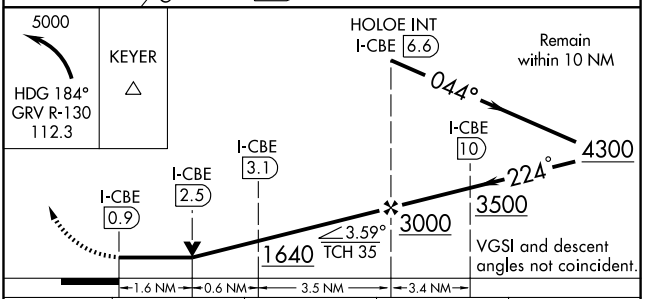
Circling not authorized northwest of Rwy 5-23 NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1400-1 625 (700-1)		1400-1¾ 625 (700-1¾)	1400-2 625 (700-2)
CIRCLING	2060-1¼ 1285 (1300-1¼)	2060-1½ 1285 (1300-1½)	2060-3 1285 (1300-3)	2340-3 1565 (1600-3)

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5048
031°	TDZE	747
	Apt Elev	775

RNAV (GPS) RWY 5

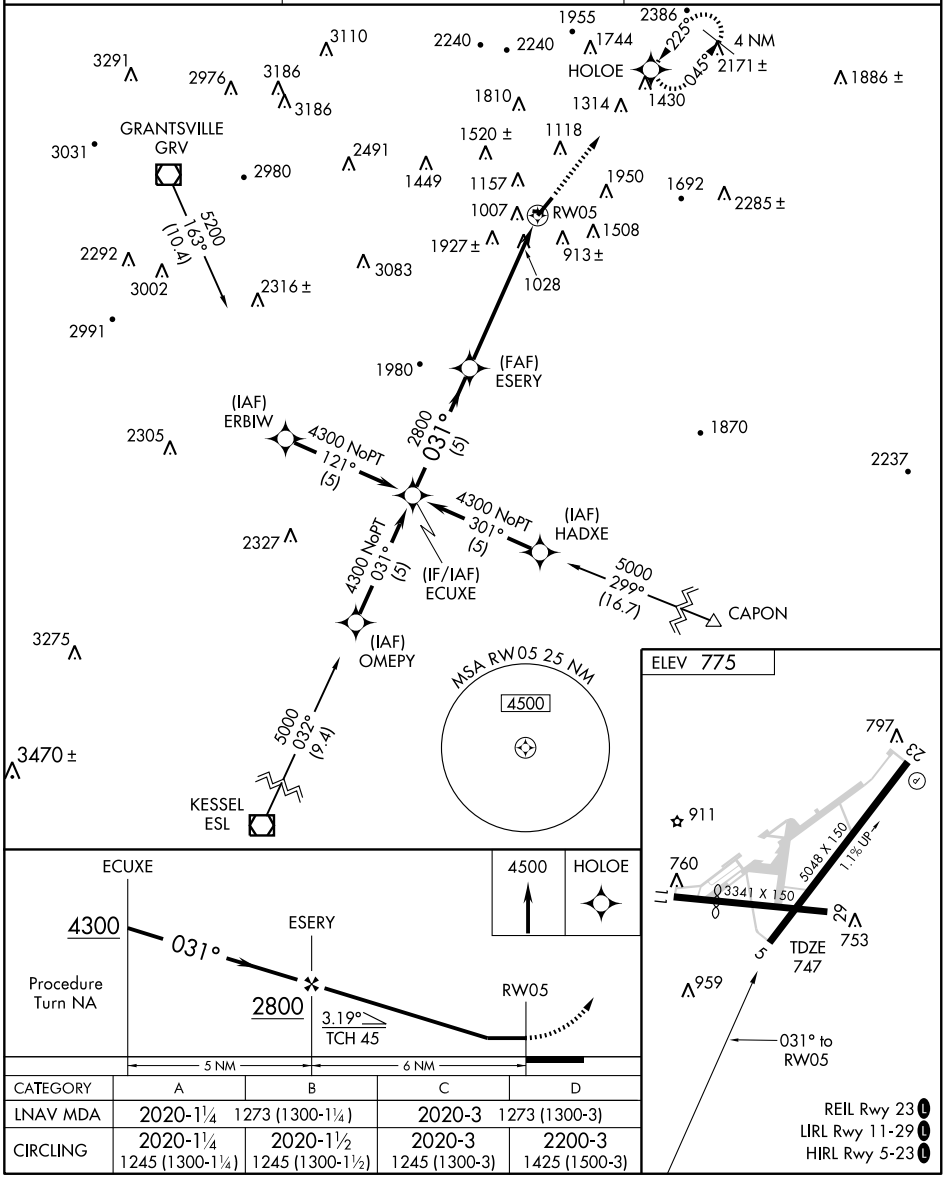
CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

Circling not authorized NW of Rwy 5-23.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HOLOE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
128.625	124.4 327.1	122.8 (CTAF)

NE-3, 21 OCT 2010 to 18 NOV 2010

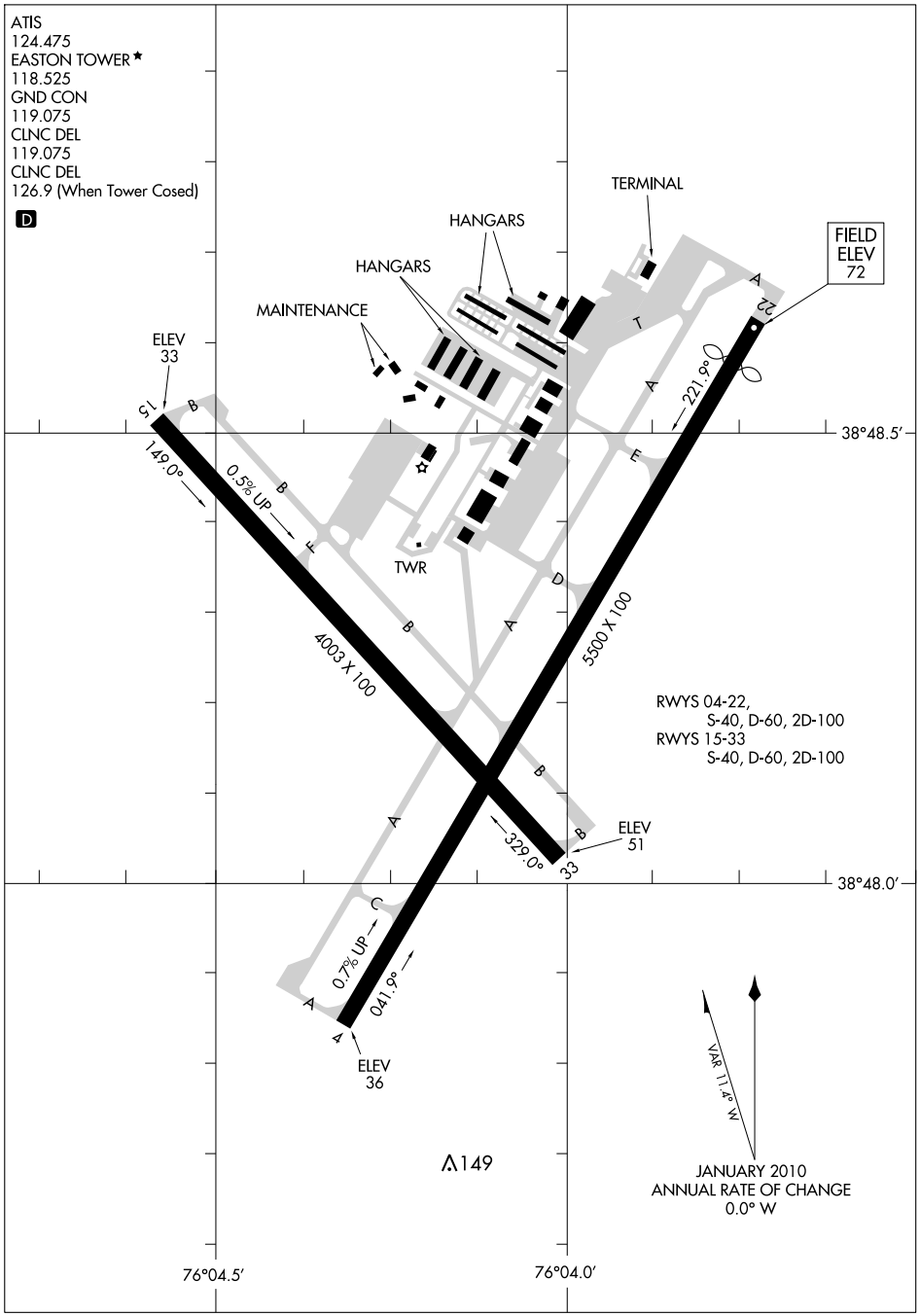


CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 1273 (1300-1¼)		2020-3 1273 (1300-3)	
CIRCLING	2020-1¼ 1245 (1300-1¼)	2020-1½ 1245 (1300-1½)	2020-3 1245 (1300-3)	2200-3 1425 (1500-3)

AIRPORT DIAGRAM

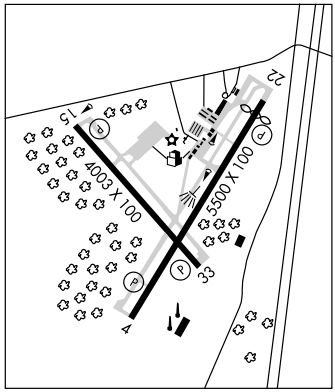
AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)
EASTON, MARYLAND



NE-3, 21 OCT 2010 to 18 NOV 2010

EASTON/NEWNAM FLD (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
RWY 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE **IAP, AD**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Trees. Rgt tfc.
RWY 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
RWY 22: TORA–5500 TODA–5500 ASDA–5500 LDA–5175



AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.
WEATHER DATA SOURCES: AWOS–3 124.475 (410) 822–2817.
COMMUNICATIONS: CTAF 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
TOWER 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
AIRSPACE: CLASS D svc (1100–0300Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
ILS/DME 109.35 I–FGH Chan 30Y Rwy 04.

ELDERSBURG

HOBY WOLF (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
RWY 02–20: 2000X60 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
RWY 13–31: H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

ESSEX SKYPARK (See BALTIMORE)

LOC/DME I-FGH	APP CRS	Rwy Idg 4775
109.35	041°	TDZE 58
Chan 30 (Y)		Apt Elev 72

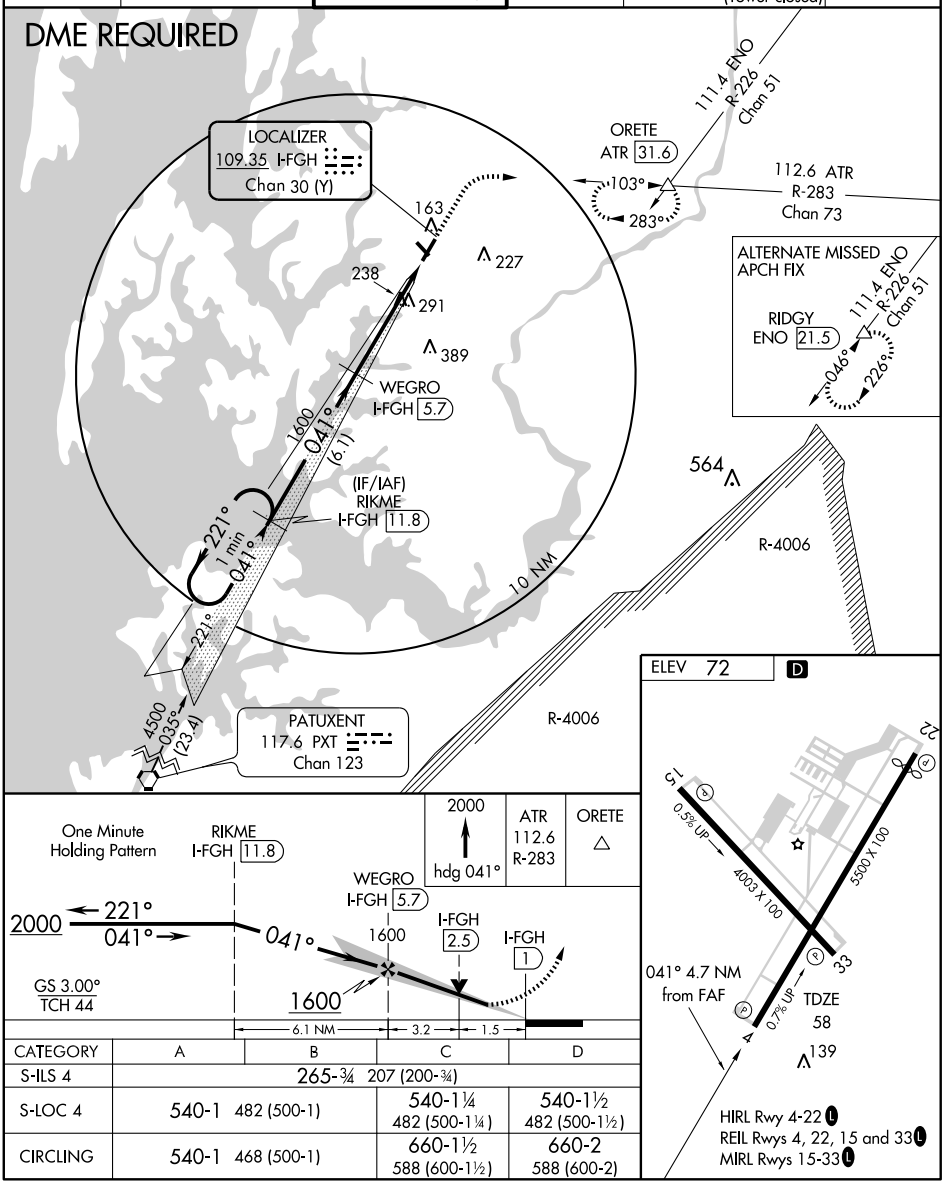
ILS or LOC/DME RWY 4

EASTON/NEWNAM FIELD (ESN)

If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet.
VDP NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95



CATEGORY	A	B	C	D
S-ILS 4	265-¾ 207 (200-¾)			
S-LOC 4	540-1 482 (500-1)		540-1¼ 482 (500-1¼)	540-1½ 482 (500-1½)
CIRCLING	540-1 468 (500-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

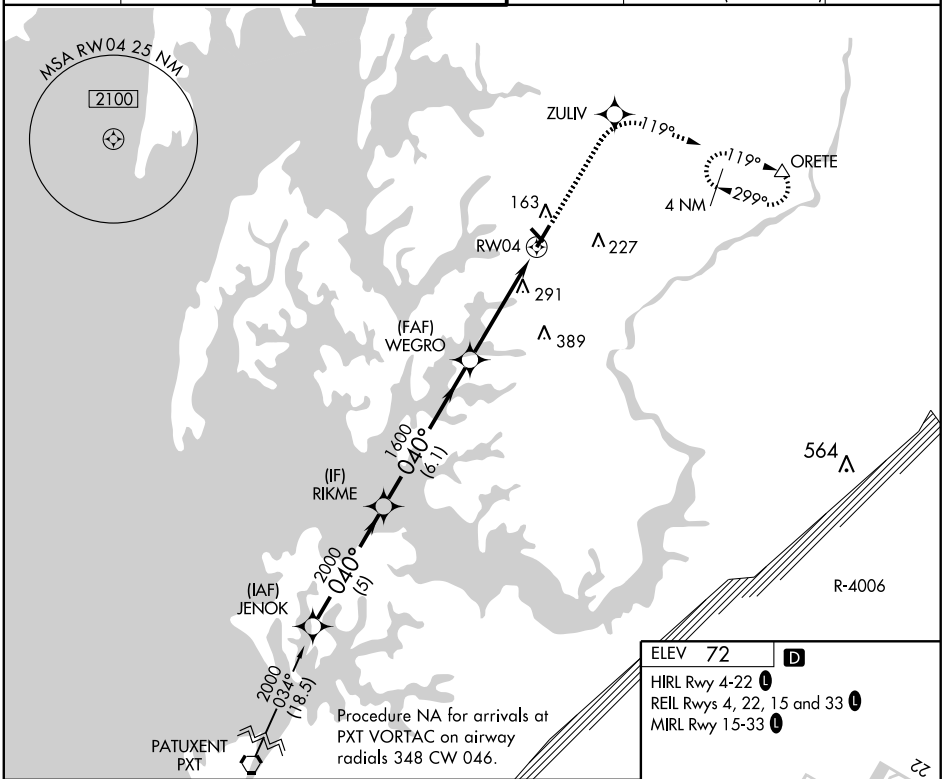
WAAS CH 86905 W04A	APP CRS 040°	Rwy Idg 4775 TDZE 58 Apt Elev 72

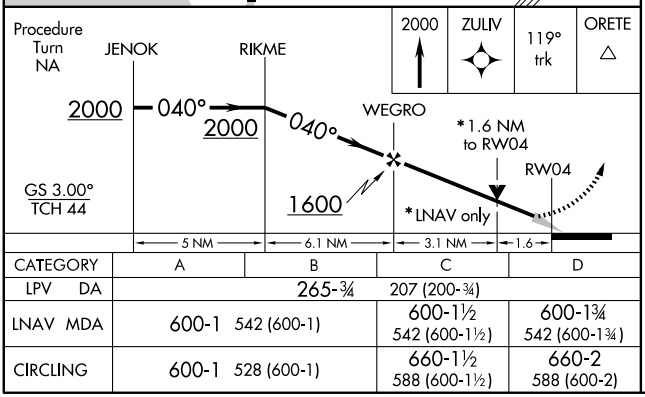
RNAV (GPS) RWY 4
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore Washington Intl Thurgood Marshall altimeter setting.

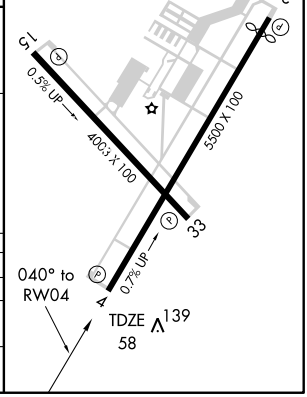
MISSED APPROACH: Climb to 2000 direct ZULIV and via 119° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA		265-¾	207 (200-¾)	
LNAV MDA	600-1 542 (600-1)		600-1½ 542 (600-1½)	600-1¾ 542 (600-1¾)
CIRCLING	600-1 528 (600-1)		660-1½ 588 (600-1½)	660-2 588 (600-2)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

EASTON/NEWNAM FIELD (ESN)

APP CRS	Rwy Idg	4003
148°	TDZE	47
	Apt Elev	72

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 100 feet, LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TUKIE and via 052° track to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95

RADAR REQUIRED

654

(IF) HIVAR

1600 147° (6.1)

(FAF) CERAV

148°

163± 163

RW15

227

291

389

119° ORETE 299° 4 NM

052°

TUKIE

R-4006

MSA RW15 25 NM

2100

ELEV 72 D

148° to RW15

TDZE 47

0.5% UP

4003 X 100

5500 X 100

0.7% UP

33

15

22

4

139

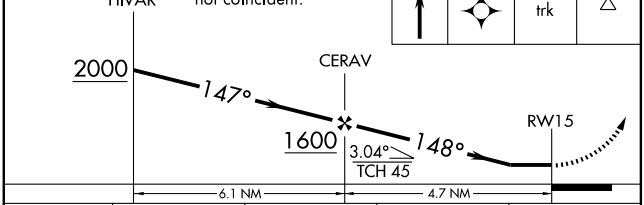
HIRL Rwy 4-22 L

REIL Rwys 4, 22, 15 and 33 L

MIRL Rwys 15-33 L

VGSI and descent angles not coincident.

2000 | TUKIE | 052° trk | ORETE



CATEGORY	A	B	C	D
LNAV MDA	420-1 373 (400-1)			420-1¼ 373 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40207 W22A	APP CRS 221°	Rwy Idg 5175 TDZE 72 Apt Elev 72

RNAV (GPS) RWY 22

EASTON/NEWNAM FIELD (ESN)

Baro-VNAV NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DA 93 feet, all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile and Circling Cats C visibility ½ mile and Cat D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95

Procedure NA for arrivals at CEPLU via V379 westbound.

(IAF) CEPLU — 2000 153° (4.6) — (IF) FILRO — 2000 290° (7.4) — (IAF) RIDGY

1600 221° (6.1) — (FAF) ZULIV — 179±

163 RW22 164± — 227 — 291 — 389

MISSED APCH FIX: RIKME, 4 NM, 220°, 040°

MSA RW22 25 NM: 2100

R-4006 564

ELEV 72 D

221° to RW22

RW22 TDZE 72 RW33

5500 X 100 — 0.5% UP

4003 X 100 — 0.7% UP

139

HIRL Rwy 4-22 L
REIL Rwys 4, 22, 15 and 33 L
MIRL Rwy15-33 L

2200 RIKME

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

FILRO 2000 — 221° — ZULIV — RW22 — 1600

GS 3.00° TCH 40

4.6 NM — 6.1 NM

CATEGORY	A	B	C	D
LPV DA	352-1 280 (300-1)			
LNAV/VNAV DA	434-1¼ 362 (400-1¼)			
LNAV MDA	440-1 368 (400-1)			440-1¼ 368 (400-1¼)
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4003
328°	TDZE	51
	Apt Elev	72

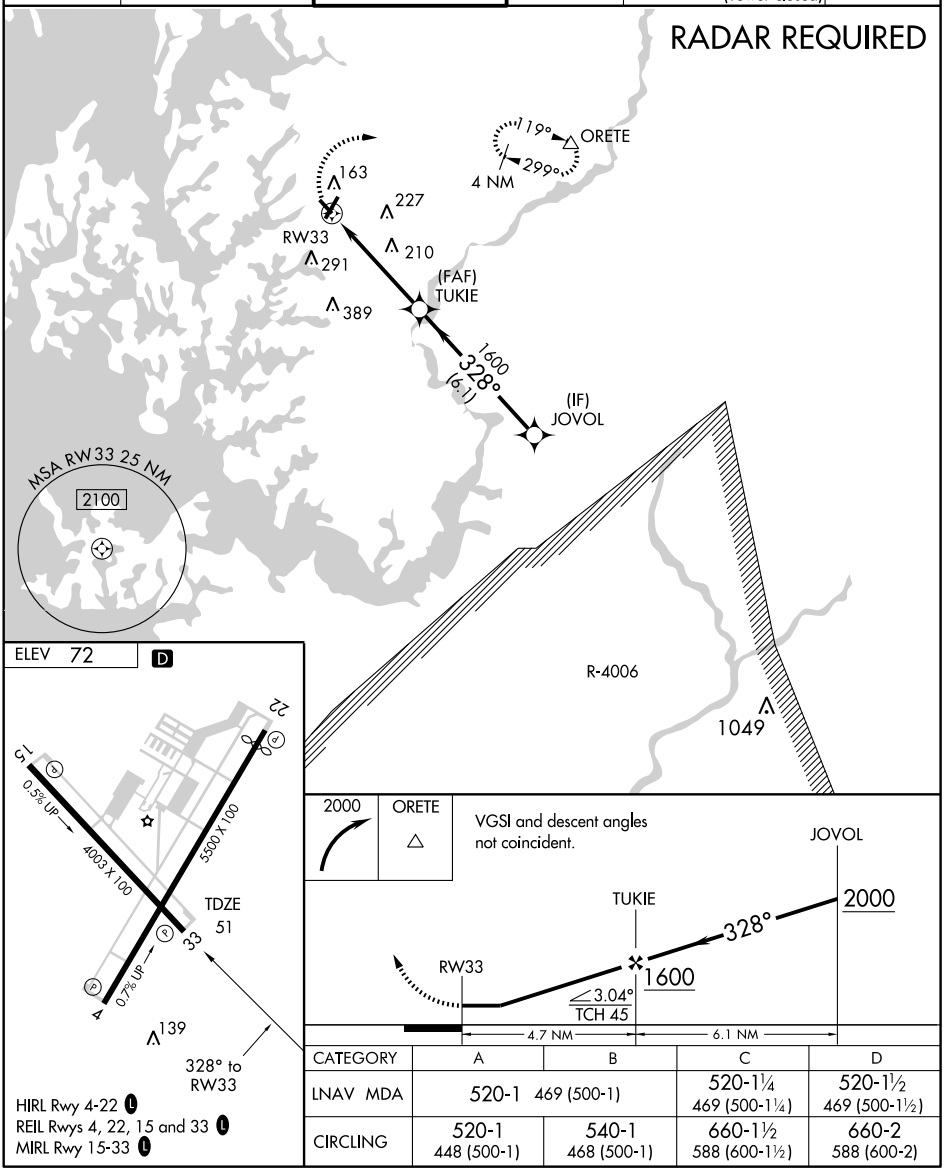
RNAV (GPS) RWY 33
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 100 feet, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075 126.9 (Tower closed)	122.95

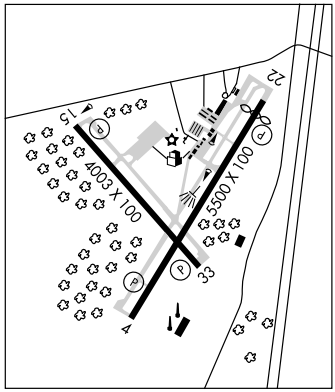
RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1¼ 469 (500-1¼)	520-1½ 469 (500-1½)
CIRCLING	520-1 448 (500-1)	540-1 468 (500-1)	660-1½ 588 (600-1½)	660-2 588 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

EASTON/NEWNAM FLD (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
RWY 04–22: H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 HIRL 0.7% up NE **IAP, AD**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Trees. Rgt tfc.
RWY 15–33: H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–5175 TODA–5500 ASDA–4775 LDA–4775
RWY 22: TORA–5500 TODA–5500 ASDA–5500 LDA–5175



AIRPORT REMARKS: Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.
WEATHER DATA SOURCES: AWOS–3 124.475 (410) 822–2817.
COMMUNICATIONS: CTAF 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
TOWER 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
AIRSPACE: CLASS D svc (1100–0300Z‡) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
ILS/DME 109.35 I–FGH Chan 30Y Rwy 04.

ELDERSBURG

HOBY WOLF (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
RWY 02–20: 2000X60 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
COMMUNICATIONS: CTAF 122.9

ELKTON

CECIL CO (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
RWY 13–31: H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
RWY 13: REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILADELPHIA APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

ELLICOTT N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
NDB (MHW) 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

ESSEX SKYPARK (See BALTIMORE)

APP CRS	Rwy Idg	2699
127°	TDZE	106
	Apt Elev	106

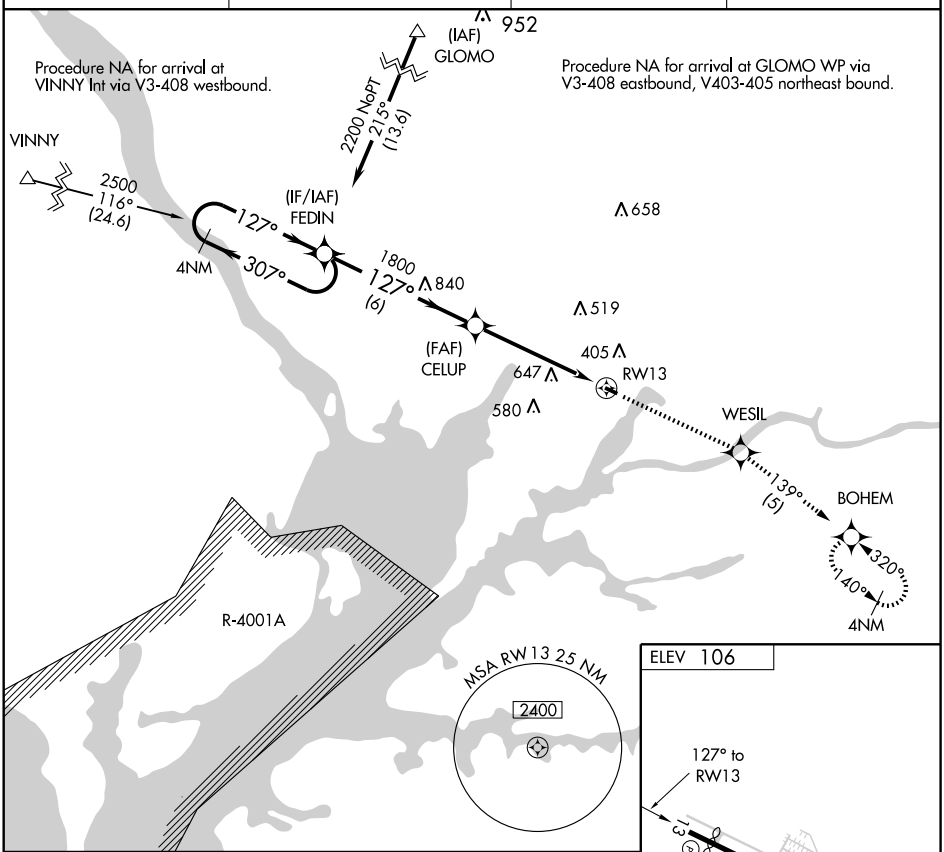
RNAV (GPS) RWY 13

ELKTON/CECIL COUNTY (58M)

Use Summit, Middletown, DE altimeter setting; if not received, use New Castle County, Wilmington, DE altimeter setting and increase all MDAs 20 feet.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WESIL WP and via 139° track to BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L



CATEGORY	A	B	C	D
LNAV MDA	980-1¼	874 (900-1¼)	NA	
CIRCLING	980-1¼	874 (900-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2385
308°	TDZE	106
	Apt Elev	106

RNAV (GPS) RWY 31

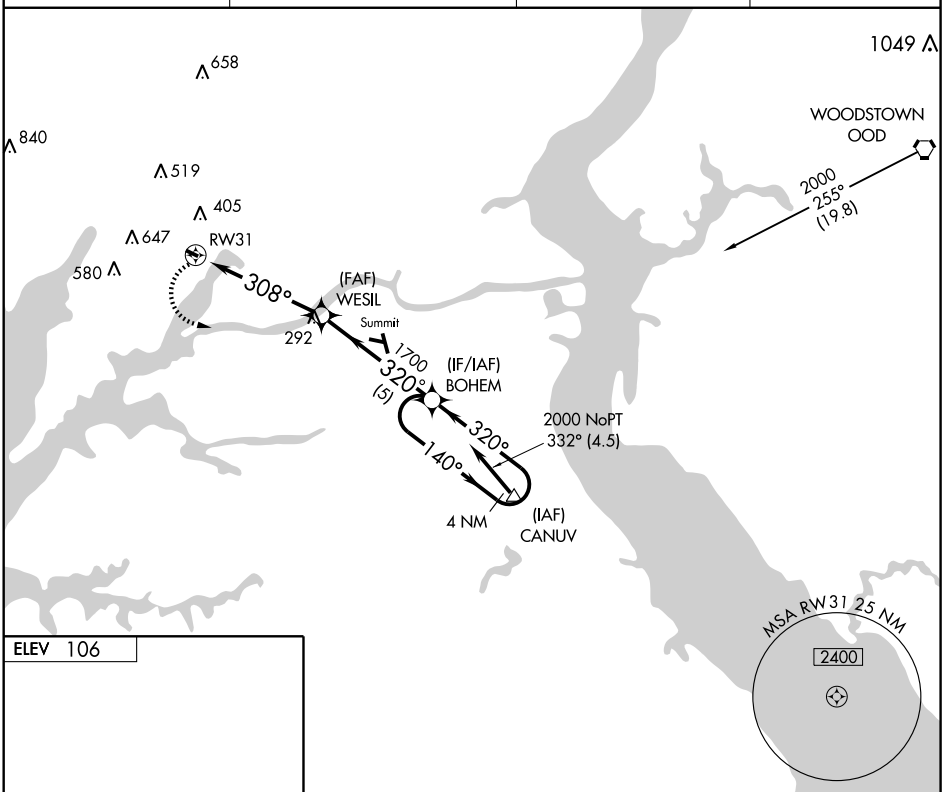
ELKTON/ CECIL COUNTY (58M)

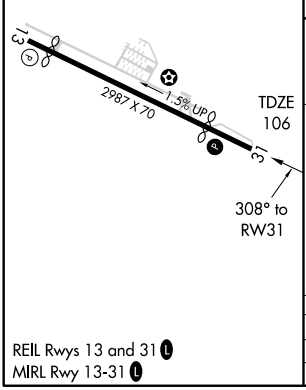
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet.
Circling NA at night.

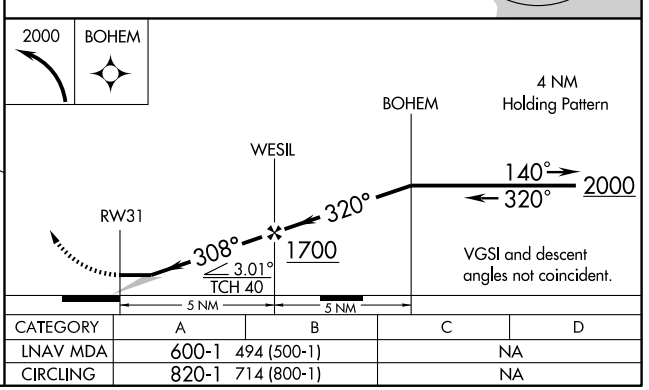
NA

MISSED APPROACH: Climbing left turn to 2000 direct BOHEM WP and hold.

SUMMIT AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	







CATEGORY	A	B	C	D
LNAV MDA	600-1 494 (500-1)		NA	
CIRCLING	820-1 714 (800-1)		NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ENO 111.4 Chan 51	APP CRS 331°	Rwy Idg 2385 TDZE 106 Apt Elev 106

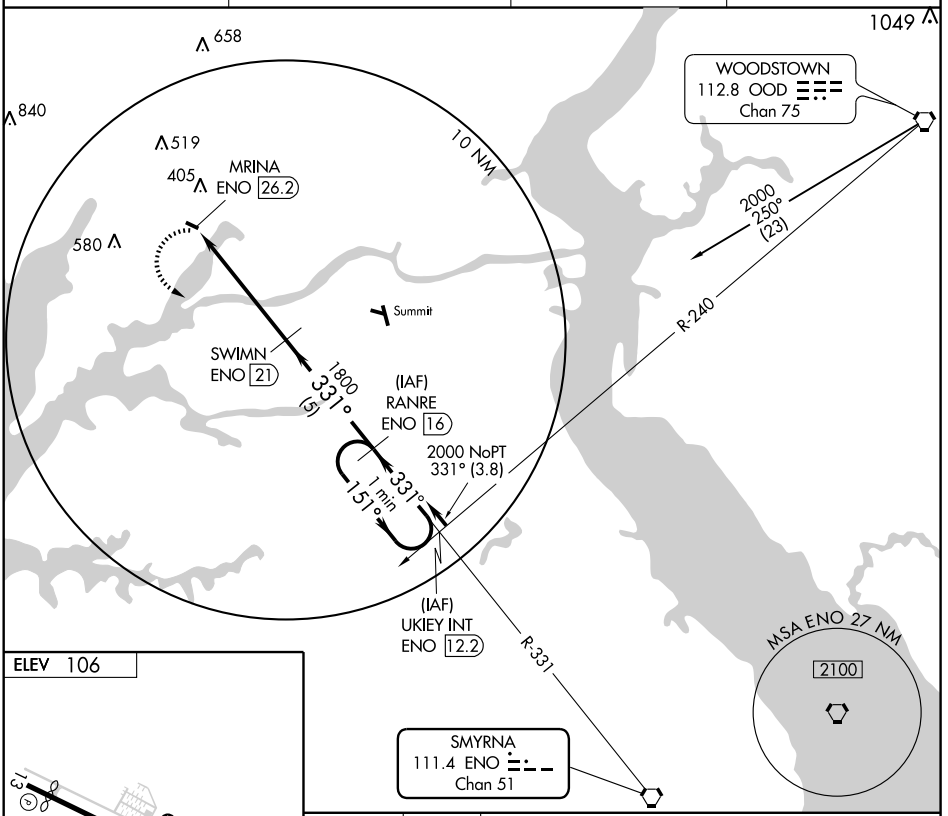
VOR/DME RWY 31

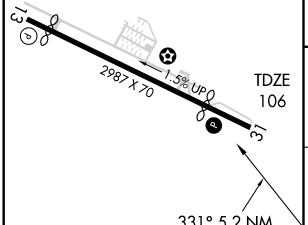
ELKTON/ CECIL COUNTY (58M)

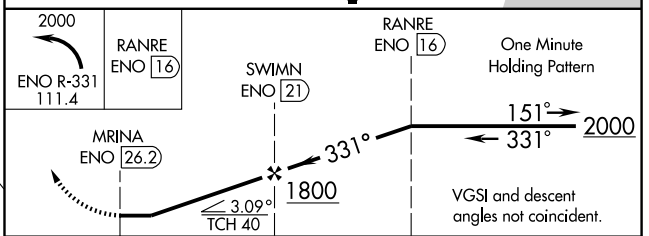
T NA — Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet. Circling NA at night.

MISSED APPROACH: Climbing left turn to 2000 via ENO R-331 to RANRE/ENO VORTAC 16 DME and hold.

SUMMIT AWOS-3 132.325	PHILADELPHIA APP CON 118.35 323.1	UNICOM 122.8 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-31	720-1 614 (700-1)	720-1¼ 614 (700-1¼)	NA	
CIRCLING	820-1 714 (800-1)	820-1¼ 714 (800-1¼)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

FALLSTON (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp. **L–29E, 34F, 36I, A IAP**

RWY 10–28: H3000X75 (ASPH) MIRL 1.2% up E

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

RWY 28: REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

RWY 05–23: H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

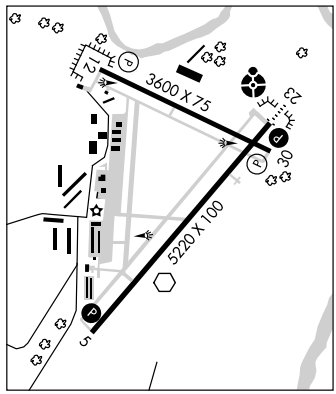
RWY 23: REIL. ODALS. PAPI(P4L).

RWY 12–30: H3600X75 (ASPH) MIRL 0.4% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

RWY 30: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W. **HIWAS.**

(T) VOR 109.0 FDK N39°24.73′ W77°22.51′ at fld.

ILS 110.3 I–FDK Rwy 23.

FREEWAY (See MITCHELLVILLE)

APP CRS	Rwy Idg	3000
114°	TDZE	150
	Apt Elev	150

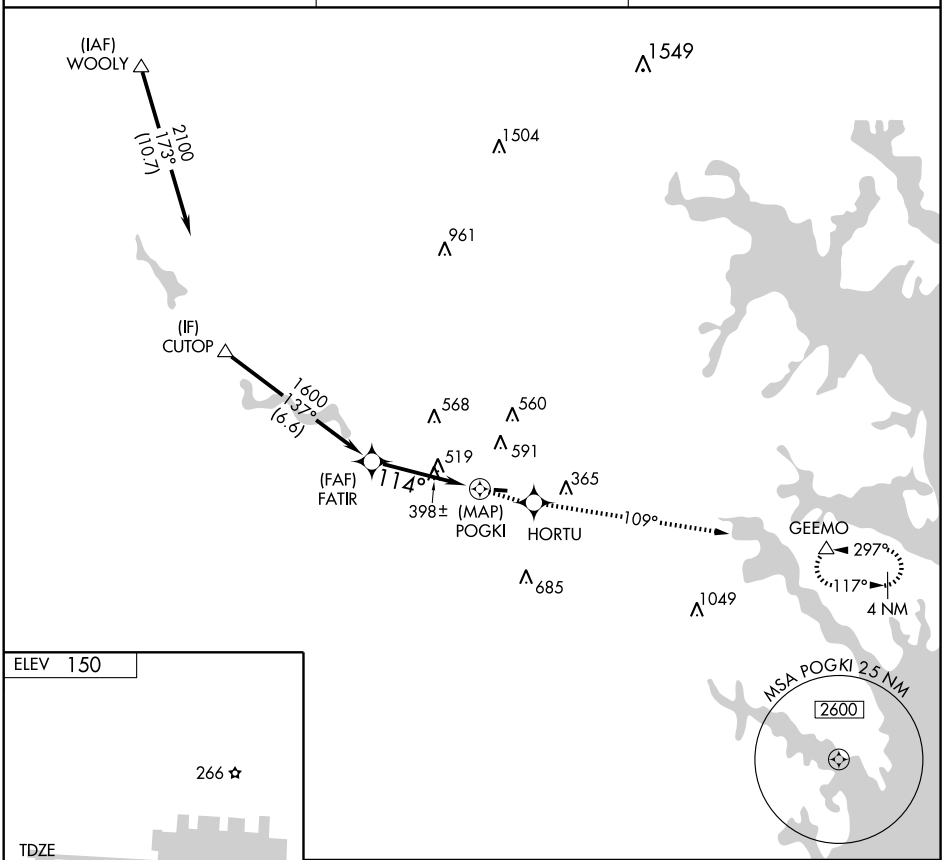
RNAV (GPS) RWY 10

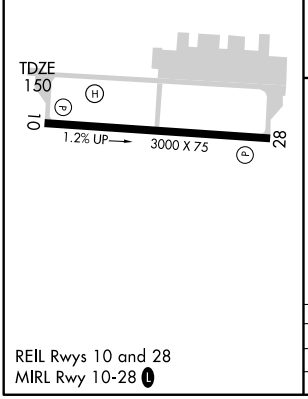
FORT MEADE(ODENTON)/ TIPTON (FME)

DME/DME RNP-0.3 NA.
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

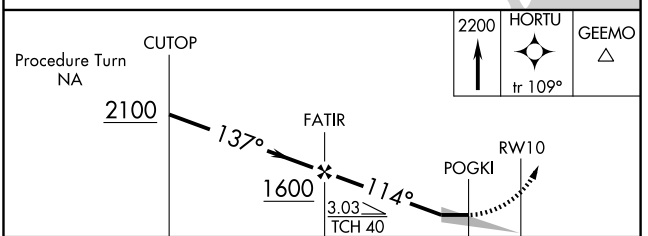
MISSED APPROACH: Climb to 2200 direct HORTU and via 109° track to GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L





REIL Rwys 10 and 28
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 650 (700-1)		NA	
CIRCLING	840-1 690 (700-1)		NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
284°	TDZE	150
	Apt Elev	150

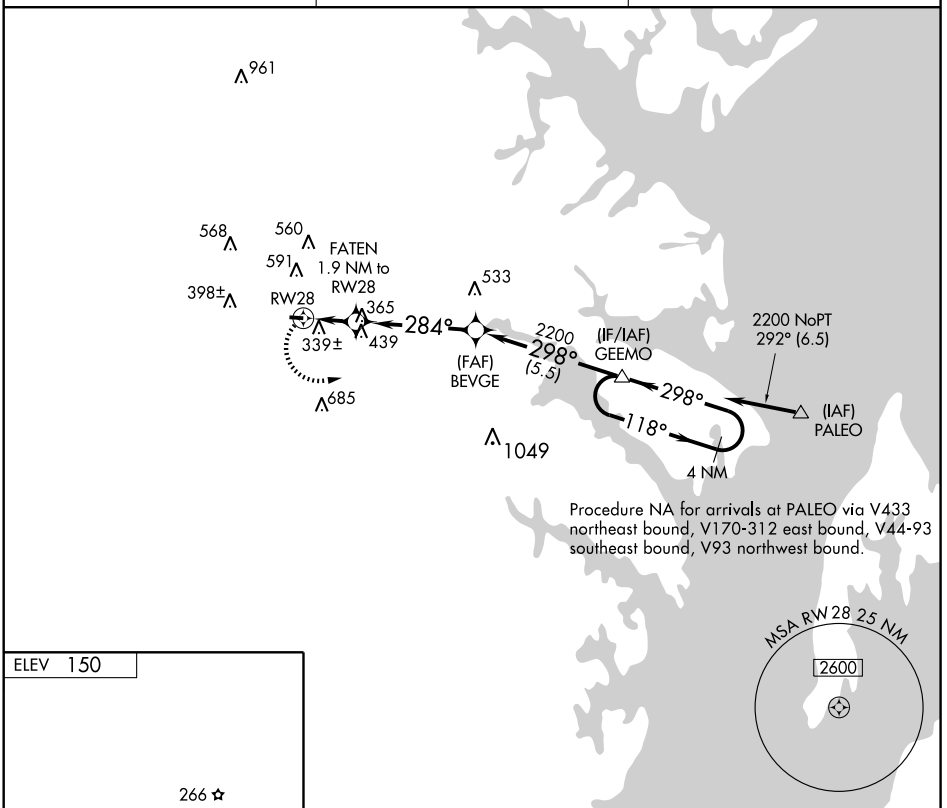
RNAV (GPS) RWY 28

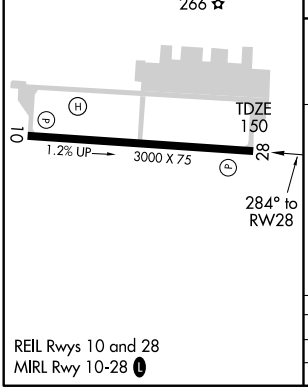
FORT MEADE (ODENTON)/ TIPTON (FME)

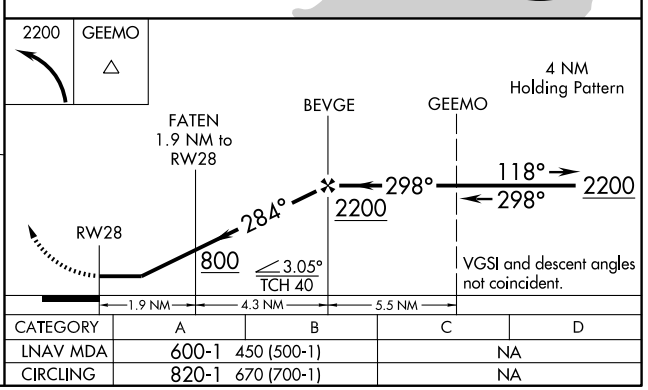
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1	450 (500-1)	NA	
CIRCLING	820-1	670 (700-1)	NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC	APP CRS	Rwy Idg	3000
BAL	233°	TDZE	N/A
115.1 Chan 98		Apt Elev	150

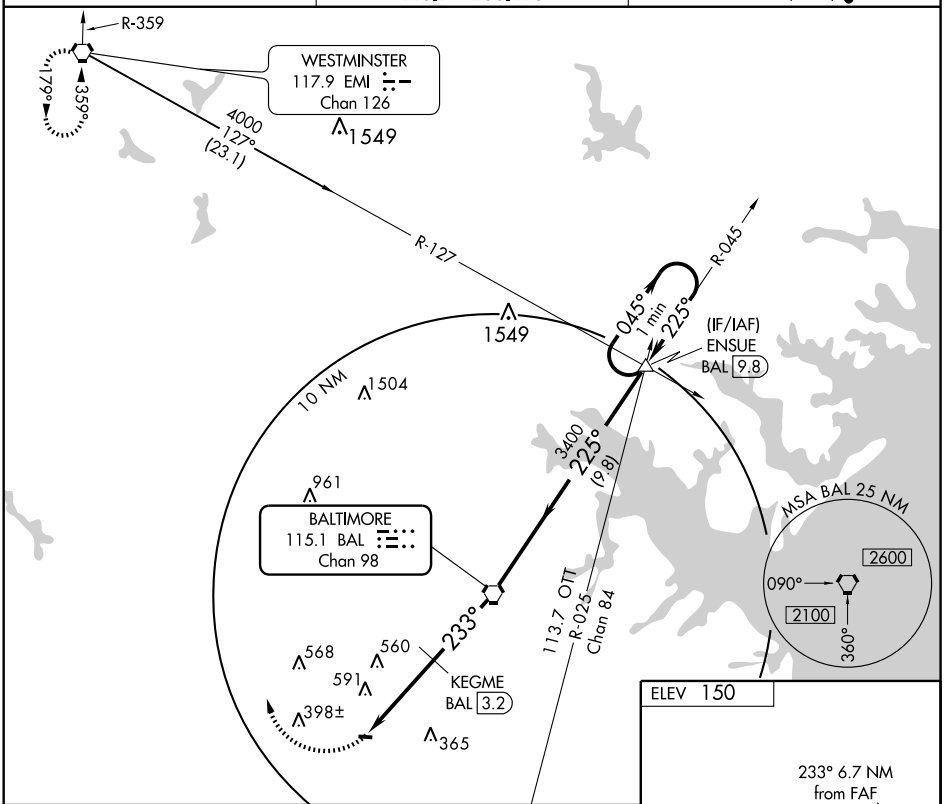
VOR-A

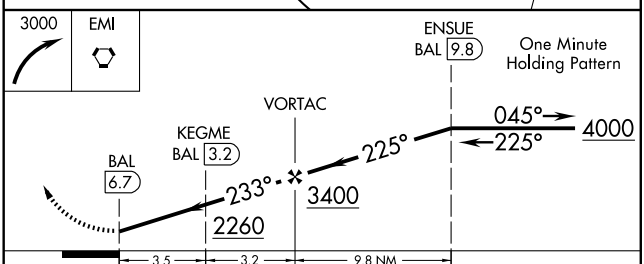
FORT MEADE(ODENTON)/ TIPTON (FME)

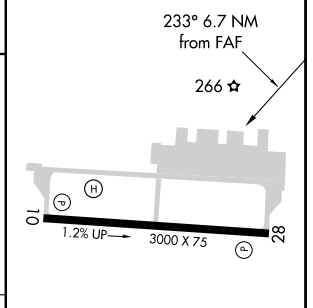
T NA — Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 2110 (2200-1¼)	2260-1½ 2110 (2200-1½)	NA	

KEGME FIX MINIMUMS

CIRCLING	920-1 770 (800-1)	920-1¼ 770 (800-1¼)	NA	

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

FAF to MAP 6.7 NM

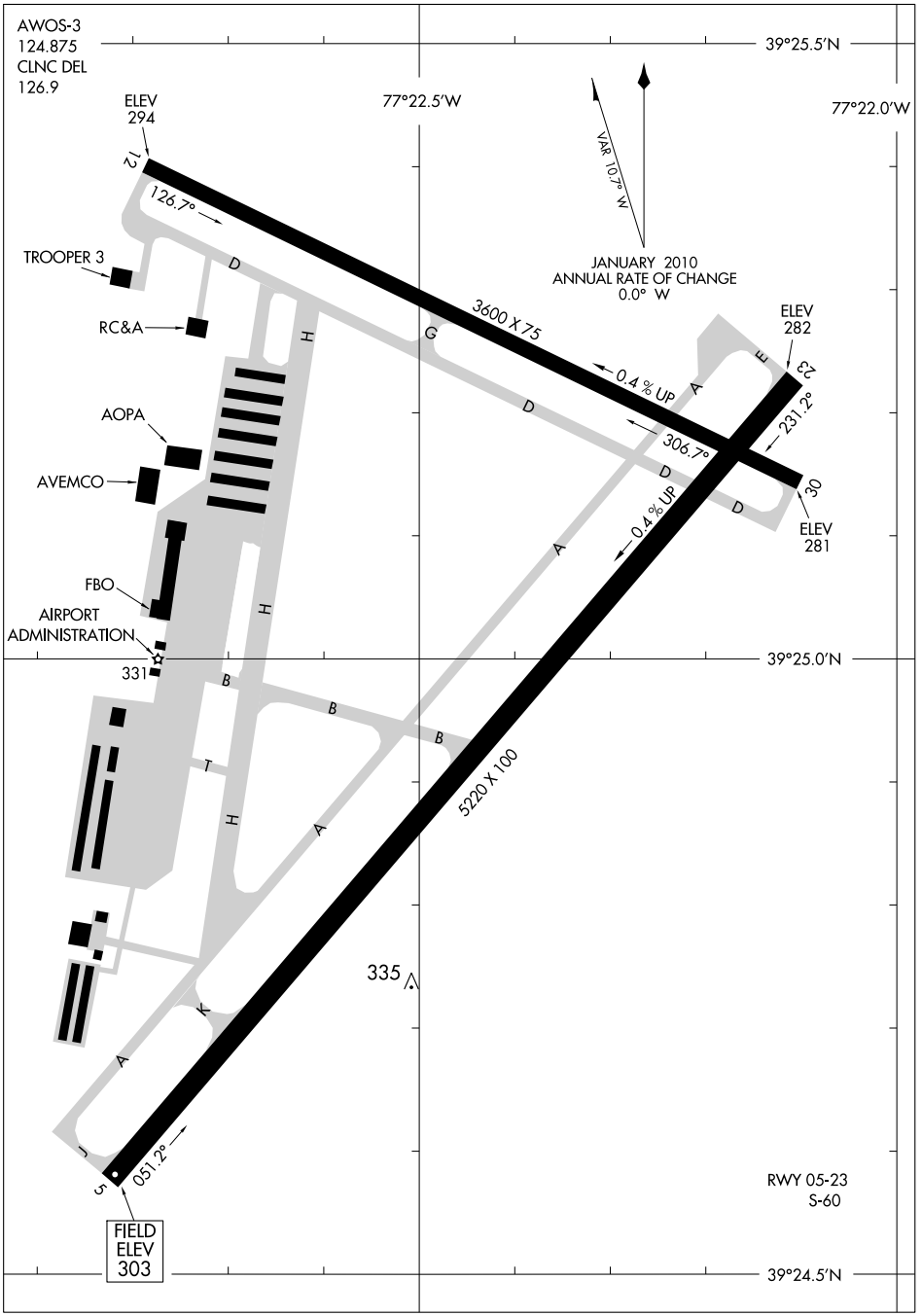
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5089 (FAA)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FREDERICK, MARYLAND
FREDERICK MUNI (FDK)

FALLSTON (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

RWY 04–22: H2200X50 (ASPH) S–12 LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

COMMUNICATIONS: CTAF 122.9

FORT MEADE (ODENTON)

TIPTON (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp. **L–29E, 34F, 36I, A IAP**

RWY 10–28: H3000X75 (ASPH) MIRL 1.2% up E

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

RWY 28: REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.925

COMMUNICATIONS: CTAF/UNICOM 123.05

POTOMAC APP/DEP CON 119.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

ANNE ARUNDEL NDB (MHW) 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

FREDERICK MUNI (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

RWY 05–23: H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L). Bldg. Rgt tfc.

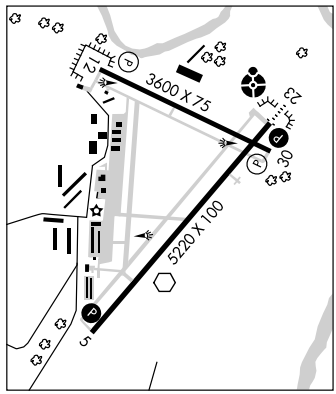
RWY 23: REIL. ODALS. PAPI(P4L).

RWY 12–30: H3600X75 (ASPH) MIRL 0.4% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

RWY 30: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

AIRPORT REMARKS: Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.



WEATHER DATA SOURCES: AWOS–3 124.875 (301) 600–1457.

COMMUNICATIONS: CTAF/UNICOM 122.725

RCO 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W. **HIWAS.**

(T) VOR 109.0 FDK N39°24.73′ W77°22.51′ at fld.

ILS 110.3 I–FDK Rwy 23.

FREEWAY (See MITCHELLVILLE)

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

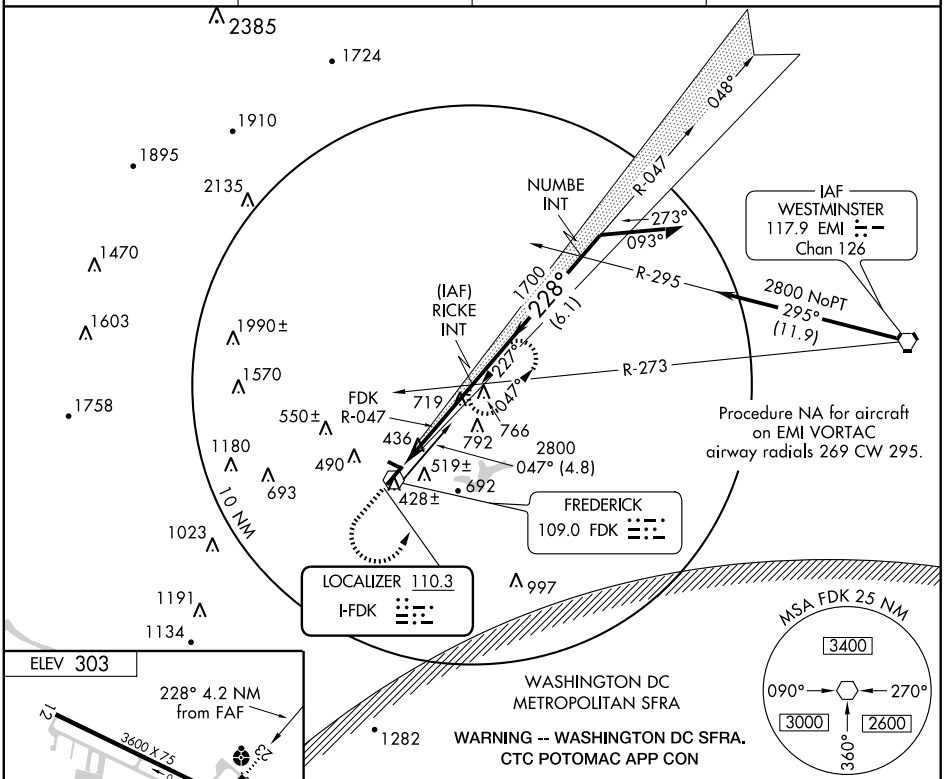
LOC I-FDK	APP CRS	Rwy Idg	5220
110.3	228°	TDZE	296
		Apt Elev	303

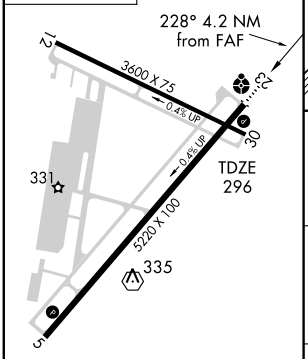
NA Inoperative table does not apply to S-LOC Cat C. When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climb to 1300, then climbing left turn to 2800 via FDK R-047 to RICKE INT and hold.

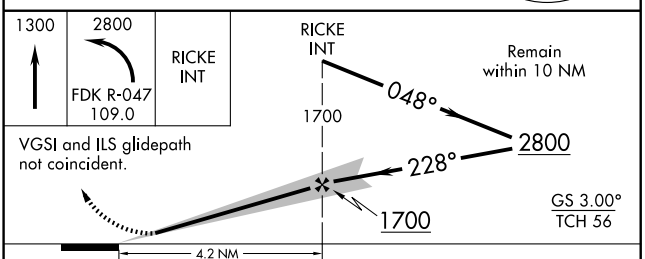
AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 23	684-1½ 388 (400-1½)			
S-LOC 23	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-1½ 717 (800-1½)		1020-2 717 (800-2)	1080-2½ 777 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

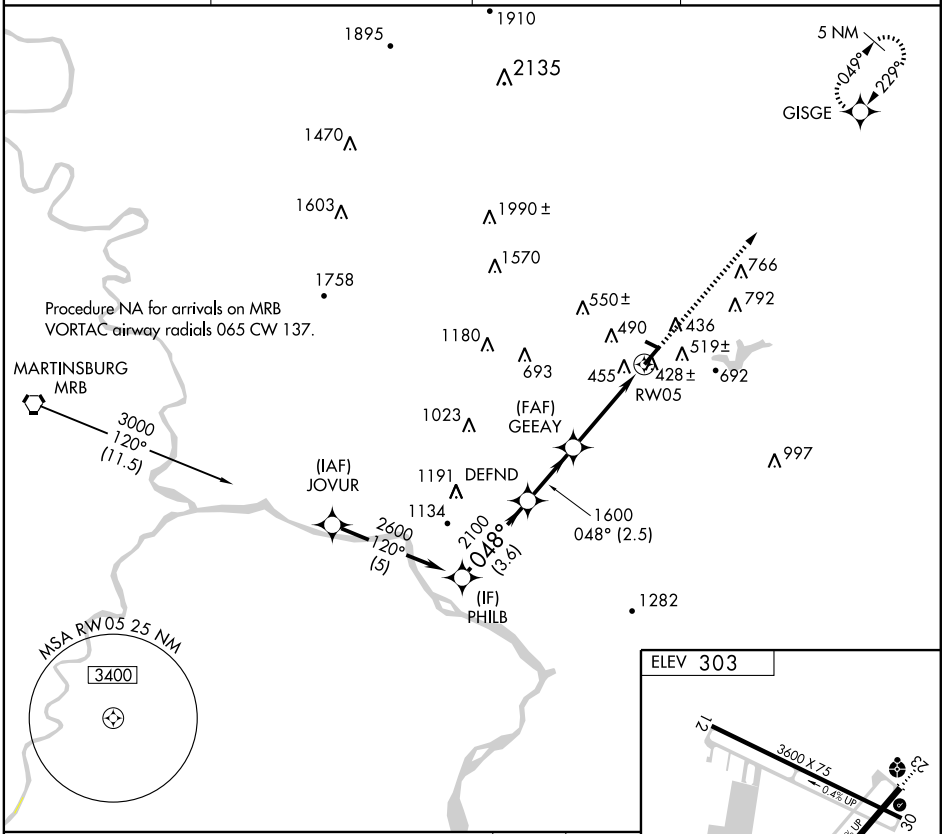
FREDERICK MUNI (FDK)

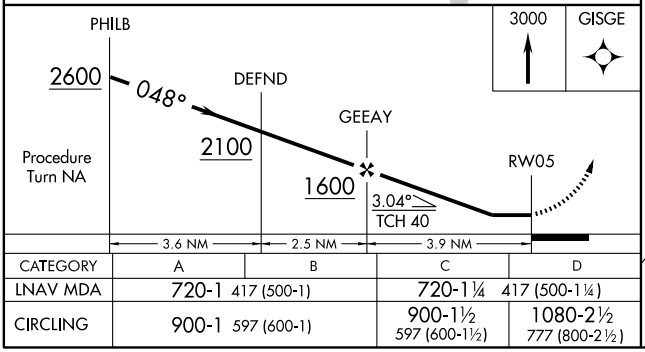
APP CRS	Rwy Idg	5220
048°	TDZE	303
	Apt Elev	303

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Leesburg altimeter setting and increase all MDAs 80 feet.

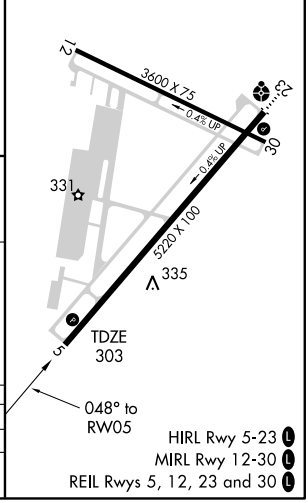
MISSED APPROACH: Climb to 3000 direct GISGE and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 417 (500-1)		720-1¼ 417 (500-1¼)	
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5220
229°	TDZE	296
	Apt Elev	303

RNAV (GPS) Y RWY 23

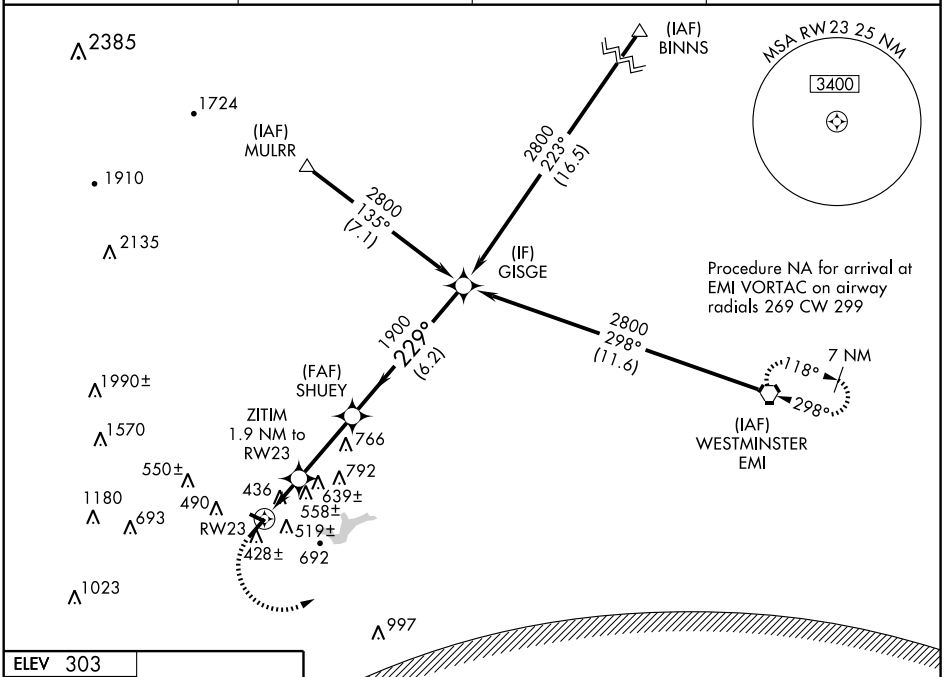
FREDERICK MUNI (FDK)

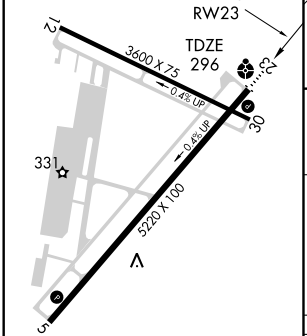
DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
When VGSI inop, circling to Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.875	125.525	291.625	126.9	122.725 (CTAF) L

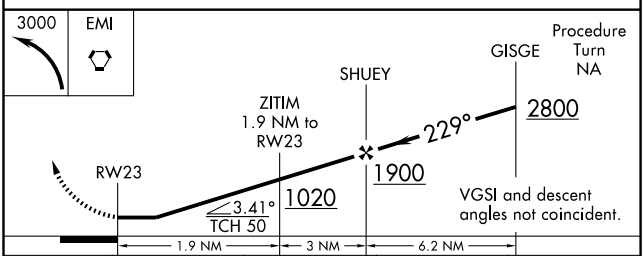




REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

WASHINGTON DC
METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
CIRCLING	900-1 597 (600-1)		900-1½ 597 (600-1½)	1080-2½ 777 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5220
CH 81802	229°	TDZE	296
W23A		Apt Elev	303

RNAV (GPS) Z RWY 23

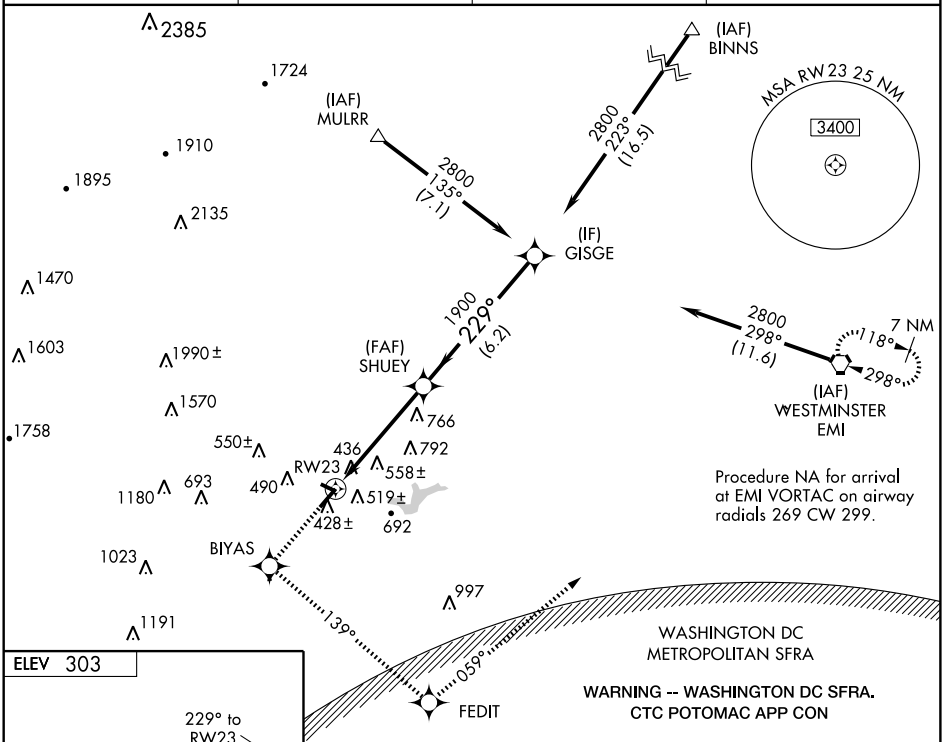
FREDERICK MUNI (FDK)

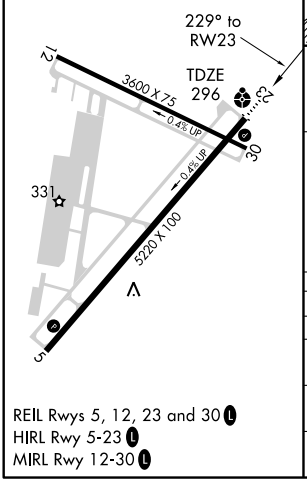
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

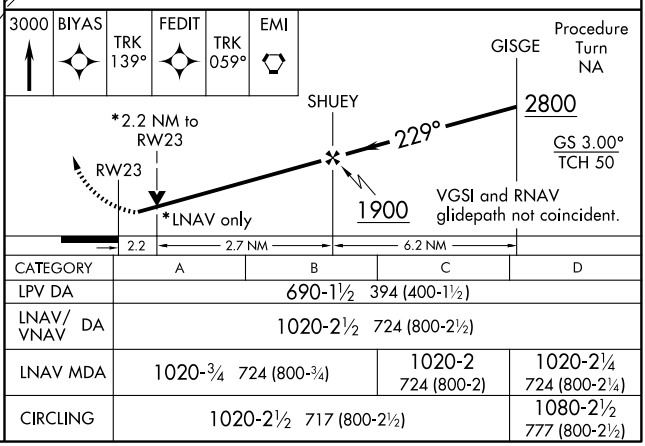
ODALS

MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.875	125.525 291.625	126.9	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
CIRCLING	1020-2½ 717 (800-2½)			1080-2½ 777 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010

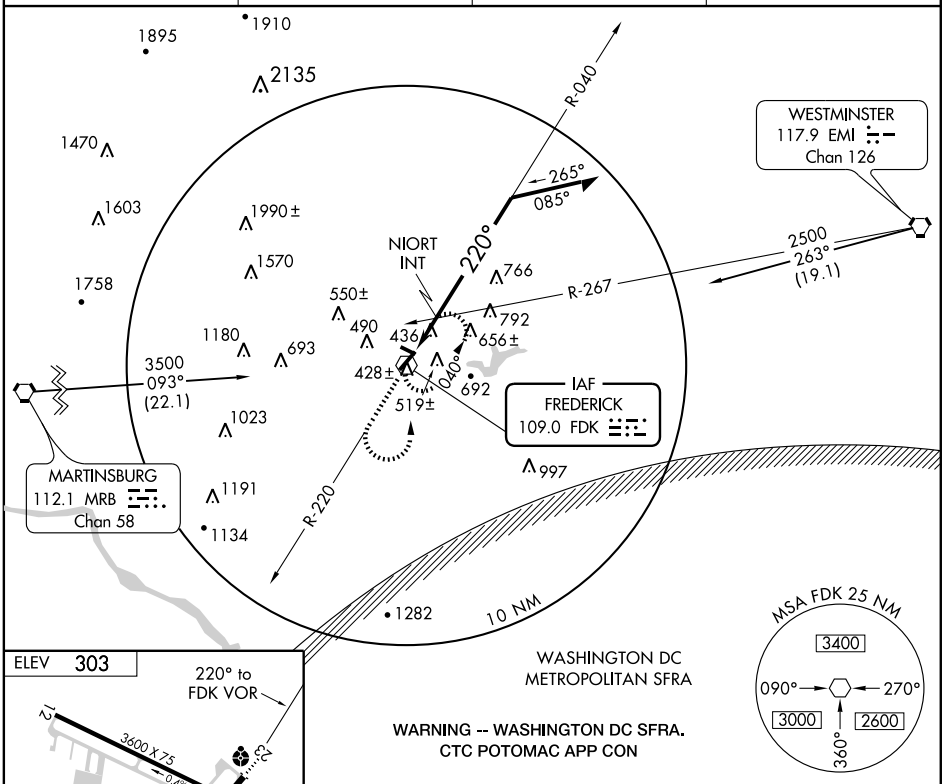
VOR FDK 109.0	APP CRS 220°	Rwy ldg N/A TDZE N/A Apt Elev 303

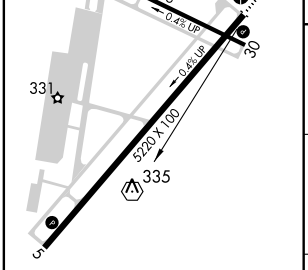
VOR-A
FREDERICK MUNI (FDK)

T
NA

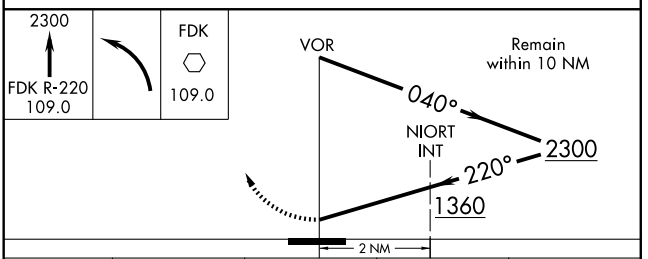
MISSED APPROACH: Climb to 2300 via FDK R-220 then left turn direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.875	125.525 291.625	126.9	122.725 (CTAF) L





REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

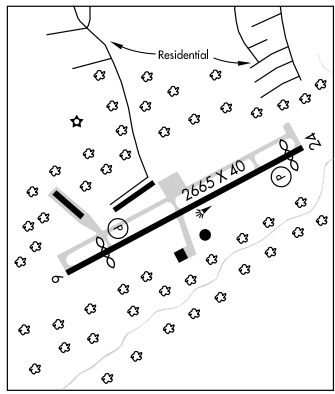


CATEGORY	A	B	C	D
CIRCLING	1360-1¼ 1057 (1100-1¼)	1360-1½ 1057 (1100-1½)	1360-3 1057 (1100-3)	
NIORT INT MINIMUMS				
CIRCLING	920-1 617 (700-1)		920-1¾ 617 (700-1¾)	1080-2½ 777 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

FRIENDLY

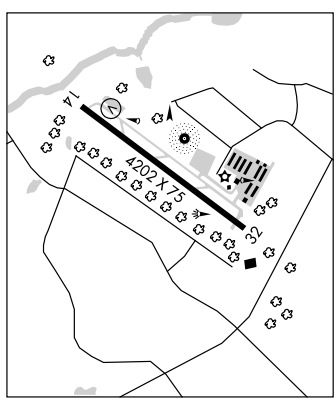
POTOMAC AIRFIELD (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 06–24: H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/AUNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.



GAITHERSBURG N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON
NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM. — L–29E, 34F, 36I, A

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE — IAP
RWY 14: REIL. VASI(V4L). Trees.
RWY 32: REIL. Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
FREDERICK (T) VOR 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
GAITHERSBURG NDB (MHW) 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.



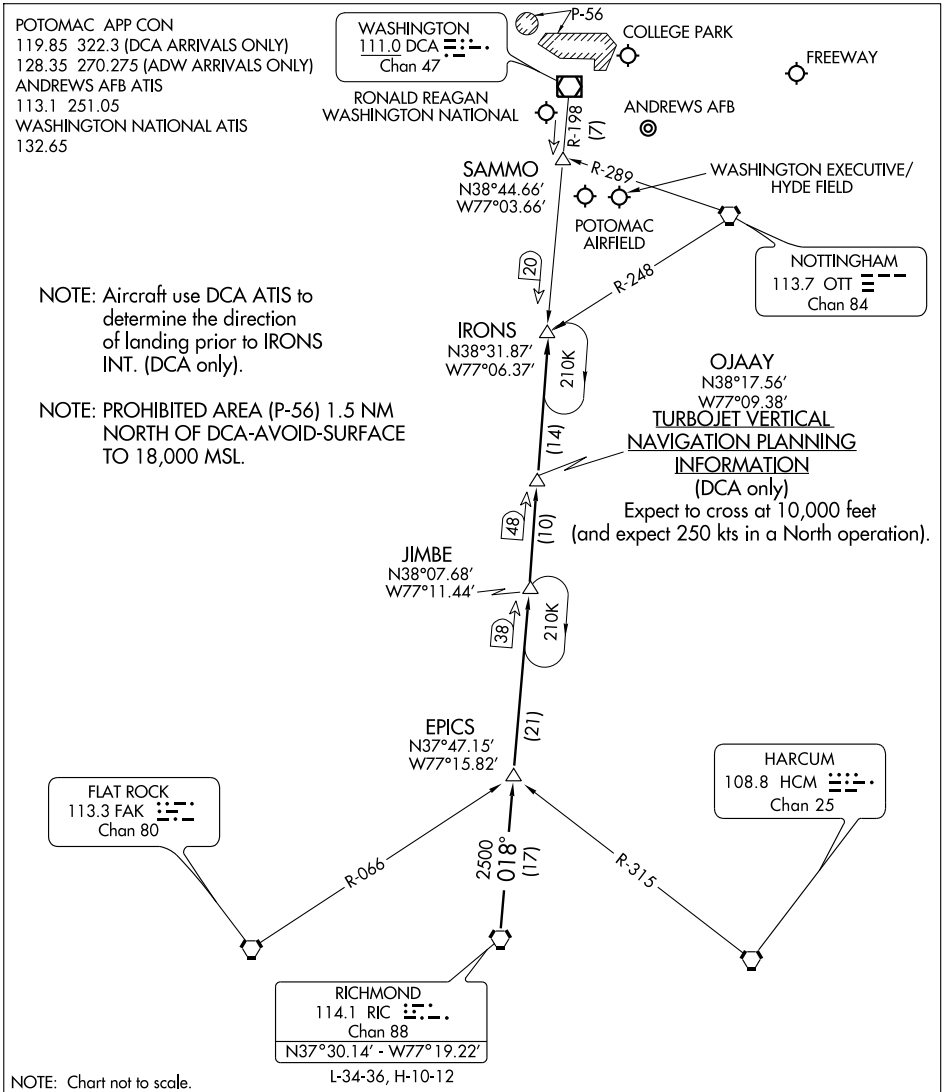
GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI
(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W. — L–29D
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
RCO 121.1R 112.3T (ELKINS RADIO)

GREATER CUMBERLAND RGNL (See CUMBERLAND)

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

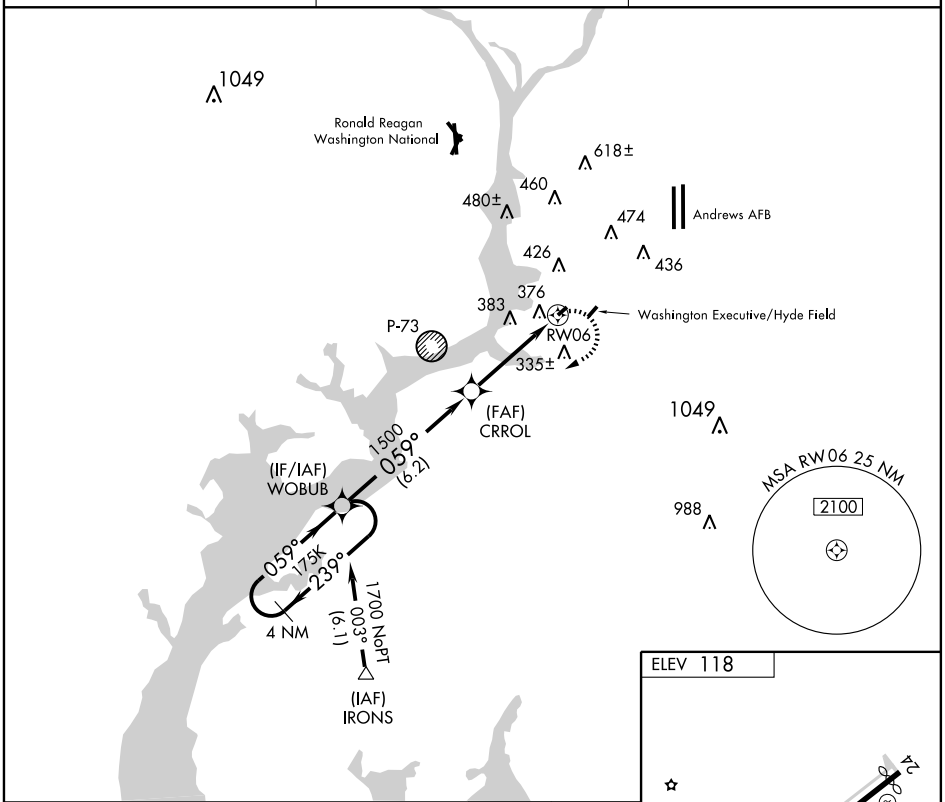
APP CRS	Rwy Idg	2289
059°	TDZE	118
	Apt Elev	118

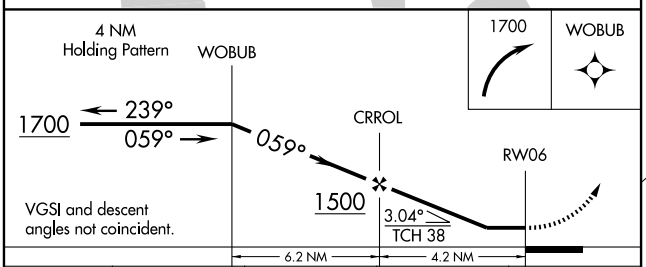
RNAV (GPS) RWY 6

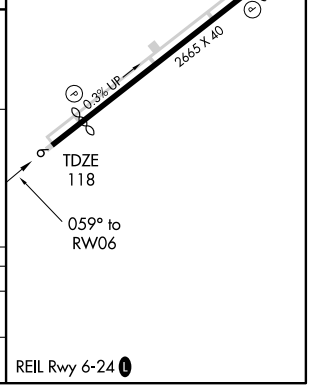
FRIENDLY / POTOMAC AIRFIELD (VKX)

NA	Circling NA SE of Rwys 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

AWOS-A	POTOMAC APP CON	UNICOM
122.8	125.650 348.725	122.8 (CTAF) L





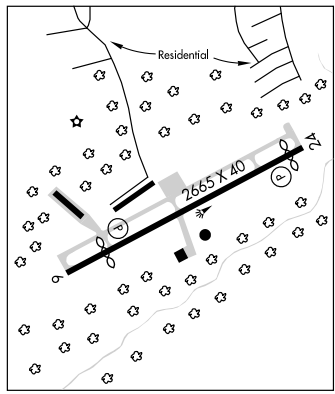


CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

FRIENDLY

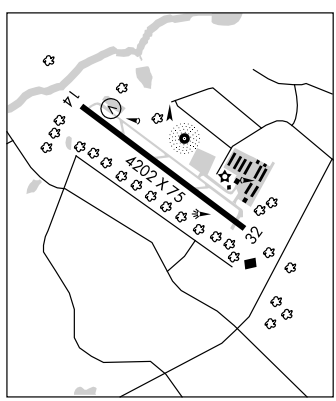
POTOMAC AIRFIELD (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 06–24: H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
RWY 06: REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
RWY 24: REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/AUNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE ADW.
ANDREWS (L) VORTACW 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.



GAITHERSBURG N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON
NDB (MHW) 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM. — L–29E, 34F, 36I, A

GAITHERSBURG

MONTGOMERY CO AIRPARK (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
RWY 14–32: H4202X75 (ASPH) MIRL 1.1% up SE — IAP
RWY 14: REIL. VASI(V4L). Trees.
RWY 32: REIL. Pole. Rgt tfc.
AIRPORT REMARKS: Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.275 (301) 977–2971.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
FREDERICK (T) VOR 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
GAITHERSBURG NDB (MHW) 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.



GARRETT CO (See OAKLAND)

GRANTSVILLE N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI
(L) VOR/DME 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W. — L–29D
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
RCO 121.1R 112.3T (ELKINS RADIO)

GREATER CUMBERLAND RGNL (See CUMBERLAND)

NDB GAI	APP CRS	Rwy Idg 4202
385	134°	TDZE 520
		Apt Elev 539

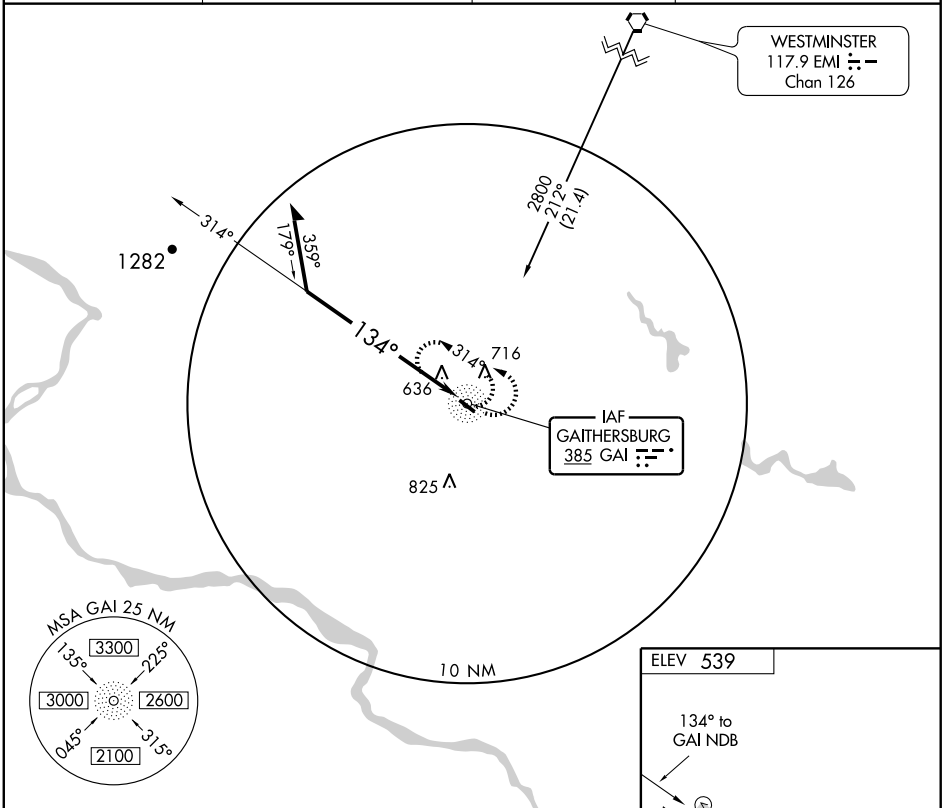
NDB RWY 14

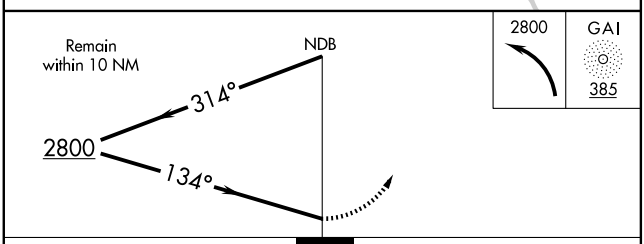
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

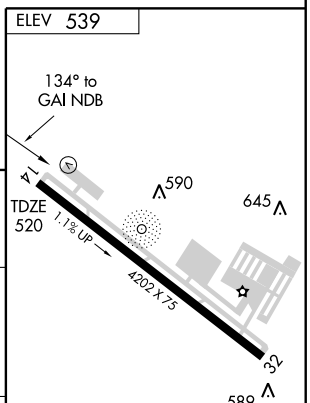
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2800 in GAI NDB holding pattern.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	1380-1 860 (900-1)	1380-1¼ 860 (900-1¼)	1380-2½ 860 (900-2½)	1380-2¾ 860 (900-2¾)
CIRCLING	1380-1 841 (900-1)	1380-1¼ 841 (900-1¼)	1380-2½ 841 (900-2½)	1380-2¾ 841 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4202
CH 77502	136°	TDZE	520
W14A		Apt Elev	539

RNAV (GPS) RWY 14

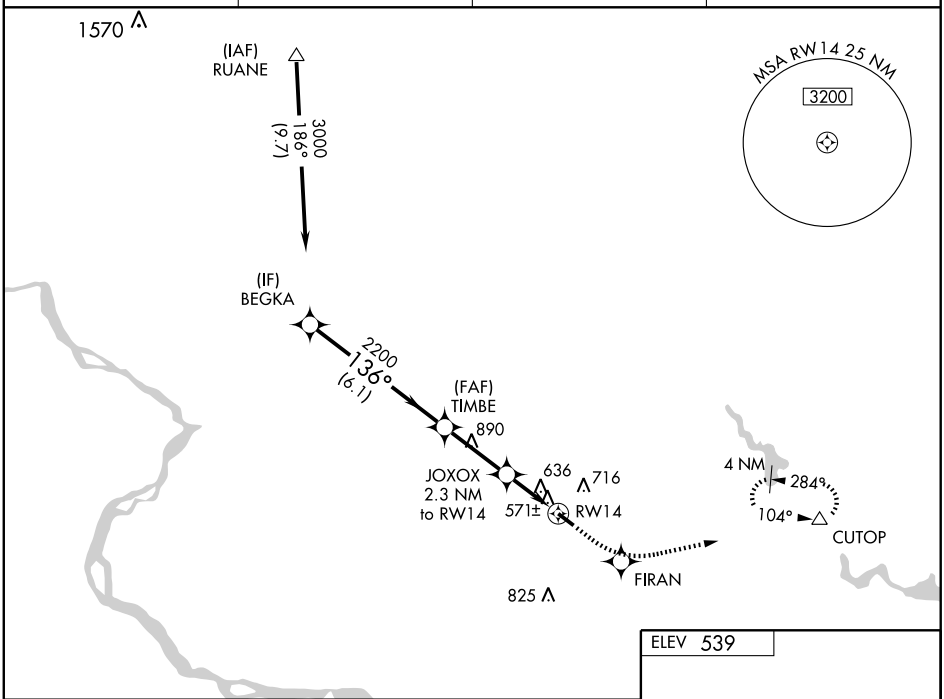
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

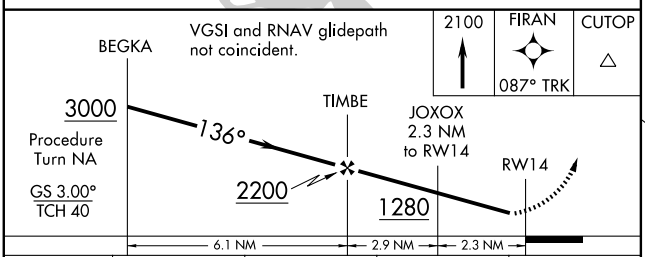
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. Circling to Rwy 32 NA at night.

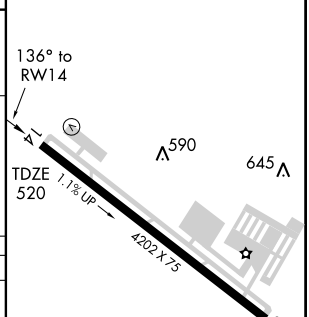
NA

MISSED APPROACH: Climb to 2100 direct FIRAN and via 087° track to CUTOP and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/ VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1¼ 460 (500-1¼)	980-1½ 460 (500-1½)
CIRCLING	1020-1½ 481 (500-1½)			1100-2 561 (600-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR FDK	APP CRS	Rwy Idg 4202
109.0	155°	TDZE 523
		Apt Elev 538

VOR RWY 14

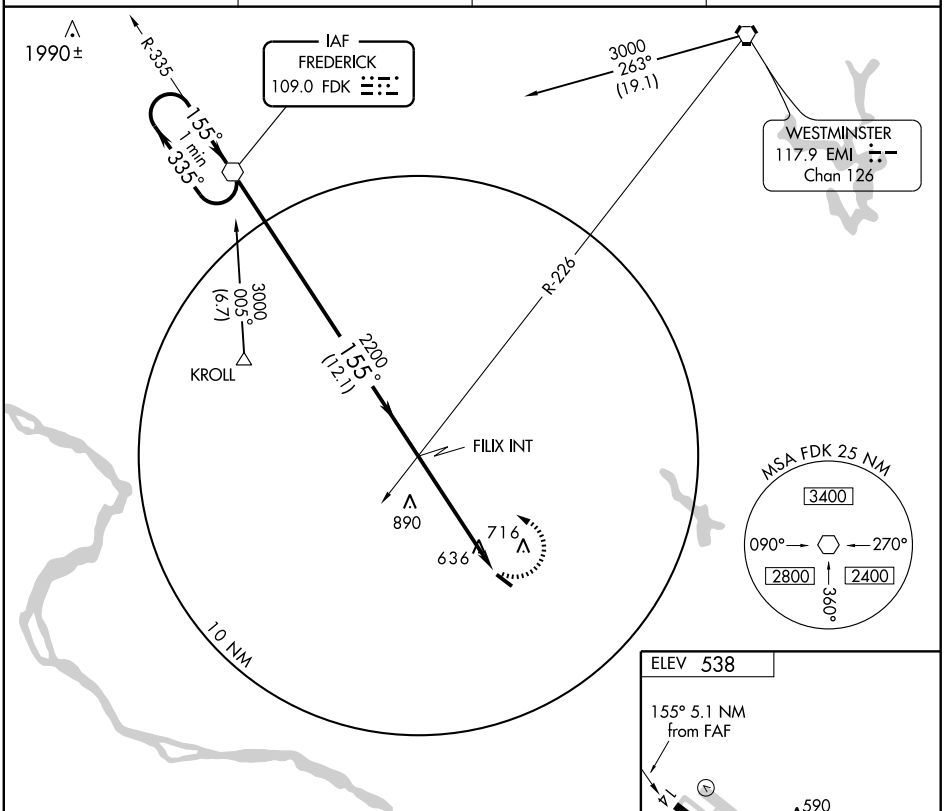
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

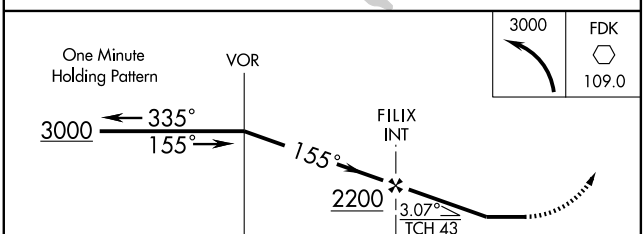
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

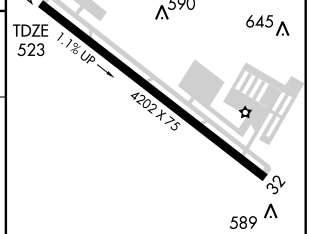
NA

MISSED APPROACH: Climbing left turn to 3000 direct FDK VOR and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 291.625	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	1200-1	677 (700-1)	1200-2 677 (700-2)	1200-2 ¼ 677 (700-2 ¼)
CIRCLING	1200-1	662 (700-1)	1200-2 662 (700-2)	1200-2 ¼ 662 (700-2 ¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

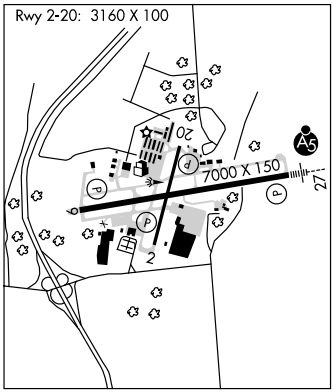
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

HAGERSTOWN RGNL–RICHARD A HENSON FLD (HGR) 4 N UTC−5(−4DT) **WASHINGTON**
N39°42.51′ W77°43.59′ **H–10H, 12I, L–29D, A**
703 B S4 **FUEL** 100LL, JET A, JET A2 OX 1, 2, 3, 4 Class I, ARFF Index B **IAP, AD**
NOTAM FILE HGR



RWY 09–27: H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 HIRL 0.3% up E
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 02–20: H3160X100 (ASPH) S–80, D–100, 2S–127, 2D–170 MIRL 0.4% up N
RWY 02: REIL. PAPI(P2L)—GA 4.0° TCH 51′.
RWY 20: REIL. PAPI(P2L)—GA 4.0° TCH 33′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3160	TODA–3160	ASDA–3160	LDA–3160
RWY 09:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 20:	TORA–3160	TODA–3160	ASDA–3160	LDA–3160
RWY 27:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000

AIRPORT REMARKS: Attended 1000–0300Z‡. Fuel available 1000–0300Z‡; call 301–791–9119. DOD contract fuel avbl. Birds on and invof arpt. Low level military acft 10 NM north on VR708 opr east to west. Ultralgt activity 12 NM east to 5000′ MSL. Rwy 02–20 CLOSED when tower clsd. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 240–313–2777. Index C coverage is provided for scheduled air carrier ops with more than 30 passenger seats. Twys Lima, and Papa are not available for air carrier ops. When twr clsd ACTIVATE MIRL Rwy 02–20, HIRL Rwy 09–27, MALSR Rwy 27, REIL Rwy 02, Rwy 09, Rwy 20—CTAF. HIRL Rwy 09–27 preset low ints dusk–dawn. Ldg fee.
WEATHER DATA SOURCES: ASOS 126.375 (301) 745–3497.
COMMUNICATIONS: CTAF 120.3 **UNICOM** 122.95
HAGERSTOWN RCO 122.1R 109.8T (LEESBURG RADIO)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15
HAGERSTOWN TOWER 120.3 1200–0300Z‡. **GND CON** 120.8
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 149° 17.0 NM to fld. 2340/07W.
HAGERSTOWN (L) VOR 109.8 HGR N39°41.86′ W77°51.34′ 091° 6.0 NM to fld. NOTAM FILE HGR.
VOR unusable:
251°–280° byd 16 NM 351°–050°
281°–300° byd 24 NM blo 8000′
ILS/DME 111.9 I–HGR Chan 56 Rwy 27. Class IE.
ILS/DME 111.9 I–UYK Chan 56 Rwy 09. ILS unavbl when twr clsd.

HARFORD CO (See CHURCHVILLE)

HAVRE DE GRACE SPB (MØ6) 1 E UTC−5(−4DT) N39°32.49′ W76°04.18′ **WASHINGTON**
00 S1 NOTAM FILE DCA
WATERWAY N–S: 8000X200 (WATER)
WATERWAY S: Bridges.
WATERWAY E–W: 8000X200 (WATER)
WATERWAY E: Bridges.
SEAPLANE REMARKS: Attended May–Nov dawn–dusk. Birds on and invof arpt. Major ultralgt repairs and svcs. May–Nov floating dock fully extended for local and transient afct storage.
COMMUNICATIONS: CTAF/UNICOM 123.00

HOBY WOLF (See ELDERSBURG)

LOC/DME I-UYK	APP CRS	Rwy Idg	7000
111.9	089°	TDZE	695
Chan 56		Apt Elev	703

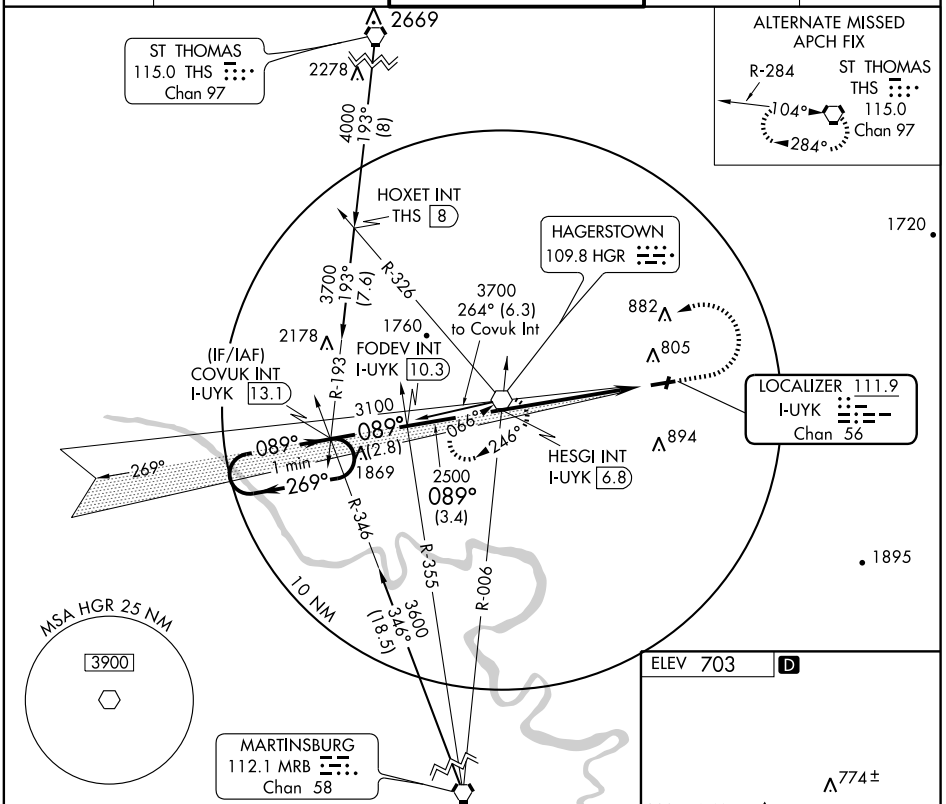
ILS or LOC RWY 9

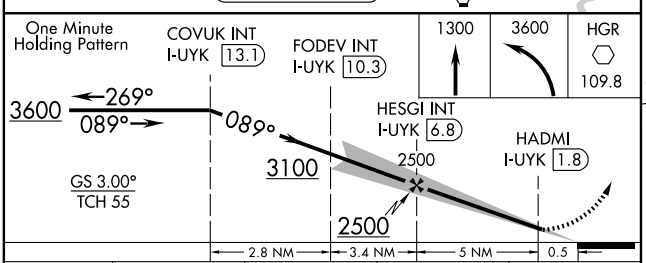
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

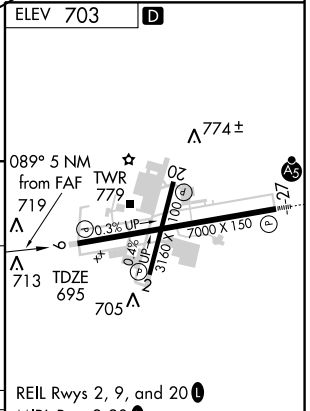
If local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 966, increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	980-1 285 (300-1)			
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HGR	APP CRS	Rwy Idg 7000
111.9	269°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

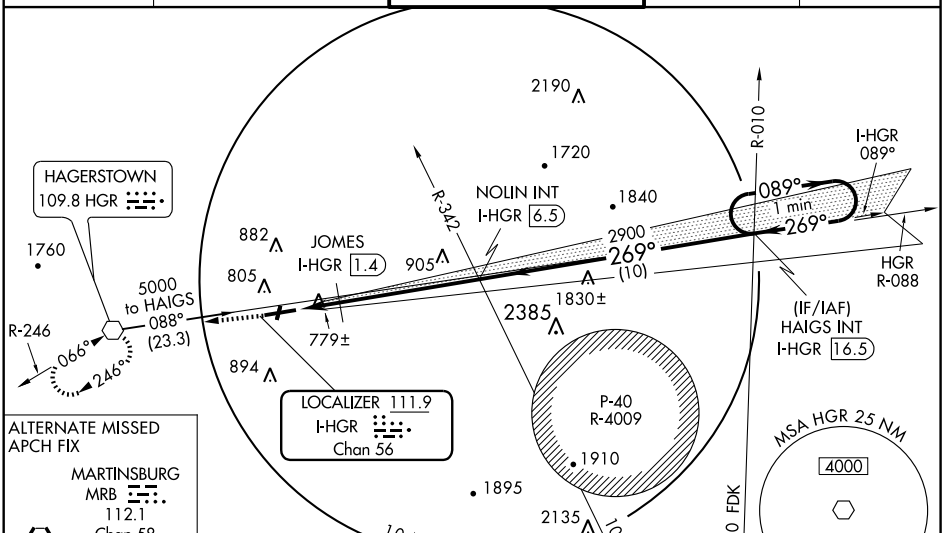
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

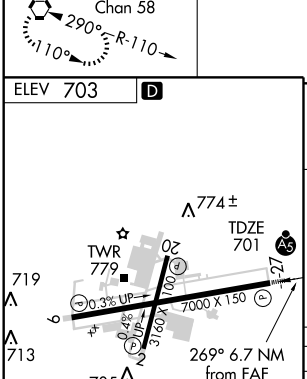
When local altimeter setting not received; use Martinsburg altimeter setting and increase DA to 971 and all MDA 80 feet; increase S-LOC 27 Cat D and JOMES Fix minimum S-LOC 27 Cat C visibility ¼ mile. VDP NA when using Martinsburg altimeter setting. For inoperative MALSR, increase JOMES Fix minimums S-LOC 27 Cat D visibility ¼ mile. For inoperative MALSR, when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility ½ mile.

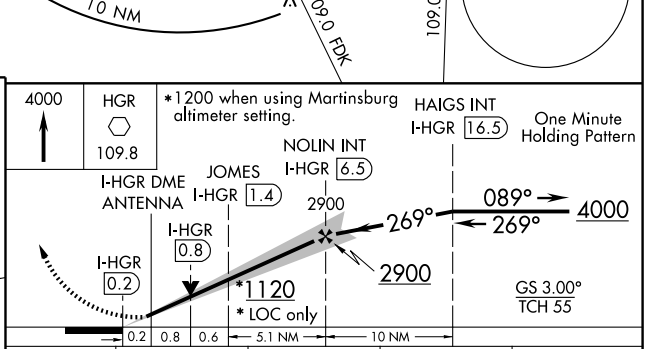
MALSR

MISSED APPROACH: Climb to 4000 direct HGR VOR and hold, continue climb-in-hold to 4000.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1120-½ 419 (500-½)		1120-¾ 419 (500-¾)	
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160 -1½ 457 (500-1½)	1260-2 557 (600-2)
JOMES FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			1040-¾ 339 (400-¾)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 49011	088°	TDZE	695
W09A		Apt Elev	703

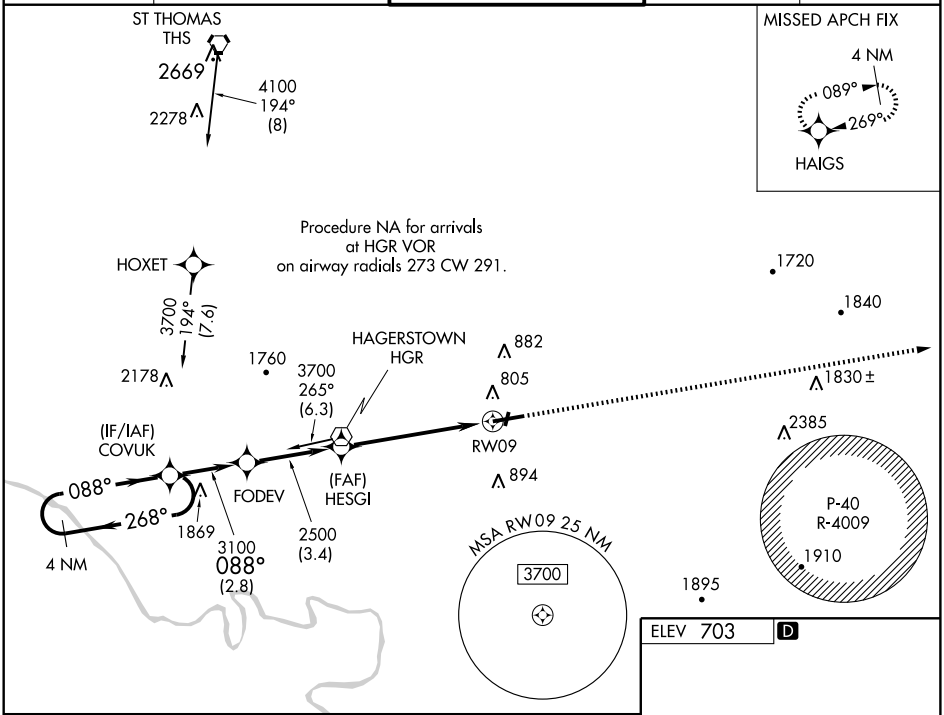
RNAV (GPS) RWY 9

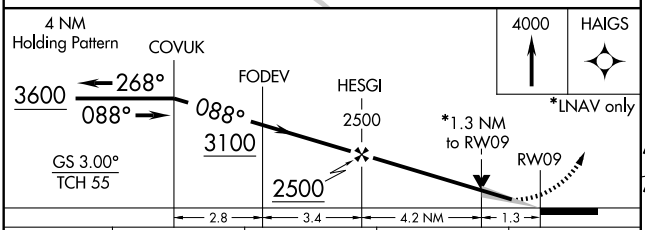
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

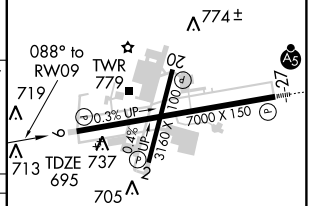
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 965, LNAV/VNAV DA to 1101, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







ELEV 703 D

CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	1031-1¼ 336 (400-1¼)			
LNAV MDA	1140-1 445 (500-1)		1140-1¼ 445 (500-1¼)	1140-1½ 445 (500-1½)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 86911	269°	TDZE	701
W27A		Apt Elev	703

RNAV (GPS) RWY 27

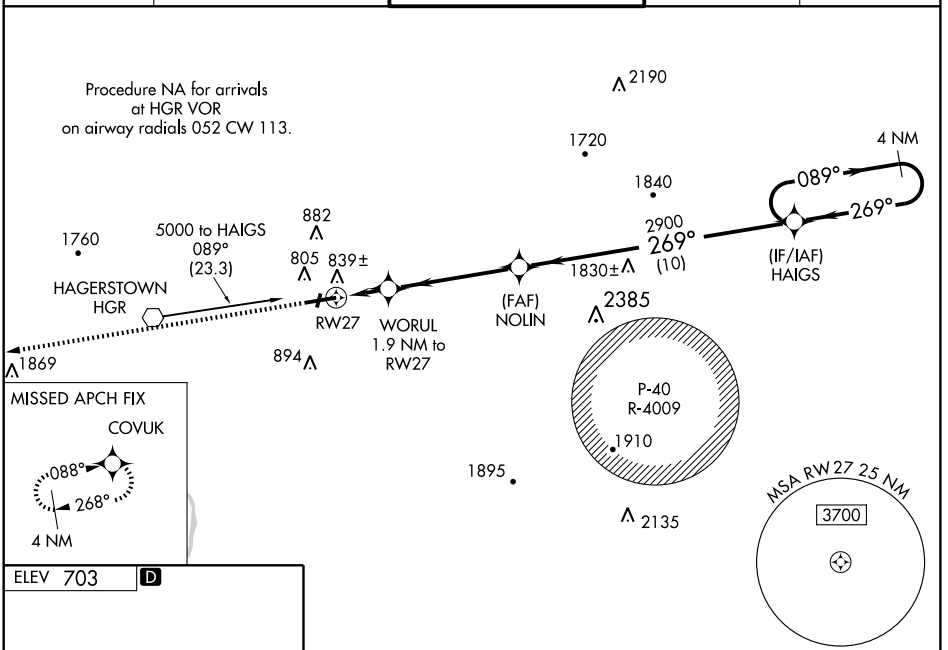
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

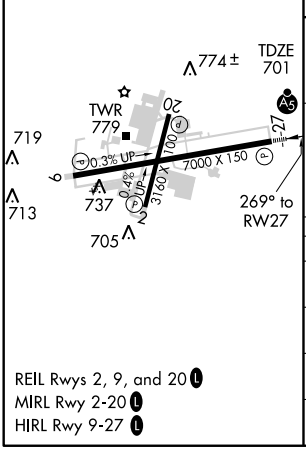
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 971, LNAV/VNAV DA to 1175, and all MDA 80 feet; increase LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats visibility ½ .

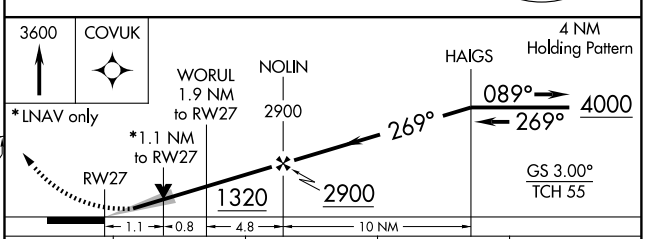
MALSR

MISSED APPROACH: Climb to 3600 direct COVUK and hold.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	1105-1 404 (500-1)			
LNAV MDA	1100-½ 399 (400-½)			1100-1 399 (400-1)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010

VOR HGR 109.8	APP CRS 091°	Rwy Idg 7000 TDZE 695 Apt Elev 703

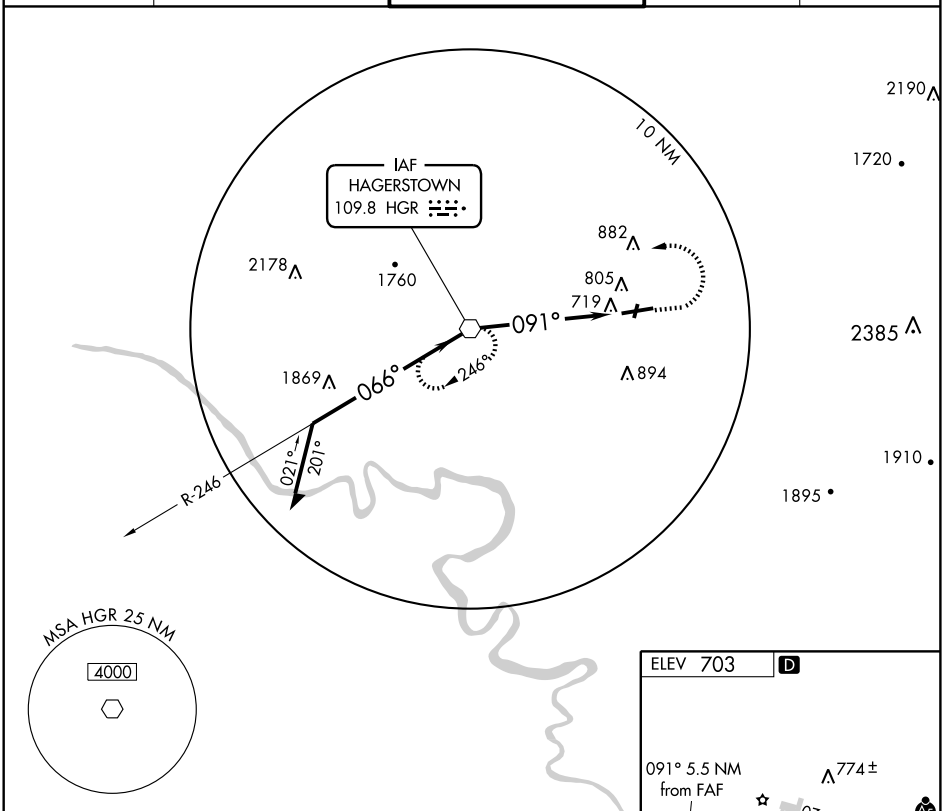
VOR RWY 9

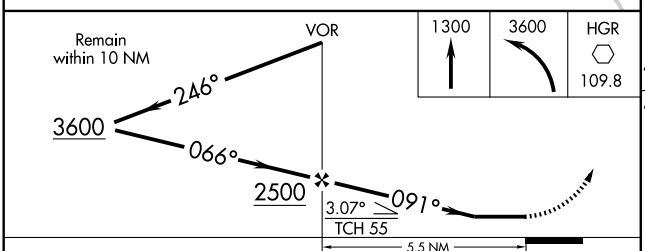
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

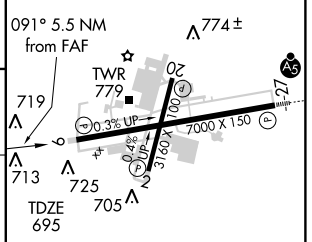
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet; increase S-9 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	WASHINGTON CENTER	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	134.15 385.4	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
S-9	1060-1 365 (400-1)			1060-1¼ 365 (400-1¼)
CIRCLING	1140-1 437 (500-1)	1160-1 457 (500-1)	1160-1½ 457 (500-1½)	1260-2 557 (600-2)

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

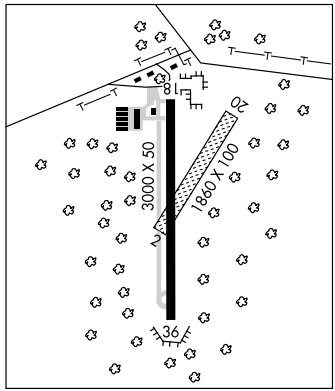
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INDIAN HEAD

MARYLAND (2W5) 4 E UTC−5(−4DT) N38°36.03′ W77°04.38′ **WASHINGTON**
170 S4 **FUEL** 100LL, JET A TPA—1000(830) NOTAM FILE DCA **COPTER**
RWY 18–36: H3000X50 (ASPH) LIRL 0.5% up N **L–29E, 34E, 36I, A**
RWY 18: Trees. **RWY 36:** Trees. **IAP**
RWY 02–20: 1860X100 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended Thanksgiving, Christmas and New Years Day. CLOSED to transit acft when arpt is unattended. Airport CLOSED nights. Birds and wildlife on and invof arpt. Rwy 36 has 35′ dropoff 100′ out. Rwy 02–20 perimeter marked with yellow tires. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 258° 16.7 NM to fld. 210/10W. **HIWAS.**



KENTMORR AIRPARK (See STEVENSVILLE)

KIRBE N38°42.05′ W76°52.21′ NOTAM FILE ADW. **WASHINGTON**
NDB (LOM) 360 RW 011° 6.6 NM to Andrews AFB.

LANDY N38°21.76′ W75°11.87′ NOTAM FILE OXB. **WASHINGTON**
NDB (MHW/LOM) 407 OX 144° 4.7 NM to Ocean City Muni. Unmonitored. **L–34F, 36J, A**

LAUREL

SUBURBAN (W18) 2 SE UTC−5(−4DT) N39°04.62′ W76°49.68′ **WASHINGTON**
148 B S2 **FUEL** 100LL TPA—1000(852) NOTAM FILE DCA **COPTER**
RWY 03–21: H2324X40 (ASPH) LIRL 0.9% up NE
RWY 03: APAP(PNIL). Thld dsplcd 178′. Tree.
RWY 21: APAP(PNIL). Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Ultralight acft prohibited. For rotating bcn during hours of attendance call 301–490–7580. No touch and go landings/intersection tkfs authorized. ACTIVATE LIRL Rwy 03–21 and APAP Rwy 03 and Rwy 21—CTAF. Fee for overnight transits.
COMMUNICATIONS: CTAF/UNICOM 123.05

LAYTONSVILLE

DAVIS (W5Ø) 3 N UTC−5(−4DT) N39°14.61′ W77°09.02′ **WASHINGTON**
630 S2 NOTAM FILE DCA
RWY 08–26: H2005X25 (ASPH)
RWY 08: APAP(PNIL)—GA 4.0°. Trees. **RWY 26:** APAP(PNIL)—GA 4.0°. P–line.
AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. Arpt CLOSED dusk–dawn. Birds and wildlife on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8 Unicom unmonitored.

LEE (See ANNAPOLIS)

RNAV (GPS) RWY 36

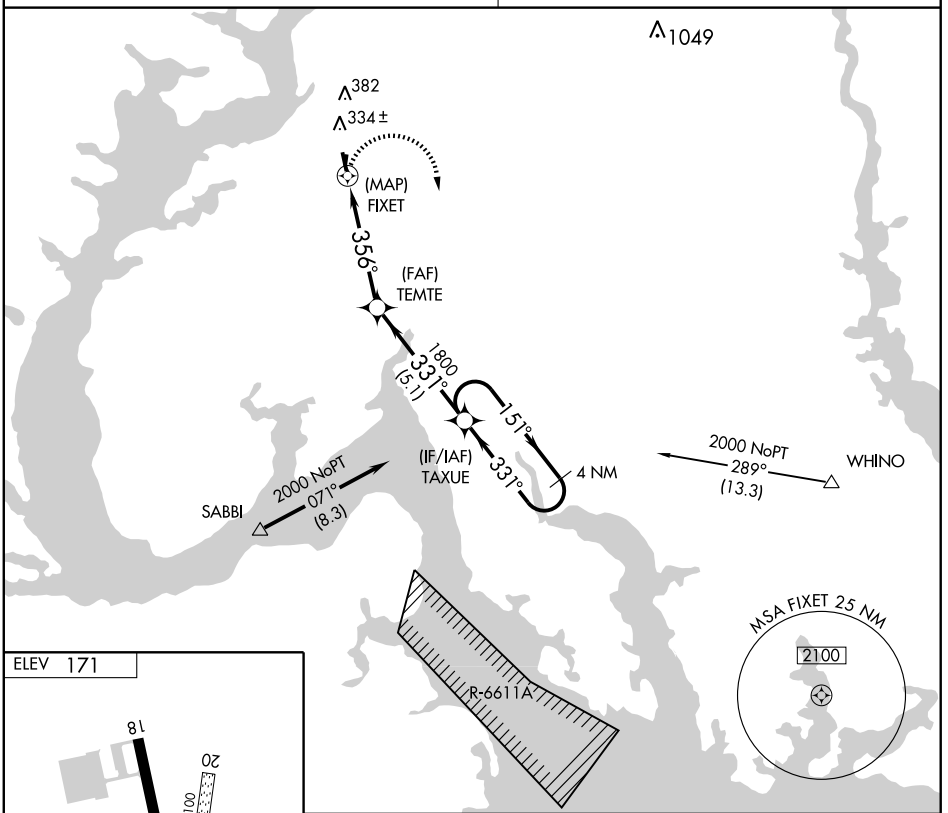
INDIAN HEAD/ MARYLAND (2W5)

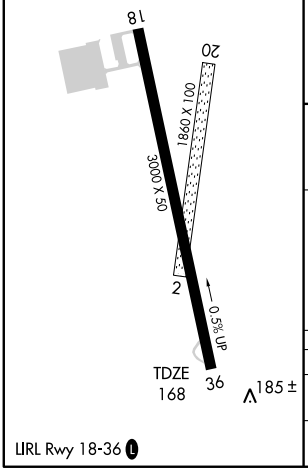
APP CRS	Rwy Idg	3000
356°	TDZE	168
	Apt Elev	171

Use Ronald Reagan Washington National altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

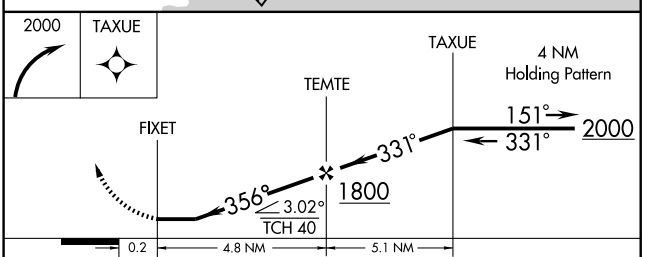
MISSED APPROACH: Climbing right turn to 2000 direct TAXUE WP and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF) L





LIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	600 - 1	432 (500-1)	NA	
CIRCLING	760 - 1	589 (600-1)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OTT	APP CRS	Rwy Idg	N/A
113.7	078°	TDZE	N/A
Chan 84		Apt Elev	171

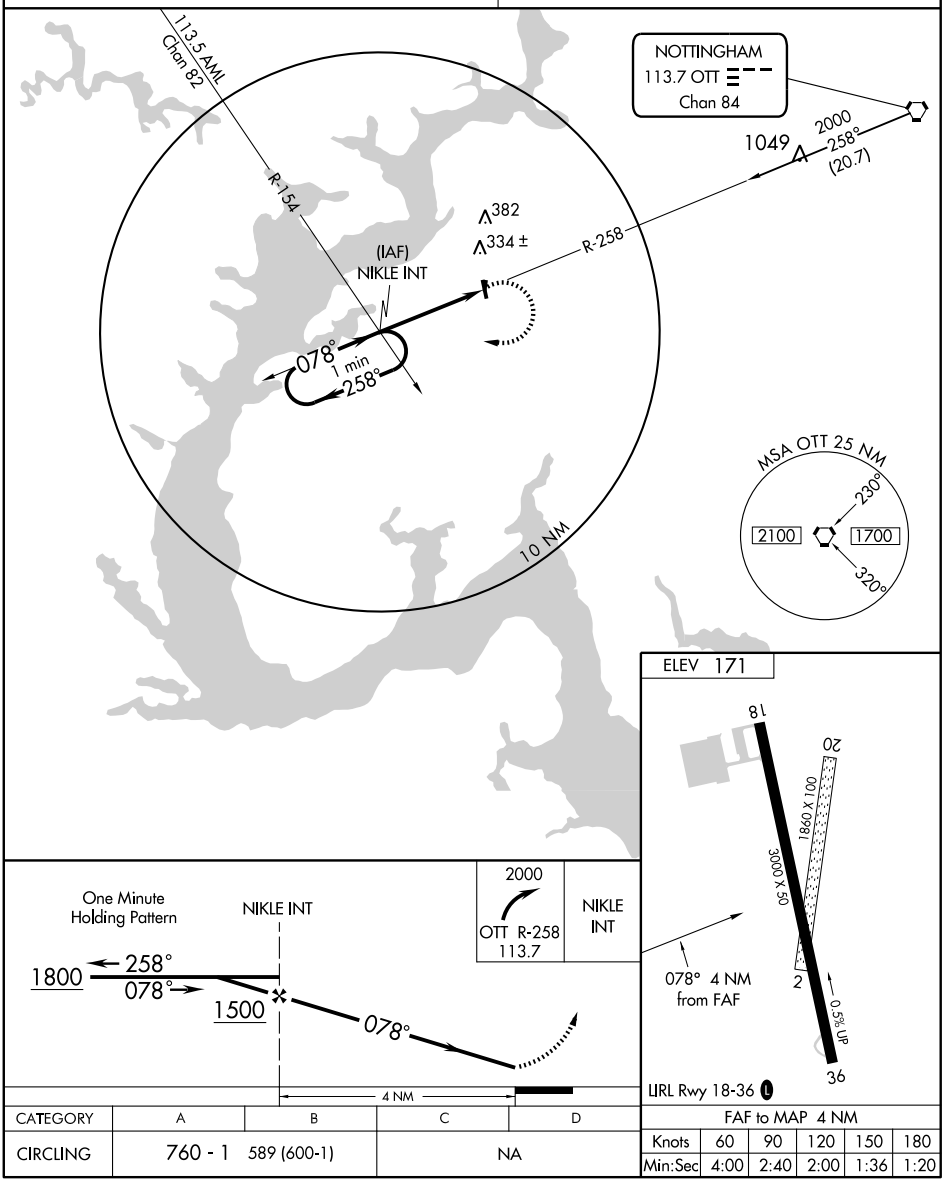
VOR-A

INDIAN HEAD/ MARYLAND (2W5)

Use Ronald Reagan Washington National altimeter setting. NA Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 via OTT R-258 to NIKLE Int and hold.

POTOMAC APP CON	UNICOM
119.85 322.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	760 - 1	589 (600-1)	NA	

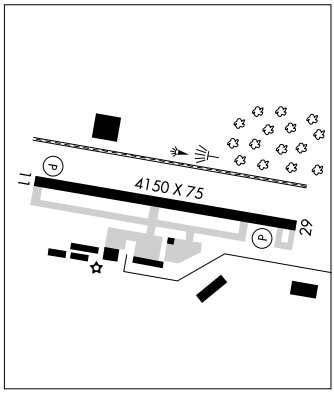
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC−5(−4DT) N38°18.92′ W76°33.01′ **WASHINGTON**
142 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–29E, 34E, 36I, A**
RWY 11–29: H4150X75 (ASPH) S–12.5 MIRL 0.4% up W **IAP**
RWY 11: REIL. PAPI(P2L). Trees.
RWY 29: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof Rwy 11–29 SS–SR. Glider and ultralight activity on and invof arpt. Rwy 29 15′ depression (downslope) 300′ from thld 150′ right—125′ left. ACTIVATE MIRL Rwy 11–29; REIL Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.
COMMUNICATIONS: CTAF/UNICOM 123.0
PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

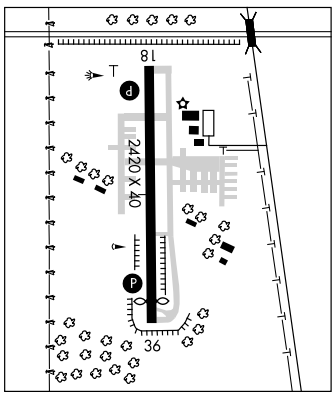
MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC−5(−4DT) N39°17.96′ W75°47.96′ **WASHINGTON**
73 NOTAM FILE DCA
RWY 02–20: 3000X200 (TURF)
RWY 02: Trees. **RWY 20:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Attended dawn–dusk. Gliders, hang–gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.
COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

FREEWAY (WØØ) 2 NW UTC−5(−4DT) N38°56.48′ W76°46.34′ **WASHINGTON**
168 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE DCA **COPTER**
RWY 18–36: H2420X40 (ASPH) MIRL 0.7% up N **L–29E, 34F, 36I, A**
RWY 18: PAPI(P2R)—GA 6.0° TCH 47′. Trees.
RWY 36: PAPI(P2L)—GA 5.5° TCH 26′. Thld dsplcd 230′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dark. Unattended major holidays. −15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgtd antenna 135′ AGL 600′ NW AER 18. Standard Instrument App Procedures for Freewqy Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA—1000 (832) for acft less than 4000 lbs max gross weight; TPA—1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 119.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 005° 14.2 NM to fld. 210/10W. **HIWAS.**



MONTGOMERY CO AIRPARK (See GAITHERSBURG)

WAAS	APP CRS	Rwy Idg	4150
CH 70502	112°	TDZE	142
W11A		Apt Elev	142

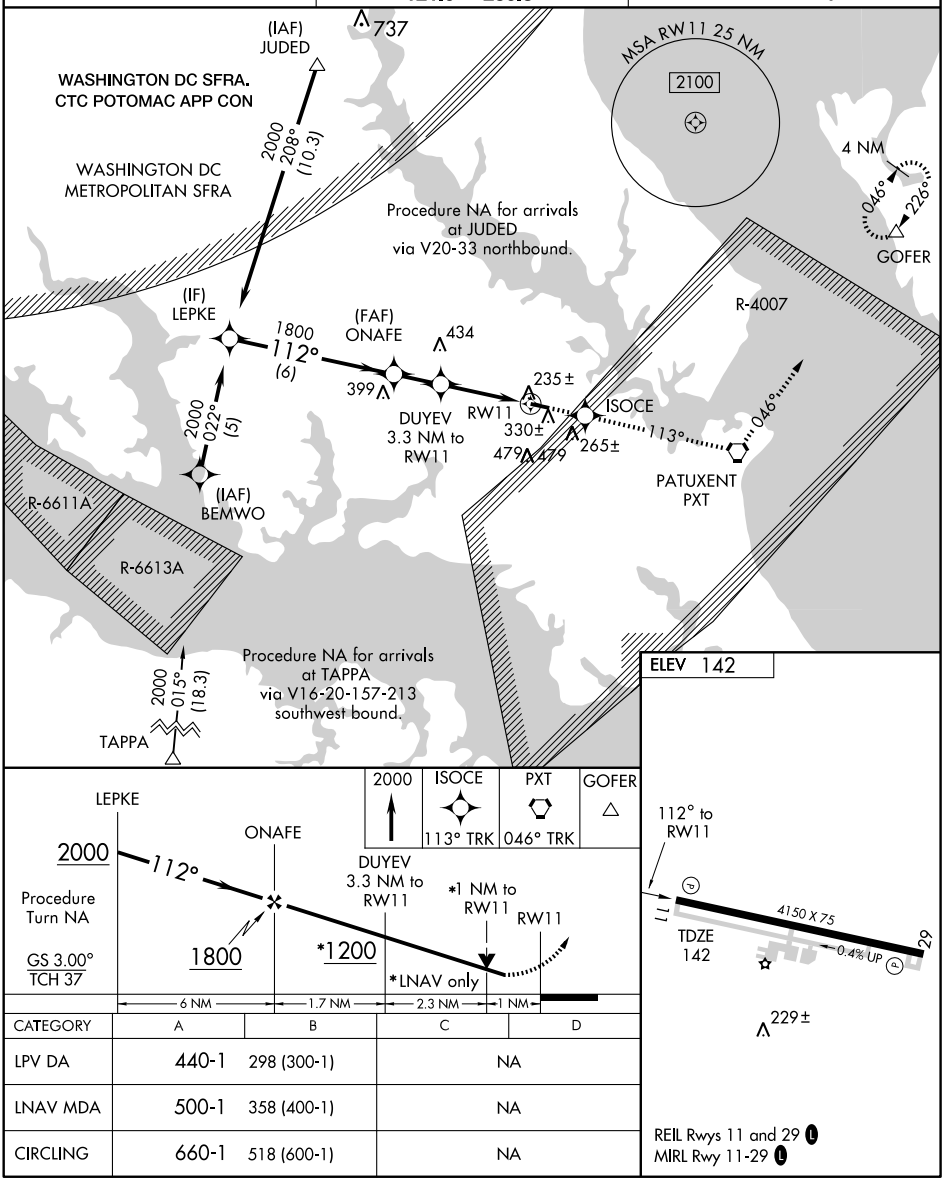
RNAV (GPS) RWY 11

LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

Circling to Rwy 29 NA at night. If local altimeter setting not received, use Patuxent River altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Patuxent River altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ISOCE and via 113° track to PXT VORTAC and 046° track to GOFER and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	440-1	298 (300-1)	NA	
LNAV MDA	500-1	358 (400-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4150
CH 61313	292°	TDZE	137
W29A		Apt Elev	142

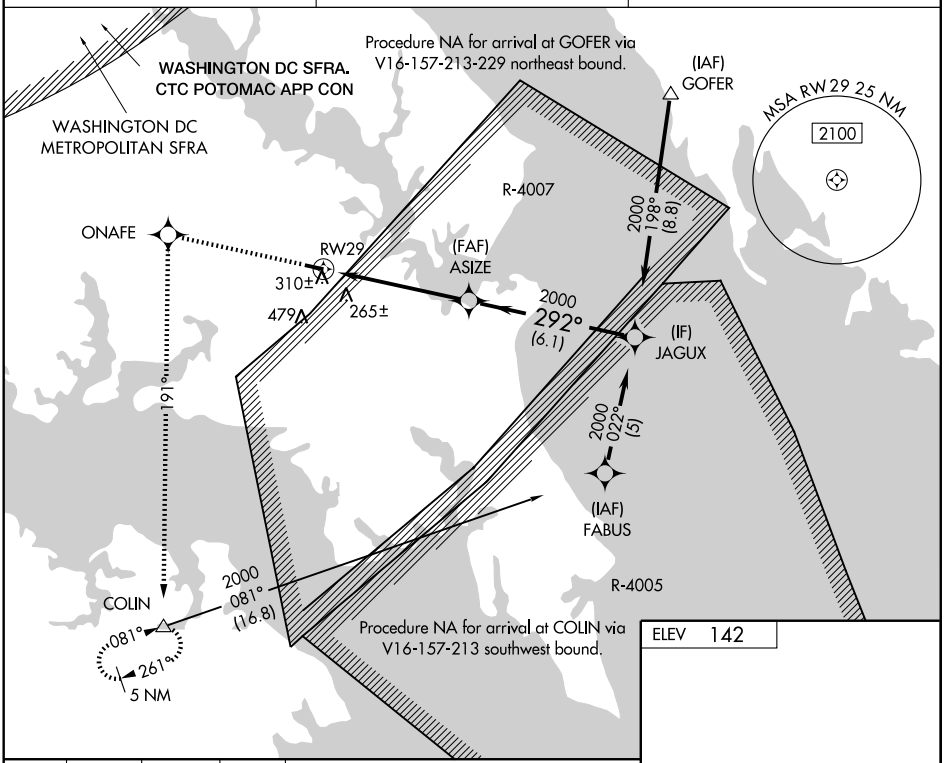
RNAV (GPS) RWY 29

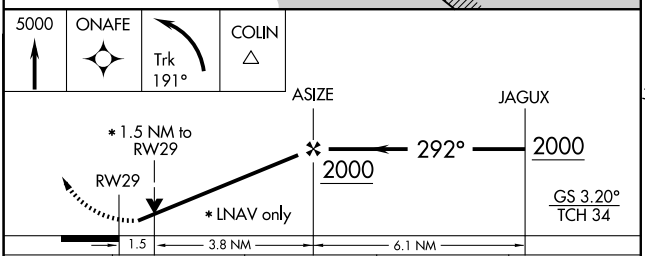
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

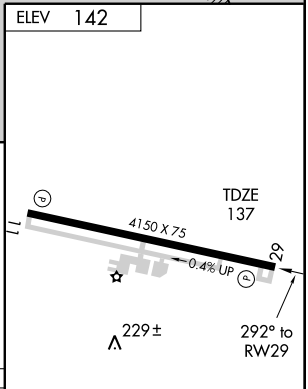
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting note received, use Patuxent River altimeter setting and increase all DA 31 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Patuxent River altimeter setting.

MISSED APPROACH: Climb to 5000 direct ONAFE and left turn via track 191° to COLIN and hold, continue climb-in-hold to 5000.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L







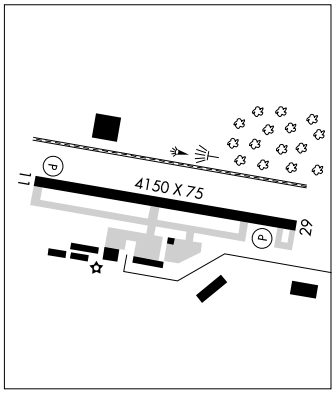
CATEGORY	A	B	C	D
LPV DA	480-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	610-1¾	473 (500-1¾)	NA	
LNAV MDA	620-1	483 (500-1)	NA	
CIRCLING	660-1	518 (600-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LEONARDTOWN

ST. MARY'S COUNTY RGNL (2W6) 4 NE UTC−5(−4DT) N38°18.92′ W76°33.01′ **WASHINGTON**
142 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–29E, 34E, 36I, A**
RWY 11–29: H4150X75 (ASPH) S–12.5 MIRL 0.4% up W **IAP**
RWY 11: REIL. PAPI(P2L). Trees.
RWY 29: REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof Rwy 11–29 SS–SR. Glider and ultralight activity on and invof arpt. Rwy 29 15′ depression (downslope) 300′ from thld 150′ right—125′ left. ACTIVATE MIRL Rwy 11–29; REIL Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.575 (301) 373–6514.
COMMUNICATIONS: CTAF/UNICOM 123.0
PATUXENT RCO 122.1R 117.6T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
PATUXENT (L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 293° 7.3 NM to fld. 20/10W.



MARYLAND (See INDIAN HEAD)

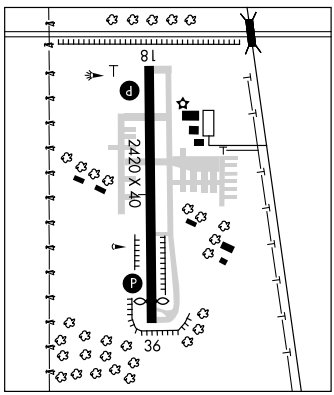
MARTIN STATE (See BALTIMORE)

MASSEY AERODROME (MD1) 2 N UTC−5(−4DT) N39°17.96′ W75°47.96′ **WASHINGTON**
73 NOTAM FILE DCA
RWY 02–20: 3000X200 (TURF)
RWY 02: Trees. **RWY 20:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Attended dawn–dusk. Gliders, hang–gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.
COMMUNICATIONS: CTAF 122.9

MEXICO FARMS (See CUMBERLAND)

MITCHELLVILLE

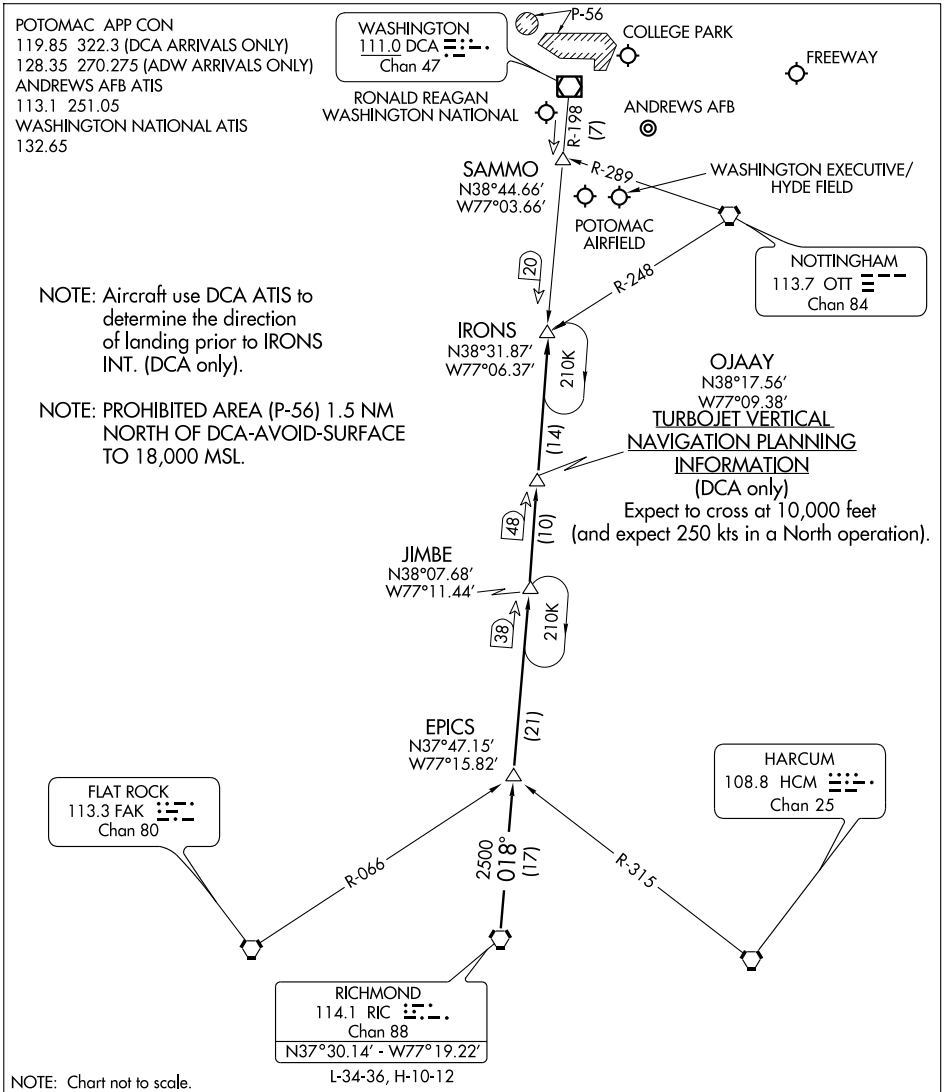
FREEWAY (WØØ) 2 NW UTC−5(−4DT) N38°56.48′ W76°46.34′ **WASHINGTON**
168 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE DCA **COPTER**
RWY 18–36: H2420X40 (ASPH) MIRL 0.7% up N **L–29E, 34F, 36I, A**
RWY 18: PAPI(P2R)—GA 6.0° TCH 47′. Trees.
RWY 36: PAPI(P2L)—GA 5.5° TCH 26′. Thld dsplcd 230′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dark. Unattended major holidays. −15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgtd antenna 135′ AGL 600′ NW AER 18. Standard Instrument App Procedures for Freewqy Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA—1000 (832) for acft less than 4000 lbs max gross weight; TPA—1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **POTOMAC APP/DEP CON** 119.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NOTTINGHAM (L) VORTAC 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 005° 14.2 NM to fld. 210/10W. **HIWAS.**



MONTGOMERY CO AIRPARK (See GAITHERSBURG)

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

MITCHELLVILLE / FREEWAY (W00)

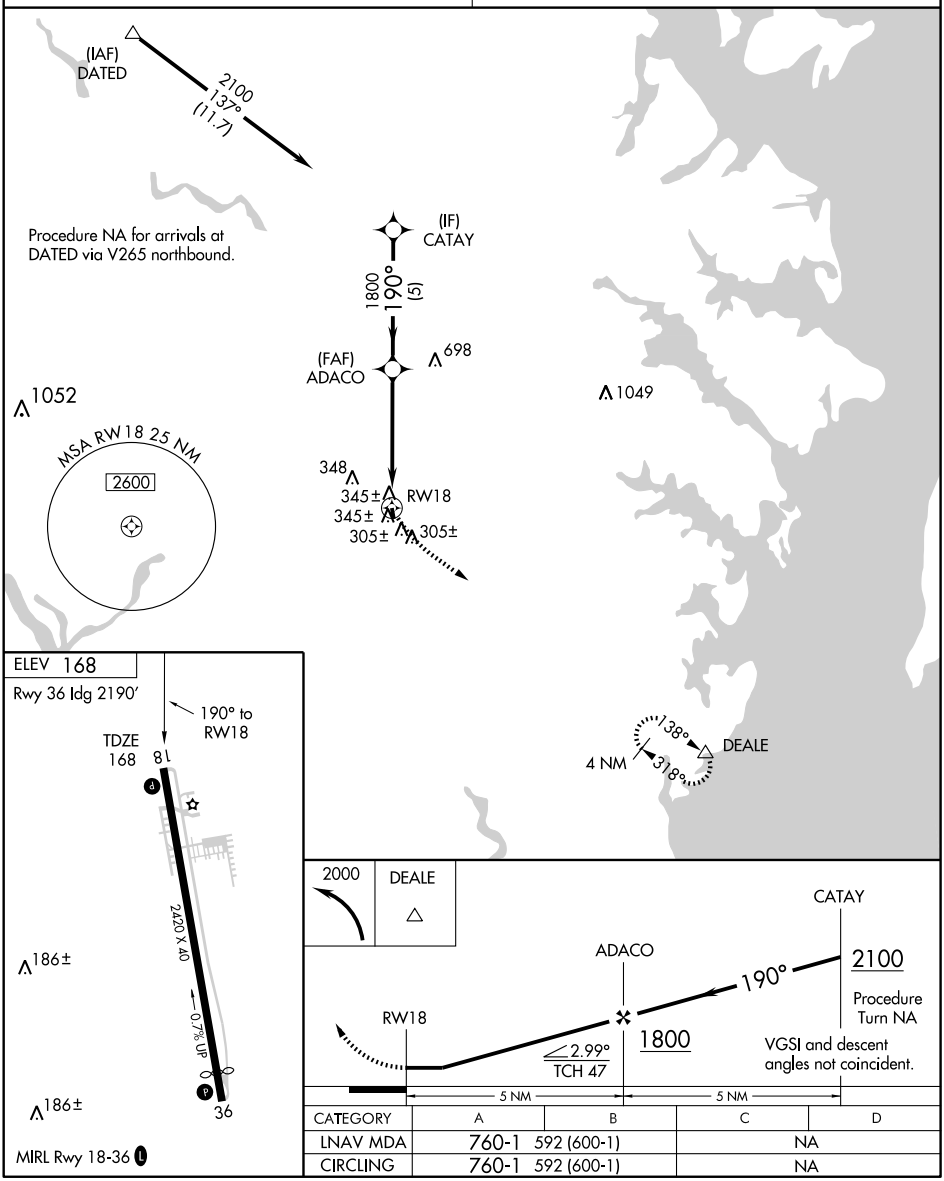
APP CRS	Rwy Idg	2420
190°	TDZE	168
	Apt Elev	168

Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in and Circling minimums NA at night to Rwy 18.

MISSED APPROACH: Climbing left turn to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
CIRCLING	760-1 592 (600-1)		NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MITCHELLVILLE / FREEWAY (W00)

APP CRS	Rwy Idg	2190
345°	TDZE	168
	Apt Elev	168

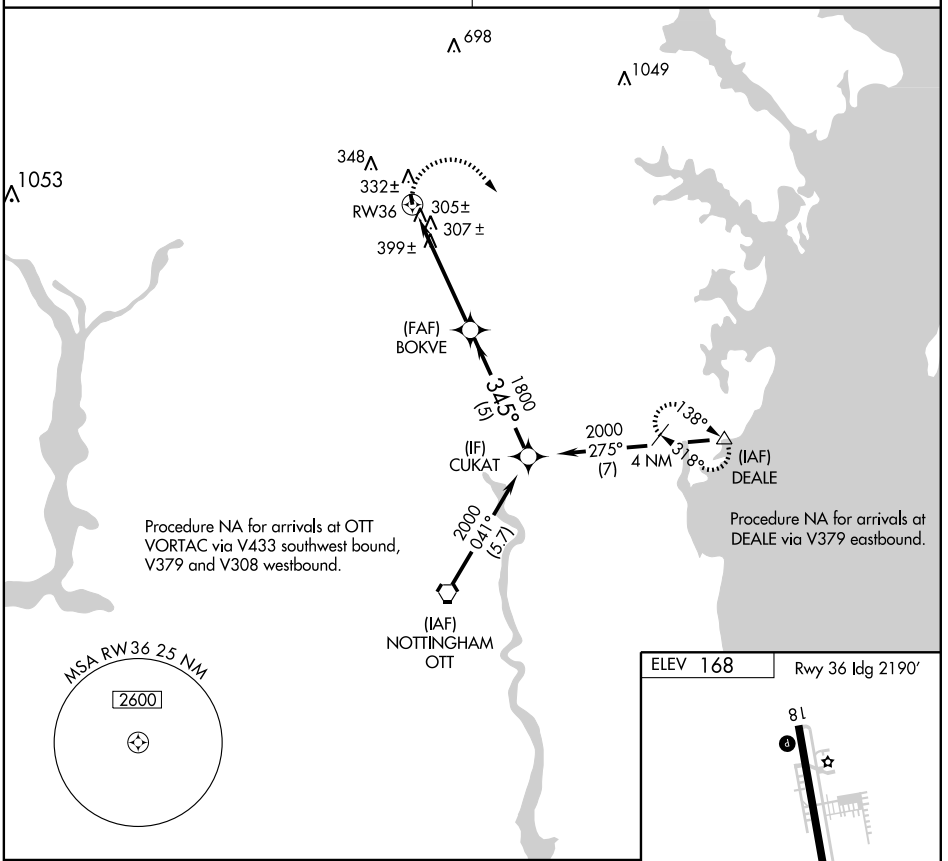
Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

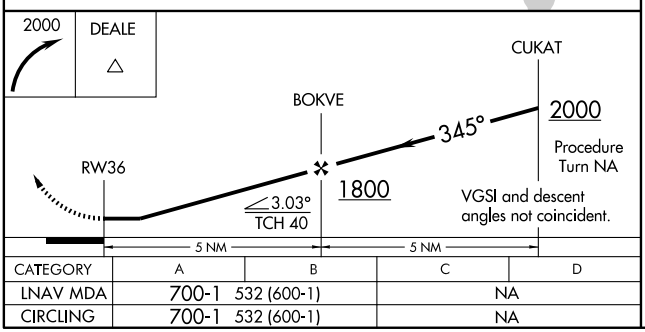
NA

MISSED APPROACH: Climbing right turn to 2000 direct DEALE WP and hold.

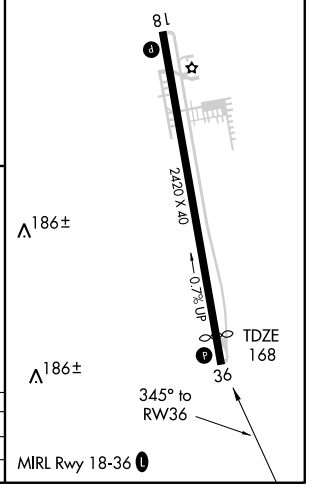
POTOMAC APP CON ★
119.3 335.5

UNICOM
123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
CIRCLING	700-1 532 (600-1)		NA	



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

NOTTINGHAM N38°42.35′ W76°44.69′ NOTAM FILE DCA.

WASHINGTON
COPTER
H–10H, 12I, L–29E, 34F, 36I, A

(L) VORTAC 113.7 OTT Chan 84 328° 8.5 NM to Andrews AFB. 210/10W. **HIWAS.**

VOR portion unusable
- 072°–234° blo 10000′
- 072°–138° blo 6000′
- 139°–234° blo 10000′

DME portion unusable:
- 260°–030° byd 20 NM blo 3000′
- 031°–050° byd 20 NM blo 4000′
- 051°–065° byd 20 NM blo 5000′
- 066°–076° byd 20 NM blo 3000′ and byd 32 NM blo 5000′
- 077°–086° byd 20 NM blo 5000′
- 087°–122° byd 20 NM blo 7000′

VORTAC unusable
- 087°–143° byd 36 NM
- 123°–143° byd 20 NM blo 6000′
- 123°–143° byd 32 NM blo 7000′
- 144°–180° byd 20 NM blo 5000′
- 181°–259° byd 20 NM blo 2500′
- 184° byd 40 NM blo 17,500′
- 184° byd 75 NM blo FL310

RCO 122.1R 113.7T (LEESBURG RADIO)

OAKLAND

GARRETT CO (2G4) 13 NE UTC−5(−4DT) N39°34.85′ W79°20.16′

CINCINNATI
H–10H, 12I, L–29C
IAP

2933 B S2 **FUEL** 100LL, JET A+ TPA—3733(800) NOTAM FILE EKN

RWY 09–27: H5000X75 (ASPH–GRVD) MIRL 1.1% up W

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Trees.

RWY 27: REIL. PAPI(P4R)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.125 (301) 746–8443.

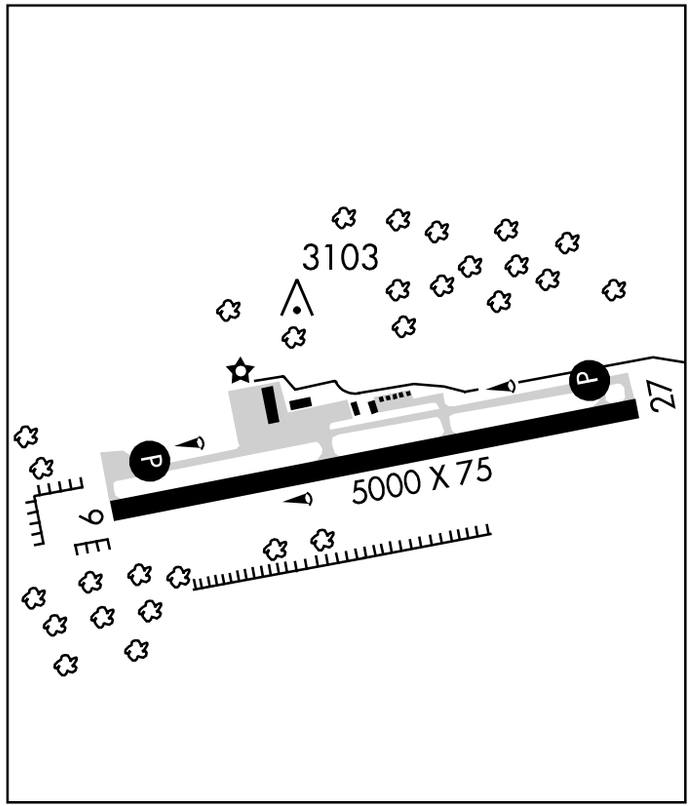
COMMUNICATIONS: CTAF/UNICOM 123.0

GRANTSVILLE RCO 122.1R 112.3T (ELKINS RADIO)

CLEVELAND CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

GRANTSVILLE (L) VOR/DME 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 262° 13.8 NM to fld. 2640/06W.



APP CRS	Rwy Idg	5000
088°	TDZE	2933
	Apt Elev	2933

RNAV (GPS) RWY 9

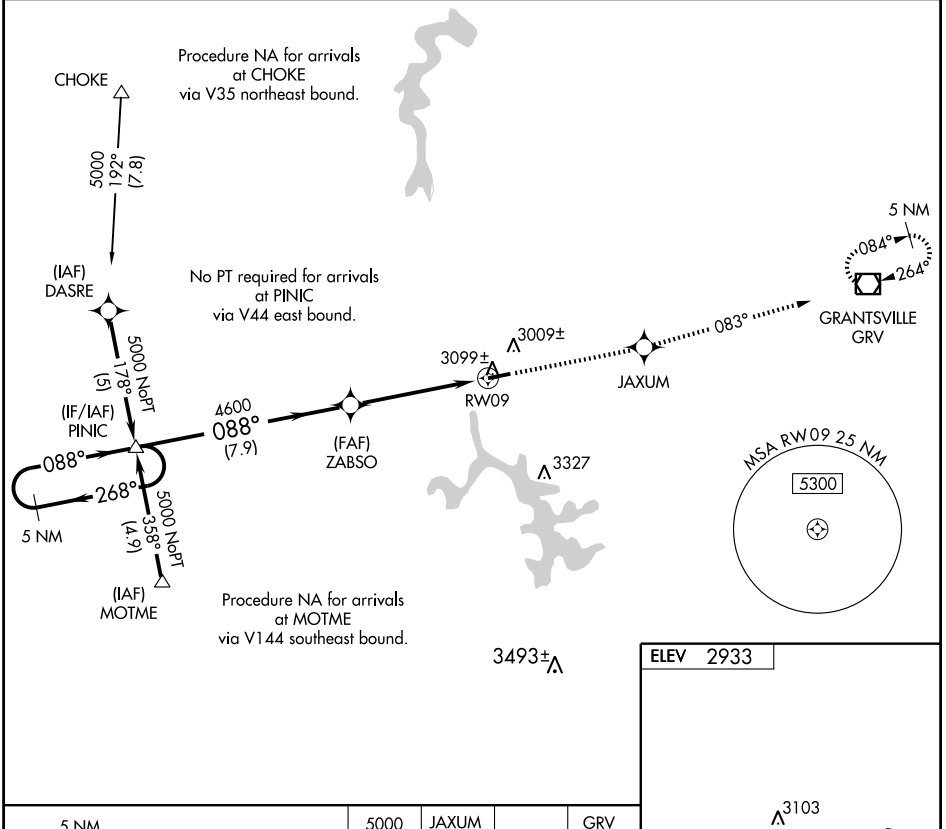
OAKLAND / GARRETT COUNTY (2G4)

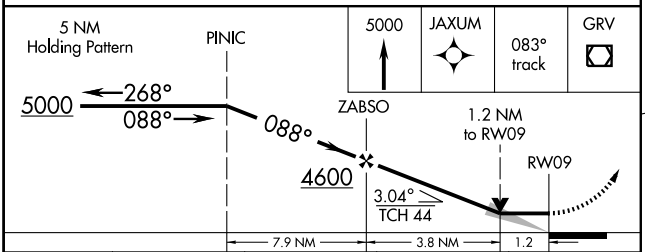
Procedure NA at night. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¾ mile, Cat C ¼ mile. DME/DME RNP-0.3 NA.

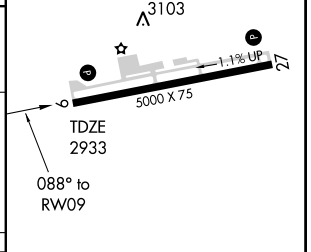
NA

MISSED APPROACH: Climb to 5000 direct JAXUM and via 083° track to GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3360-1 427 (500-1)		3360-1¼ 427 (500-1¼)	NA
CIRCLING	3400-1 467 (500-1)		3400-1½ 467 (500-1½)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
268°	TDZE	2925
	Apt Elev	2933

RNAV (GPS) RWY 27

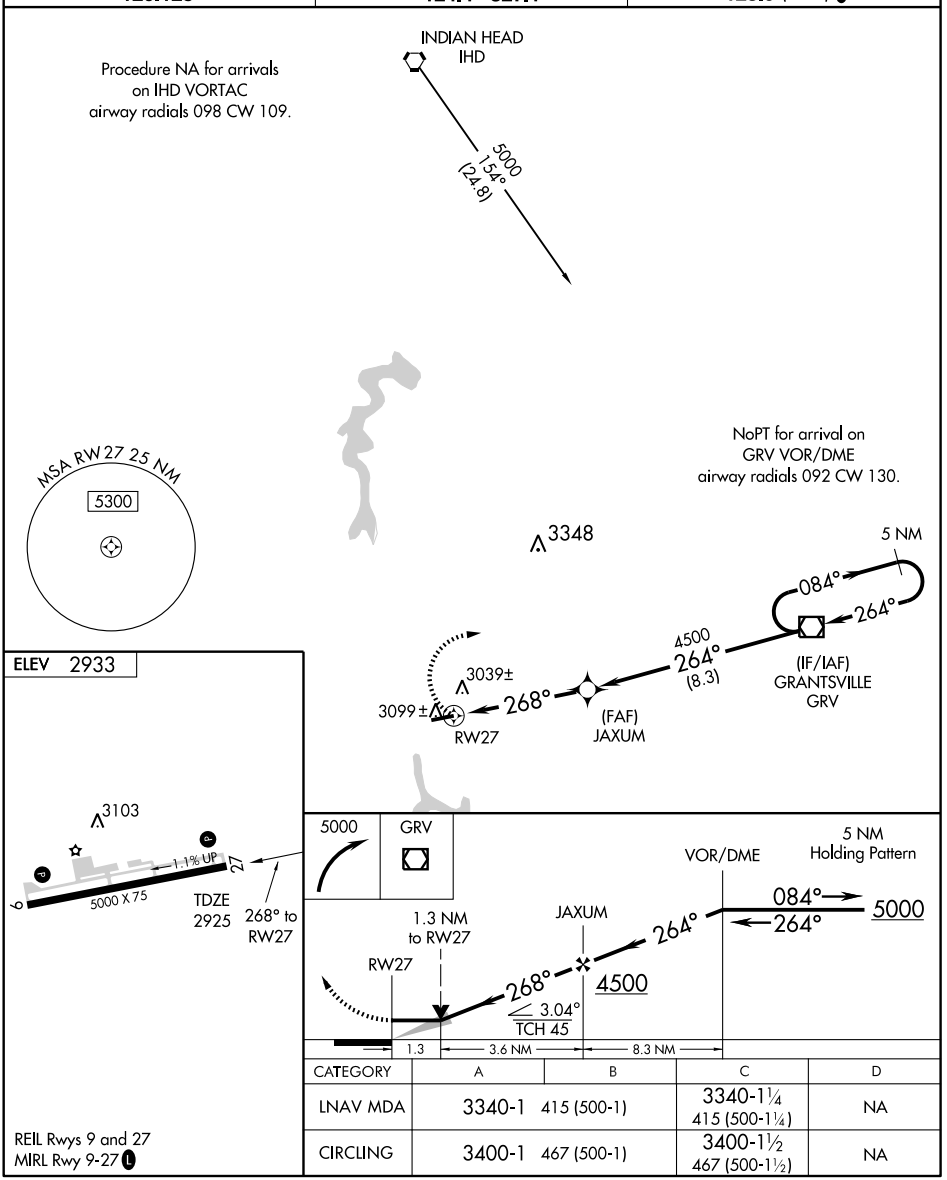
OAKLAND / GARRETT COUNTY (2G4)

Procedure NA at night. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3340-1	415 (500-1)	3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1	467 (500-1)	3400-1½ 467 (500-1½)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME GRV 112.3 Chan 70	APP CRS 264°	Rwy Idg 5000 TDZE 2925 Apt Elev 2933

VOR RWY 27

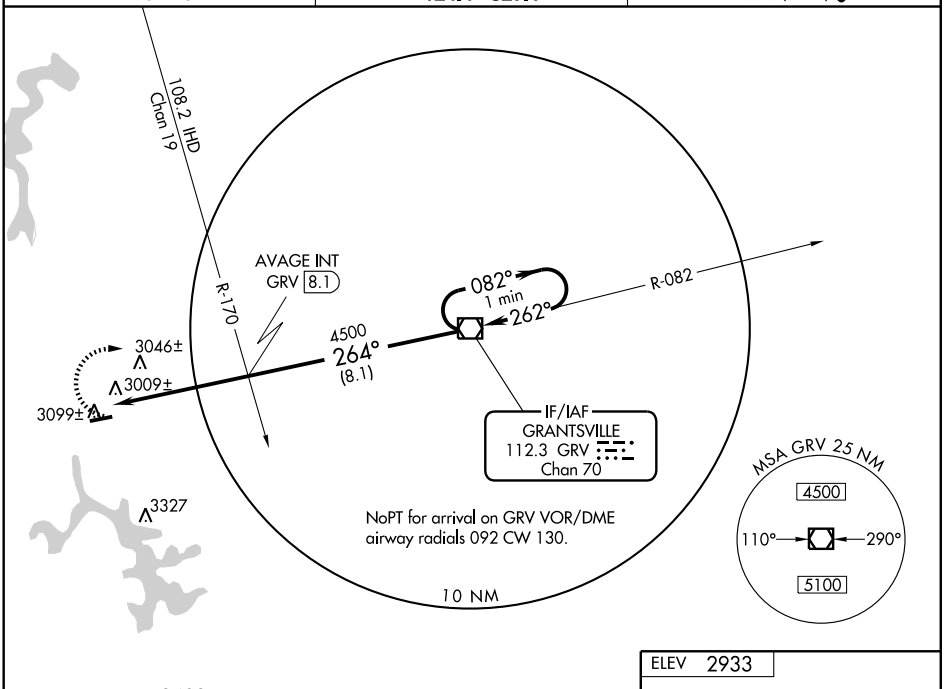
OAKLAND/GARRETT COUNTY (2G4)

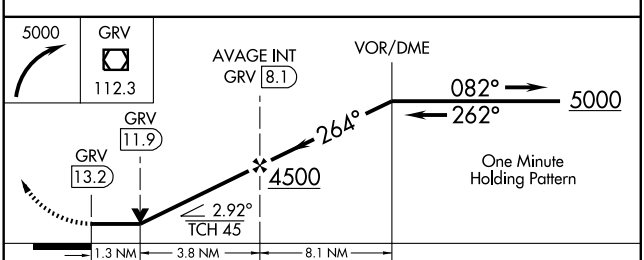
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, S-27 visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting.

NA

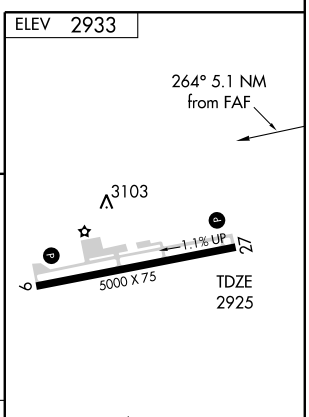
MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
120.125	124.4 327.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-27	3340-1 415 (500-1)		3340-1¼ 415 (500-1¼)	NA
CIRCLING	3400-1 467 (500-1)		3400-1½ 467 (500-1½)	NA



REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

OCEAN CITY MUNI (OXB) 2 SW UTC−5(−4DT) N38°18.63′ W75°07.44′

11 B S4 **FUEL** 100LL, JET A NOTAM FILE OXB

RWY 14–32: H4072X75 (ASPH–CONC) S–20 MIRL

RWY 14: VASI(V4L)—GA 3.0° TCH 34′. Trees.

RWY 32: VASI(V4L)—GA 3.0° TCH 27′.

RWY 02–20: H3201X75 (ASPH–CONC) MIRL

RWY 02: PAPI(P2L)—GA 3.0° TCH 40′. Trees.

RWY 20: PAPI(P2L)—GA 4.0° TCH 42′. Trees.

AIRPORT REMARKS: Attended Oct–Apr 1300–2200Z‡, May–Sept 1300–2300Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Deer and birds on and invof arpt. Ultralight ops on and invof arpt. Trucks and vehicles crossing twy, north of hold block Rwy 02. ACTIVATE MIRL Rwy 14–32 and Rwy 02–20—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (410) 213–1530.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

CLNC DEL 121.75

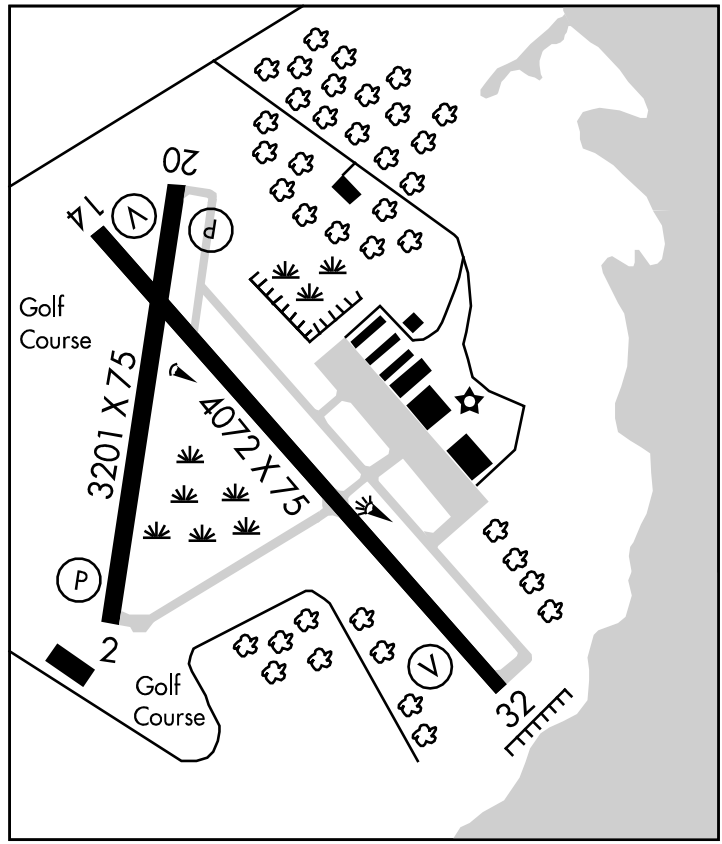
WASHINGTON CENTER APP/DEP CON 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

SALISBURY (L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 108° 18.4 NM to fld. 50/12W.

LANDY NDB (MHW/LOM) 407 OX N38°21.76′ W75°11.87′ 144° 4.7 NM to fld. Unmonitored. NOTAM FILE OXB.

ILS 109.15 I–OXB Rwy 14. LOM LANDY NDB (LOC only).



AL-5284 (FAA)

LOC RWY 14

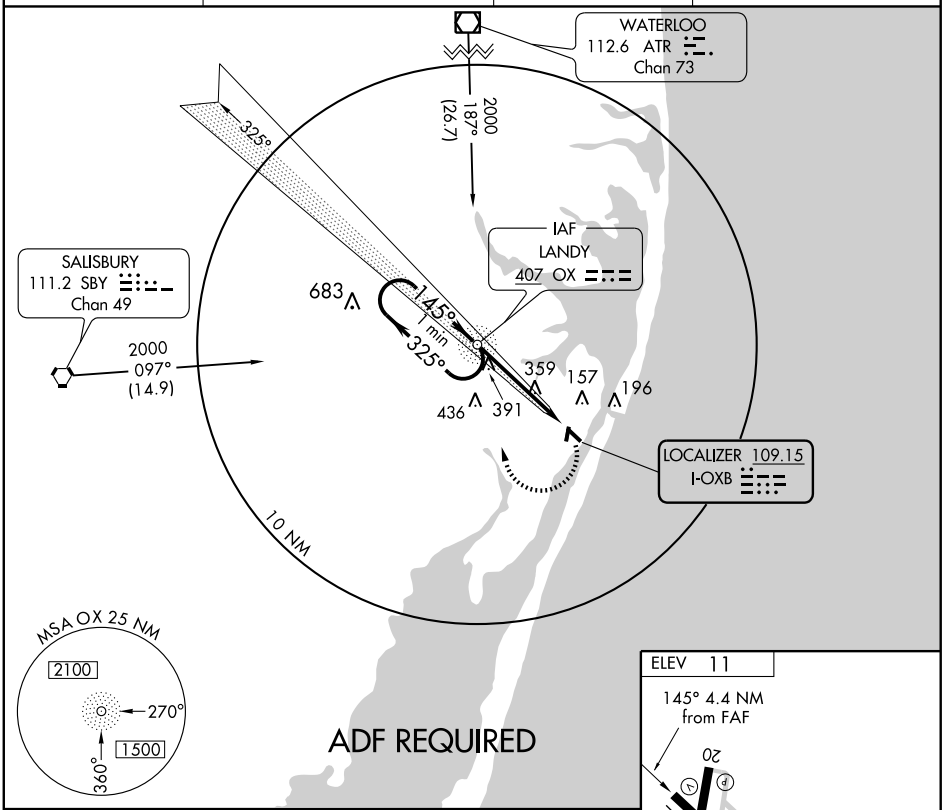
OCEAN CITY MUNI (OXB)

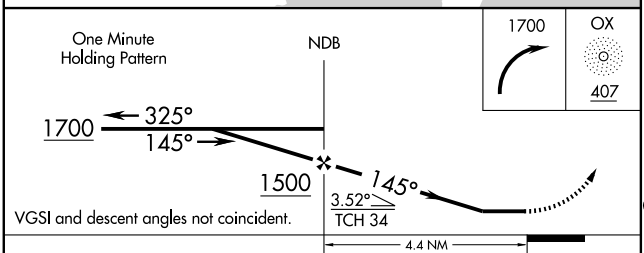
LOC I-OXB	APP CRS	Rwy Idg	4072
109.15	145°	TDZE	11
		Apt Elev	11

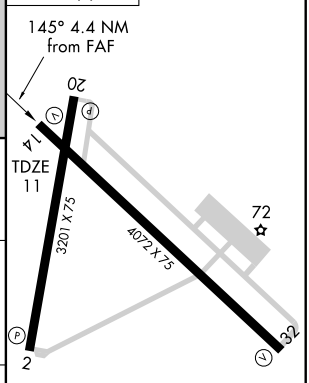
NA

MISSED APPROACH: Climbing right turn to 1700 direct OX NDB and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-14	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

MIRL Rwys 2-20 and 14-32 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

38°19′N - 75°07′W

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

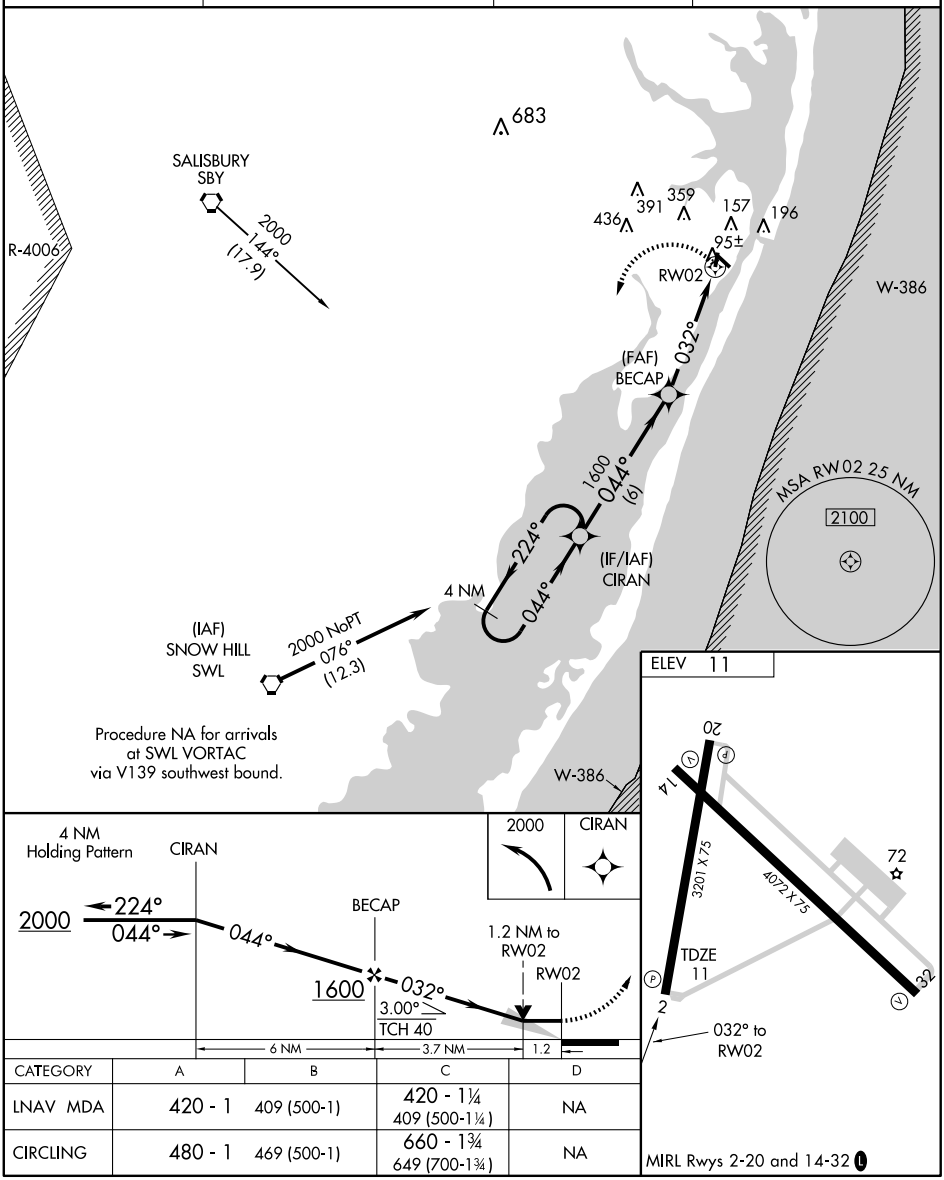
OCEAN CITY MUNI (OXB)

APP CRS	Rwy ldg	3201
032°	TDZE	11
	Apt Elev	11

If local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct CIRAN and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	420 - 1	409 (500-1)	420 - 1¼ 409 (500-1¼)	NA
CIRCLING	480 - 1	469 (500-1)	660 - 1¾ 649 (700-1¾)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

OCEAN CITY MUNI (OXB)

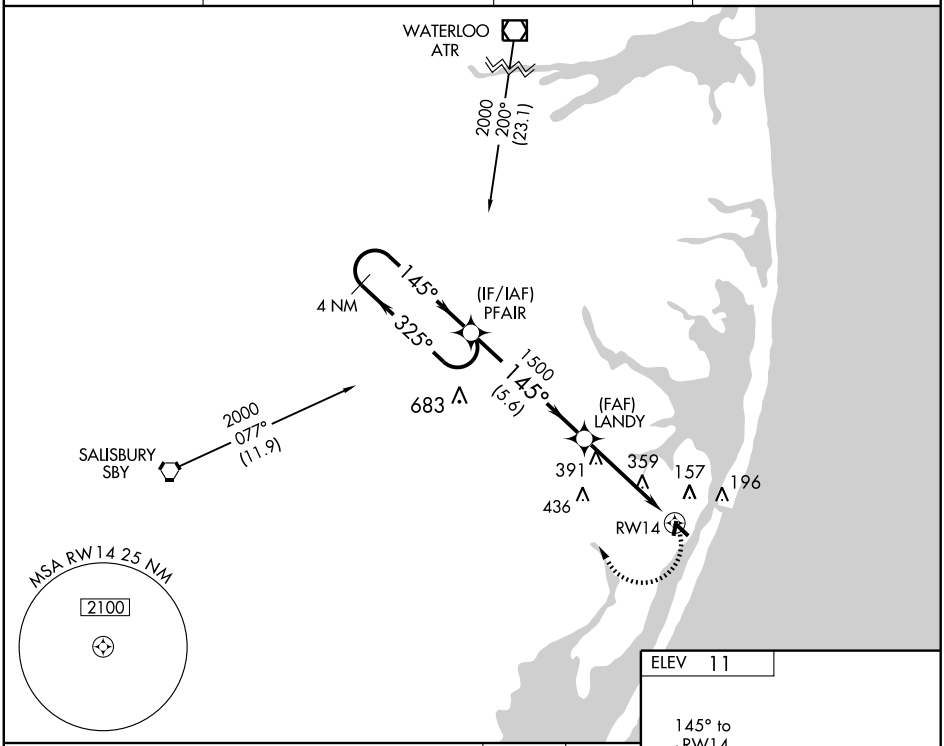
APP CRS	Rwy Idg	4072
145°	TDZE	11
	Apt Elev	11

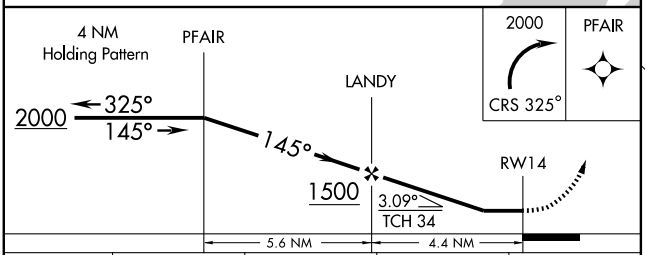
NA

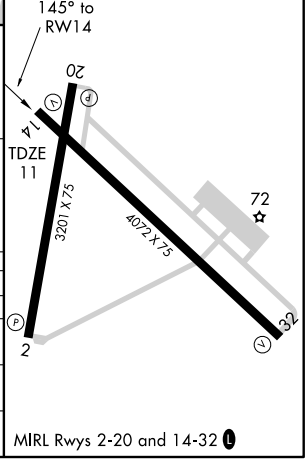
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 via 325° course to PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

MIRL Rwys 2-20 and 14-32 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AL-5284 (FAA)

RNAV (GPS) RWY 32

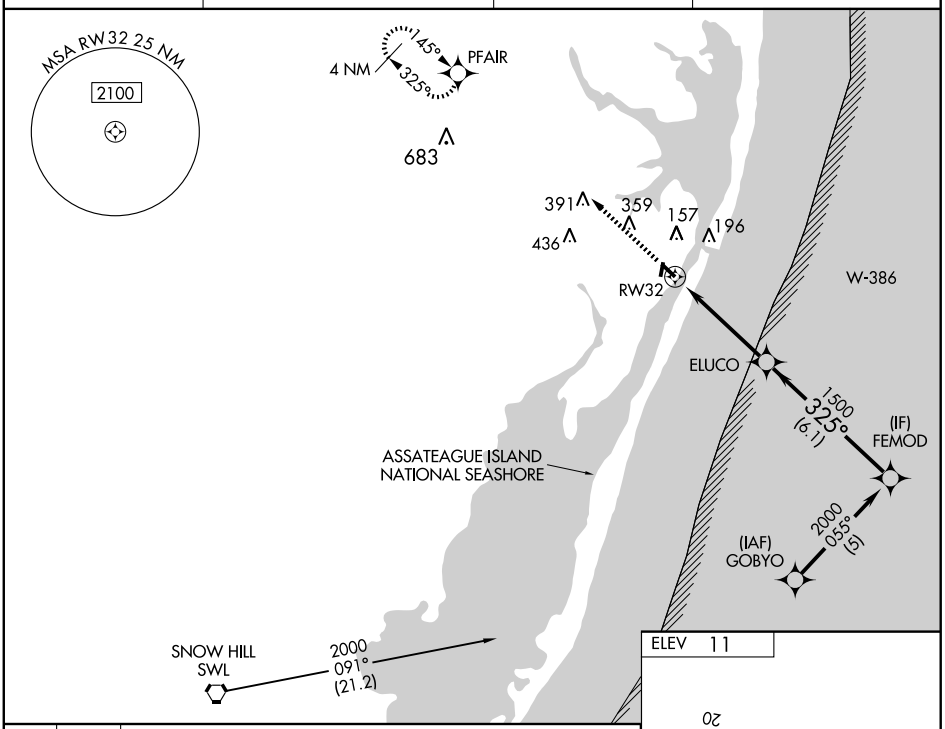
OCEAN CITY MUNI (OXB)

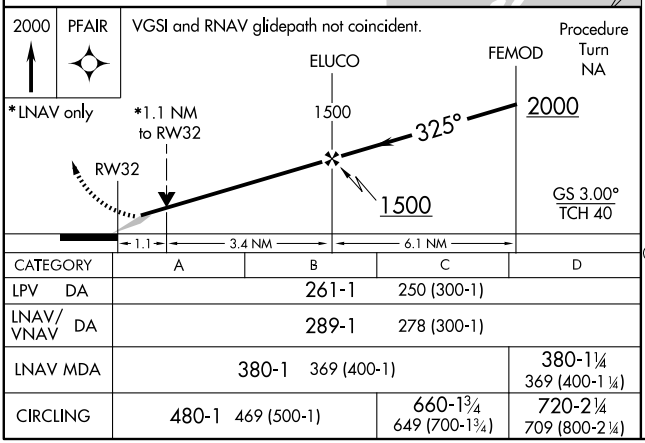
WAAS	APP CRS	Rwy Idg	4072
CH 40413	325°	TDZE	11
W32A		Apt Elev	11

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.

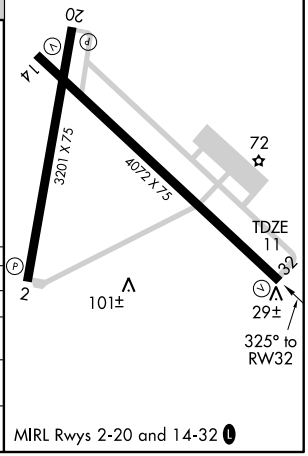
MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	261-1		250 (300-1)	
LNAV/VNAV DA	289-1		278 (300-1)	
LNAV MDA	380-1	369 (400-1)		380-1¼ 369 (400-1¼)
CIRCLING	480-1	469 (500-1)	660-1¾ 649 (700-1¾)	720-2¼ 709 (800-2¼)



38°19'N - 75°07'W

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SBY	APP CRS	Rwy Idg	N/A
111.2	108°	TDZE	N/A
Chan 49		Apt Elev	11

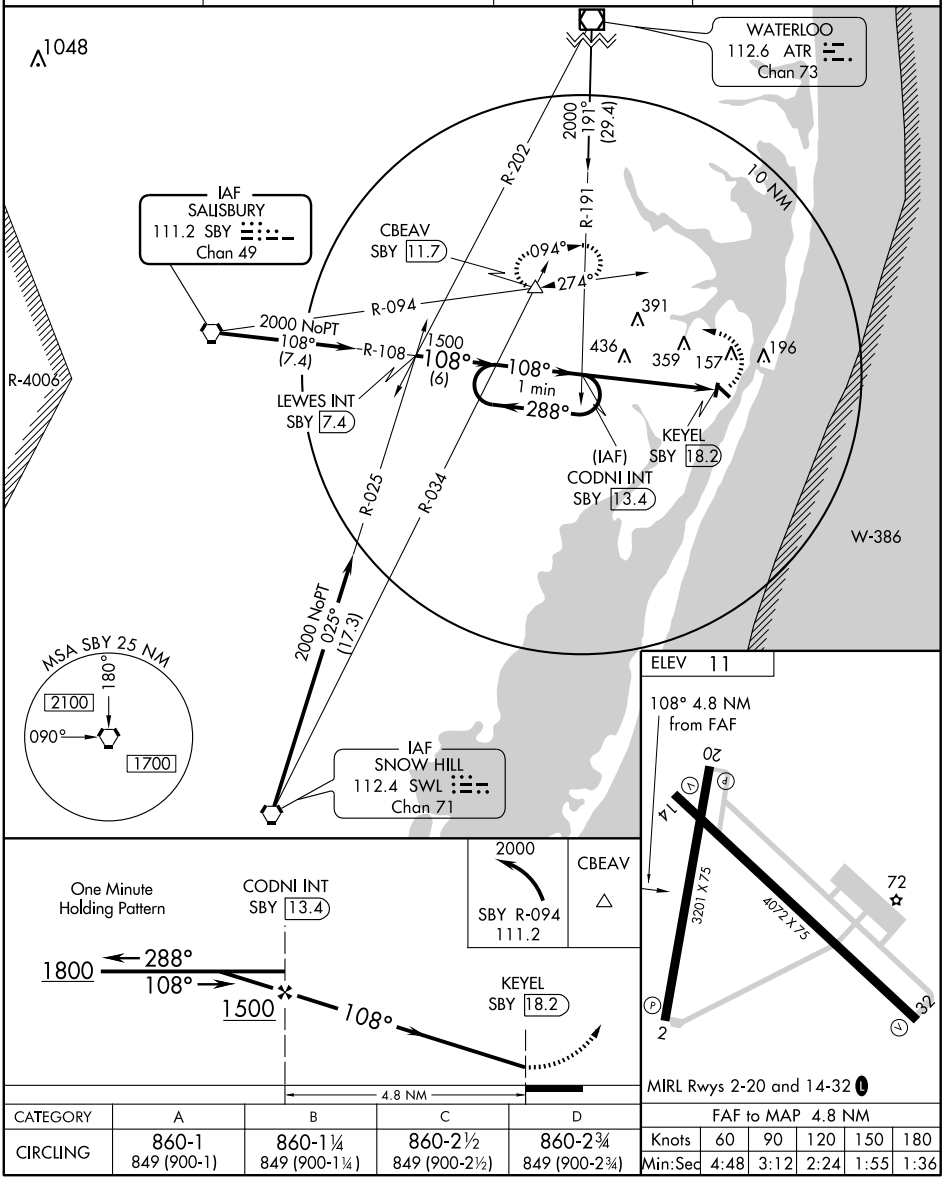
VOR-A

OCEAN CITY MUNI (OXB)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 via SBY R-094 to CBEAV Int/11.7 DME and hold.

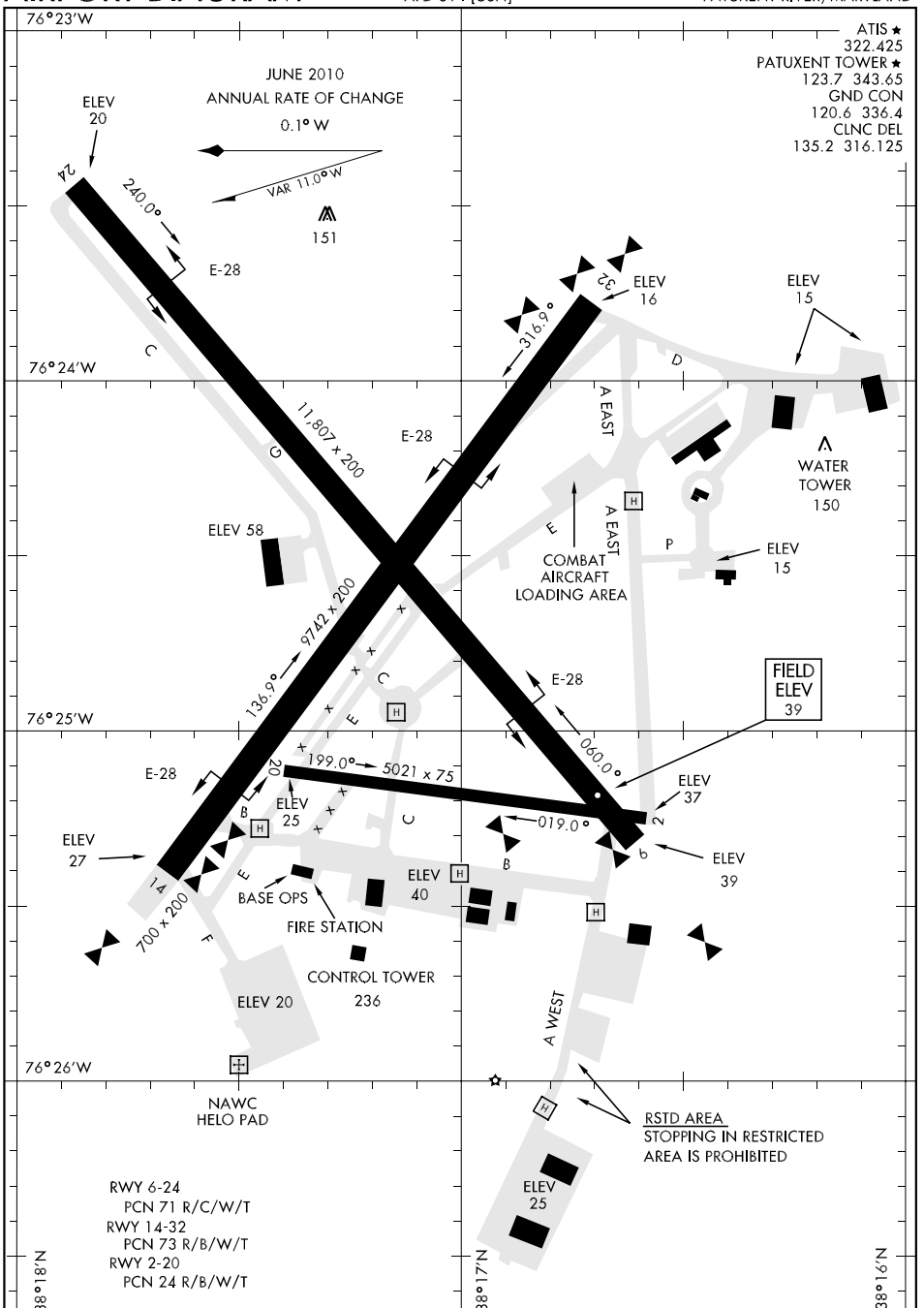
ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	860-1 849 (900-1)	860-1¼ 849 (900-1¼)	860-2½ 849 (900-2½)	860-2¾ 849 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

PATUXENT RIVER NAS (TRAPNELL FLD) (NHK)(KNHK) N 0 N UTC−5(−4DT) **WASHINGTON**
N38°17.16′ W76°24.71′ **H–10I, 12I, L–34E, 36I, A**
39 B TPA—See Remarks NOTAM FILE DCA Not insp. **DIAP, AD**

RWY 06–24: H11807X200 (ASPH) PCN 71 R/C/W/T HIRL CL
RWY 06: ALSF1. OLS. **RWY 24:** OLS.
RWY 14–32: H9742X200 (ASPH) PCN 73 R/B/W/T HIRL
RWY 14: OLS. **RWY 32:** OLS.
RWY 02–20: H5021X75 (ASPH) PCN 24 R/B/W/T
ARRESTING GEAR/SYSTEMS
RWY 06 HOOK E28(B) (2180′) HOOK E28(B) (1509′) **RWY 24**
RWY 14 HOOK E28(B) (1280′) HOOK E28(B) (3061′) **RWY 32**

MILITARY SERVICE: L–AOE **JASU** (NCPP–105), (NC–8A), (NC–10C) **FUEL** 100LL, J8 J5 **FLUID** SP LHOX LOX **OIL** O–128–133–148–156(Mil) **TRAN ALERT** Avbl Mon–Fri 1200–2300Z‡ except holidays. Limited J8 tran fuel avbl.

MILITARY REMARKS: Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR—no NOTAM terminal facilities avbl. DSN 342–3836, C301–342–3836. Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops. Limited ramp space, and limited tran service avbl expect delays. **CAUTION** Stopping in restricted area on Twy A, W twy is prohibited. Portions of rwy, twy and acft ramps not visible from twr. First 1630′ Rwy 32 may be clsd daylgt hours Mon–Sat during VFR. Buildings and equipment located near the AER 32. Deer and bird hazard. **TFC PAT** TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation standard in effect for local based USN/USMC acft. **NS ABTMT** Military acft maintain at least 1500′ between 3 NM and 10 NM from 210° clockwise to 240°. No practice apch heavy acft Sat before 1500Z‡, Sun before 1700Z‡. Tran acft practice apch not to interfere basis. **CSTMS/AG/IMG** CSTMS/AG avbl 24 hr with 24 hr prior notice. IMG avbl 24 hr with 72 hr prior notice. Ctc AOD0 at DSN 342–3836, C301–342–3836. **MISC** Meterological obsn and PMSV monitoring are not avbl 0400–1030Z‡ daily. For forecast ctc NAFC at DSN 565–4555, C888–745–6899. Class D service not avbl outside of published opr hrs.

COMMUNICATIONS: SFA ATIS 322.425
RCO 117.6T 122.1R (LEESBURG RADIO)
Ⓡ **APP/DEP CON** 120.05 281.8 (165°–055° abv 3000′) 121.0 250.3 (165°–055° 3000′ and blo) 127.95 314.0 (056°–164°) (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 281.4 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡, OT by NOTAM).
TOWER 123.7 343.65 340.2X (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM). **GND CON** 120.6 336.4 **CLNC DEL** 135.2 316.125 **PMSV METRO** 356.2
BASE OPS 302.55

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(L) VORTAC 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ at fld. 20/10W.
VOR portion unusable:
023° byd 10 NM blo 2,500′ 240°–347° blo 2,000′
024°–174° byd 11 NM blo 2,500′ 288°–298° byd 11 NM blo 2,500′
175°–239° byd 10 NM blo 5,000′ 348°–022° byd 11 NM blo 2,500′
TACAN azimuth unusable:
150°–155° byd 25 NM blo 2,500′
155°–237° byd 11 NM blo 2,500′
NDB (MHW) 400 NHK N38°17.16′ W76°24.19′ at fld. Unusable byd 10 NM. No NOTAM MP Wed 1300–1700Z‡.
ASR/PAR Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HI-TACAN RWY 6

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	065°	TDZE 39
Chan 123		Arpt Elev 39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ .

ALSF-1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

** For LOCAL USE ONLY 15,000 or as assigned.

*** 12,000 or as assigned.

† 10,000 or as assigned.

MSA PXT 25 NM 170° 2000 025° 1600

20 NM

*** (IAF) SOUCI PXT 21

R-050

Max holding alt 16,000

050° 230°

PXT 11 Arc

PXT to BYNAM 2500 245° (11)

2500

546

SPRIG PXT 11 7000

399

R-4007

177

242

PATUXENT 117.6 PXT Chan 123

BYNAM PXT 11

MUBLE PXT 5

510 515 181

USUYA PXT 11

R-4002

R4006

† (IAF) MODEE PXT 19

065° 245°

R-245

PXT 11 Arc

2500 HELEM PXT 13 7000

R-4005

Max holding alt 16-000

150° 330°

PXT 25

** (IAF) ADDAM PXT 25

R-150

559

PXT 19

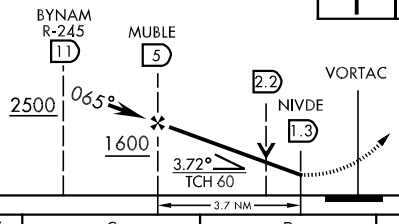
Max holding alt 16,000

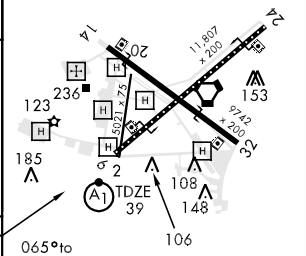
540

EMERG SAFE ALT 100 NM 6100

ELEV 39

2500 | PXT | SPRIG PXT R-050 11





CATEGORY	C	D	E
S-6 *	500- ¾ 461 (500-¾)	500-1 461 (500-1)	500-1¼ 461 (500-1¼)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 14

VORTAC PXT	APCH CRS	Rwy ldg 9472
117.6	127°	TDZE 27
Chan 123		Arpt Elev 39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

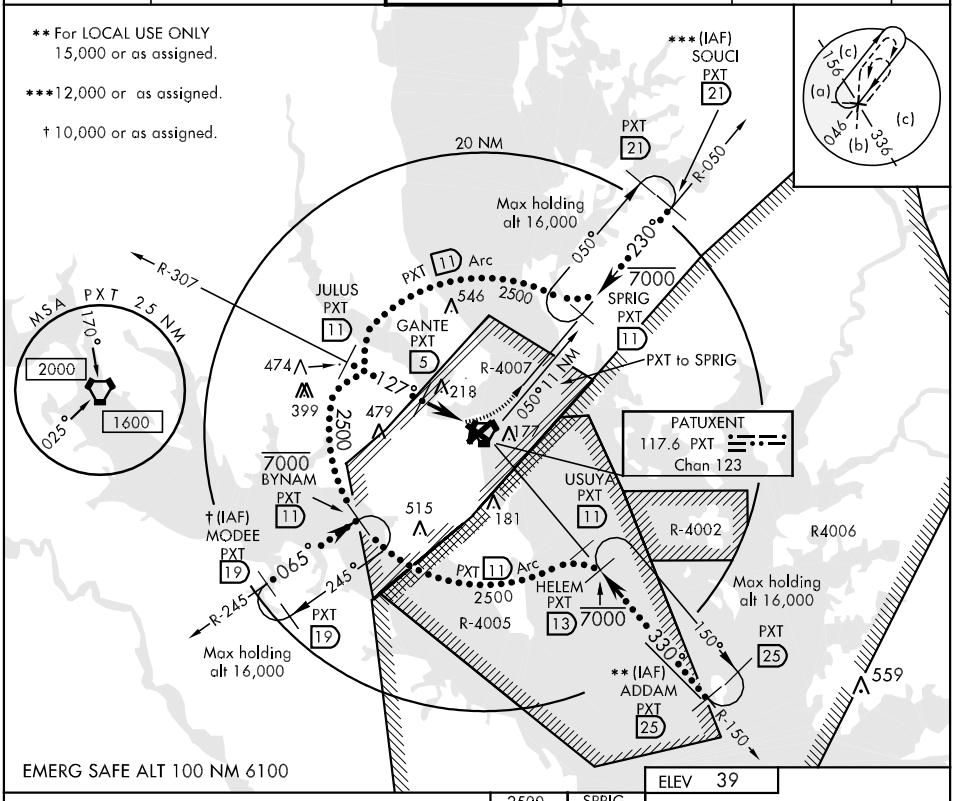
MISSED APPROACH: Climbing left turn to 2500, intercept the PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

** For LOCAL USE ONLY 15,000 or as assigned.

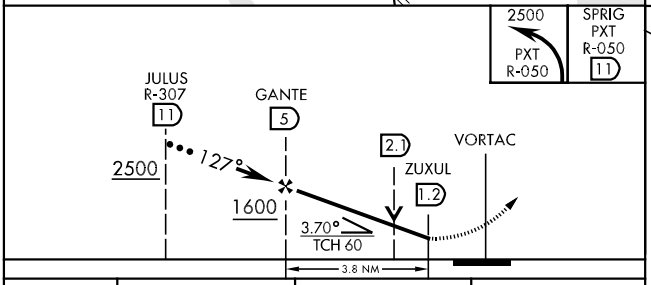
***12,000 or as assigned.

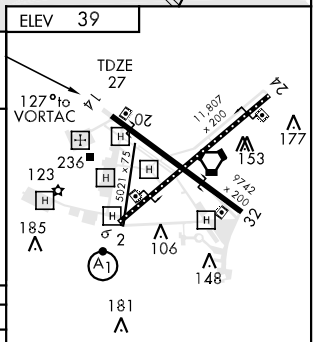
† 10,000 or as assigned.



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	C	D	E
S-14	480-1¼ 453 (500-1¼)	480-1½ 453	(500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

HIRL Rwy 14-32, 6-24

HI-TACAN RWY 14

HI-TACAN RWY 24

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	230°	TDZE 20
Chan 123		Arpt Elev 39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

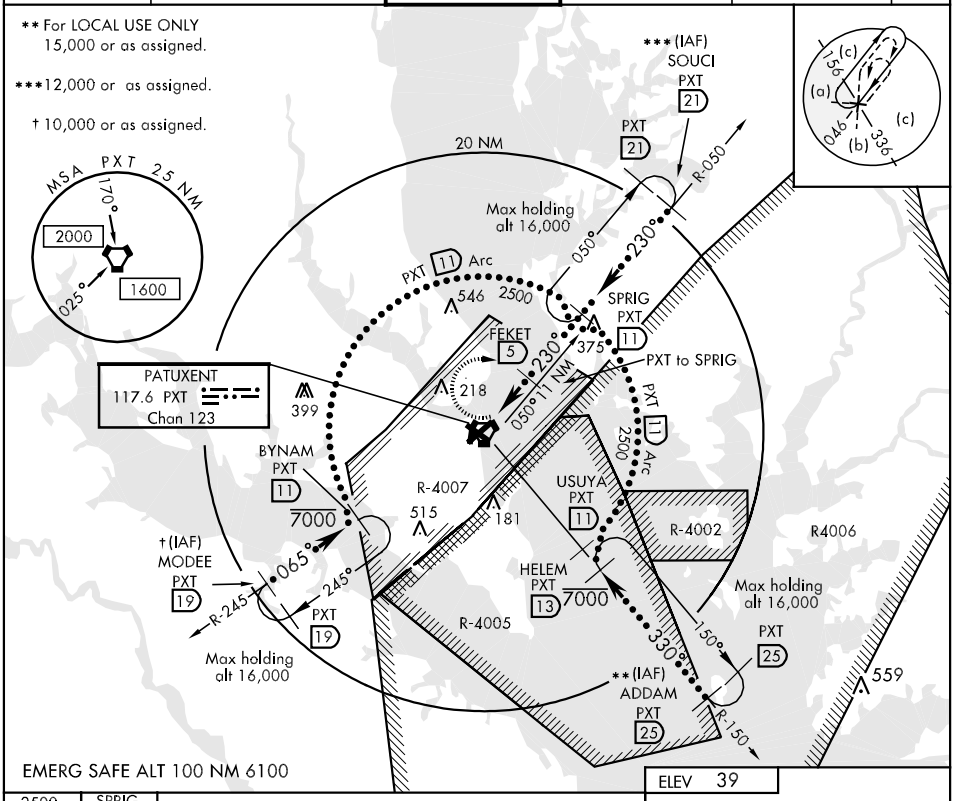
MISSED APPROACH: Climing right turn to 2500, intercept PXT R-050 to SPRIG and hold.

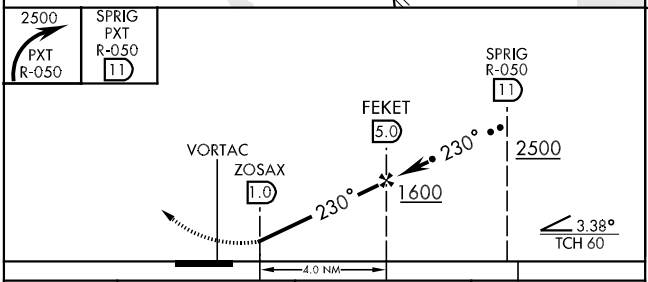
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

** For LOCAL USE ONLY
15,000 or as assigned.

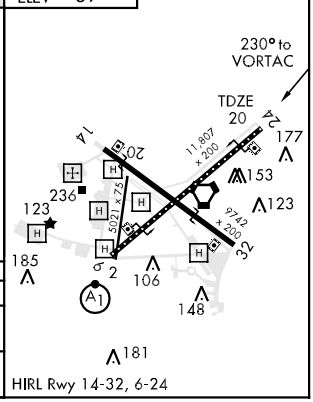
***12,000 or as assigned.

† 10,000 or as assigned.





CATEGORY	C	D	E
S-24	440-1¼ 420 (500-1¼)		440-1½ 420 (500-1½)
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

PATUXENT RIVER, MARYLAND

HI-TACAN RWY 32

VORTAC PXT	APCH CRS	Rwy ldg 9742
117.6	330°	TDZE 18
Chan 123		Arpt Elev 39

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500, intercept PXT R-150 to HELEM and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.

MSA PXT 25 NM
170°
2000
1600
025°

20 NM

*** (IAF) SOUCI PXT 21

PXT 21

R-050

Max holding alt 16,000

SPRIG PXT 11

050°

230°

546 3500

375

299

PXT to SPRIG 050° 11 NM

PATUXENT 117.6 PXT Chan 123

399

218

177

PXT 11 2500 Arc

3500 BYNAM PXT 11

JAGOT 5

R-4007

181

330°

USUYA PXT 11

515

R-4002

R4006

† (IAF) MODEE PXT 19

065°

245°

R-245

PXT 19

Max holding alt 16,000

2500 PXT 11 Arc

HELEM PXT 13 7000

R-4005

150°

PXT 25

** (IAF) ADDAM PXT 25

559

Max holding alt 16,000

R-150

EMERG SAFE ALT 100 NM 6100

ELEV 39

500

2500 PXT R-150

HELEM PXT R-150 13

USUYA R-150 11

JAGOT 5.0

330°

2500

VORTAC

ZAROL 0.6

1600

3.23°

TCH 60

4.4 NM

CATEGORY	C	D	E
S-32	400-1 382 (400-1)	400-1¼ 382 (400-1¼)	
CIRCLING	560-1½ 521 (600-1½)	600-2 561 (600-2)	640-2¼ 601 (700-2¼)

HIRL Rwy 14-32, 6-24

TDZE 18

330° to VORTAC

PATUXENT RIVER, MARYLAND 38°17'N-76°25'W PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 10126

HI-TACAN RWY 32

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

NDB/DME RWY 6

NDB NHK	APCH CRS	Rwy ldg 11,807 / TDZE 39 / Arpt Elev 39
400	066°	

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

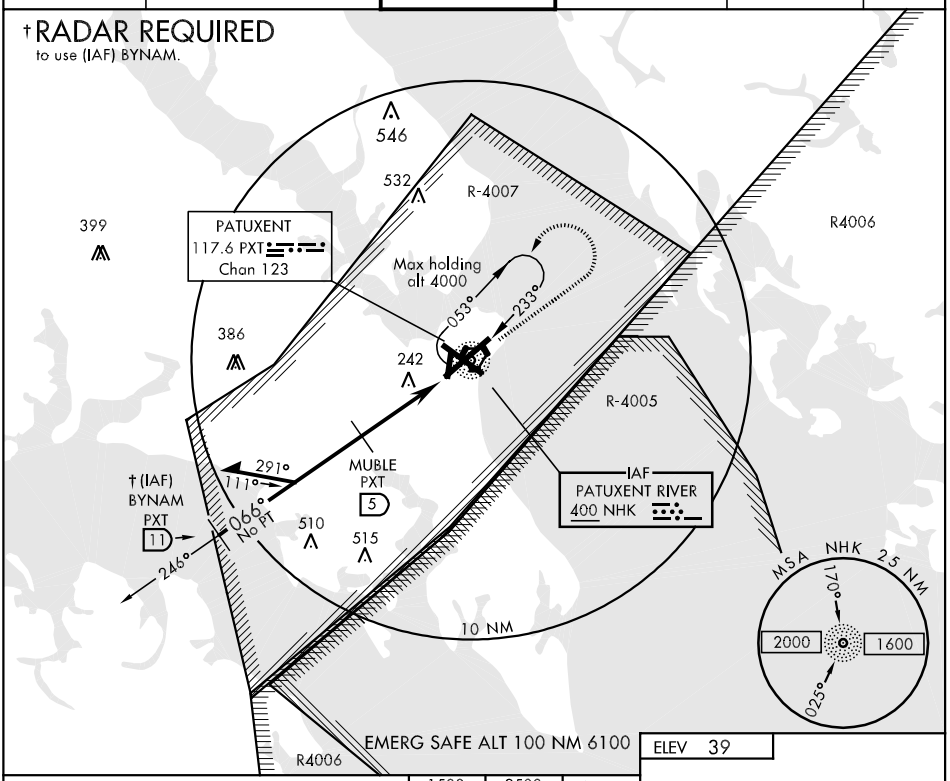
* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

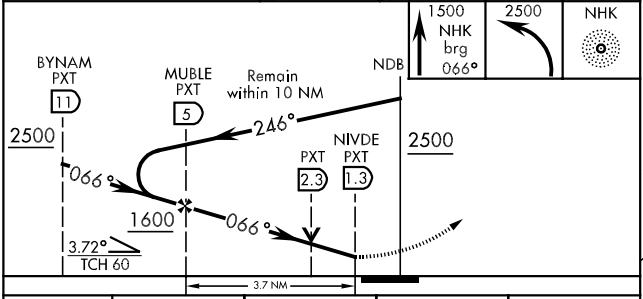
ALSF-1

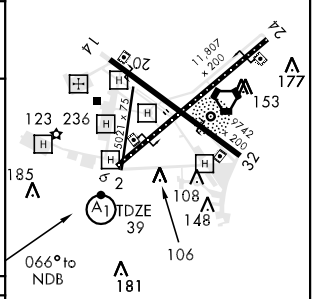
MISSED APPROACH: Climb to 1500 via NHK 066° bearing, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

†RADAR REQUIRED
to use (IAF) BYNAM.







CATEGORY	A	B	C	D
S-6 *	560-½ 521	(600-½)	560-1 521 (600-1)	560-1¼ 521 (600-1¼)
CIRCLING	560-1 521	(600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,807
059°	TDZE	39
	Arpt Elev	39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct SPRIG and hold.

ATIS *	PATUXENT APP/DEP CON	PATUXENT TOWER *	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

546 399 386 242 510 515 720 185 153 177 123 236 106 108 148

050° 230° SPRIG

R-4007 R4006 R-4005

RW06 ITIBE (FAF) YAUNS (IAF) WETUT

059° 2500 240° (11.8) PXT to WETUT

1600 059° (5.9)

MSA RW6 2.5 NM 2000

PATUXENT 117.6 PXT Chan 123

Max holding alt 8000 059° 239° 6 NM

EMERG SAFE ALT 100 NM 6100

2500 SPRIG

WETUT 239° 2500 059° YAUNS 059° 1600 2500 † ITIBE †1.2 NM to RW06 RW06

† LNAV Only

GS 3.00° TCH 50

2.7 NM 2.0 NM

ELEV 39

14 20 11,807 x 200 32 9742 x 200 5021 x 75

TDZE 39

059° to RW06

HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
LNAV MDA*	460-½ 421 (500-½)		460-¾ 421 (500-¾)	460-1 421 (500-1)
LNAV/ ** VNAV DA	540-1¼ 501 (600-1¼)			
CIRCLING	540-1¾ 501 (600-1¾)	560-1¾ 521 (600-1¾)		600-2 561 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

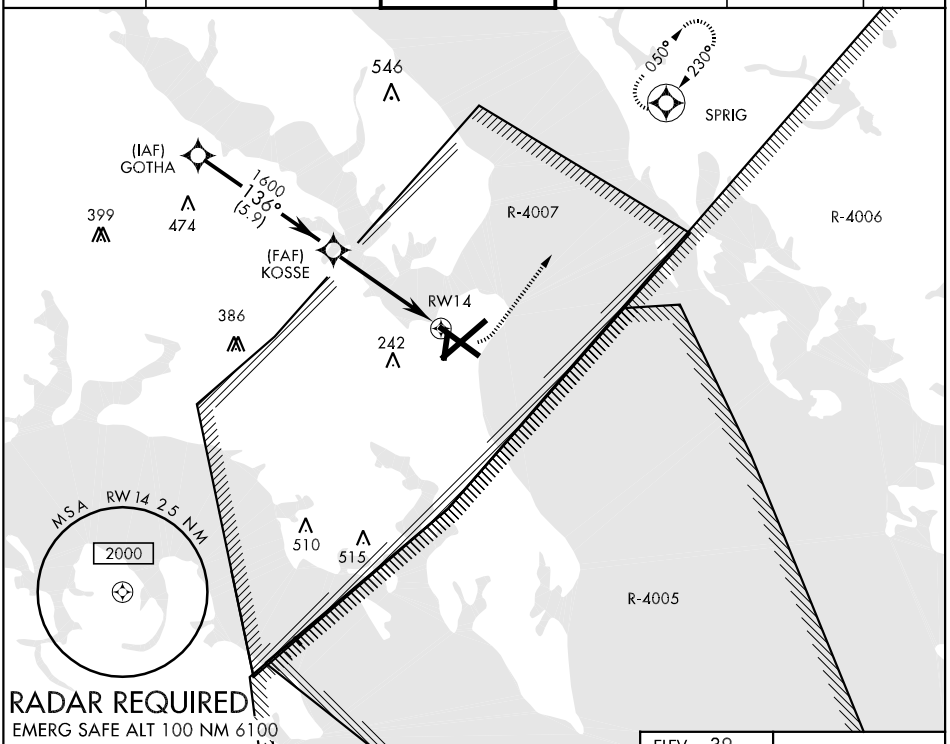
APCH CRS	Rwy ldg	9742
136°	TDZE	27
	Arpt Elev	39

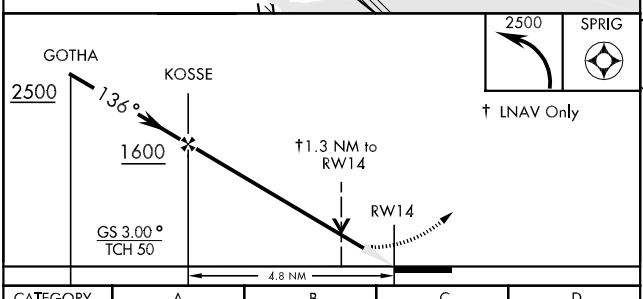
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

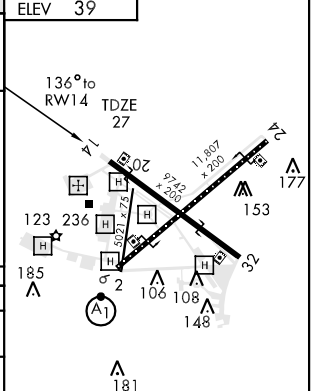
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	400-1 373 (400-1)			400-1¼ 373 (400-1¼)
LNAV MDA	500-1 473 (500-1)		500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

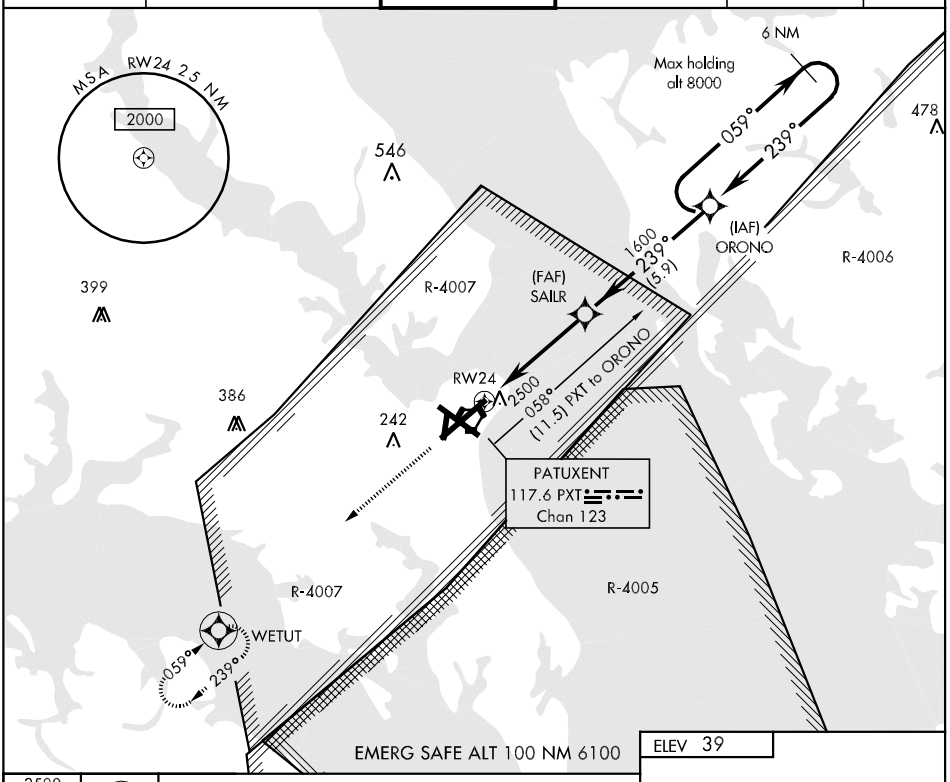
APCH CRS	Rwy ldg	11,807
239°	TDZE	20
	Arpt Elev	39

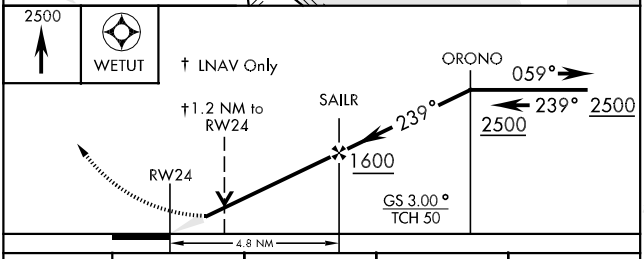
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

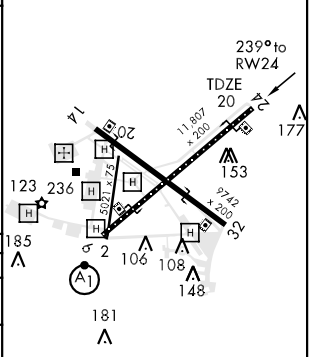
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	340-1 320 (400-1)			340-1¼ 320 (400-1¼)
LNAV MDA	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

38° 17′N-76° 25′W

RNAV (GPS) RWY 24

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 32

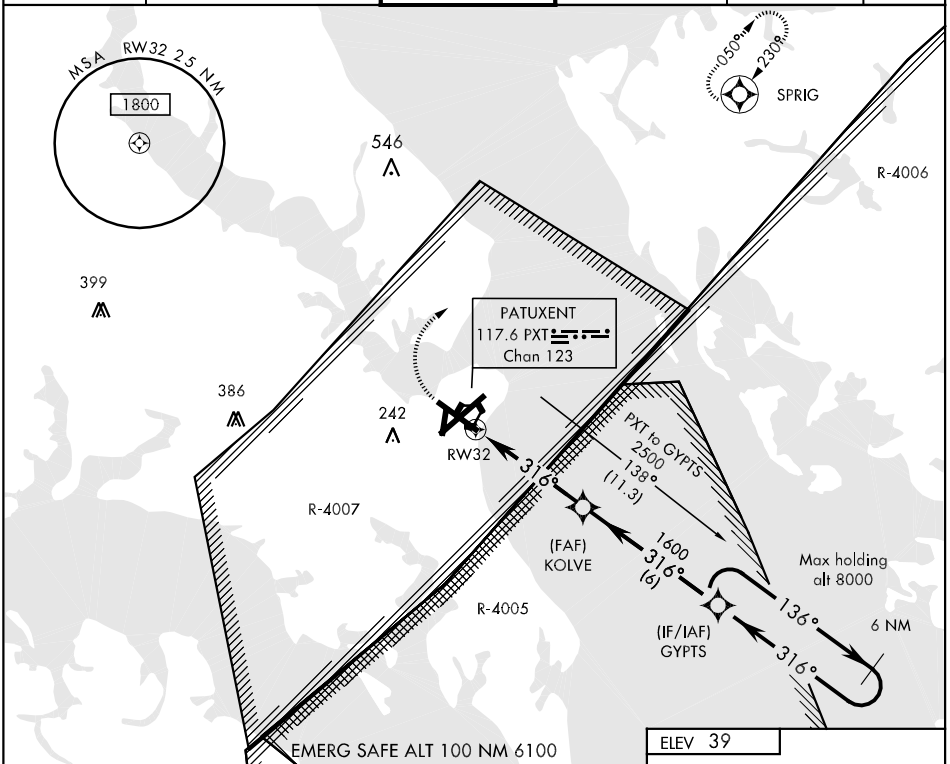
APCH CRS	Rwy ldg	9742
316°	TDZE	18
	Arpt Elev	39

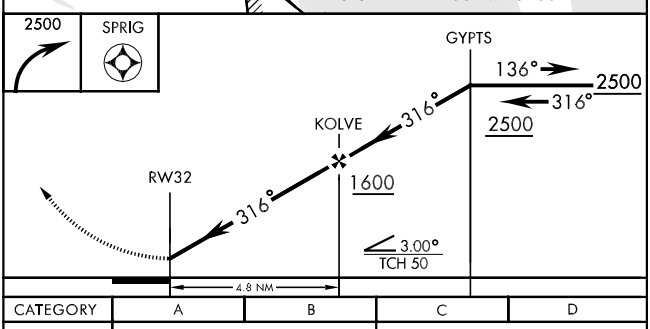
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

DME/DME RNP-0.3 NA.

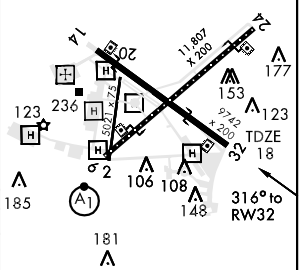
MISSED APPROACH: Climbing right turn to 2500 direct SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





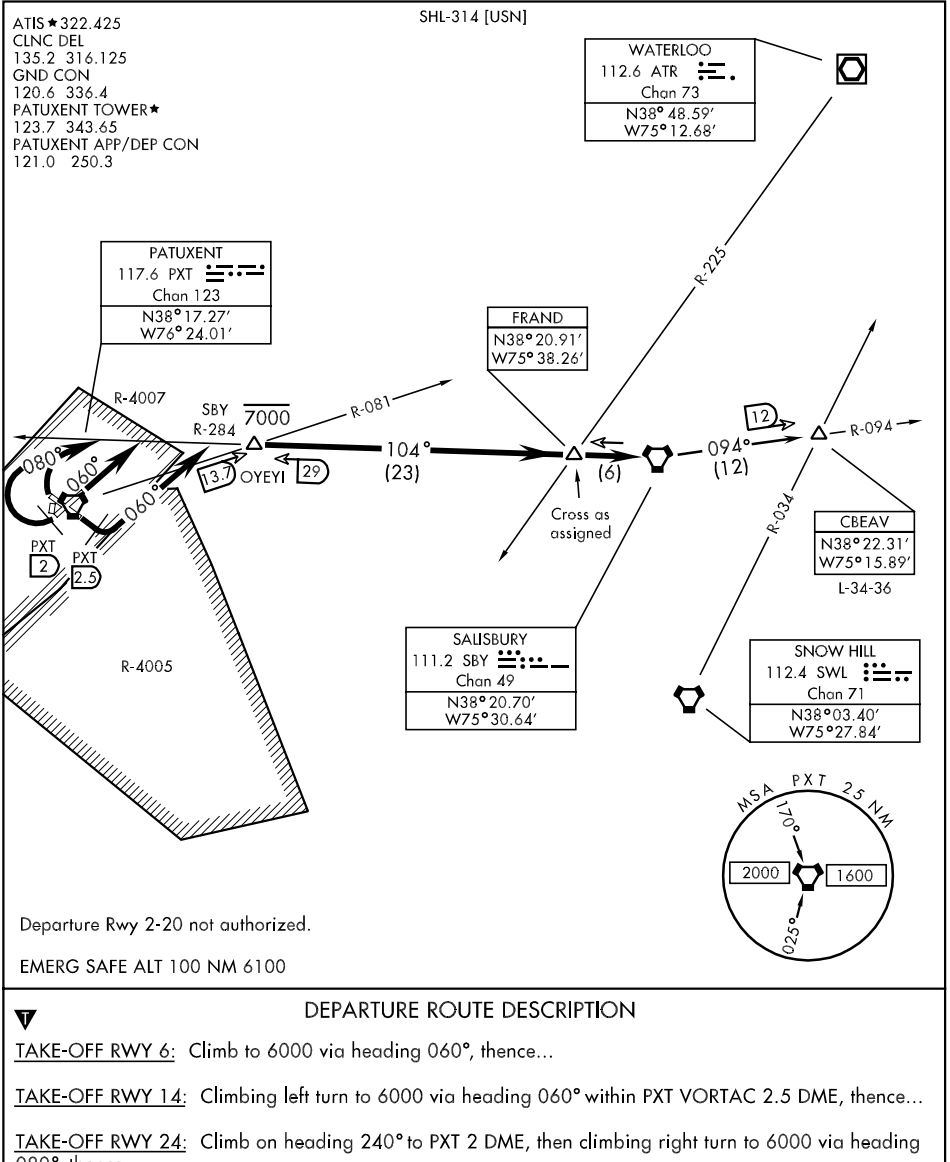
ELEV 39



HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
LNAV MDA	420-1 402 (400-1)		420-1¼ 402 (400-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 via heading 060°, thence...

TAKE-OFF RWY 14: Climbing left turn to 6000 via heading 060° within PXT VORTAC 2.5 DME, thence...

TAKE-OFF RWY 24: Climb on heading 240° to PXT 2 DME, then climbing right turn to 6000 via heading 080°, thence...

TAKE-OFF RWY 32: Climbing right turn to 6000 via heading 080°, thence...

Intercept SBY VORTAC R-284, then via SBY R-284 to SBY. Cross FRAND as assigned. Then via assigned route or transition..

CBEAV TRANSITION (SBY4.CBEAV): Via SBY R-094 to CBEAV.

NE-3, 21 OCT 2010 to 18 NOV 2010

SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

ATIS ★322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
PATUXENT TOWER★
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

SHL-314 [USN]

Rwy	Knots	60	120	180	240	300	360
ⓐ	V/V(fpm)	600	1200	1800	2400	3000	3600

ATC Climb Rate to 15,000.
ⓐ EDDYS trns only

Departure Rwy 2-20 not authorized.

Minimum filing alt 10,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38° 42.35'
W76° 44.69'

PATUXENT
117.6 PXT
Chan 123
N38° 17.27'
W76° 24.01'

CASANOVA
116.3 CSN
Chan 110
N38° 38.47'
W77° 51.93'
L-29-34-36, H-10

R-4007
080°
210°
250°
3

JUMIX
13

7000
ZIRAT
13

R-131
311°
(78)
R-223
203°
25

R-4005

R-101
281°
(78)

GORDONSVILLE
115.6 GVE
Chan 103
N38° 00.81'
W78° 09.18'
L-36, H-10

UNNAC

SWABY
N37° 52.88'
W76° 31.12'

V286

227°
(44)
R-047
206°
(28)
R-026

STEIN
L-35-36

R-323
21

UCINE

HOPEWELL
112.0 HPW
Chan 57
N37° 19.73'
W77° 06.96'
L-34-36, H-10-12

J61
184°
(70)
R-211

CAPE CHARLES
112.2 CCV
Chan 59
N37° 20.85'
W75° 59.86'

30

OTT
R-184

EDDYS
H-10

HARCUM
108.8 HCM
Chan 25
N37° 26.92'
W76° 42.68'
L-34-36, H-10-12

NORFOLK
116.9 ORF
Chan 116
N36° 53.52'
W76° 12.02'

MSA PXT 25 NM
170°
2000
1600
025°

ATC BRIEF
REQUIRED
135.2 384.4

TACAN REQUIRED

EMERG SAFE ALT 100 NM 6100

Chart not to scale

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb to 3000 via heading 060°, at PXT VORTAC 3 DME turn left direct PXT, thence. . .

TAKE-OFF RWY 14: Climbing right turn to 3000 via heading 250° within PXT 2.5 DME, intercept PXT R-223, thence. . .

TAKE-OFF RWY 24: Climbing left turn to 3000 via heading 210°, intercept PXT R-223, thence. . .

TAKE-OFF RWY 32: Climbing left turn to 3000 via heading 180°, intercept PXT R-223, thence. . .

Via R-223 to JUMIX, PXT R-223/13 DME, then arc CCW SW of PXT via 13 mile arc to ZIRAT, PXT R-203/13 DME, then via PXT R-203 to SWABY, PXT R-203/25 DME, then via assigned transition or expect radar vectors to join assigned route. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY6.CSN): Via CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY6.EDDYS): Via PXT R-203 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY6.GVE): Via GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY6.HCM): Via HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY6.HPW): Via HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY6.STEIN): Via PXT R-203 to UNNAC, then via CCV VORTAC R-323 to STEIN.

NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 6

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	065°	TDZE 39
Chan 123		Arpt Elev 39

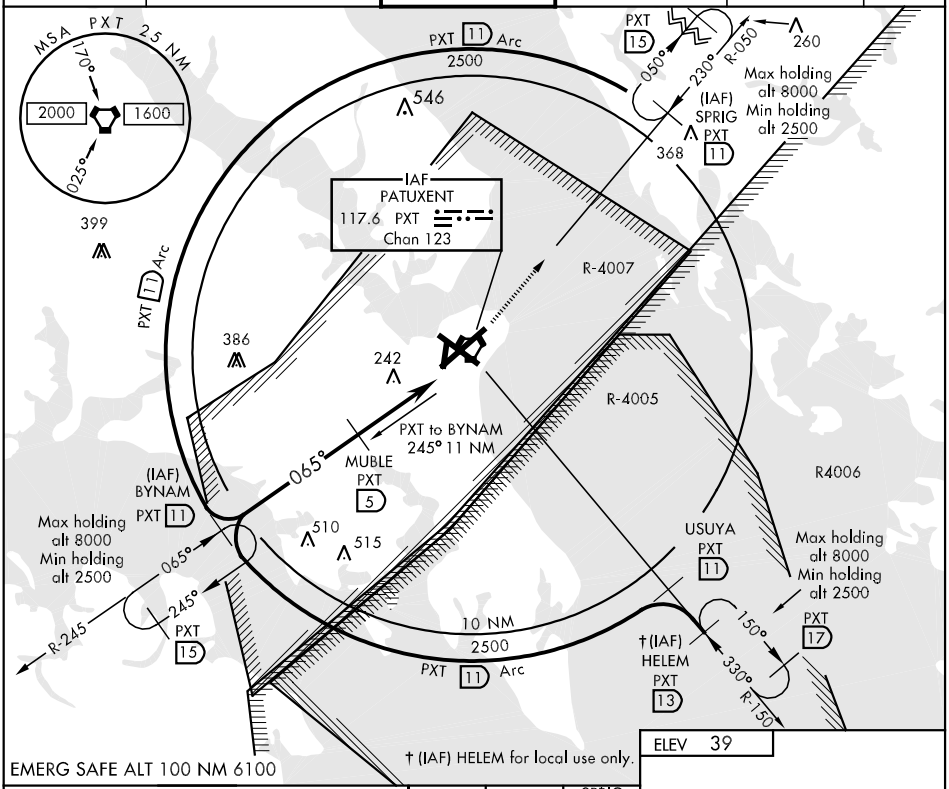
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

ALSF-1

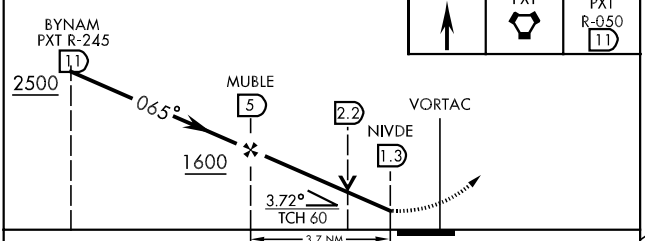
MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via R-050 to SPRIG and hold.

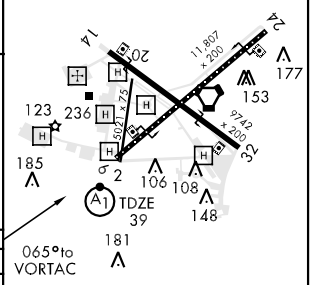
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



ELEV 39

2500	PXT	SPRIG PXT R-050 11





CATEGORY	A	B	C	D
S-6 *	500-½ 461 (500-½)		500-¾ 461 (500-¾)	500-1 461 (500-1)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

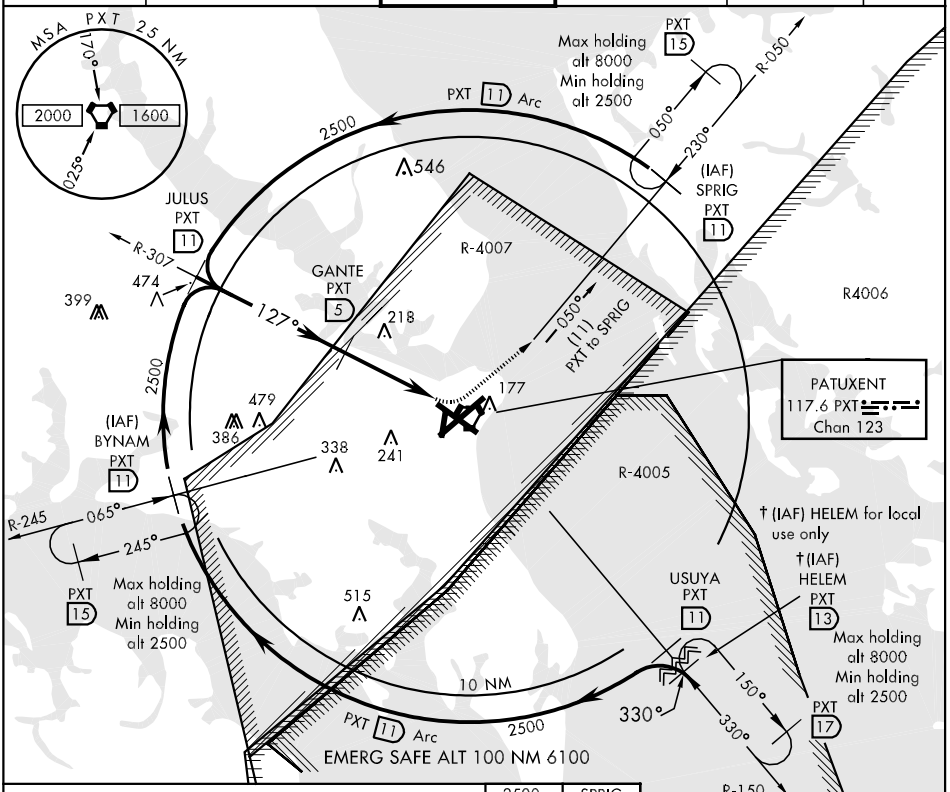
TACAN RWY 14

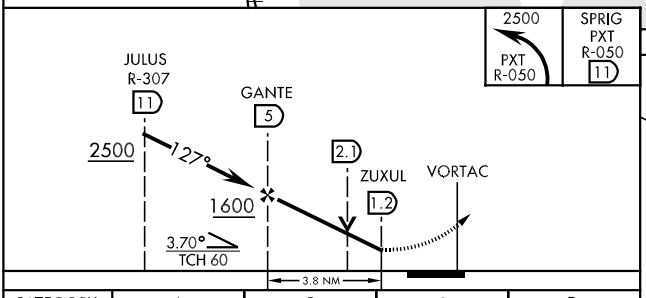
VORTAC PXT	APCH CRS	Rwy Idg	9742
117.6	127°	TDZE	27
Chan 123		Arpt Elev	39

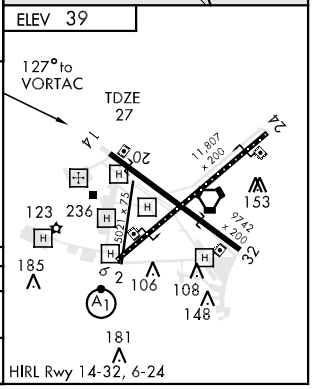
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climbing left turn to 2500 via PXT R-050 to SPRIG and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	







CATEGORY	A	B	C	D
S-14	480-1 453 (500-1)		480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 32

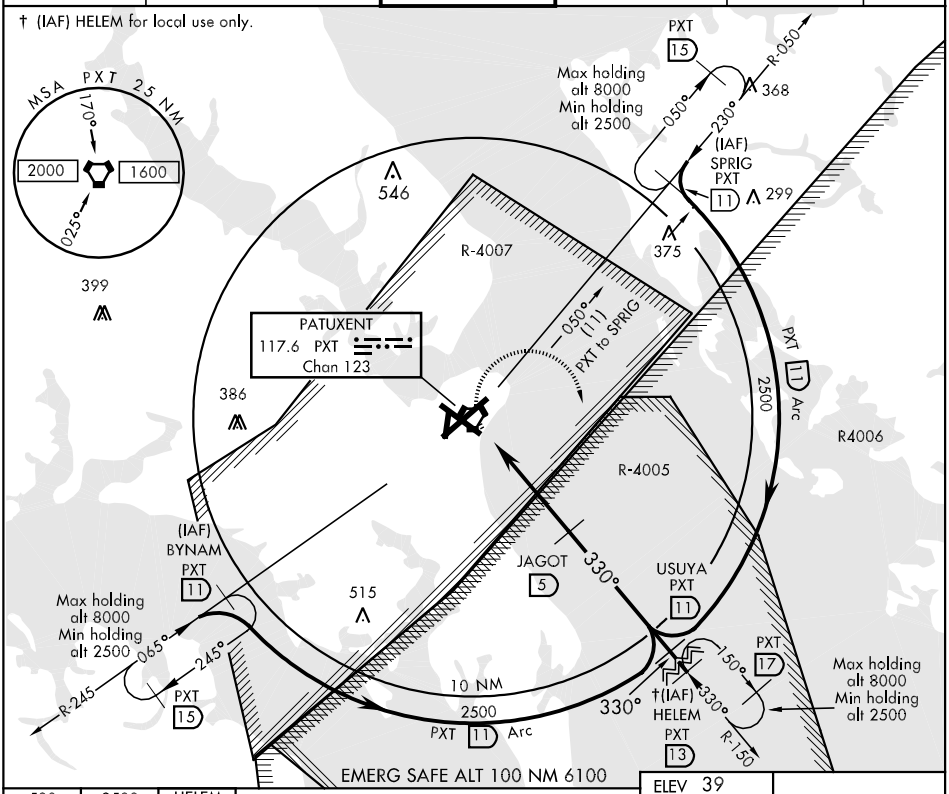
VORTAC PXT	APCH CRS	Rwy Idg	9742
117.6	330°	TDZE	18
Chan 123		Arpt Elev	39

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 to intercept the PXT R-150 to HELEM and hold.

ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

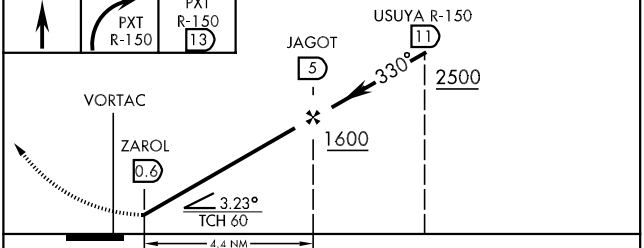
† (IAF) HELEM for local use only.



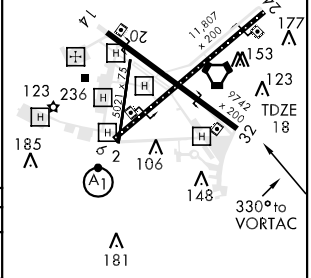
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

500	2500	HELEM
	PXT R-150	PXT R-150 13



ELEV 39



CATEGORY	A	B	C	D
S-32	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

HIRL Rwy 14-32, 6-24

TACAN RWY 32

VOR/DME or TACAN RWY 24

VORTAC PXT	APCH CRS	Rwy ldg 11,807
117.6	230°	TDZE 20
Chan 123		Arpt Elev 39

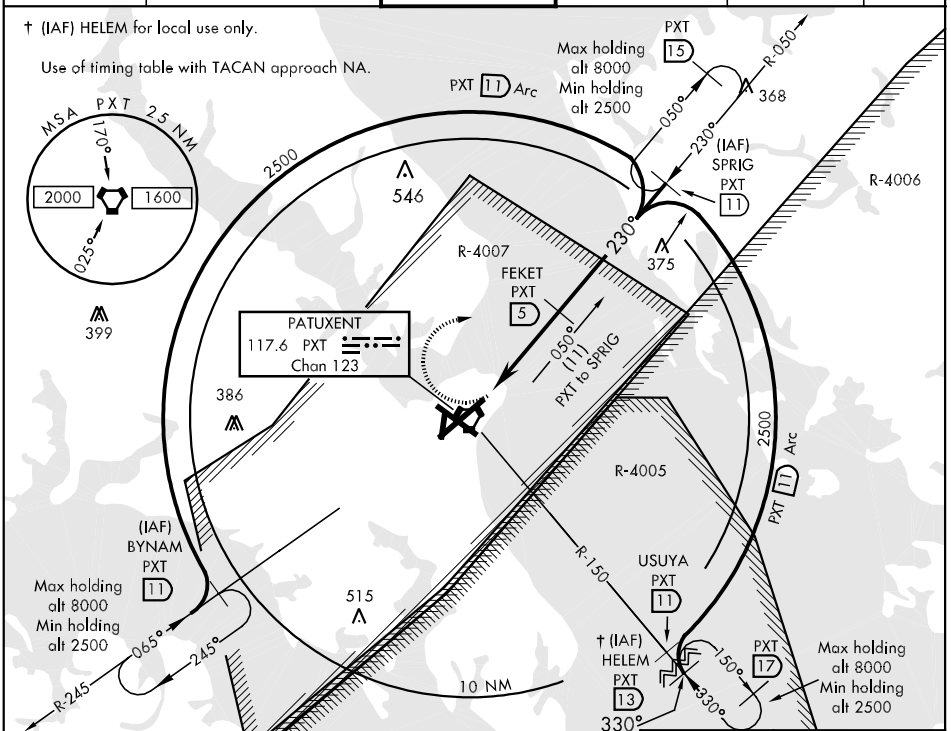
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

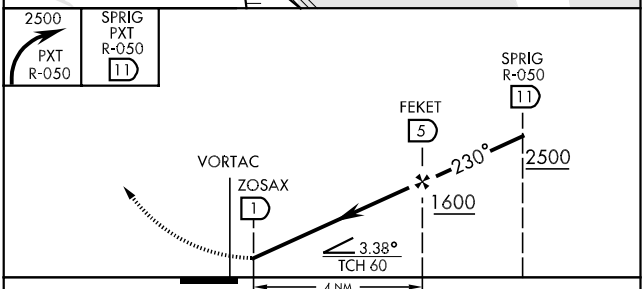
MISSED APPROACH: Climbing right turn to 2500, intercept the R-050 to SPRIG and hold.

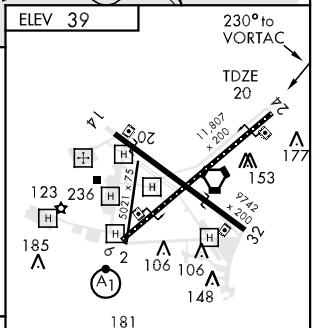
ATIS ★	PATUXENT APP/DEP CON	PATUXENT TOWER ★	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

† (IAF) HELEM for local use only.

Use of timing table with TACAN approach NA.







HIRL Rwy 14-32, 6-24

CATEGORY	A	B	C	D
S-24	440-1 420 (500-1)		440-1¼ 420 (500-1¼)	
CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	560-1½ 521 (600-1½)	600-2 561 (600-2)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

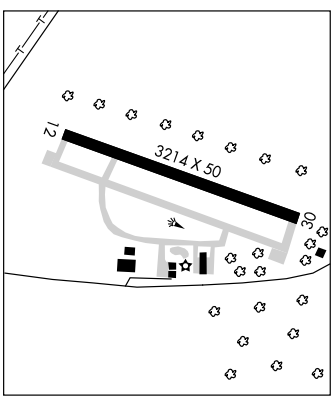
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

PHILLIPS AAF (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
RWY 04–22: H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
RWY 22: ODALS. PVASI(PSIL).
RWY 17–35: H5004X149 (ASPH) PCN 10 F/C/W/T
RWY 08–26: H4849X149 (ASPH) PCN 11 F/B/W/T
MILITARY SERVICE: LGT HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
MILITARY REMARKS: Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
COMMUNICATIONS: ATIS 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
TOWER 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
AIRSPACE: CLASS D svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
(T) VORW/DME 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
ABERDEEN NDB (MHW) 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

PIER 7 (See BALTIMORE)

POTOMAC AIRFIELD (See FRIENDLY)

RIDGELY AIRPARK (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
RWY 12–30: H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
RWY 12: REIL. Trees. **RWY 30:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2130Z‡. Skydiving on and invof arpt. Hang glider ops on and invof arpt. Hang glider ops on grass adjacent to rwy. All others PPR for use of grass surfaces. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (410) 634–1072.
COMMUNICATIONS: CTAF/UNICOM 122.8
POTOMAC APP/DEP CON 124.55
DOVER APP/DEP CON 132.425 (RNAV/GPS Rwy 30)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SMYRNA (L) VORTAC 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.



ST. MARY'S COUNTY RGNL (See LEONARDTOWN)

RNAV (GPS) RWY 12

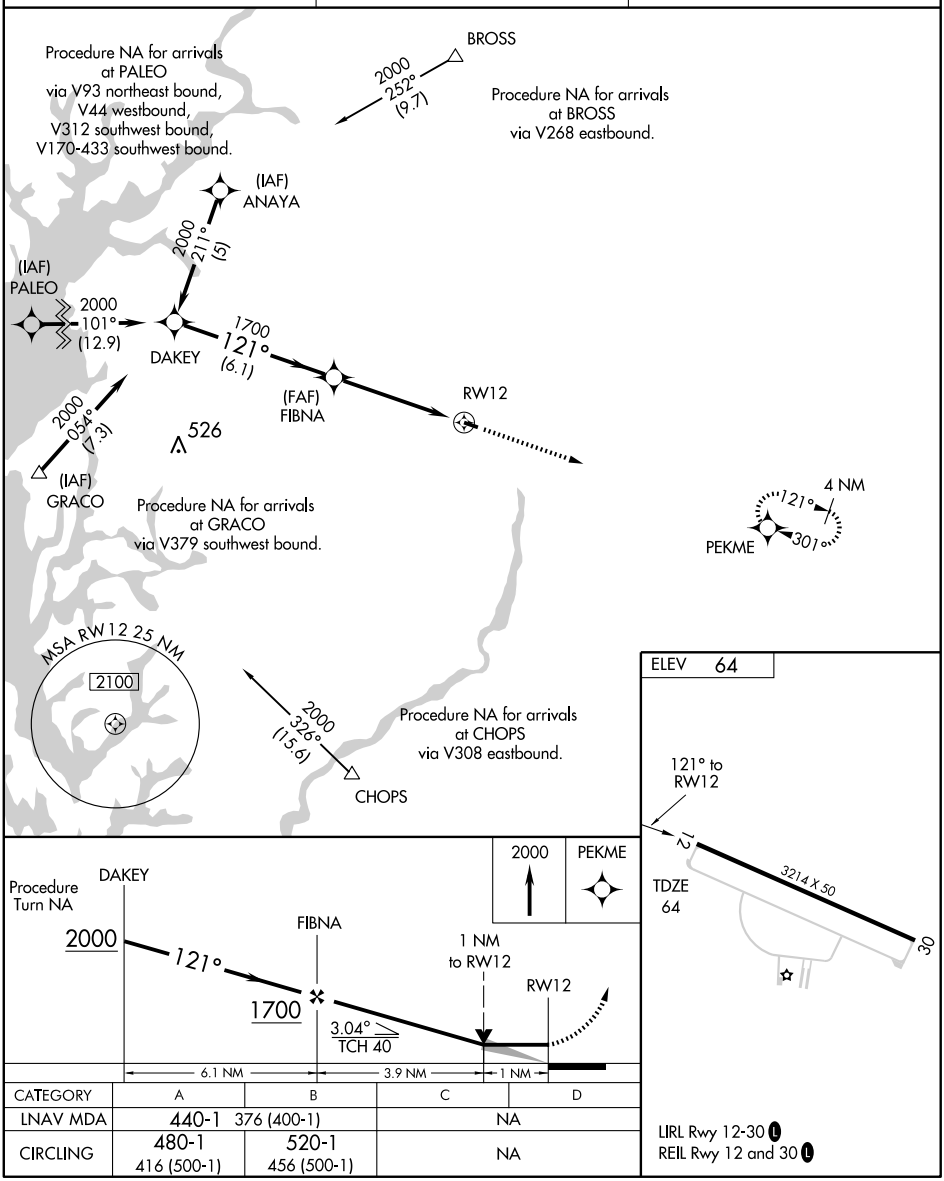
RIDGELY AIRPARK (RJD)

APP CRS	Rwy Idg	3214
121°	TDZE	64
	Apt Elev	64

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PEKME WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	124.55 317.425	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1	376 (400-1)	NA	
CIRCLING	480-1 416 (500-1)	520-1 456 (500-1)	NA	

LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

RIDGELY AIRPARK (RJD)

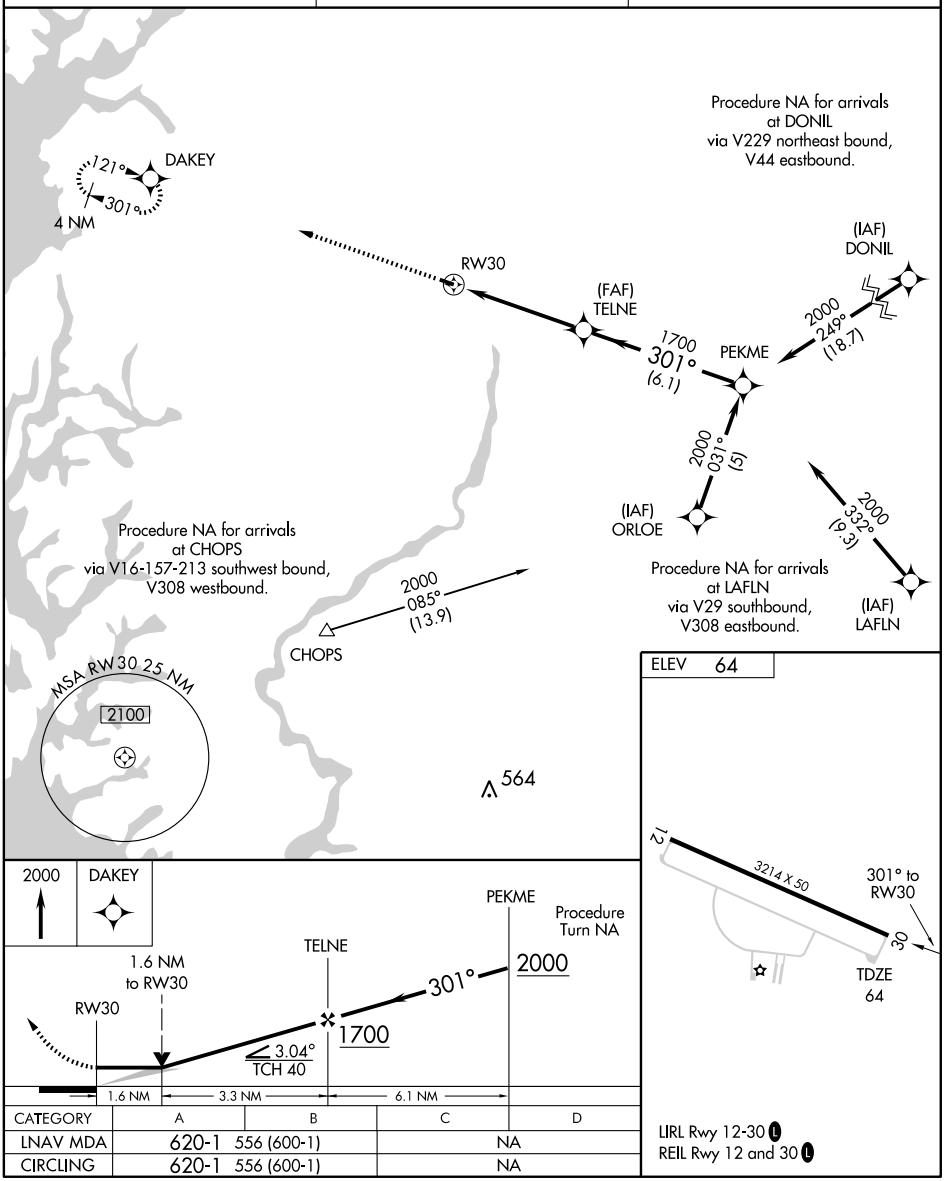
APP CRS	Rwy Idg	3214
301°	TDZE	64
	Apt Elev	64

NA

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DAKEY WP and hold.

AWOS-3	DOVER APP CON	UNICOM
120.225	132.425 257.875	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1 556 (600-1)		NA	
CIRCLING	620-1 556 (600-1)		NA	

LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
SALISBURY, MARYLAND
AL-977 (FAA)

ASOS
118.325
SALISBURY TOWER★
119.425
GND CON
123.775
CLNC DEL
118.55 (2230-0600)
123.775 (0600-2230)

D

FIELD ELEV 52

38°21.0'N

200 X 140
ELEV 46
ELEV 50
VAR 11.6° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W
138.3°
228.3°
TERMINAL
TWR 128
FIRE STATION
6400 X 100
5000 X 100
GENERAL AVIATION PARKING
210 X 140
318.3°
048.3°
ELEV 53
ELEV 45

RWY 05-23
S-30, D-65, 2S-83
RWY 14-32
PCN 32 F/B/Y/T
S-76, D-126, 2S-146, 2D-423, 2D/2D2-749

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

38°20.0'N

75°31.0'W

75°30.0'W

NE-3, 21 OCT 2010 to 18 NOV 2010

SALISBURY

BENNETT (1N5) 4 NW UTC−5(−4DT) N38°24.76′ W75°37.01′ **WASHINGTON**

42 B NOTAM FILE DCA

RWY 17–35: 3134X95 (TURF) LIRL

RWY 17: APAP(PNIL)—GA 4.0 TCH 23′. Thld dsplcd 237′. Road.

RWY 35: Thld dsplcd 741′. Trees.

RWY 08–26: 2270X95 (TURF)

RWY 08: Thld dsplcd 400′. Trees. **RWY 26:** Thld dsplcd 300′. Road.

AIRPORT REMARKS: Attended dawn–dusk. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Arpt lgts opr dusk–0400Z‡. Rwy 08–26 dsplcd thld marked with cones. Rwy 17–35 dsplcd thlds marked with cones. ACTIVATE LIRL Rwy 17–35—CTAF.

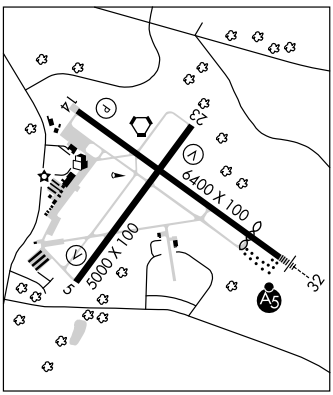
COMMUNICATIONS: CTAF/UNICOM 122.8

SALISBURY–OCEAN CITY WICOMICO RGNL (SBY) 4 SE UTC−5(−4DT) **WASHINGTON**

N38°20.41′ W75°30.57′ **H–10I, 12I, L–34F, 36I, A**

52 B S4 **FUEL** 100LL, JET A TPA—1052 (1000) ARFF Index—See Remarks **IAP, AD**

NOTAM FILE SBY



RWY 14–32: H6400X100 (ASPH–CONC) S–76, D–126, 2S–146, 2D–423, 2D/2D2–749 HIRL PCN 32 F/B/Y/T

RWY 14: REIL. PAPI(4PL)—GA 3.0° TCH 45′. Tree.

RWY 32: MALSR. Thld dsplcd 900′.

RWY 05–23: H5000X100 (ASPH) S–30, D–65, 2S–83 MIRL

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 14:	TORA–6400	TODA–6400	ASDA–6400	LDA–6400
RWY 23:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 32:	TORA–6400	TODA–6400	ASDA–6400	LDA–5500

AIRPORT REMARKS: Attended 1230–2100Z‡. FBO hrs 1100–0200Z‡. For svcs after hrs call 410–749–0323. Deer and birds on and invof arpt. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 410–548–4827. Class I, ARFF Index A. Index B coverage provided. Numerous military training activity on and invof arpt. Numerous cracks and spalling on Twy C between Twy E and Rwy 05. Numerous cracks and spalling on Twy E between Twy A and Rwy 05. Twy E clsd between Twy A and Rwy 05–23 exc for hangared acft. MALSR Rwy 32 OTS indef. When twr clsd ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32; REIL Rwy 05, Rwy 23, Rwy 14 and twy lgts—CTAF. ACTIVATE MALSR Rwy 32–122.95.

WEATHER DATA SOURCES: ASOS 118.325 (410) 341–0868.

COMMUNICATIONS: CTAF 119.425 **UNICOM** 122.95

RCO 122.1R 111.2T (LEESBURG RADIO)

RCO 122.3 122.2 (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays) **CLNC DEL** 118.55 (0330–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

TOWER 119.425 (1100–0330Z‡) **GND CON** 123.775 **CLNC DEL** 123.775 (1100–0330Z‡)

AIRSPACE: CLASS D svc 1100–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SBY.

(L) VORTAC 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ at fld. 50/12W.

VOR portion unusable:

294°–007° blo 5000′
007°–026° byd 20 NM blo 7000′
027°–089° byd 13 NM blo 5000′
090°–110° byd 20 NM blo 5000′
111°–113° byd 19 NM blo 5000′
114°–120° byd 16 NM blo 5000′
261°–285° blo 6000′

DME: unusable 009°–055° byd 30 NM.

ILS 108.7 I–SBY Rwy 32. Class IE.

LOC I-SBY	APP CRS	Rwy Idg	5500
108.7	319°	TDZE	52
		Apt Elev	52

ILS or LOC RWY 32

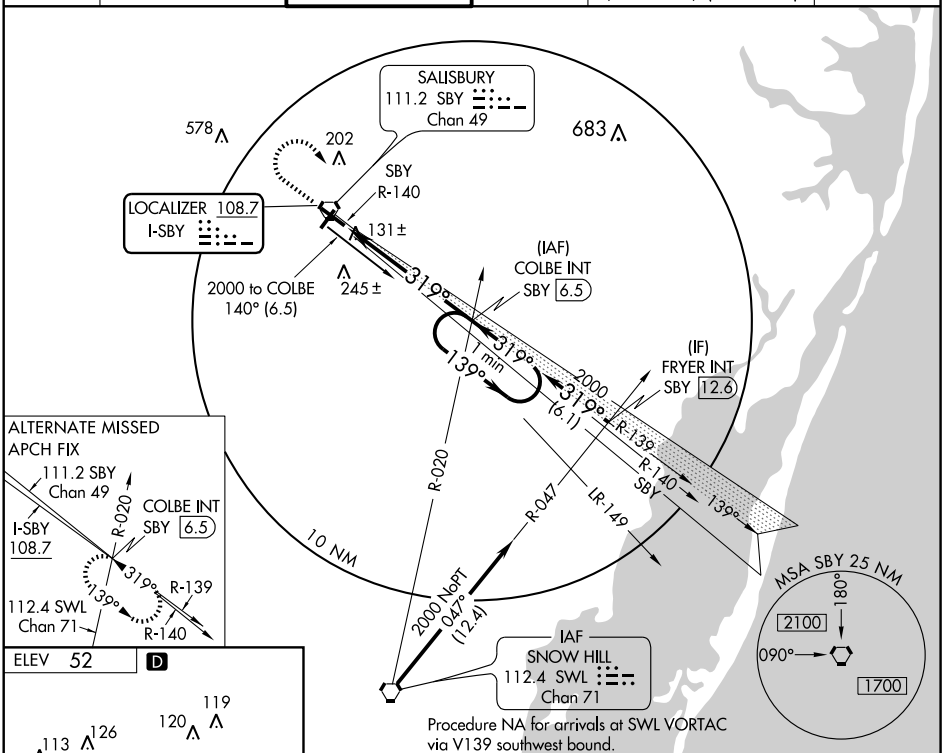
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility ¼ mile.

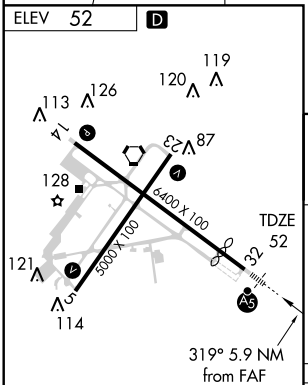
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 170° and SBY VORTAC R-140 to COLBE INT/SBY 6.5 DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5

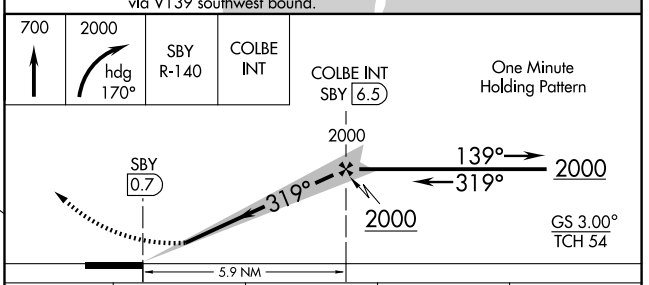


Procedure NA for arrivals at SWL VORTAC via V139 southwest bound.



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 32	252-½ 200 (200-½)			
S-LOC 32	400-½ 348 (400-½)			400-¾ 348 (400-¾)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

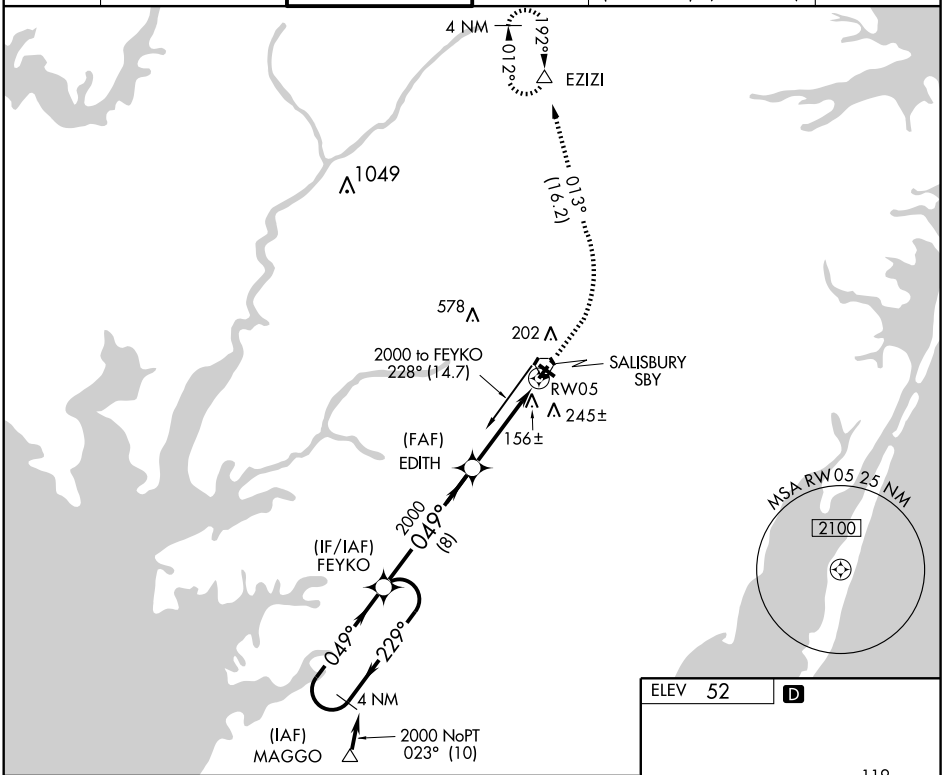
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

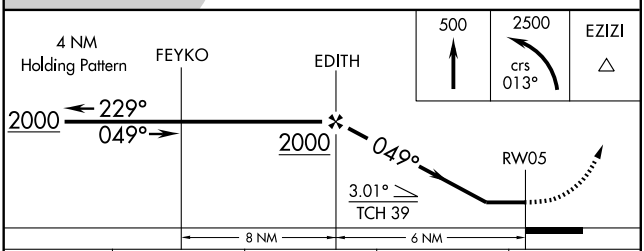
APP CRS	Rwy Idg	5000
049°	TDZE	48
	Apt Elev	52

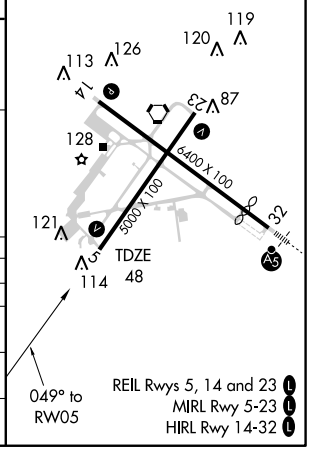
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 (2230-0600) 123.775 (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 372 (400-1)			420-1¼ 372 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

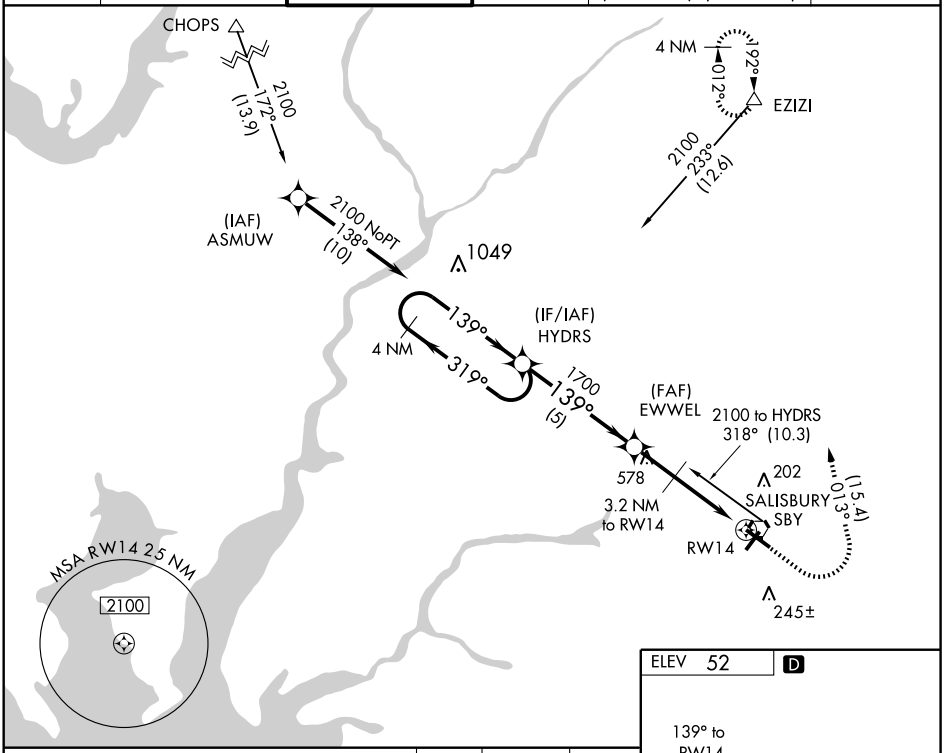
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

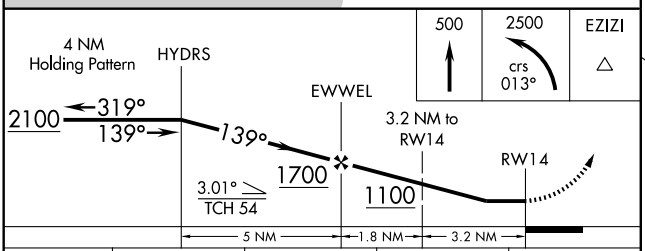
APP CRS	Rwy Idg	6400
139°	TDZE	49
	Apt Elev	52

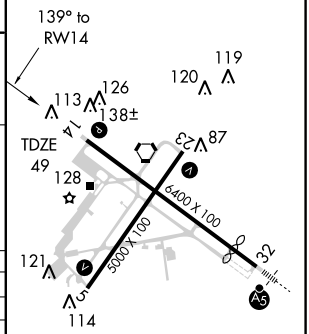
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	400-1 351 (400-1)			400-1¼ 351 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

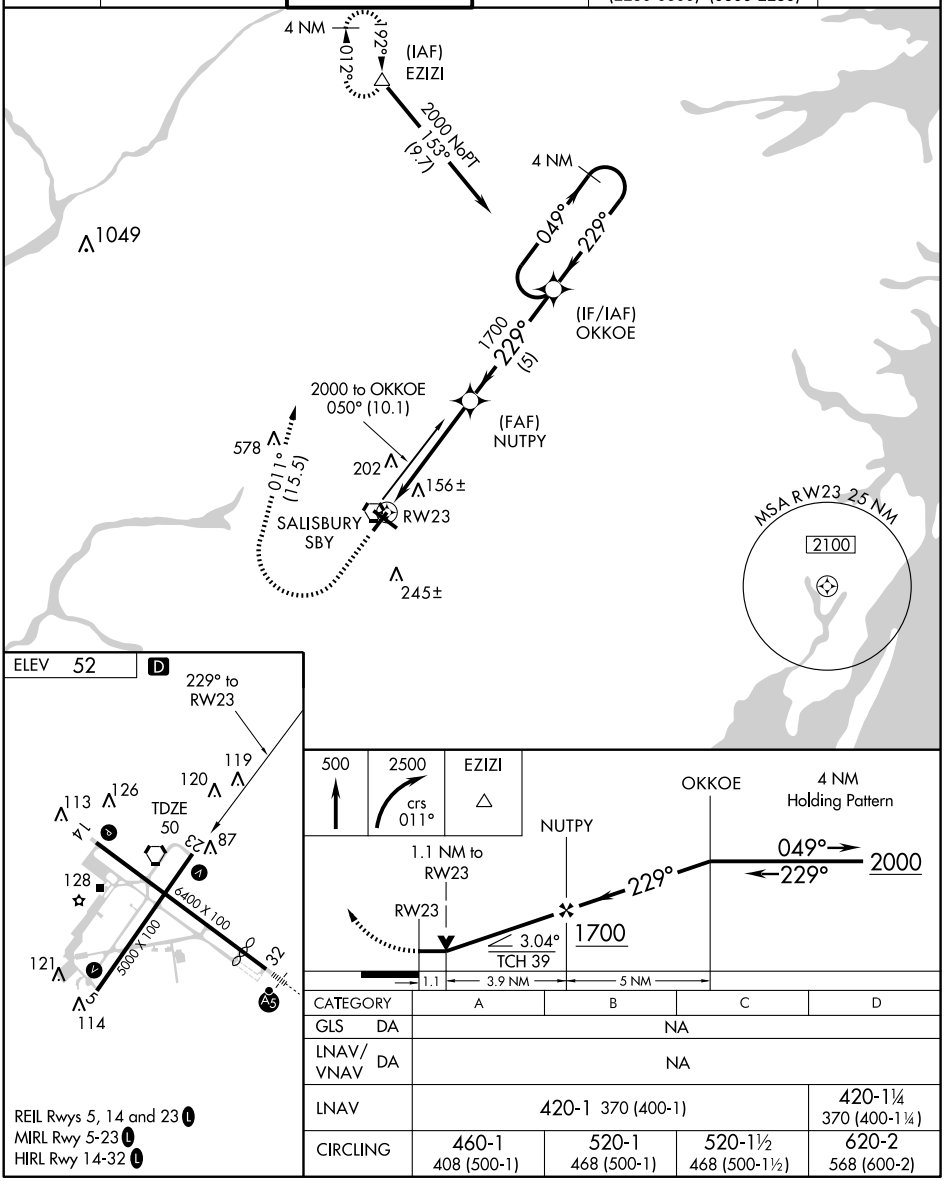
APP CRS	Rwy ldg	5000
229°	TDZE	50
	Apt Elev	52

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via course 011° to EZIZI and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV	420-1 370 (400-1)			420-1¼ 370 (400-1¼)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48912	319°	TDZE	52
W32A		Apt Elev	52

RNAV (GPS) RWY 32

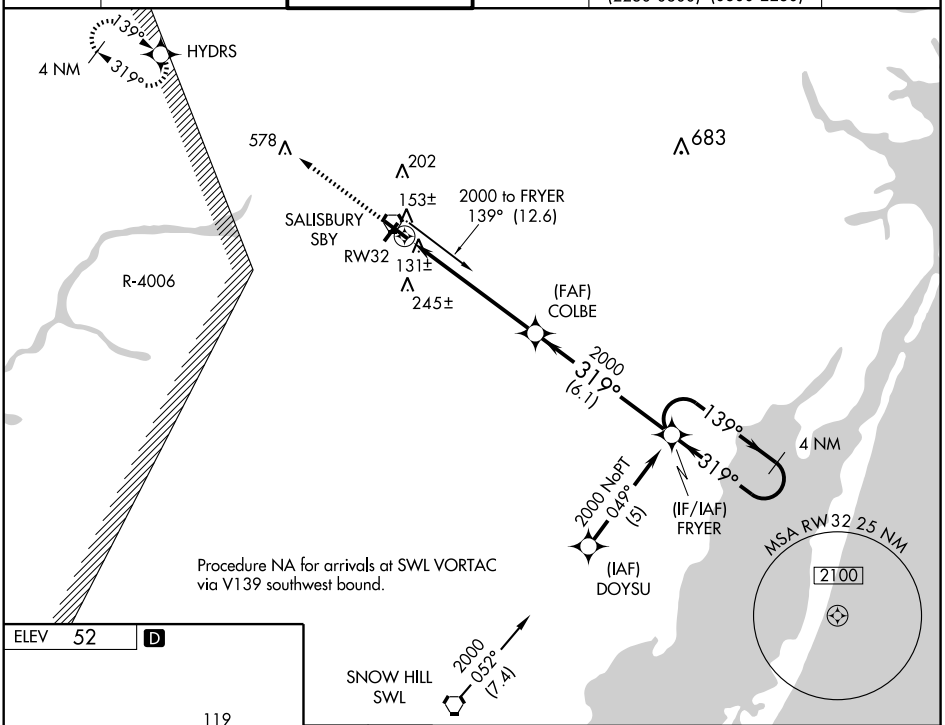
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

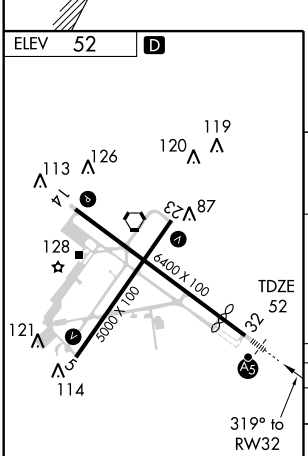
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gerogetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

MALSR

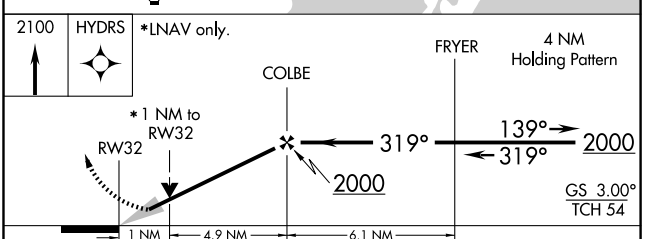
MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON★	SALISBURY TOWER★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	252-½ 200 (200-½)			
LNAV/VNAV DA	399-¾ 347 (400-¾)			
LNAV MDA	420-½ 368 (400-½)			420-1 368 (400-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

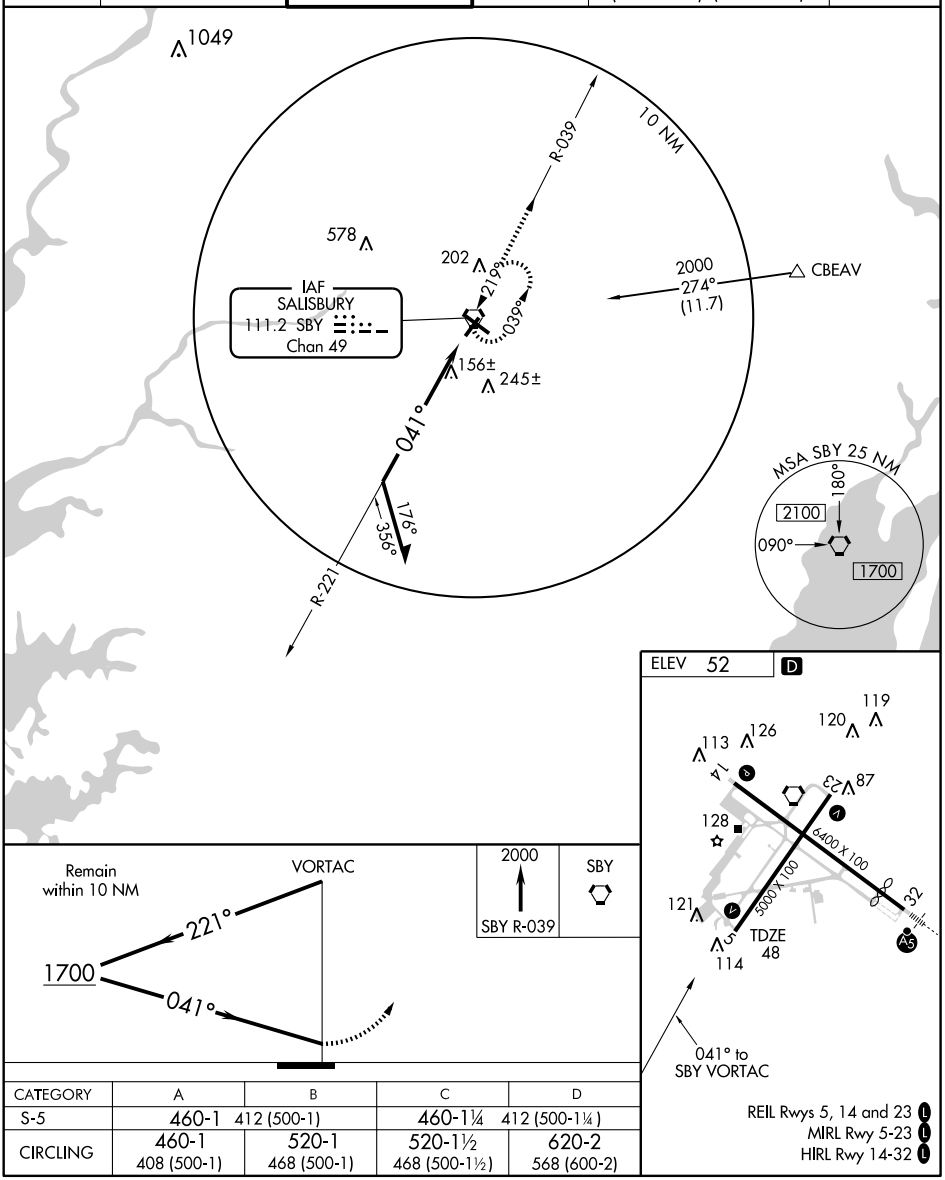
VORTAC SBY	APP CRS	Rwy Idg	5000
111.2	041°	TDZE	48
Chan 49		Apt Elev	52

VOR RWY 5

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

MISSED APPROACH: Climb to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A-S



CATEGORY	A	B	C	D
S-5	460-1 412 (500-1)		460-1¼ 412 (500-1¼)	
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SBY	APP CRS	Rwy Idg	5000
111.2	243°	TDZE	50
Chan 49		Apt Elev	52

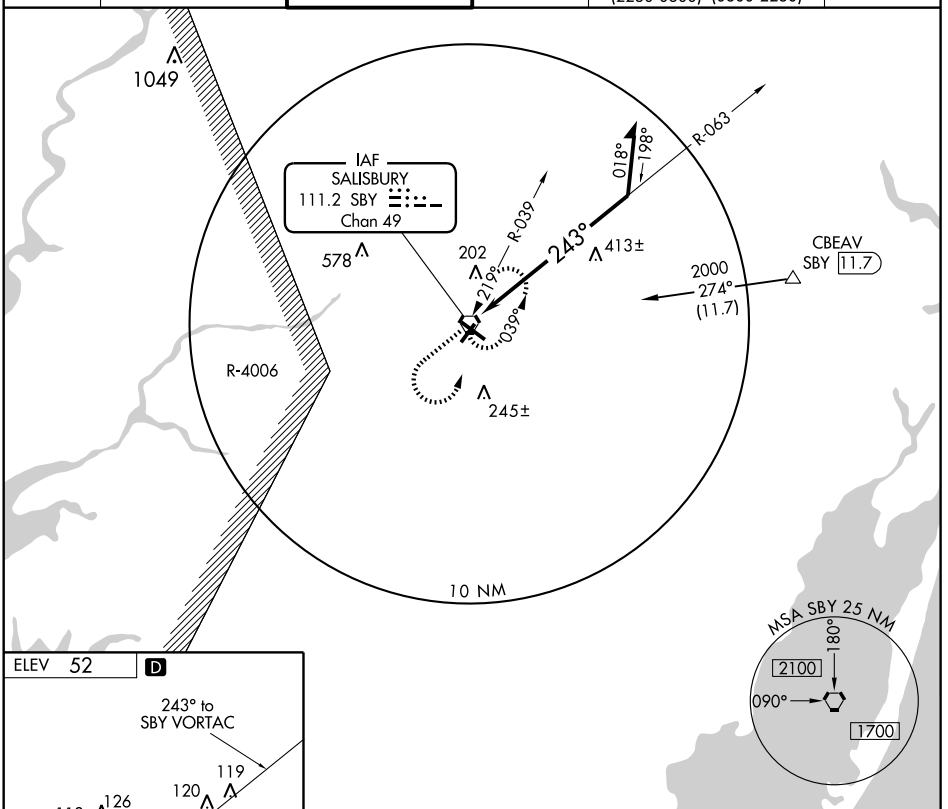
VOR RWY 23

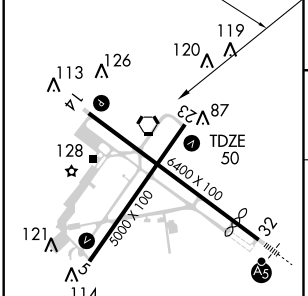
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Georgetown altimeter setting and increase all MDA 60 feet. VDP NA when using Gerogetown altimeter setting.

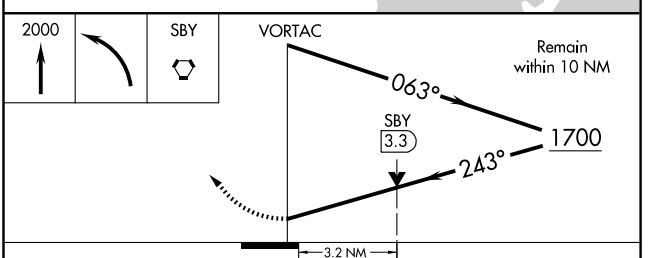
MISSED APPROACH: Climb to 2000 then left turn direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
S-23	1100-1¼ 1050 (1100-1¼)	1100-1½ 1050 (1100-1½)	1100-3 1050 (1100-3)	
CIRCLING	1100-1¼ 1048 (1100-1¼)	1100-1½ 1048 (1100-1½)	1100-3 1048 (1100-3)	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SBY	APP CRS	Rwy Idg 5500
111.2	325°	TDZE 52
Chan 49		Apt Elev 52

VOR RWY 32

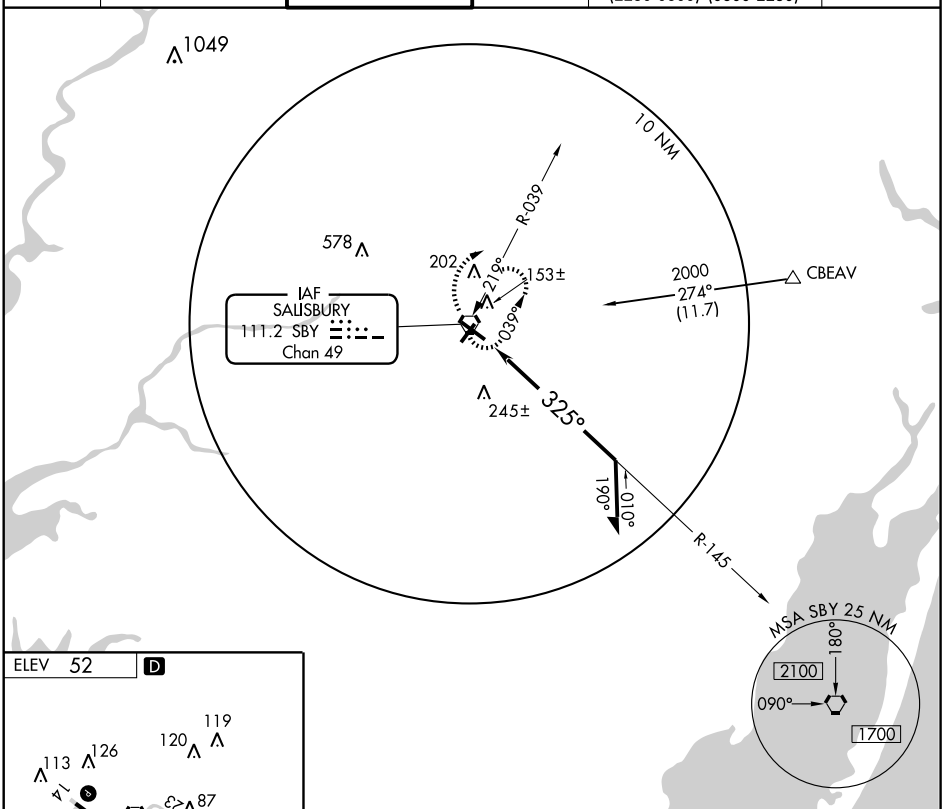
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

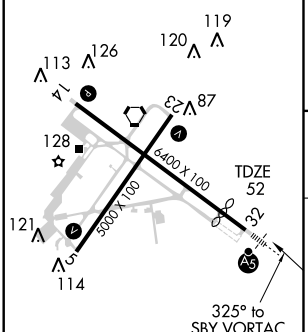
CAT D S-32 visibility increased ¼ mile for inoperative MALSR.

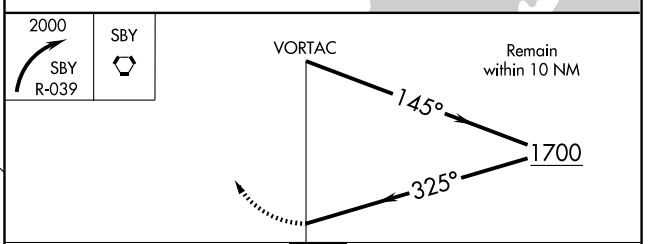
MALSR

MISSED APPROACH: Climbing right turn to 2000 via SBY R-039 then direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	118.55 123.775 (2230-0600) (0600-2230)	122.95 A5







CATEGORY	A	B	C	D
S-32	460-½ 408 (500-½)		460-¾ 408 (500-¾)	460-1 408 (500-1)
CIRCLING	460-1 408 (500-1)	520-1 468 (500-1)	520-1½ 468 (500-1½)	620-2 568 (600-2)

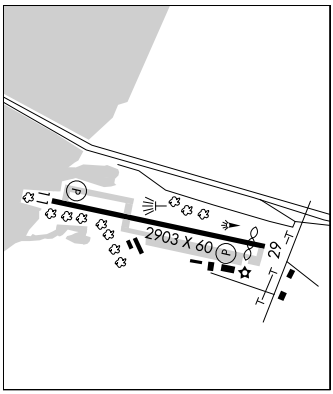
REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SNOW HILL N38°03.40′ W75°27.84′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 112.4 SWL Chan 71 187° 7.0 NM to NASA Wallops Flight Center. H–10I, 12I, L–36I
40/08W.
VOR portion unusable:
210°–225° byd 13 NM blo 4000′
210°–225° byd 18 NM blo 6000′
210°–225° byd 37 NM
225°–265° byd 10 NM blo 2500′
225°–265° byd 30 NM blo 9000′
265°–005° byd 20 NM blo 1500′
005°–020° byd 25 NM blo 1500′
020°–040° byd 20 NM blo 1700′
040°–045° byd 10 NM blo 2000′
RCO 122.6 122.1R 112.4T (LEESBURG RADIO)

STEVENSVILLE

BAY BRIDGE (W29) 1 W UTC−5(−4DT) N38°58.58′ W76°19.78′ WASHINGTON
15 B S4 FUEL 100LL, JET A TPA—1215(1200) NOTAM FILE W29 COPTER
RWY 11–29: H2903X60 (ASPH) MIRL 0.3% up E L–29E, 34F, 36I, A
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 38′. IAP
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 190′. Road.
AIRPORT REMARKS: Attended 1330–2130Z‡. Unattended Thanksgiving, Christmas and New Years. Touch and go ops prohibited. Birds, deer, and other wildlife on and invof arpt. Noise abatement procedures in effect ctc arpt manager 410–643–4364. Noise sensitive residential area south of arpt; enter downwind for Rwy 29 over water twr south of fld. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (410) 643–8795.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ POTOMAC APP/DEP CON 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 138° 19.4 NM to fld. 140/11W.



KENTMORR AIRPARK (3W3) 5 SW UTC−5(−4DT) N38°55.09′ W76°21.53′ WASHINGTON
10 TPA–1000 (990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 10: Thld dsplcd 200′. Trees. RWY 28: Thld dsplcd 150′. Road.
AIRPORT REMARKS: Unattended. Numerous birds, deer, other wildlife on and invof arpt. No ngt ops. Unlimited vehicle access to acft movement areas. Rwy 10–28 may be soft and wet. Preferred calm wind Rwy 28, for noise abatement. Preferred 90° crosswind Rwy 28, for noise abatement. Rwy 10–28 dsplcd thlds marked with orange cones, N edge lined with blue reflectors. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.
COMMUNICATIONS: CTAF 122.9

SUBURBAN (See LAUREL)

TIPTON (See FORT MEADE (ODENTON))

TRAPNELL FLD (See PATUXENT RIVER NAS)

WASHINGTON DC NAF (See ANDREWS AFB)

WASHINGTON EXECUTIVE/HYDE FIELD (See CLINTON)

WESTMINSTER N39°29.70′ W76°58.72′ NOTAM FILE DCA. WASHINGTON
(H) VORTAC 117.9 EMI Chan 126 235° 2.5 NM to Clearview Airpark. 820/08W. COPTER
HIWAS. H–10H, 12I, L–29E, 34F, 36I, A
VOR portion unusable:
128°–161° byd 20 NM blo 6500′
301°–334° blo 5500′
DME unusable 281°–055° byd 35 NM blo 3000′.
RCO 122.1R 117.9T (LEESBURG RADIO)

RNAV (GPS) RWY 11

STEVENSVILLE/BAY BRIDGE (W29)

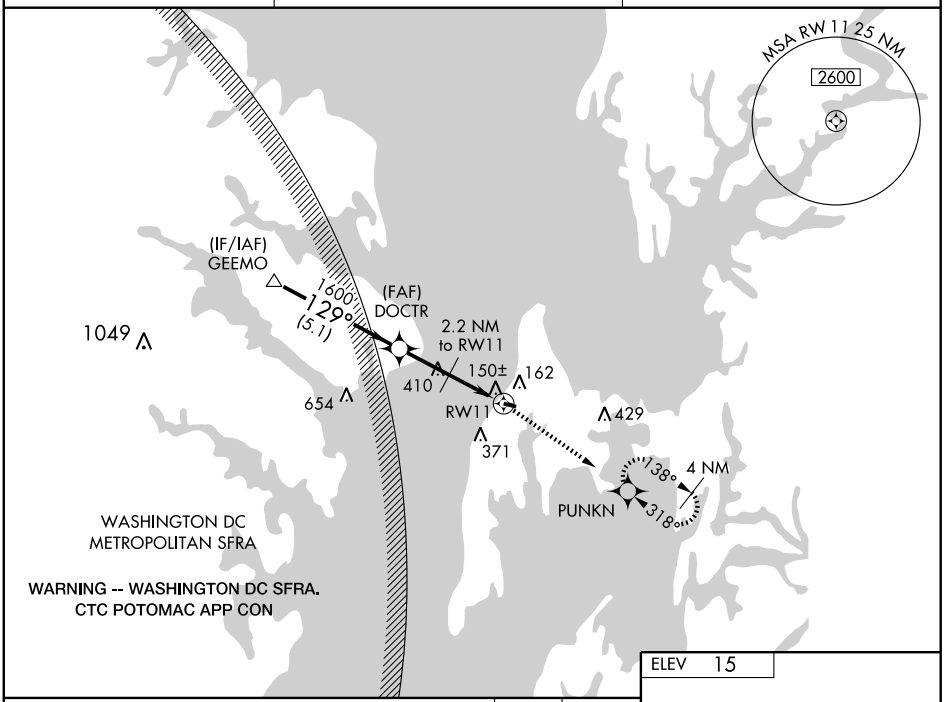
APP CRS	Rwy ldg	2903
129°	TDZE	15
	Apt Elev	15

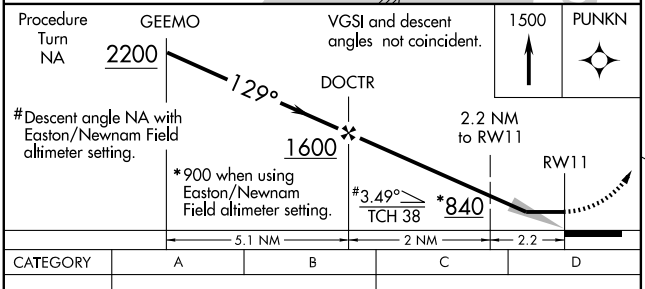
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting.
DME/DME RNP-0.3 NA.

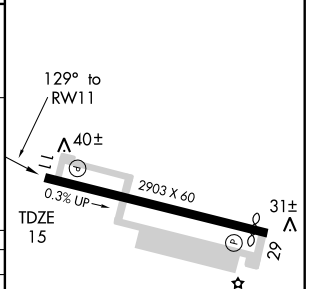
NA

MISSED APPROACH: Climb to 1500 direct PUNKN WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	460-1 445 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	2713
294°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 29

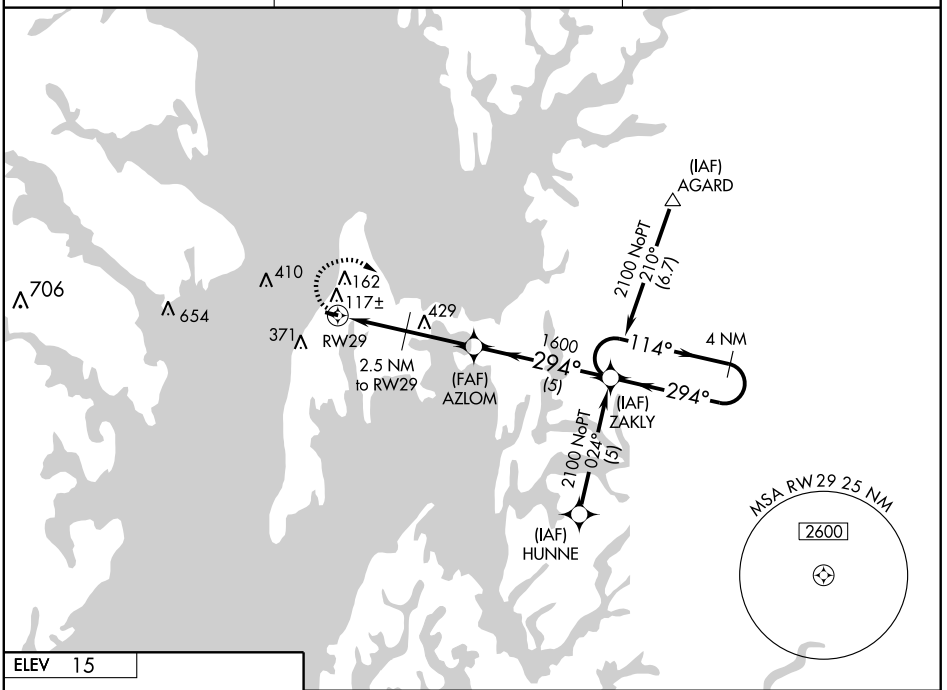
STEVENSVILLE/BAY BRIDGE (W29)

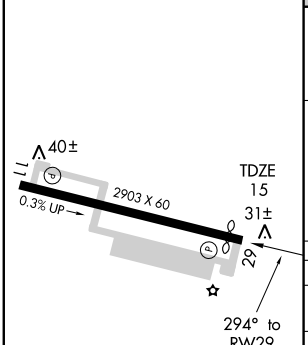
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting minimums. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

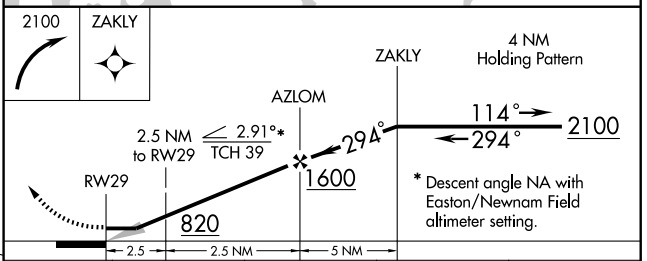
NA

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY WP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	123.0 (CTAF) L







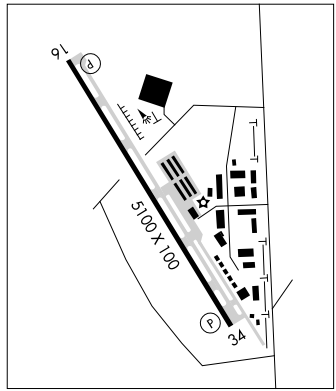
CATEGORY	A	B	C	D
LNAV MDA	380-1 365 (400-1)		NA	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	NA	
EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	420-1 405 (500-1)		NA	
CIRCLING	500-1 485 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

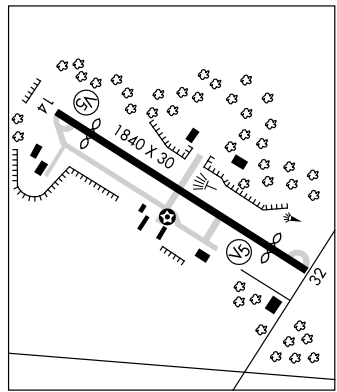
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
RWY 16–34: H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.7
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**



CLEARVIEW AIRPARK (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
RWY 14–32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
RWY 14: APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
RWY 32: APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
WEATHER DATA SOURCES: HIWAS 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.8
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



APP CRS	Rwy Idg	1510
136°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 14

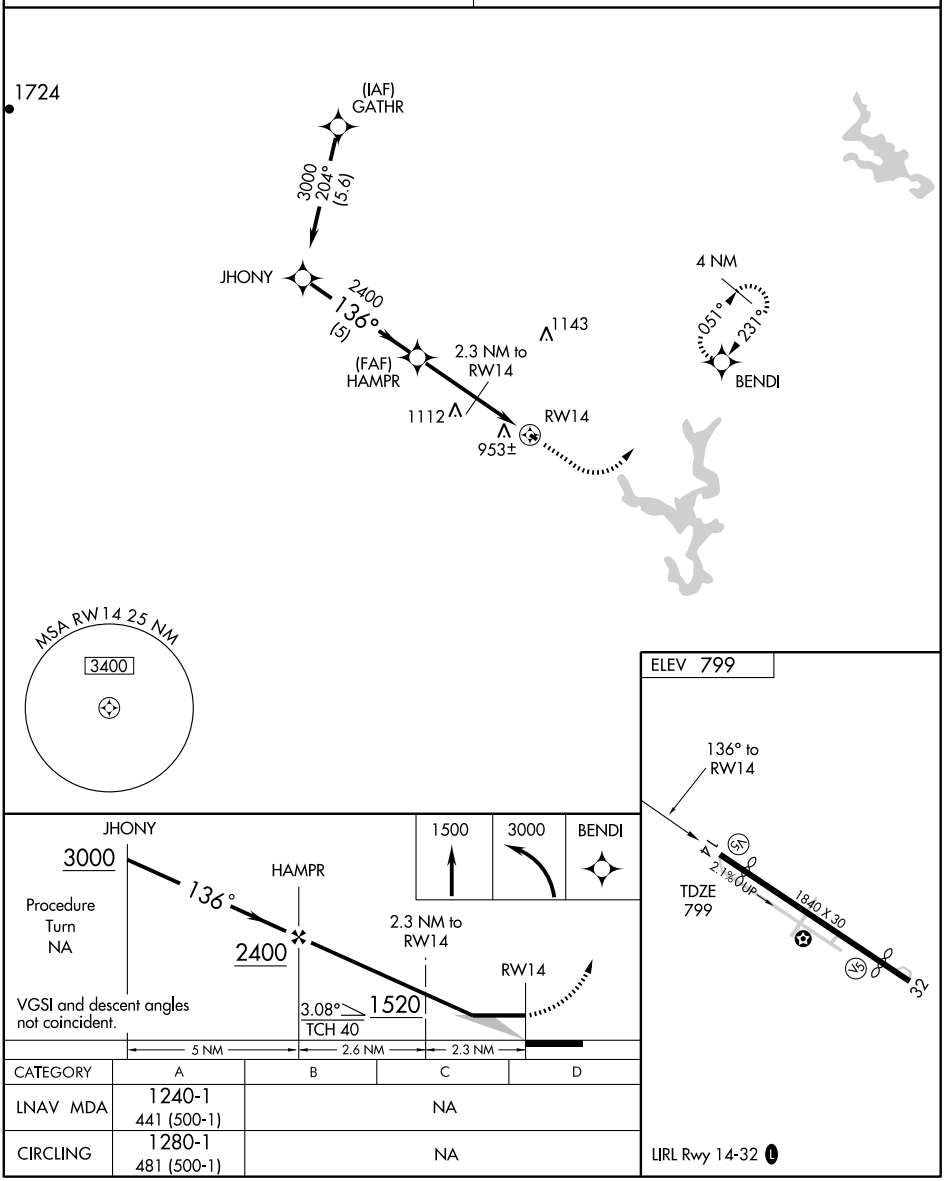
WESTMINSTER / CLEARVIEW AIRPARK (2W2)

T
A NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct BENDI WP and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)	NA		
CIRCLING	1280-1 481 (500-1)	NA		

LIRL Rwy 14-32 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EMI 117.9 Chan 126	APP CRS 235°	Rwy Idg N/A TDZE N/A Apt Elev 799

VOR-A

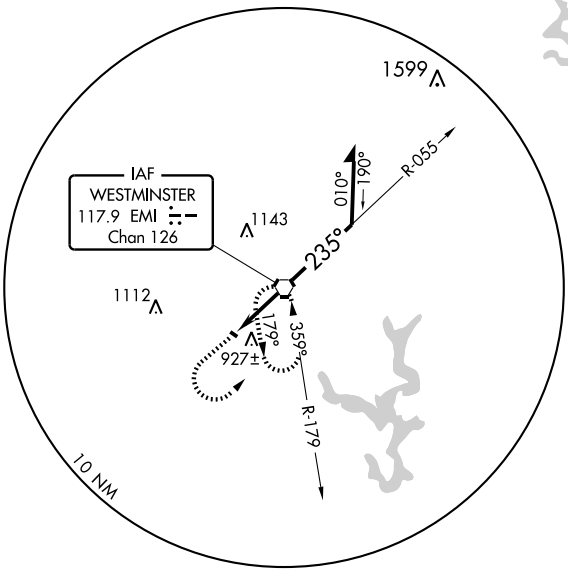
WESTMINSTER/ CLEARVIEW AIRPARK (2W2)

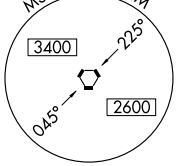
T
NA

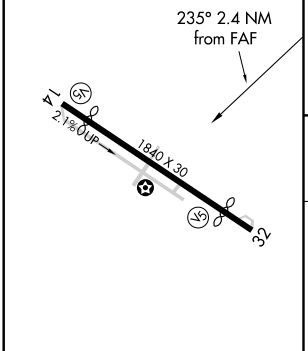
Use Carroll County Rgnl/Jack B. Poage Field altimeter setting.

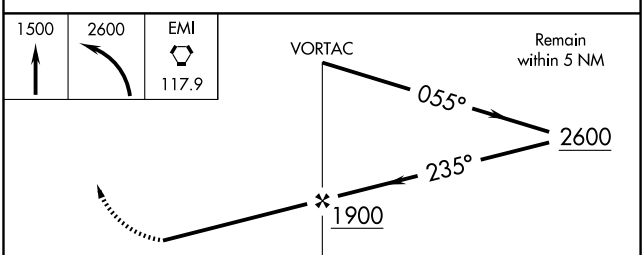
MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L









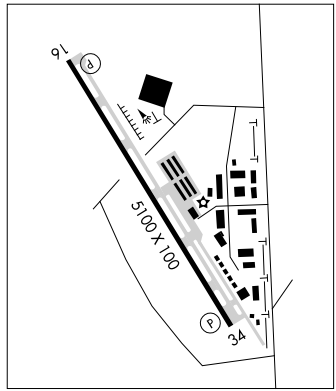
FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1280-1 481 (500-1)	NA		

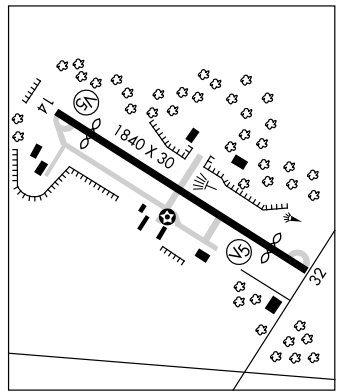
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WESTMINSTER

CARROLL CO RGNL/JACK B POAGE FLD (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
RWY 16–34: H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.7
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**

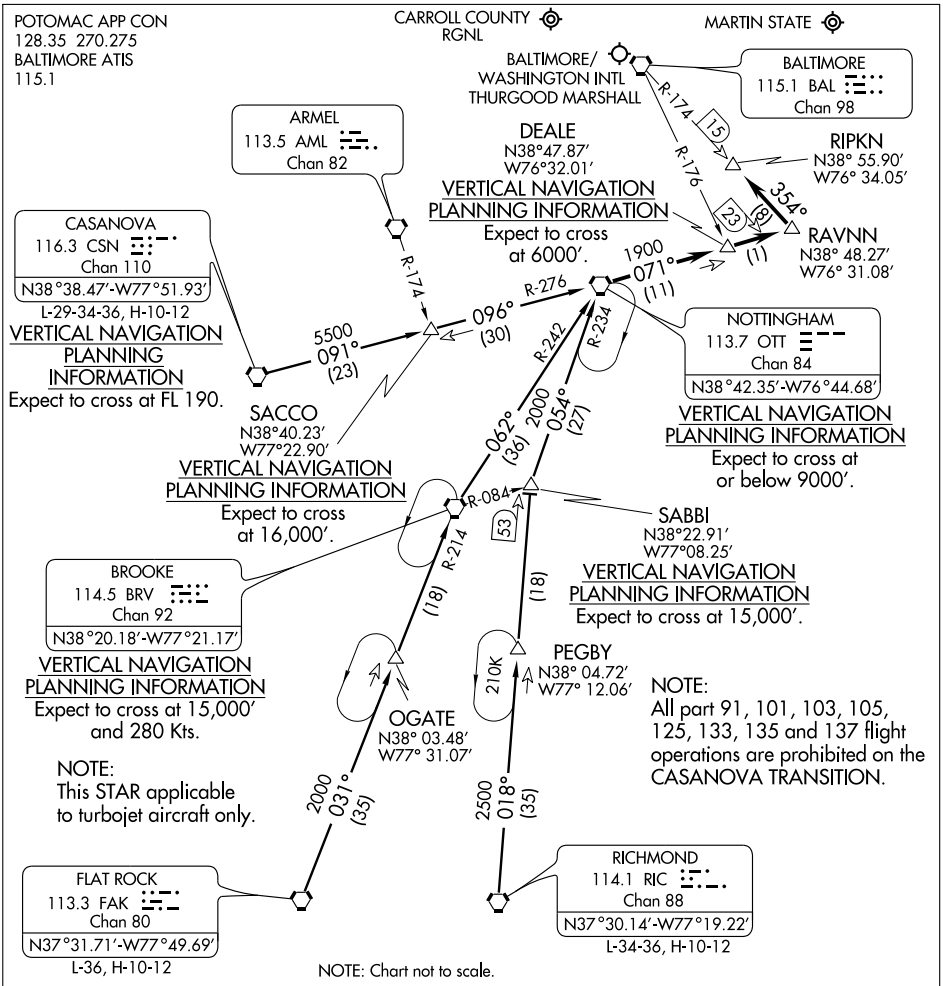


CLEARVIEW AIRPARK (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
RWY 14–32: H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
RWY 14: APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
RWY 32: APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
WEATHER DATA SOURCES: HIWAS 117.9 EMI.
COMMUNICATIONS: CTAF/UNICOM 122.8
WESTMINSTER RCO 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
WESTMINSTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND

(OTT.OTT6) 08101

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5100
CH 65607	159°	TDZE	789
W16A		Apt Elev	789

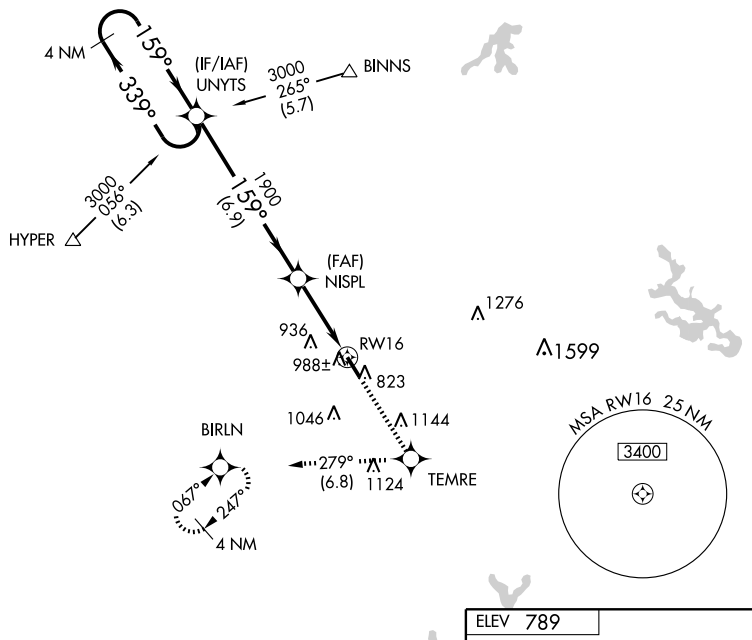
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

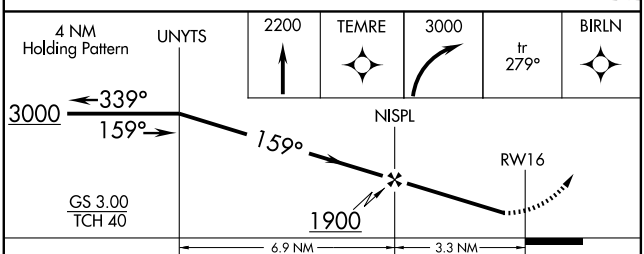
RNAV (GPS) RWY 16

DME/DME RNP-0.3 NA.

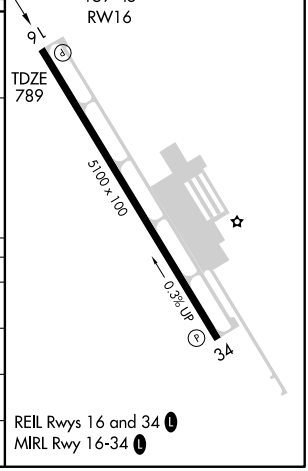
MISSED APPROACH: Climb to 2200 direct TEMRE then climbing right turn to 3000 via 279° track to BIRLN and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1130-1¼ 341 (400-1¼)			NA
LNAV/VNAV DA	NA			
LNAV MDA	1240-1 451 (500-1)		1240-1¼ 451 (500-1¼)	NA
CIRCLING	1300-1¼ 511 (600-1¼)		1300-1½ 511 (600-1½)	NA



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82117 W34A | APP CRS 339° | Rwy Idg 5100 | TDZE 788 | Apt Elev 789

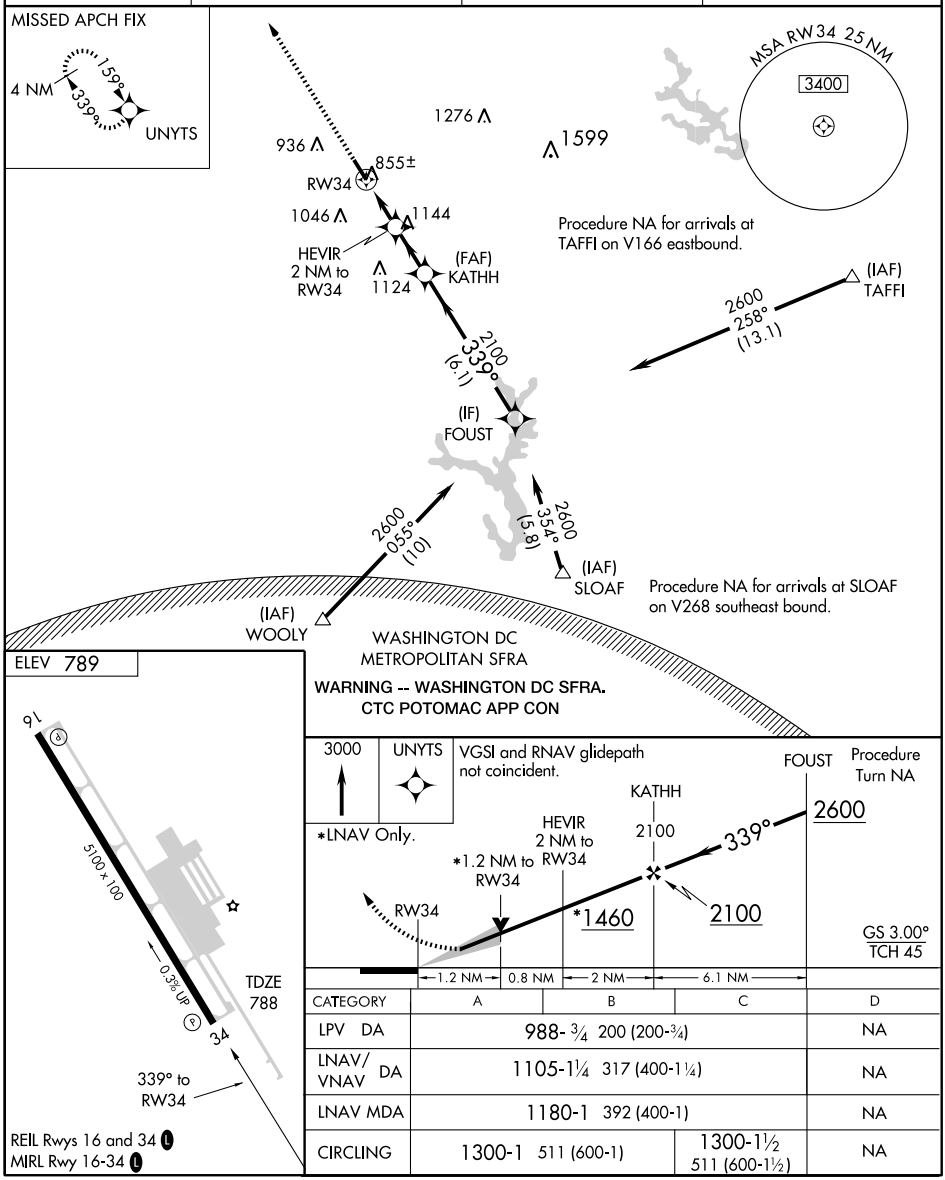
RNAV (GPS) RWY 34

WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNYTS and hold

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	988- ¾ 200 (200-¾)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)			NA
CIRCLING	1300-1 511 (600-1)		1300-1½ 511 (600-1½)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC EMI	APP CRS	Rwy Idg	5100
117.9	358°	TDZE	788
Chan 126		Apt Elev	789

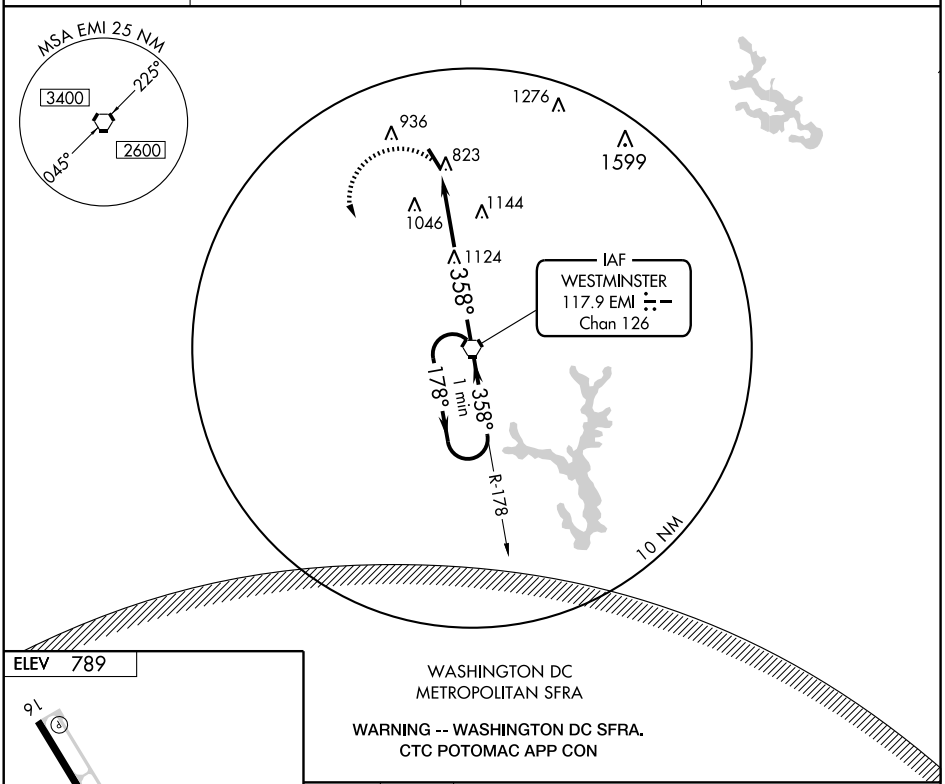
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

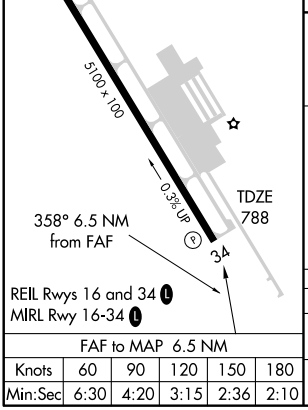
VOR RWY 34

NA

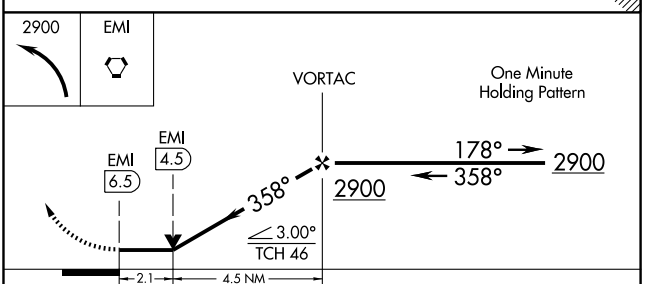
MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1480-2 691 (700-2)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

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PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

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SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

21 OCT 2010 to 18 NOV 2010

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010

ASHLAND

BRADFORD CAMPS SPB (ME3) 30 SW UTC−5(−4DT) N46°23.75′ W69°00.30′ MONTREAL

815

WATERWAY 16W–34W: 15000X1500 (WATER)

SEAPLANE REMARKS: Attended May–Nov dalgt hrs, Dec–Apr unattended. SPB CLOSED winter Nov–Apr. For services call 207–433–0660. Acft monitor frequency 122.85.

COMMUNICATIONS: CTAF 122.9

AUBURN–LEWISTON MUNI (LEW) 4 SW UTC−5(−4DT) N44°02.91′ W70°17.01′ MONTREAL

288 B S4 **FUEL** 100LL, JET A NOTAM FILE LEW H–11D, L–32H

RWY 04–22: H5001X100 (ASPH) S–30, D–108, 2S–137, 2D–180 HIRL IAP

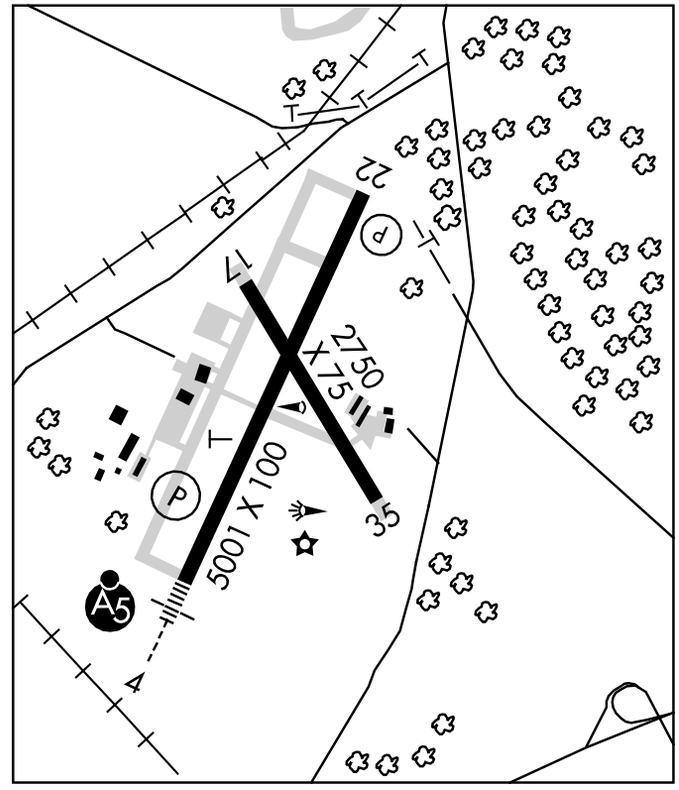
RWY 04: MALSR. PAPI(P4L)—GA 3.25° TCH 60′. Ground.

RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 35′. P–line.

RWY 17–35: H2750X75 (ASPH) S–30 MIRL 1.2% up S

RWY 17: Pole. **RWY 35:** Tree.

AIRPORT REMARKS: Attended 1100–2300Z‡. For fuel or services after hrs call (207) 344–6208. Rwy 04 designated calm wind rwy. Deer and birds on and invof arpt. Intensive helicopter ops daily from 1000–0100Z‡. Helicopter TPA 500′ AGL, rgt tfc. Occasional blasting in progress Mon–Sat approximately 4,800–5,000′ SW of Rwy 04 thld 1600–2000Z‡ during VFR conditions only. ACTIVATE MALSR Rwy 04, MIRL Rwy 17–35, HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Ldg fee.



WEATHER DATA SOURCES: AWOS–3 118.025 (207) 783–2806.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PORTLAND APP CON** 125.5 124.05 (1100–0500Z‡)

Ⓡ **PORTLAND DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **BOSTON CENTER APP/DEP CON** 124.25 (0500–1100Z‡)

PORTLAND CLNC DEL 124.05 **PRETAXI CLNC** 124.05

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 250° 26.6 NM to fld. 349/18W.

LEWIE NDB (LOM) 240 LE N43°57.74′ W70°20.28′ 041° 5.7 NM to fld.

ILS 108.9 I–LEW Rwy 04. Class IA. LOM LEWIE NDB. ILS unmonitored.

AUGUSTA

AUGUSTA SPB (MØØ) 3 S UTC−5(−4DT) N44°16.05′ W69°46.90′ MONTREAL

23 NOTAM FILE BGR

WATERWAY 13–31: 2500X100 (WATER)

WATERWAY 13: Trees. Rgt tfc.

SEAPLANE REMARKS: Unattended. Daytime use only. Unmarked shoals east of sealane. Location has tidal fluctuation of 4 ft. Sealane poorly marked, irregular shaped channel. Docks moved during winter months (Oct–May).

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del through FLIGHT SERVICES 1–800–WX–BRIEF.

ILS or LOC RWY 4

AUBURN-LEWISTON MUNI (LEW)

LOC I-LEW	APP CRS	Rwy Idg	5001
108.9	041°	TDZE	270
		Apt Elev	288

ADF REQUIRED. For inoperative MALSR increase S-ILS 4 visibilty to 1¼ all Cats, and increase S-LOC 4 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L

ALTERNATE MISSED APRCH

246°
066°
R-246
MOYER
AUG 10

ADF REQUIRED

AUGUSTA
111.4 AUG
Chan 51
2500
246°
(31.8)

1001
950
643
752
1360
2049
2534
972

LOCALIZER 108.9
I-LEW

LOM/IAF
LEWIE
240 LE

041°
1 min
221°
221°
10 NM

MSA LE 25 NM
3700
270°
2300
360°

KENNEBUNK
117.1 ENE
Chan 118
2500
037°
(34.4)

ELEV 288
REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

22
17
35
12%
UP
5001 X 100
2750 X 75
388
TDZE
270
041° 5.3 NM
from FAF

One Minute Holding Pattern

LOM
2022

2300
221°
041°

GS 3.00°
TCH 50

2200
2000*
041°

VGSI and ILS glidepath not coincident.
*LOC only

5.3 NM

900
2300
LE
240

CATEGORY	A	B	C	D
S-ILS 4		642-¾	372 (400-¾)	
S-LOC 4	860-¾ 590 (600-¾)		860-1 590 (600-1)	860-1¼ 590 (600-1¼)
CIRCLING	860-1¼ 572 (600-1¼)		920-1¾ 632 (700-1¾)	1060-2½ 772 (800-2½)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 69219	041°	TDZE	270
W04A		Apt Elev	288

RNAV (GPS) RWY 4

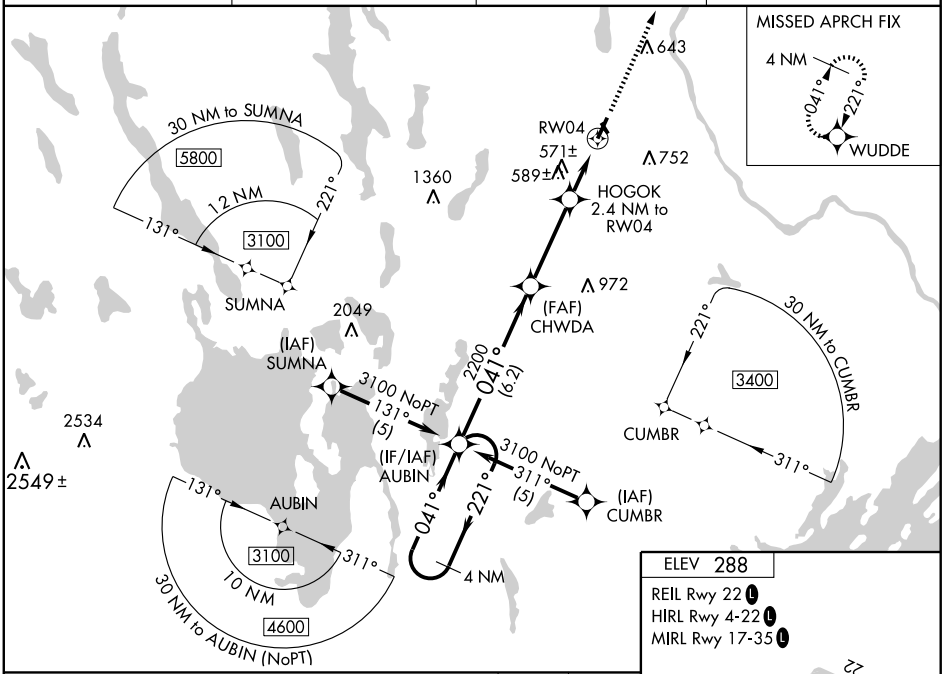
AUBURN-LEWISTON MUNI (LEW)

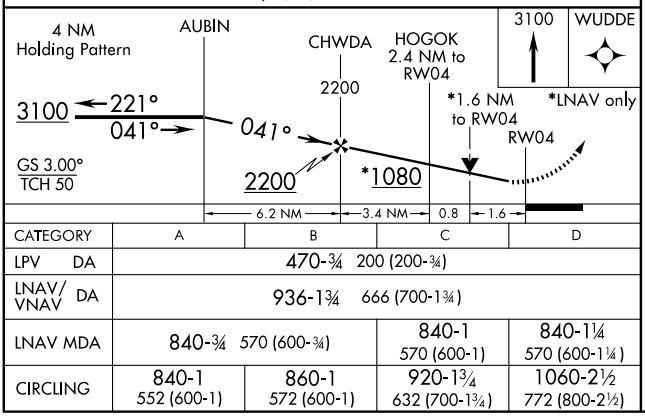
Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV and circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta altimeter setting. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR, when using Augusta altimeter setting increase LNAV Cats A and B visibility to 1 mile.

MALSR

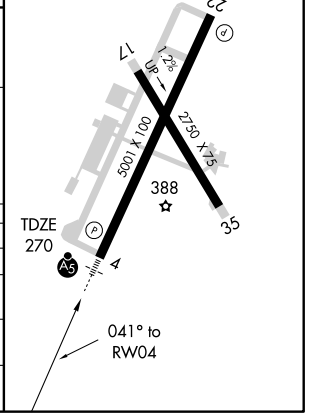
MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	470-¾ 200 (200-¾)			
LNAV/VNAV DA	936-1¾ 666 (700-1¾)			
LNAV MDA	840-¾ 570 (600-¾)		840-1 570 (600-1)	840-1¼ 570 (600-1¼)
CIRCLING	840-1 552 (600-1)	860-1 572 (600-1)	920-1¾ 632 (700-1¾)	1060-2½ 772 (800-2½)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78019	221°	TDZE	270
W22A		Apt Elev	288

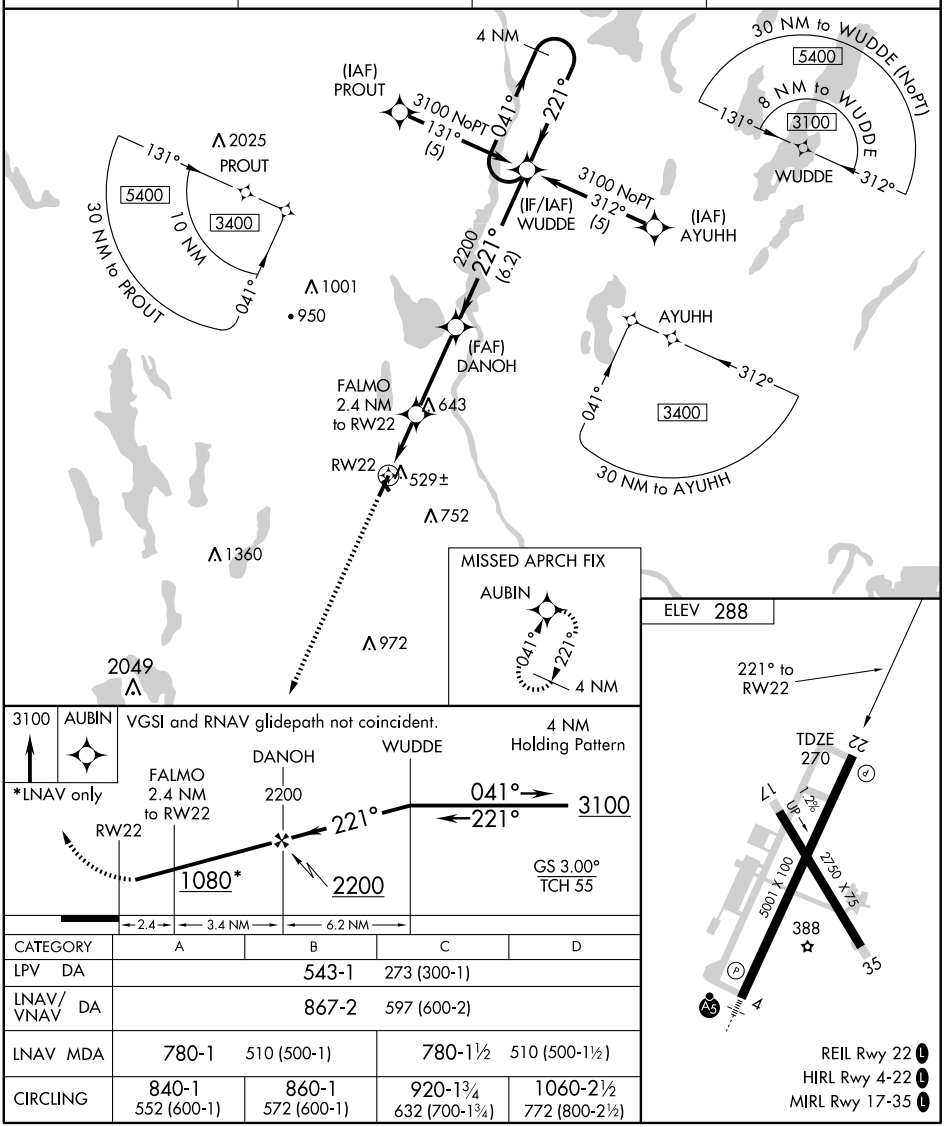
RNAV (GPS) RWY 22

AUBURN-LEWISTON MUNI (LEW)

Straight-in minimums NA at night. Circling to Rwy 17/35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cat D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	543-1	273 (300-1)		
LNAV/VNAV DA	867-2	597 (600-2)		
LNAV MDA	780-1	510 (500-1)	780-1½	510 (500-1½)
CIRCLING	840-1 552 (600-1)	860-1 572 (600-1)	920-1¾ 632 (700-1¾)	1060-2½ 772 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG 111.4 Chan 51	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 288

VOR/DME-A

AUBURN-LEWISTON MUNI (LEW)

T
NA

MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5 353.9	124.05	122.8 (CTAF) L

ADF REQUIRED

2025

MIMEO AUG 10

3500 NoPT 250° (10)

R-250

IAF AUGUSTA 111.4 AUG Chan 51

2400 250° (10)

5 NM

070° 1 min 250°

1001

950

643

MAHIK AUG 26.3

250°

(IAF) NEILY AUG 20

752

1360

MSA AUG 27 NM

135° 3800 225°

3400

045° 2600

LOM LEWIE 240 LE

10 NM

041° 221°

972

2049

ELEV 288

22

17

1.2% UP

250° 6.3 NM from FAF

5001 X 100

2750 X 75

388

35

2500 LE 240

NEILY AUG 20

One Minute Holding Pattern

070° 250° 2400

MAHIK AUG 26.3

250°

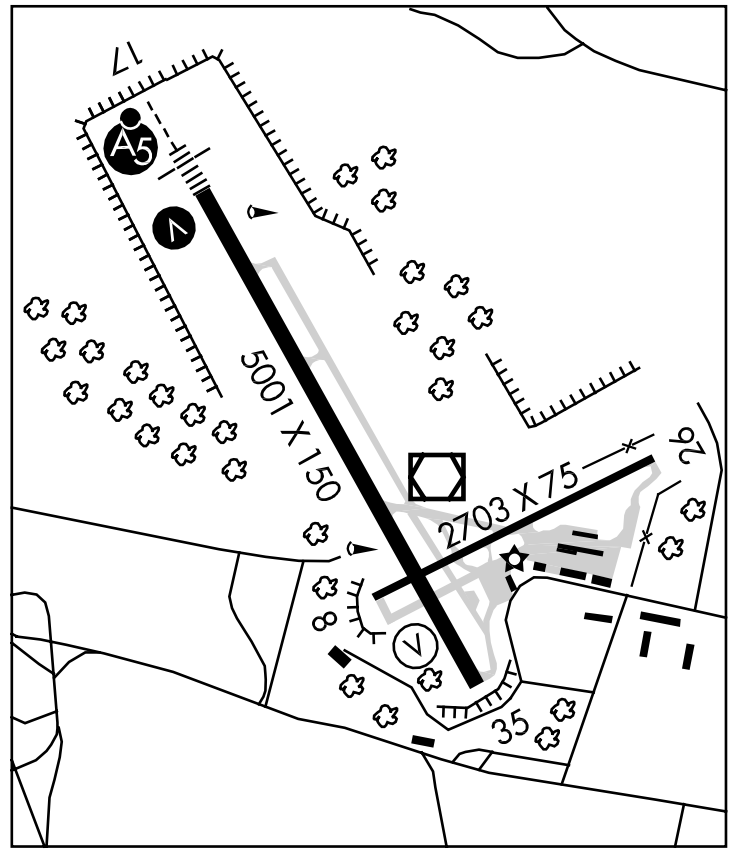
6.3 NM

CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1112 (1200-1¼)	1400-1½ 1112 (1200-1½)	1400-3 1112 (1200-3)	

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AUGUSTA STATE (AUG) 1 NW UTC−5(−4DT) N44°19.24′ W69°47.84′ **MONTREAL**
352 B S4 **FUEL** 100LL, JET A TPA—1400(1048) Class I, ARFF Index A **H–11D, L–32H**
NOTAM FILE AUG **IAP**



RWY 17–35: H5001X150 (ASPH–PFC) S–50, D–60 HIRL 0.7% up S
RWY 17: MALSR. VASI(V4R)—GA 3.0°TCH 60′.
RWY 35: REIL. VASI(V4L)—GA 3.0°TCH 46′. Road.
RWY 08–26: H2703X75 (ASPH) S–30 MIRL
RWY 08: Tree. **RWY 26:** Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–2703	TODA–2703	ASDA–2703	LDA–2703
RWY 17:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001
RWY 26:	TORA–2703	TODA–2703	ASDA–2703	LDA–2703
RWY 35:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001

AIRPORT REMARKS: Attended 1200–0100Z‡. Arpt unattended after dark during snow and ice season. Fld conditions reports snow depths; braking action may not be avbl for rwys from 2300–1100Z‡. For fuel after normal business hours call 207–622–2507. Stack 310′ MSL 1.3 NE lgts OTS indef. PAEW 1000′ ENE AER 26. Birds and deer on and invof arpt. Seagulls on and invof rwy intersections. Rwy 35 designated calm wind rwy. Twy F east clsd to all acft with wing span greater than 45 ft. Air carrier ramp clsd to general aviation tfc. ACTIVATE HIRL Rwy 17–35; MIRL Rwy 08–26; REIL Rwy 35; VASI Rwy 17 and MALSR Rwy 17—CTAF. Ldg fee for multi–engine acft.

WEATHER DATA SOURCES: ASOS 118.325 (207) 623–0432.

COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 122.2 122.1R 111.4T (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 119.95
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡) **CLNC DEL** 119.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
(L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ at fld. 349/18W.
DUNNS NDB (LOM) 366 AU N44°24.66′ W69°51.64′ 171° 6.1 NM to fld.
ILS 108.7 I–AUG Rwy 17. Class IB. LOM DUNNS NDB. Glideslope unusable byd 9 NM. Glide slope unusable beyond 5° rgt side of LOC course. Glide slope unusable blo 430′. Localizer unusable from 0.5 NM to thld abv 1500′.

APP CRS	Rwy Idg	5001
171°	TDZE	349
	Apt Elev	352

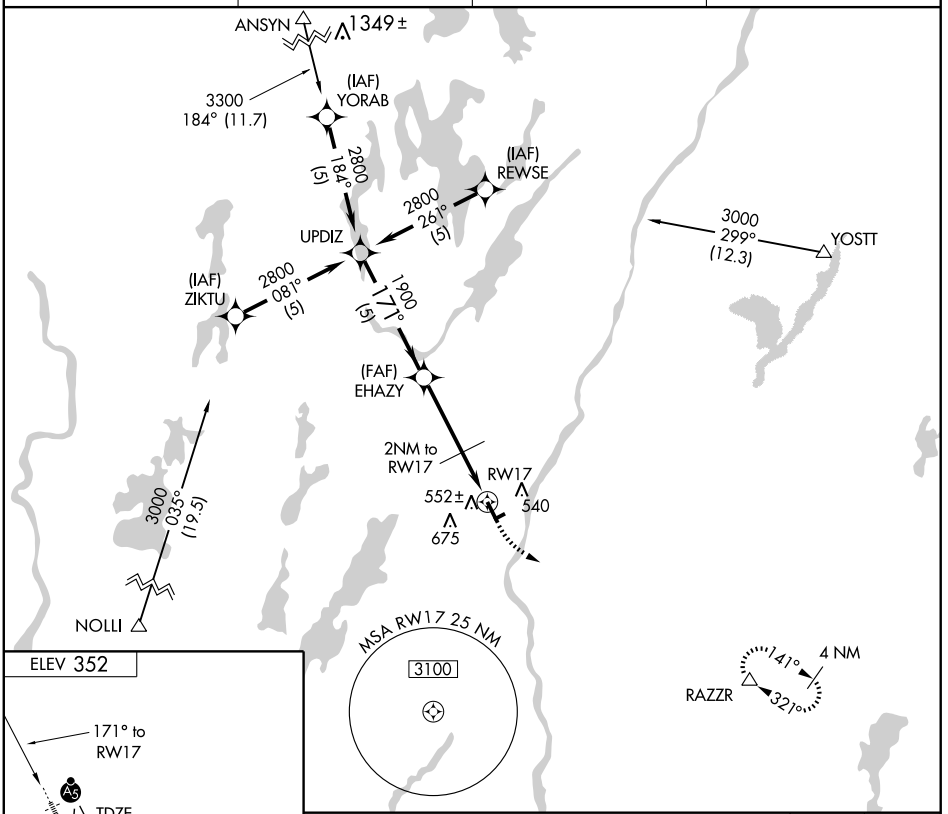
GPS RWY 17
AUGUSTA STATE (AUG)

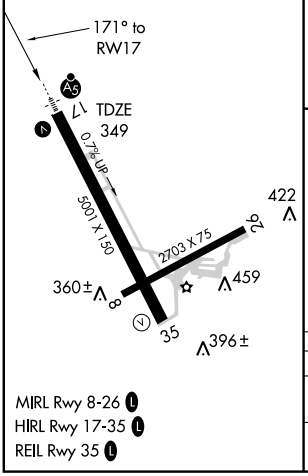
NA

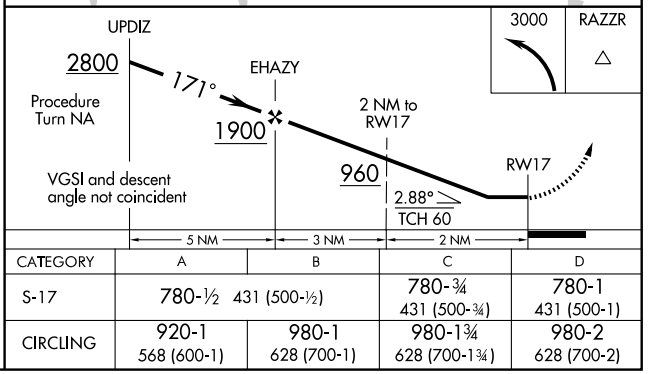
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct RAZZR WP and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	780-½ 431 (500-½)		780-¾ 431 (500-¾)	780-1 431 (500-1)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-AUG	APP CRS	Rwy Idg	5001
108.7	171°	TDZE	349
		Apt Elev	352

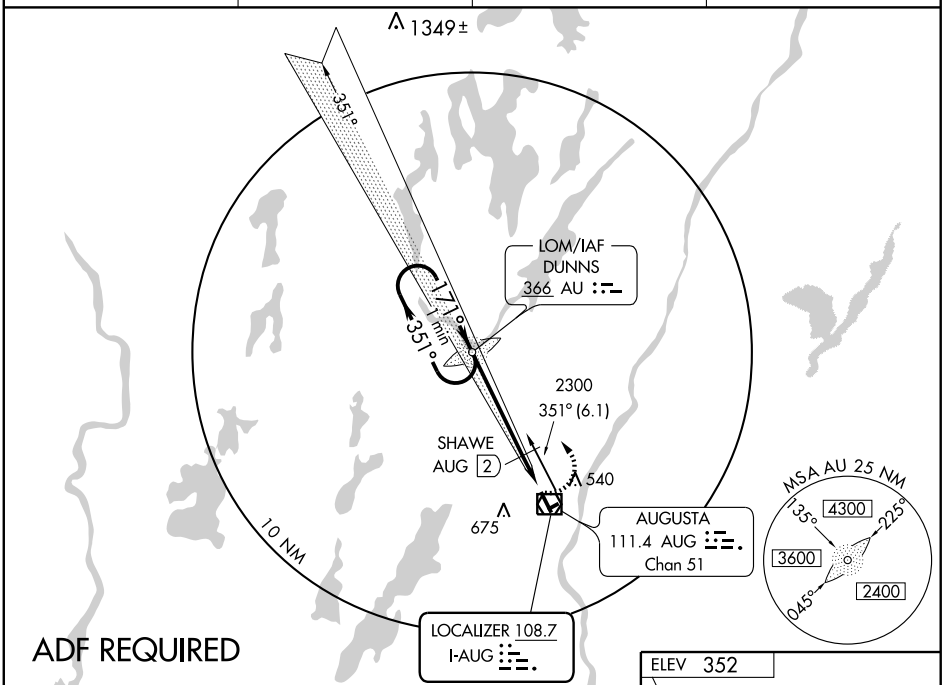
ILS or LOC RWY 17
AUGUSTA STATE (AUG)

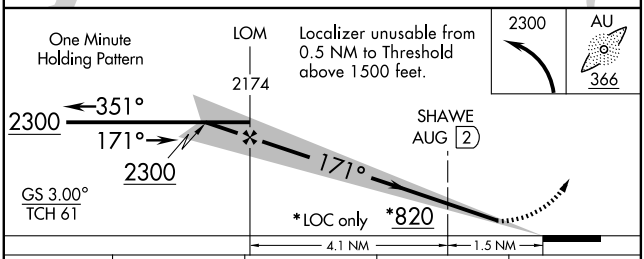
▼ DME minimums Cat. D S-LOC 17 visibility increased to 1 mile for inoperative MALSR.
▲ Glideslope unusable below 430 feet.

MALSR

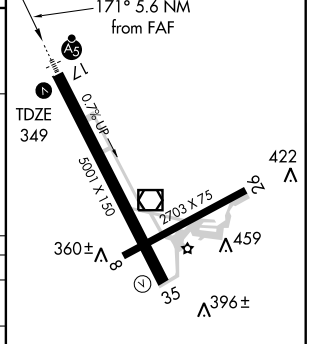
MISSED APPROACH: Climbing left turn to 2300 direct AU LOM and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 17	549-½ 200 (200-½)			
S-LOC 17	820-½ 471 (500-½)		820-¾ 471 (500-¾)	820-1 471 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-LOC 17	680-½ 331 (400-½)			680-¾ 331 (400-¾)



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

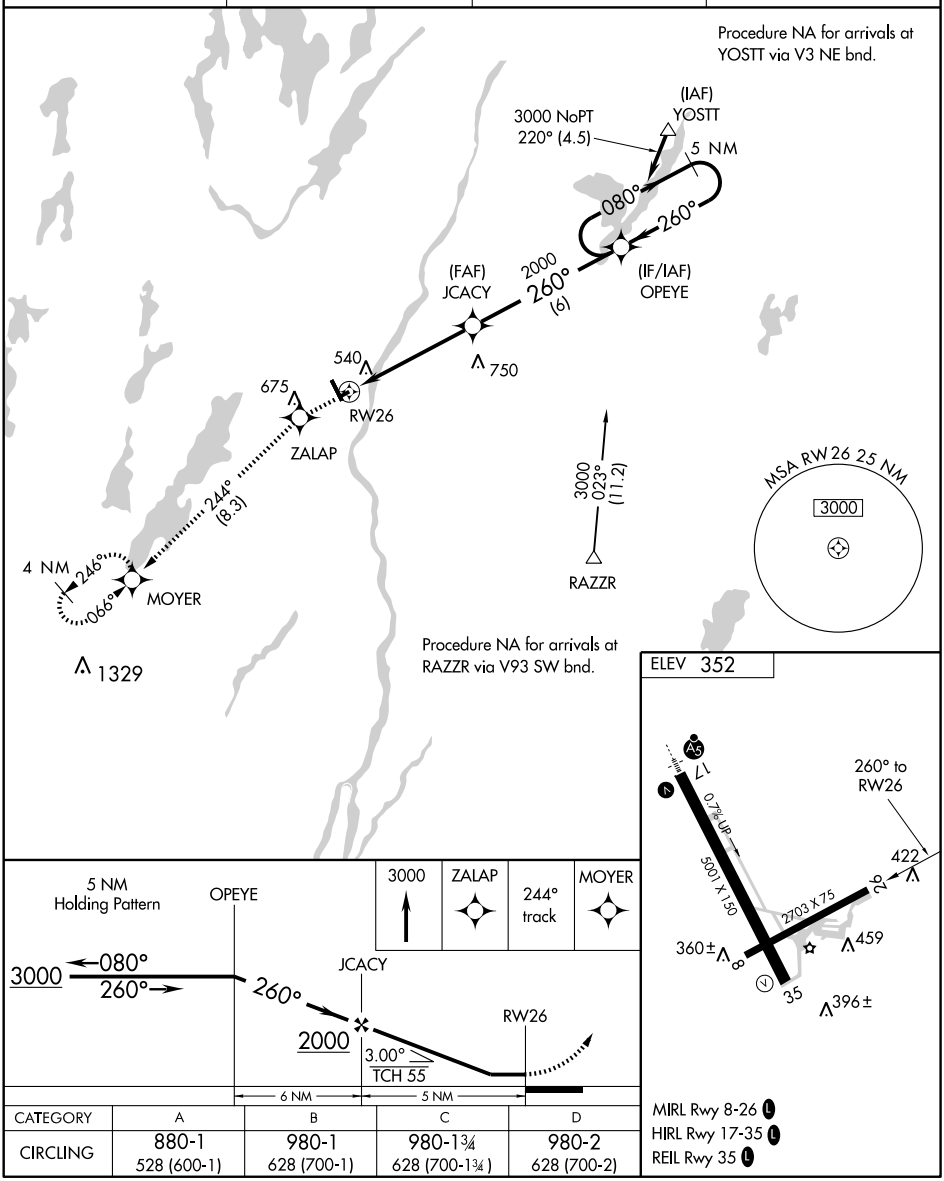
APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	352

RNAV (GPS)-B
AUGUSTA STATE (AUG)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

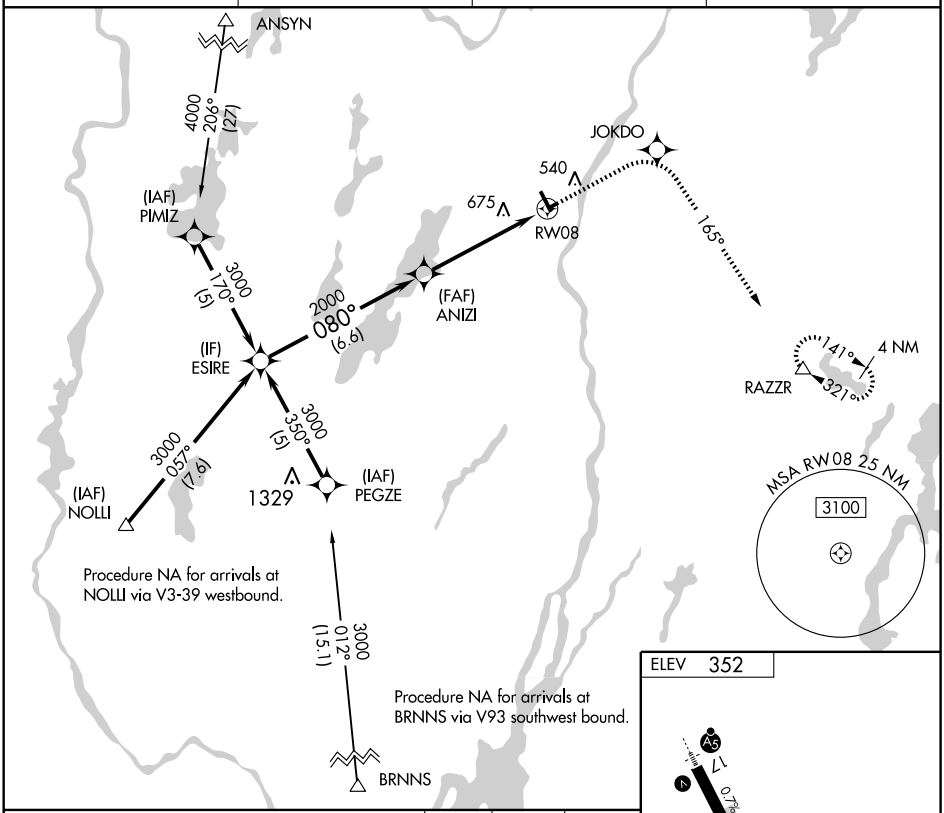
AUGUSTA STATE (AUG)

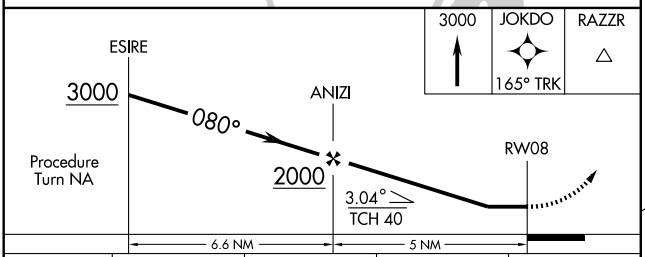
APP CRS	Rwy Idg	2703
080°	TDZE	352
	Apt Elev	352

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

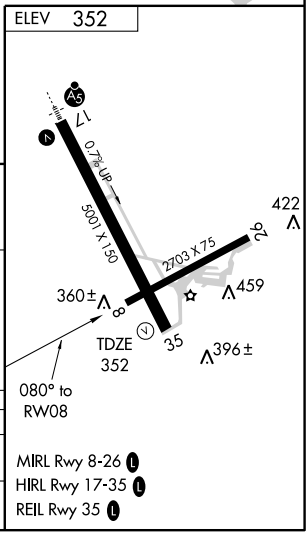
MISSED APPROACH: Climb to 3000 direct JOKDO and via 165° track to RAZZR and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1 588 (600-1)		940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)



MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

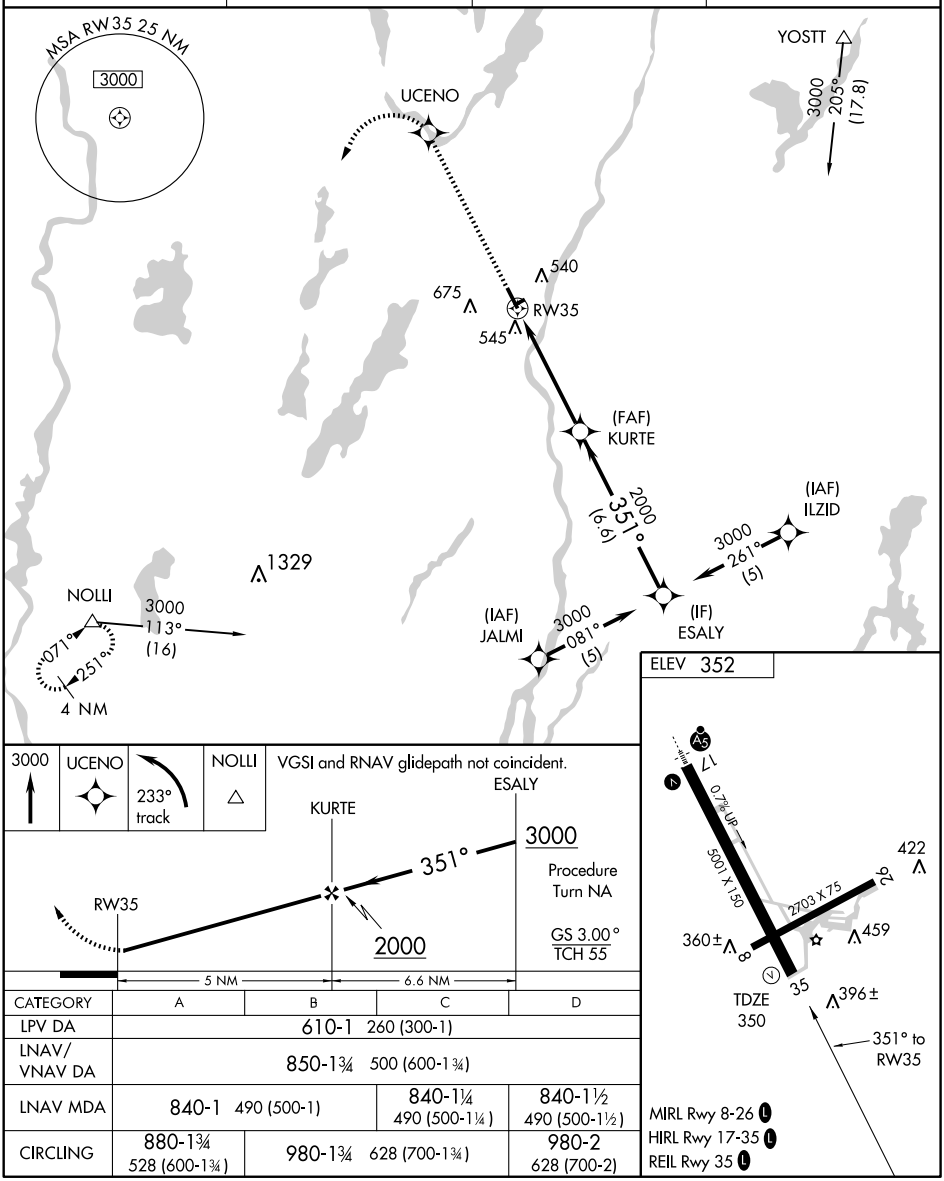
WAAS	APP CRS	Rwy Idg	5001
CH 62999	351°	TDZE	350
W35A		Apt Elev	352

RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

T A W Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA. If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	610-1 260 (300-1)			
LNAV/ VNAV DA	850-1¾ 500 (600-1¾)			
LNAV MDA	840-1 490 (500-1)		840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾ 628 (700-1¾)		980-2 628 (700-2)

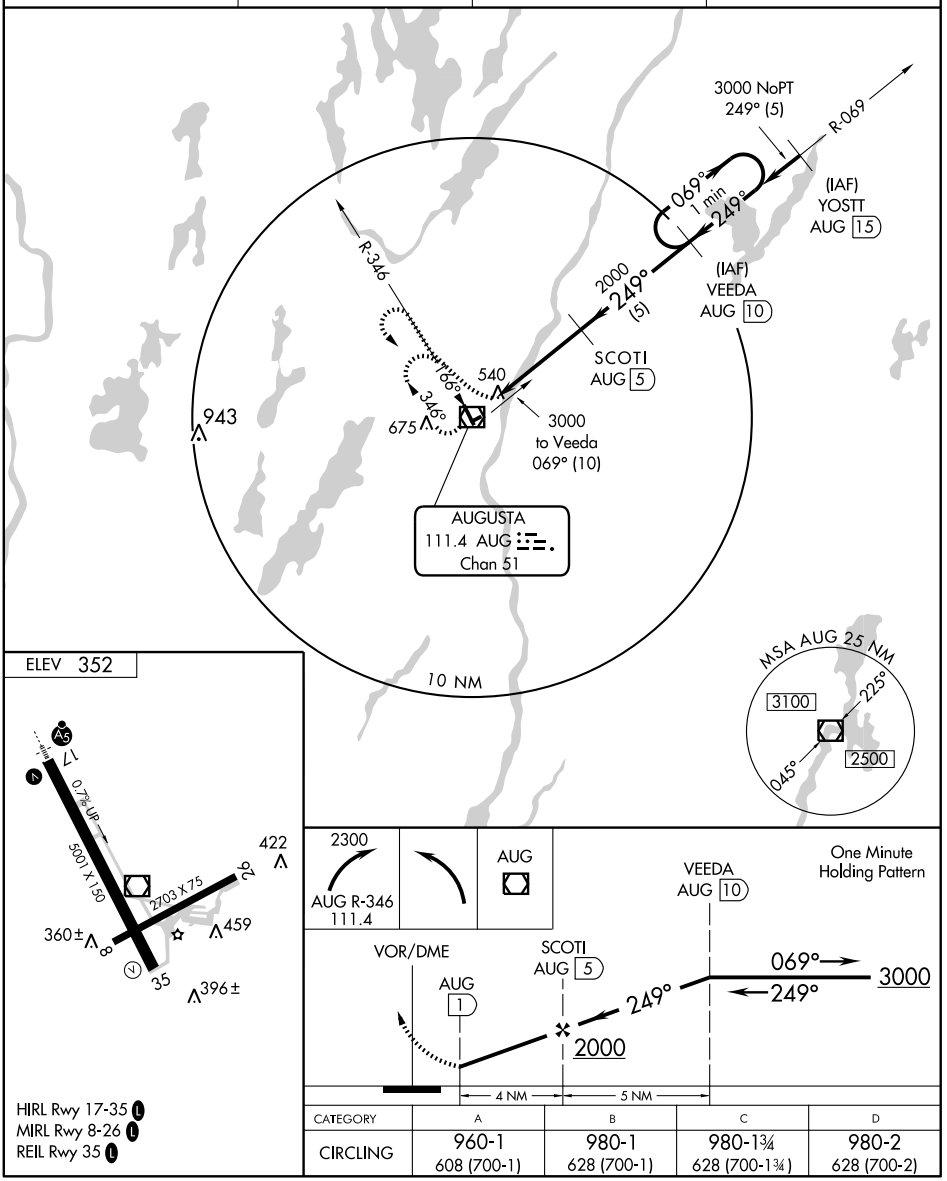
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG	APP CRS	Rwy Idg	N/A
111.4	249°	TDZE	N/A
Chan 51		Apt Elev	352

VOR/DME-A
AUGUSTA STATE (AUG)

MISSED APPROACH: Climbing right turn to 2300 via AUG R-346, then left turn direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

CATEGORY	A	B	C	D
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG	APP CRS	Rwy Idg	2703
111.4	066°	TDZE	352
Chan 51		Apt Elev	352

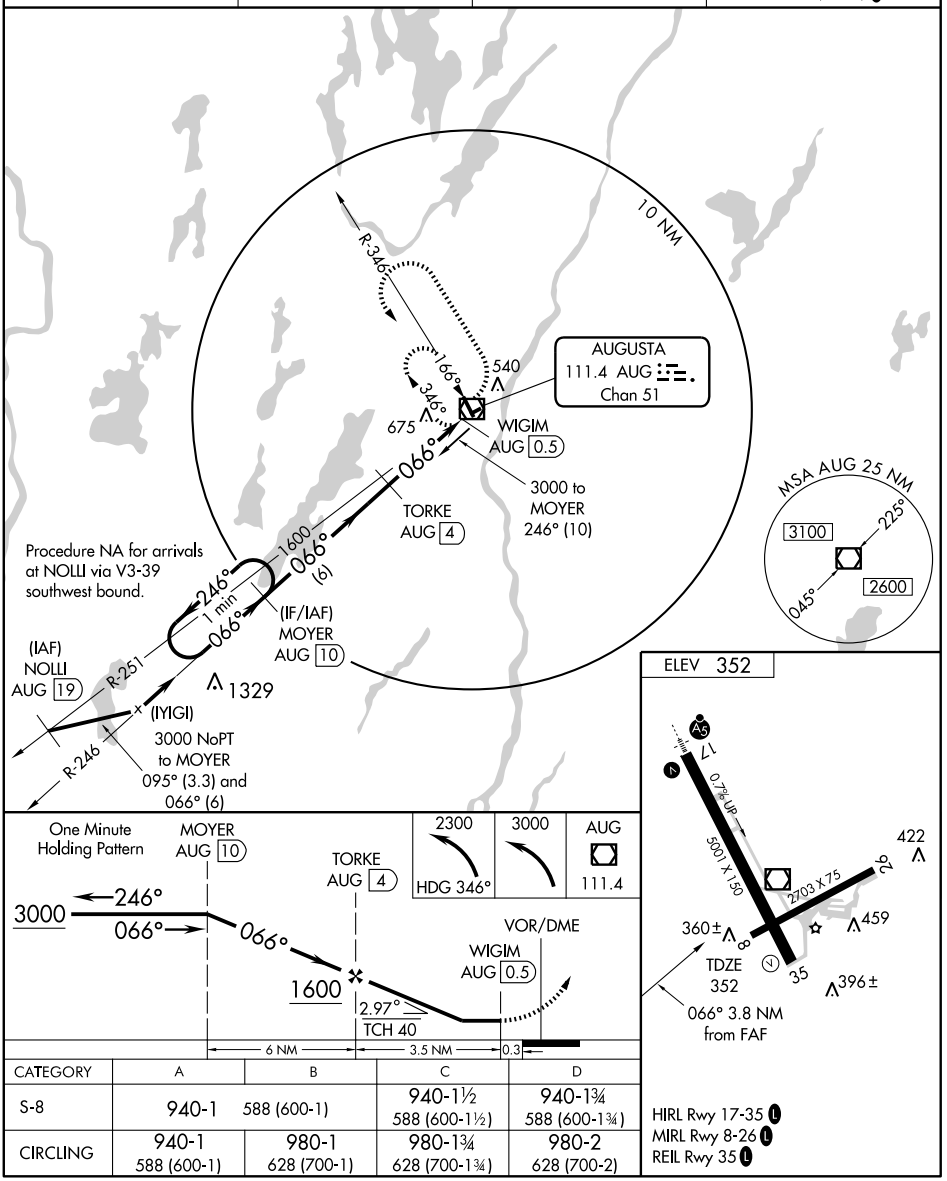
VOR/DME RWY 8

AUGUSTA STATE (AUG)

▼ ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and S-8 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via heading 346° then climbing left turn to 3000 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-8	940-1 588 (600-1)		940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	166°	TDZE	348
Chan 51		Apt Elev	352

VOR/DME RWY 17

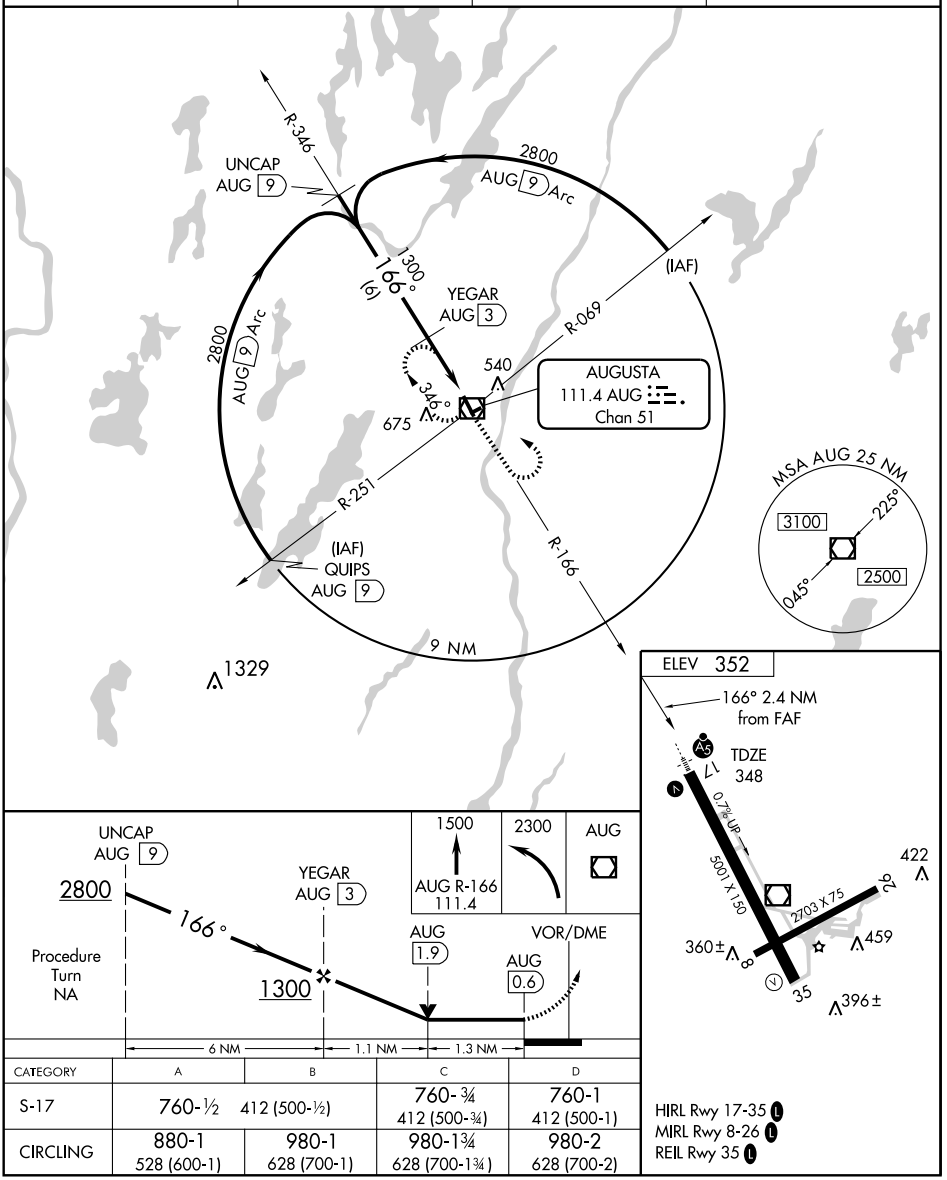
AUGUSTA STATE (AUG)

Cat. D S-17 visibility increased to 1¼ miles for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 1500 via R-166, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-17	760-½ 412 (500-½)		760-¾ 412 (500-¾)	760-1 412 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

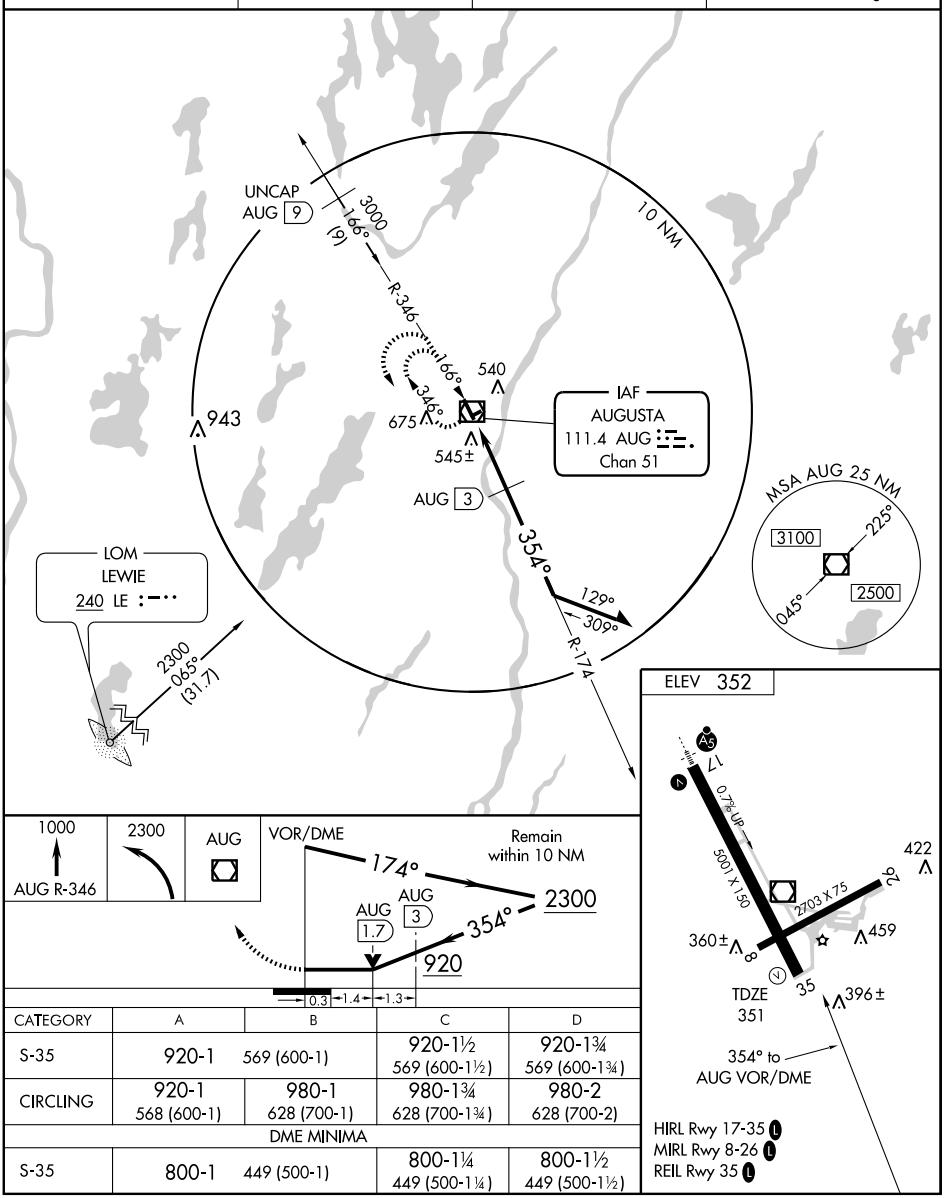
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	354°	TDZE	351
Chan 51		Apt Elev	352

VOR RWY 35
AUGUSTA STATE (AUG)

MISSED APPROACH: Climb to 1000 via AUG R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L



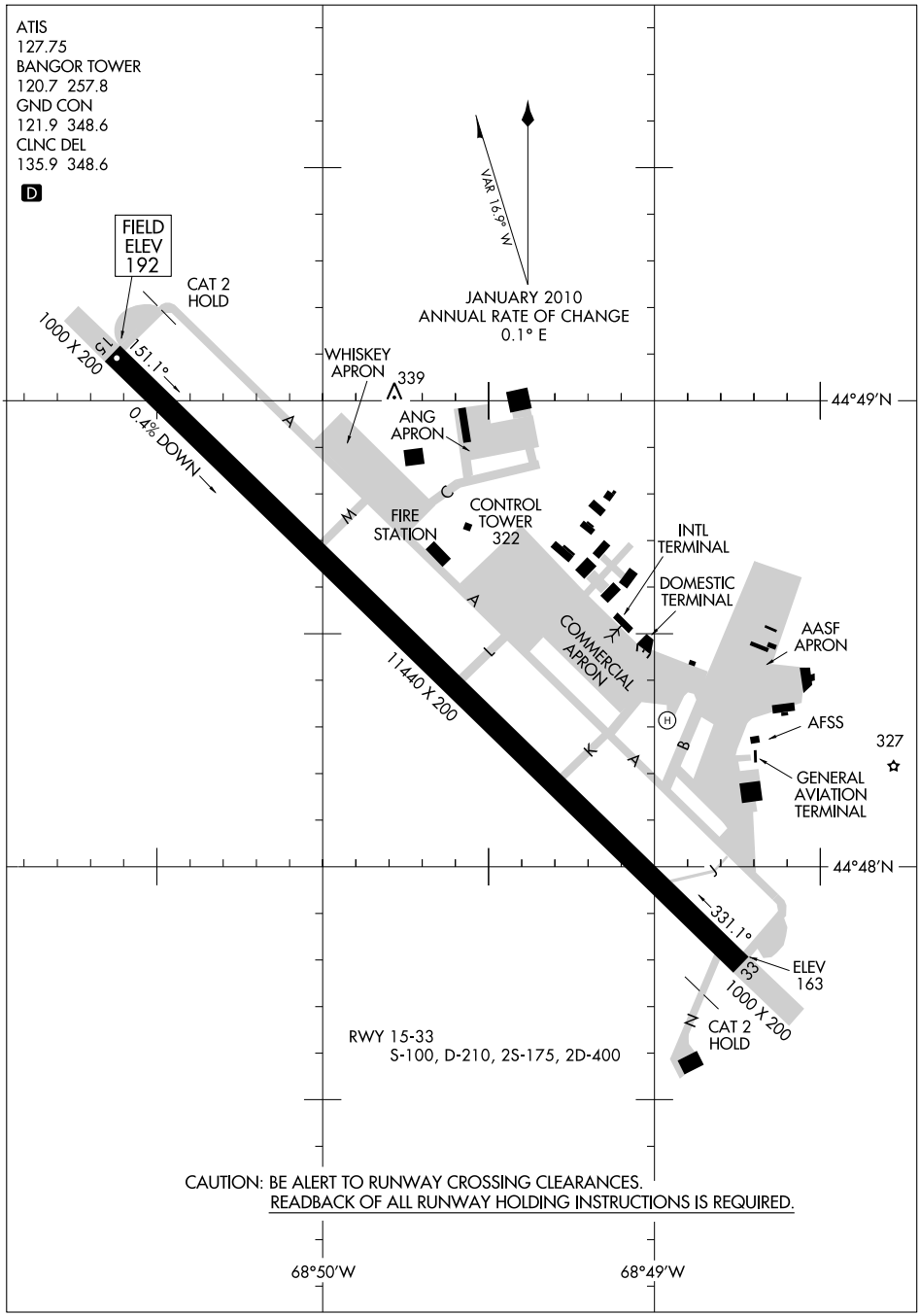
CATEGORY	A	B	C	D
S-35	920-1	569 (600-1)	920-1½ 569 (600-1½)	920-1¾ 569 (600-1¾)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-35	800-1	449 (500-1)	800-1¼ 449 (500-1¼)	800-1½ 449 (500-1½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BANGOR, MAINE
BANGOR INTL (BGR)

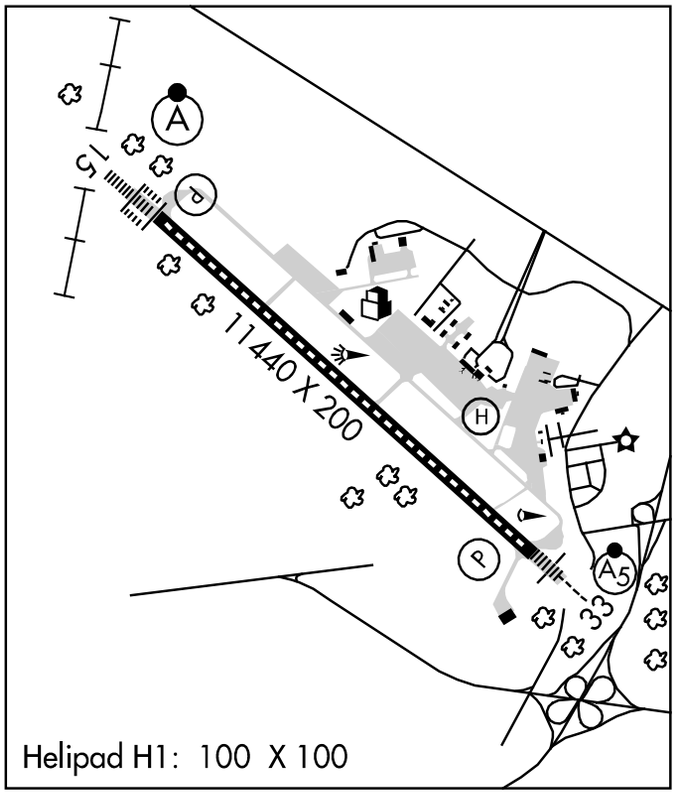
10210

BANGOR

BANGOR INTL (BGR) 3 W UTC−5(−4DT) N44°48.45′ W68°49.69′ HALIFAX

192 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks LRA Class I, ARFF Index E **H–11D, L–32I**
NOTAM FILE BGR **IAP, DIAP, AD**

RWY 15–33: H11440X200 (ASPH) S–100, D–210, 2S–175, 2D–400 HIRL CL
RWY 15: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. 0.4% down.
RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 57′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–11440 TODA–11440 ASDA–11440 LDA–11440

AIRPORT REMARKS: Attended continuously. Acft over 12,500 pounds and all revenue producing operations. Twy J clsd during winter months. Twy J limited to acft 75,000 lbs gross tkf weight. TPA for turbo jet acft is 2000(1808) unless otherwise instructed. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 127.75 (207) 947–5293. **HIWAS** 114.8 BGR.

COMMUNICATIONS: ATIS 127.75 207–561–2524 **UNICOM** 122.95
RCO 122.2 (BANGOR RADIO)
Ⓡ **APP/DEP CON** 118.925 (155°–334°) 124.5 (335°–154°)
TOWER 120.7 **GND CON** 121.9 **CLNC DEL** 135.9

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
(H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 155° 2.8 NM to fld. 360/19W. **HIWAS.**
TOTTE NDB 227 BG N44°43.65′ W68°42.77′ 333° 6.9 NM to fld.
ILS/DME 109.5 I–BGR Chan 32 Rwy 33. DME also serves Rwy 15.
ILS/DME 109.5 I–JVH Chan 32 Rwy 15. Class IIIE.
ASR

HELIPAD H1: H100X100 (CONC)

LUCKY LANDING MARINA AND SEAPLANE BASE (Ø6B) 7 N UTC−5(−4DT) HALIFAX

N44°54.42′ W68°48.30′
115 S2 **FUEL** 100LL, MOGAS NOTAM FILE BGR
WATERWAY 02–20: 15000X4000 (WATER)
WATERWAY 02: Rgt tfc.

SEAPLANE REMARKS: Attended Apr–Oct dalgt hours, unattended Nov–Mar. To verify conditions and for fuel after hrs call 207–945–5087. Water landing area not marked. Rwy 02W wires on shore—marked.

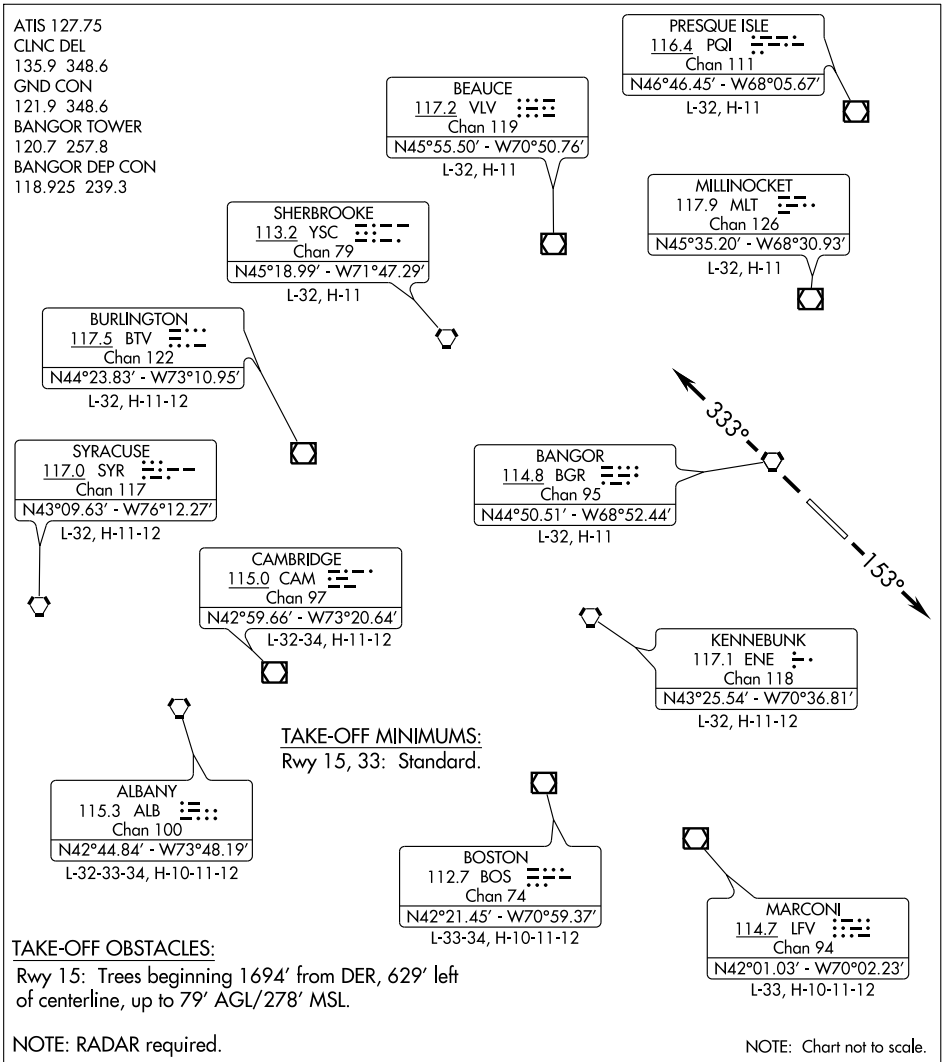
COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

BANKS (See SWANS ISLAND)

BANGOR ONE DEPARTURE

SL-39 (FAA)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb heading 153°, or as assigned by ATC, Thence. . . .

TAKE-OFF RUNWAY 33: Climb heading 333°, or as assigned by ATC, Thence. . . .

. . . . Expect vectors to assigned route/navaid/fix. Maintain 10,000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

LOC/DME I-JVH	APCH CRS	Rwy ldg 11,440
109.5	153°	TDZE 192
Chan 32		Arpt Elev 192

JAL-39 [USAF]

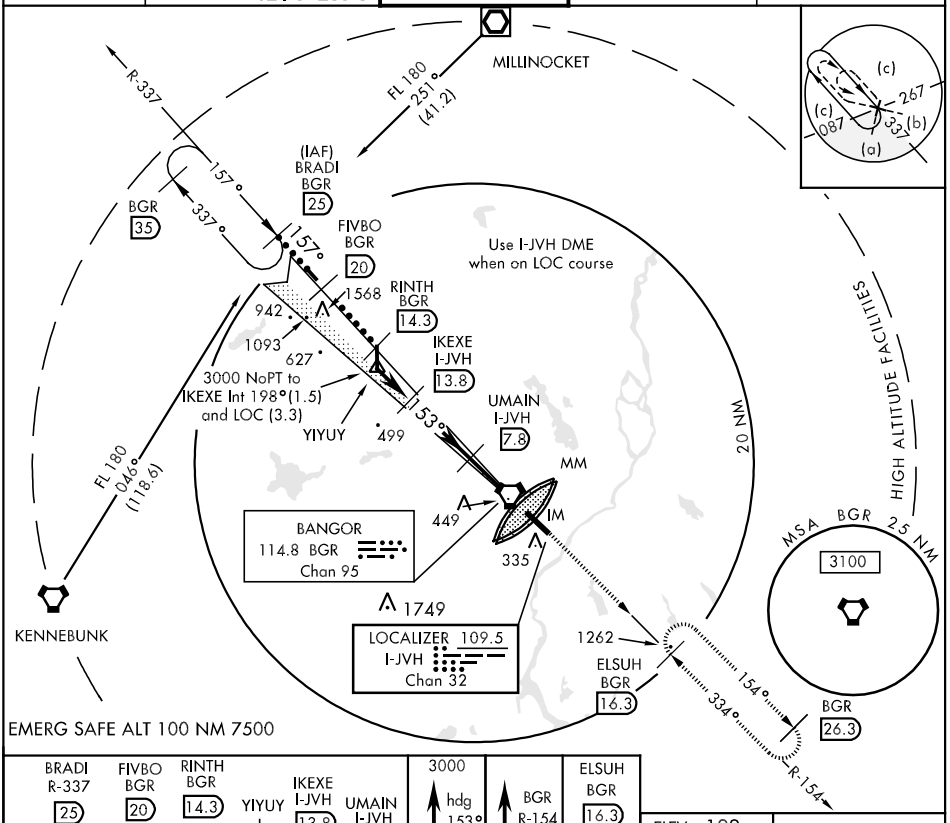
BANGOR INTL (KBGR)

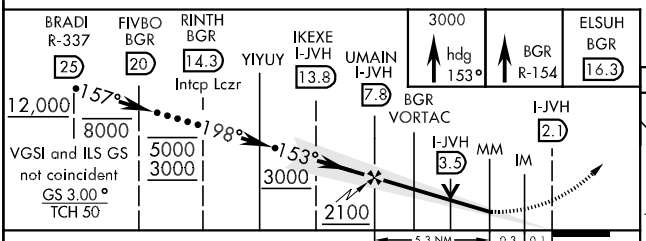
T * When ALS inop increase CAT C/D RVR to 40.
** When ALS inop increase CAT E vis to 1¾ miles.
*** Circling not authorized NE of Rwy 15-33.

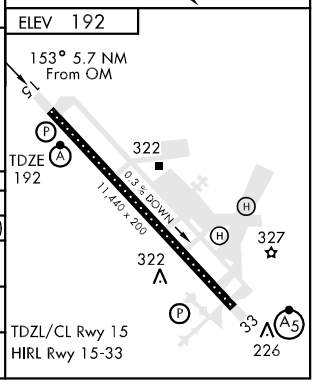
ALSF-2

MISSED APPROACH: Climb to 3000 via Heading 153° and BGR VORTAC R-154 to ELSUH (BGR-154/16.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	







CATEGORY	C	D	E
S-ILS 15 *	392/18 200 (200-⅜)		392/24 200 (200-½)
S-LOC 15 **	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING***	700-1½ 508 (600-1½)	760-2 568 (600-2)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

HI-VOR/DME or TACAN RWY 15

VORTAC BGR	APCH CRS	Rwy ldg 11,440
114.8	157°	TDZE 192
Chan 95		Arpt Elev 192

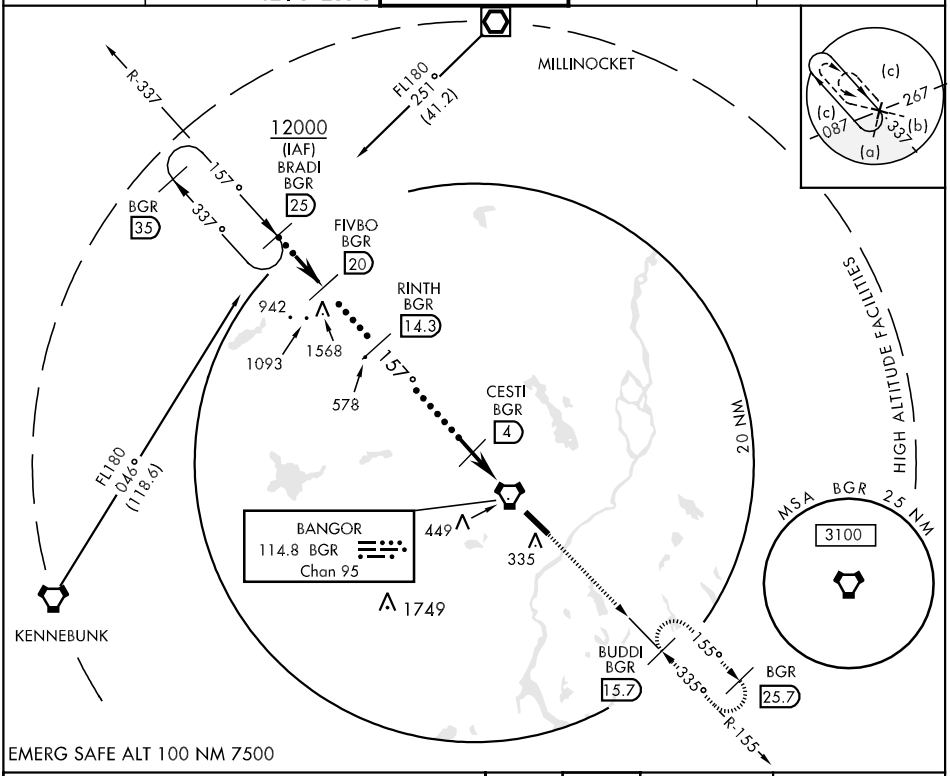
JAL-39 [USAF] — BANGOR INTL (KBGR)

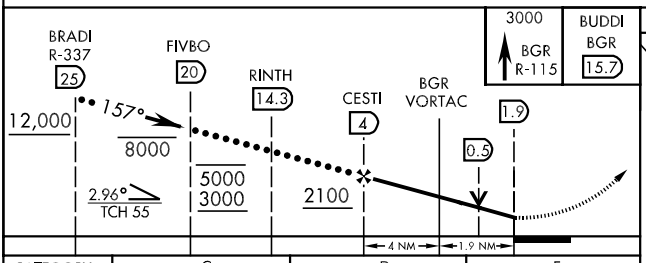
T * When ALS inop increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NE of Rwy 15-33.

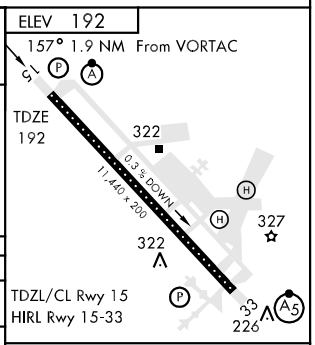
ALSF-2

MISSED APPROACH: Climb to 3000 via BGR VORTAC R-155 to BUDDI (R-155/15.7 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	







CATEGORY	C	D	E
S-VOR/DME, TAC 15 *	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING **	700-1½ 508 (600-1½)	760-2 568 (600-1½)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 33

VORTAC BGR	APCH CRS	Rwy ldg 11,440
114.8	335°	TDZE 163
Chan 95		Arpt Elev 192

JAL-39 [USAF]

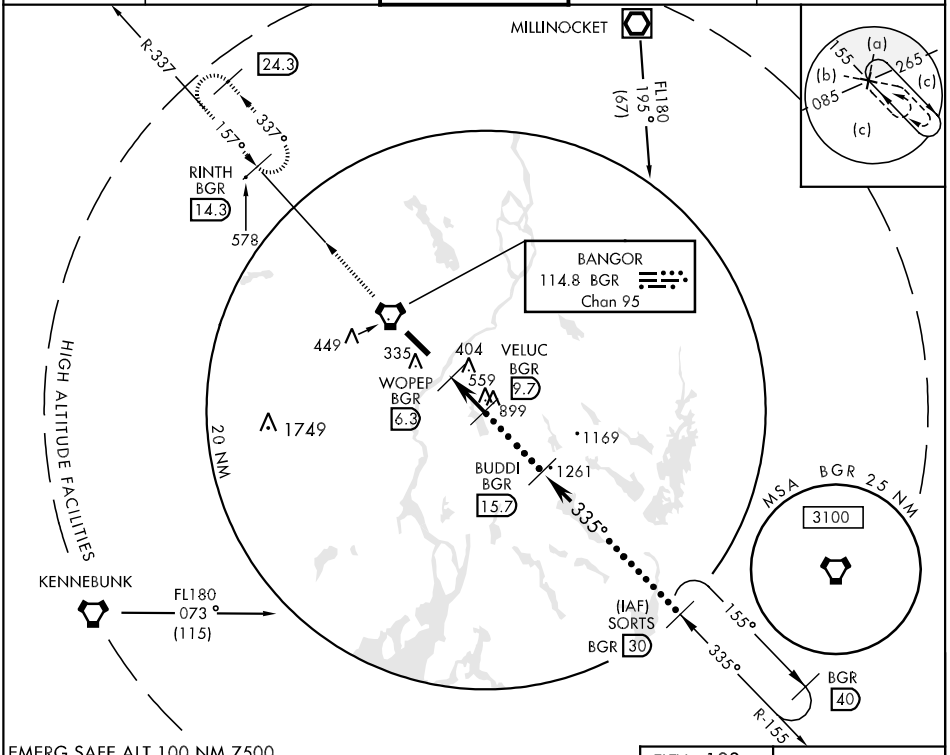
BANGOR INTL (KBGR)

T * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D/E vis to 1½ miles.
** Circling not authorized NE of Rwy 15-33.

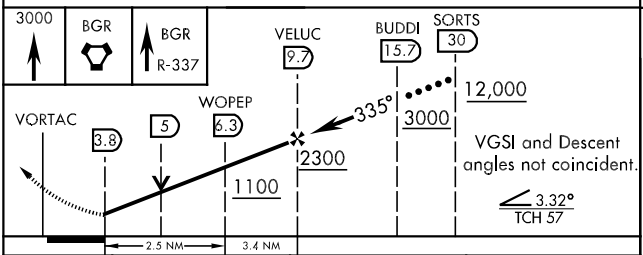
MALSR

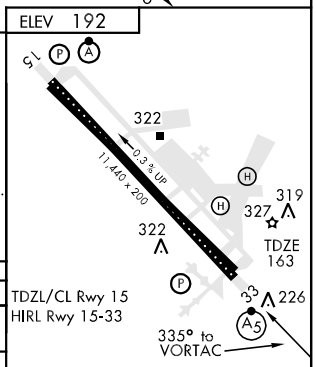
MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH (BGR 14.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 7500





TDZL/CL Rwy 15
HIRL Rwy 15-33

CATEGORY	C	D	E
S-33*	600/40 437 (500-¾)	600/50	437 (500-1)
CIRCLING**	660-1½ 468 (500-1½)	760-2	568 (600-1½)
S-ASR 33	580/40 417 (400-¾)	580/50	417 (400-1)

FAF to MAP 5.9 NM

Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS or LOC RWY 15

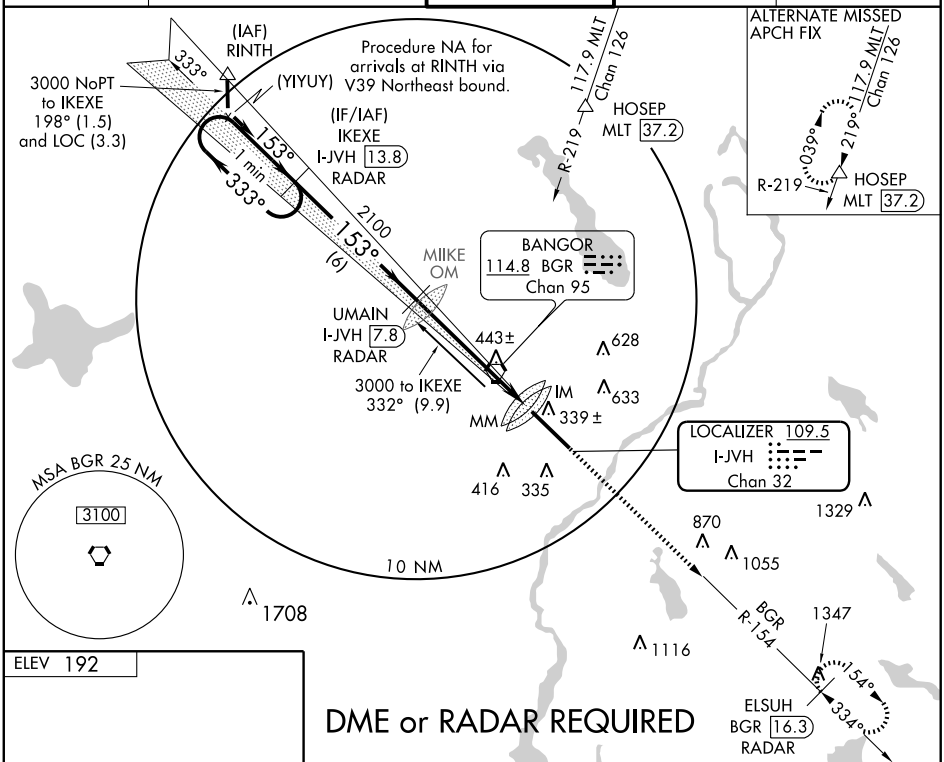
BANGOR INTL (BGR)

ASR — For inoperative SSALR, increase S-LOC 15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33. DME or Radar Required.

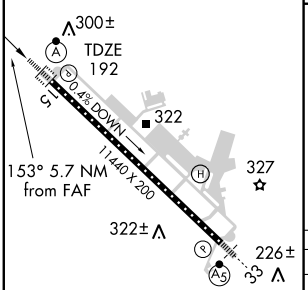
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

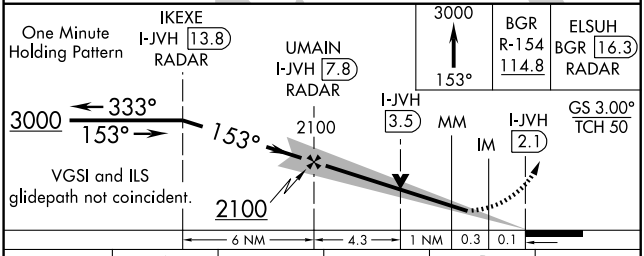
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



DME or RADAR REQUIRED



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-½)				392/24 200 (200-½)
S-LOC 15	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BGR	APP CRS	Rwy Idg 11440
109.5	333°	TDZE 163
Chan 32		Apt Elev 192

ILS or LOC RWY 33

BANGOR INTL (BGR)

ASR

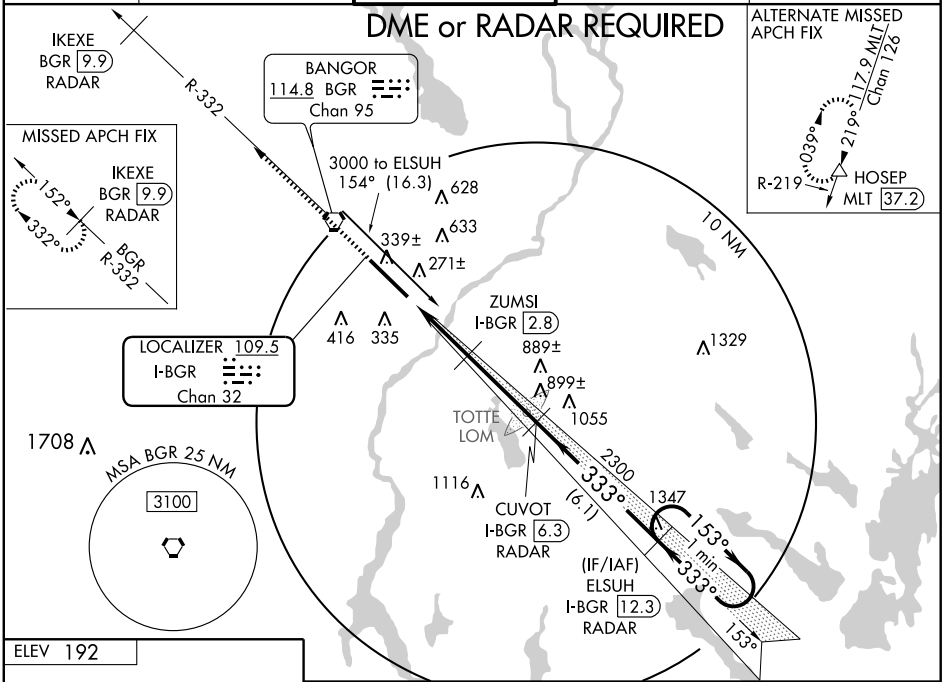
Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSR, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSR, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

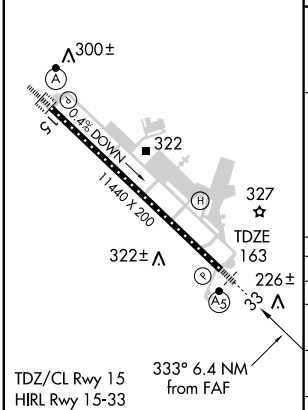
MALSR

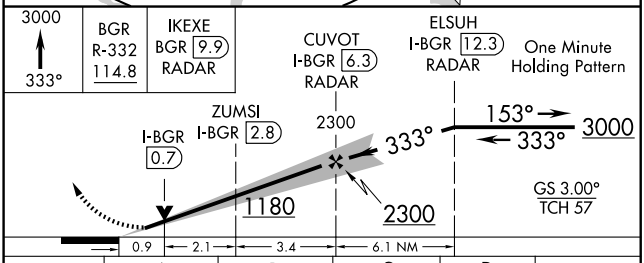
MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 33	* 363/24 200 (200-½)				
S-LOC 33	1180/40 1017 (1000-¾)	1180/50 1017 (1000-1)	1180-2½ 1017 (1000-2½)		
CIRCLING	1180-1¼ 988 (1000-1¼)	1180-1½ 988 (1000-1½)	1180-3 988 (1000-3)		
ZUMSI MINIMUMS					
S-LOC 33	500/24 337 (400-½)			500/40 337 (400-¾)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 15 (CAT II)

BANGOR INTL (BGR)

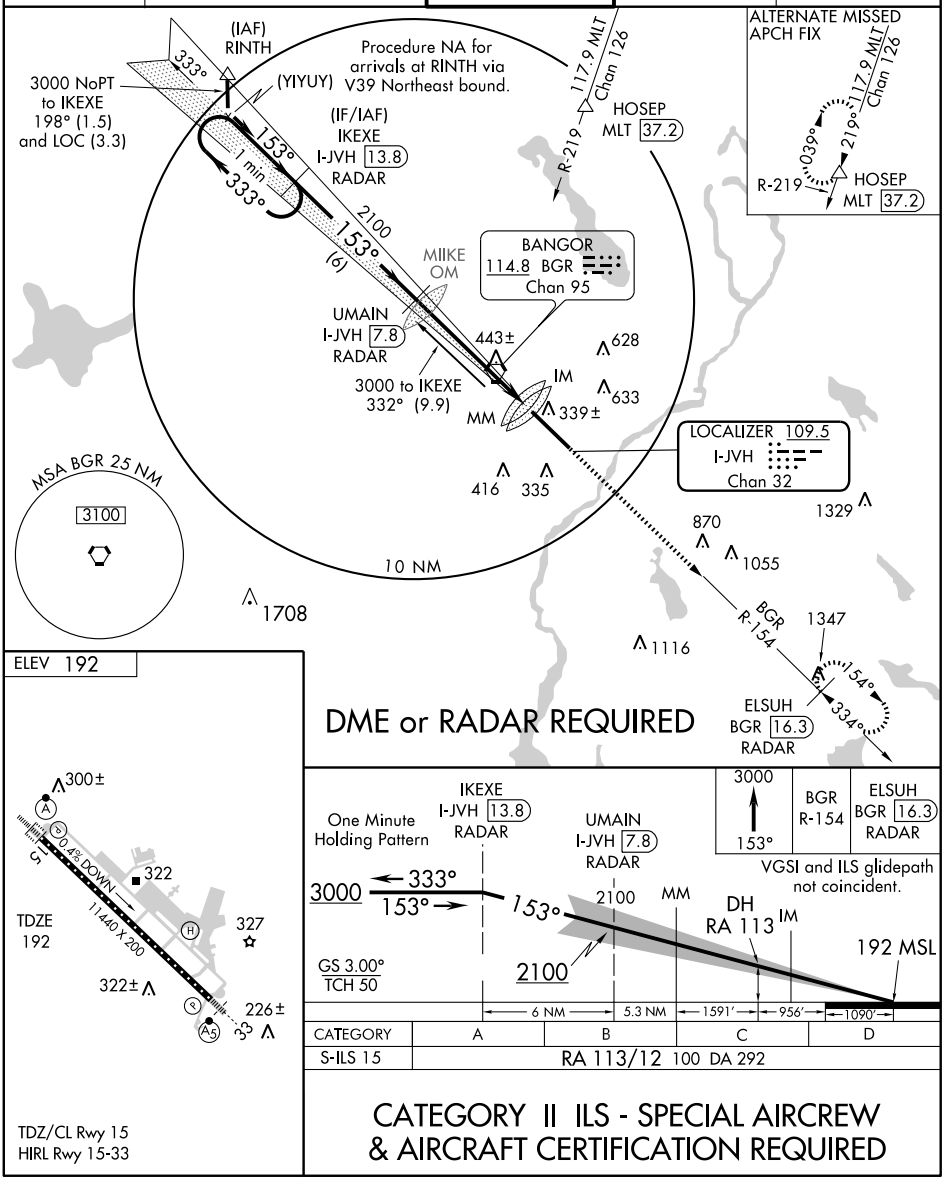
LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ASR — DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



CATEGORY	A	B	C	D
S-ILS 15	RA 113/12 100 DA 292			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS RWY 15 (CAT III)

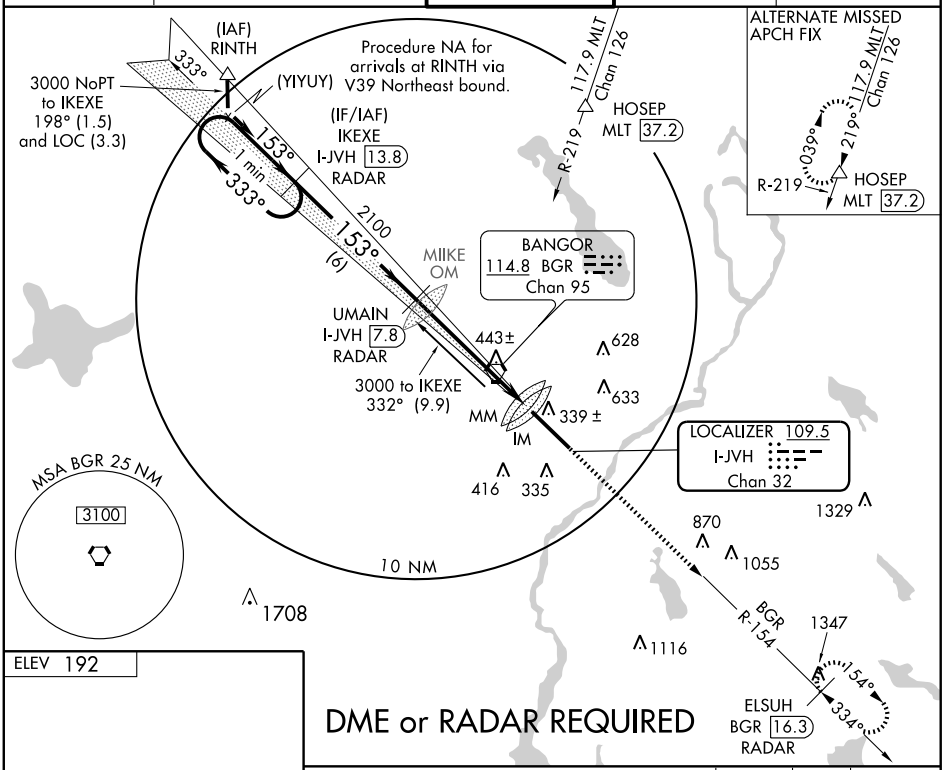
BANGOR INTL (BGR)

ASR — DME or Radar Required.

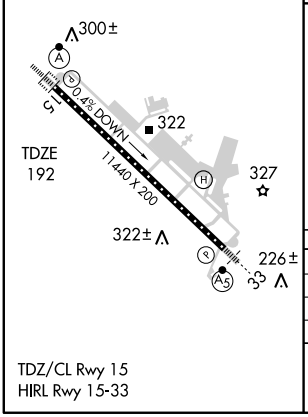
ALSF-2

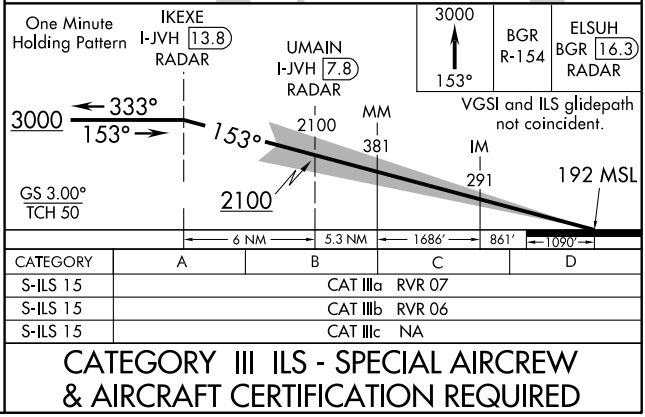
MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 15	CAT IIIa RVR 07			
S-ILS 15	CAT IIIb RVR 06			
S-ILS 15	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82307 W15A	APP CRS 153°	Rwy Idg 11440 TDZE 192 Apt Elev 192

RNAV (GPS) RWY 15

BANGOR INTL (BGR)

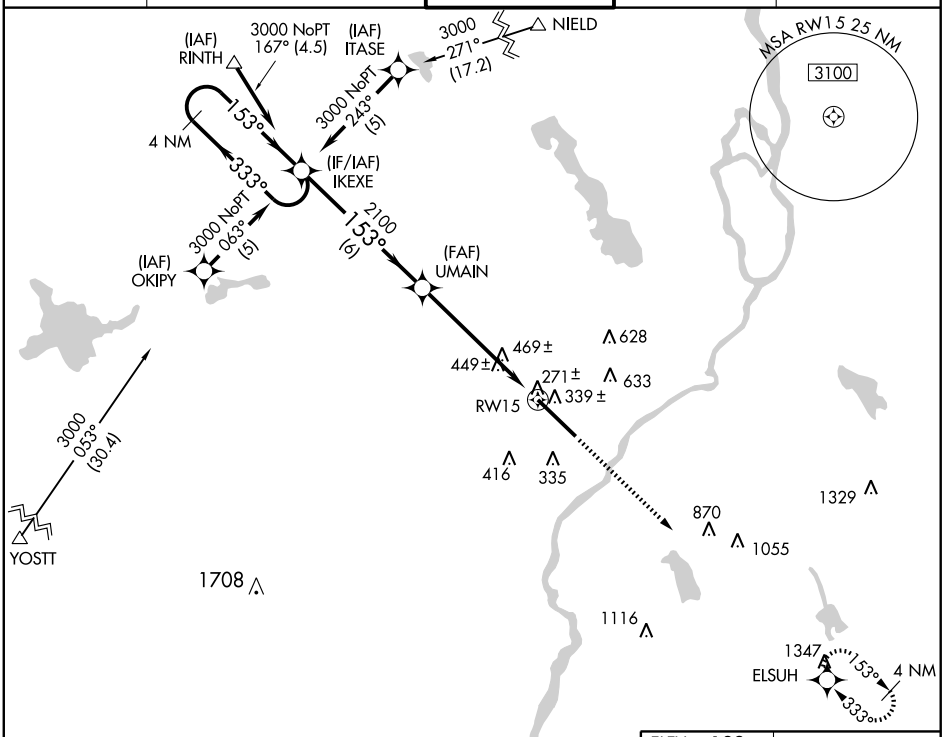
T W ASR

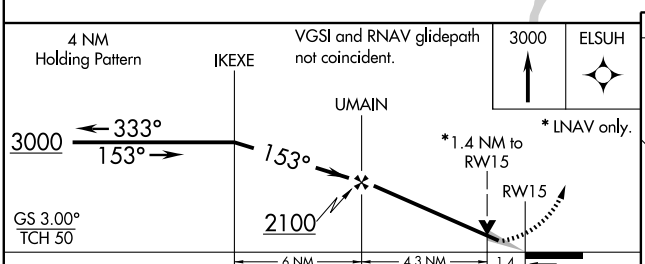
Circling NA NE of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat E visibility to 1¾. DME/DME RNP-0.3 NA.

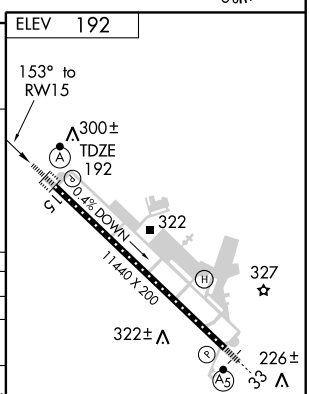
ALSF-2

MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	442/24 250 (300-½)				
LNAV/VNAV DA	521/40 329 (400-¾)				
LNAV MDA	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11440
CH78007	333°	TDZE	163
W33A		Apt Elev	192

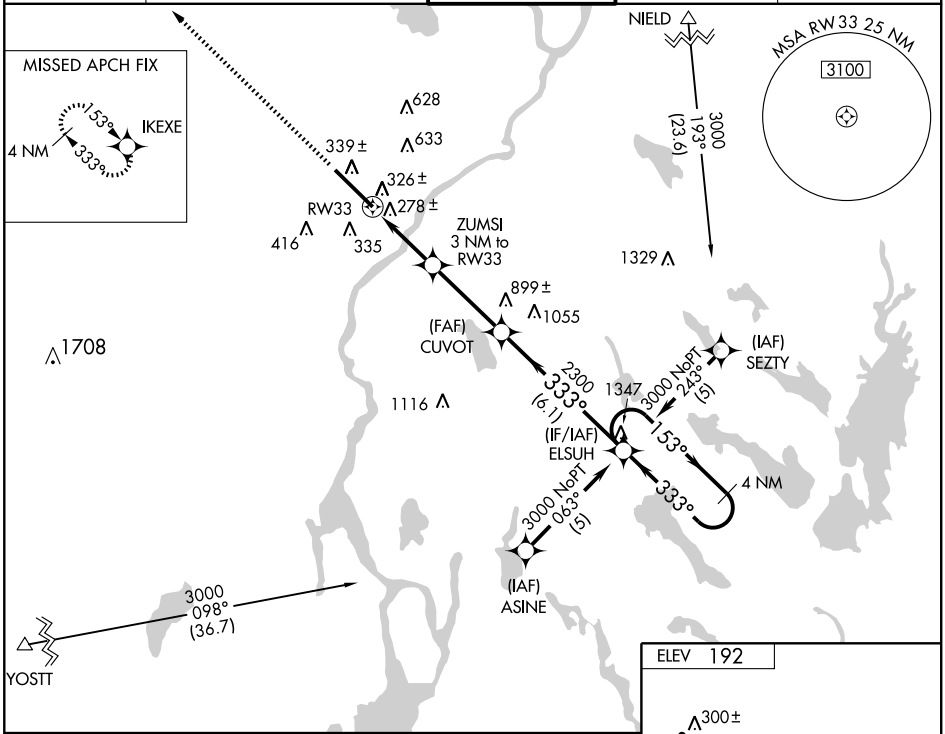
RNAV (GPS) RWY 33

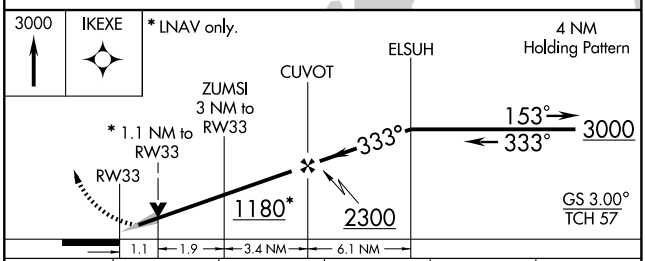
BANGOR INTL (BGR)

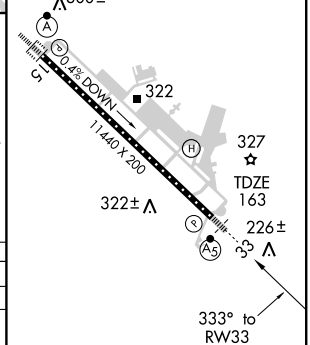
T W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	455/24 292 (300-½)				
LNAV/VNAV DA	604/50 441 (500-1)				
LNAV MDA	580/24 417 (400-½)		580/40 417 (400-¾)	580/50 417 (400-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

TDZ/CL Rwy 15
HIRL Rwy 15-33

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BGR	APP CRS	Rwy Idg	N/A
114.8	155°	TDZE	N/A
Chan 95		Apt Elev	192

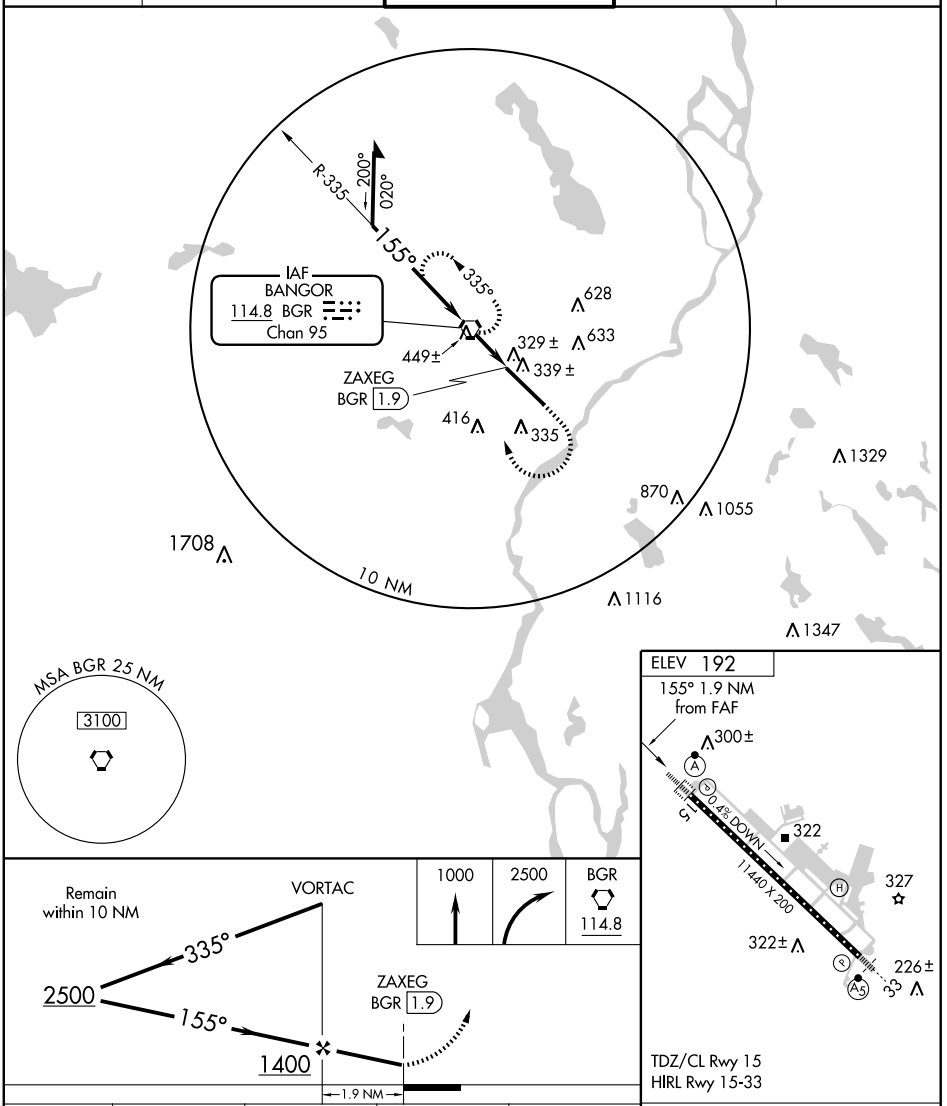
VOR-A
BANGOR INTL (BGR)

ASR

Circling NA NE of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



CATEGORY	A	B	C	D
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468(500-1½)	NA

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BGR	APP CRS	Rwy Idg	11440
114.8	157°	TDZE	192
Chan 95		Apt Elev	192

VOR/DME RWY 15

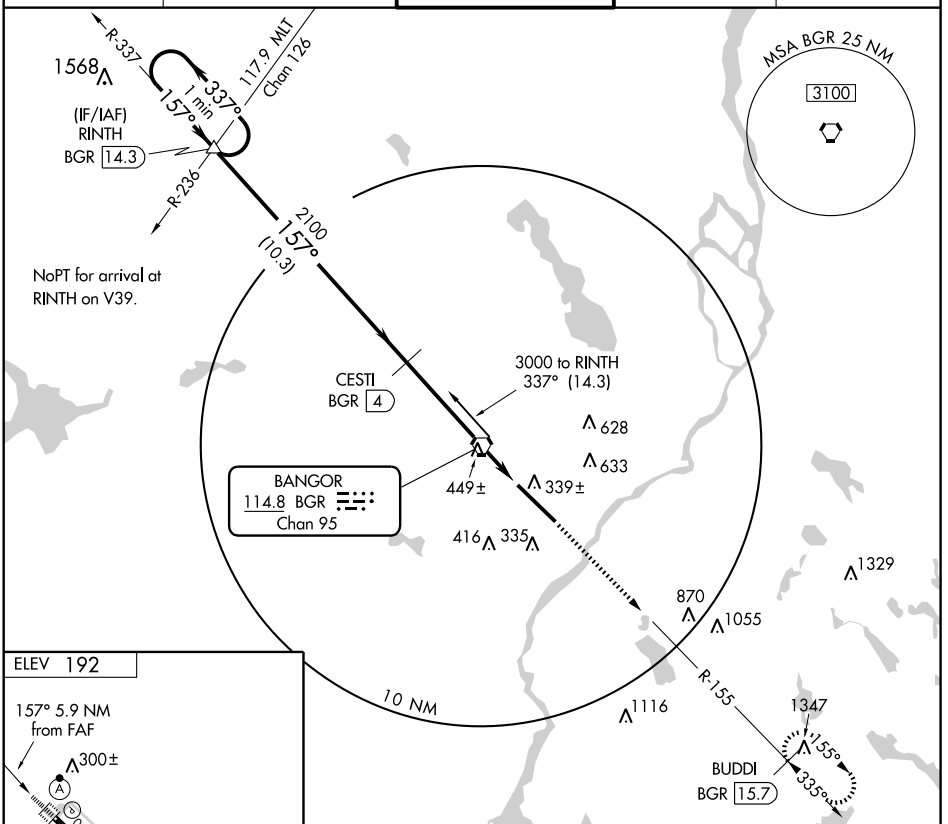
BANGOR INTL (BGR)

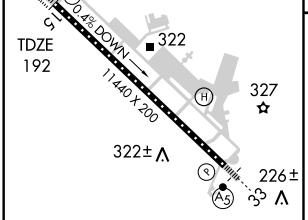
ASR — For inoperative SSALR, increase S-15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33.

ALSF-2

MISSED APPROACH: Climb to 3000 via BGR R-155 to BUDDI/15.7 DME and hold.

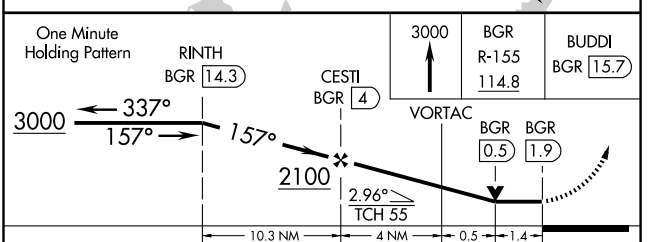
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6





TDZ/CL Rwy 15
HIRL Rwy 15-33

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-15	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1½)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BGR	APP CRS	Rwy Idg	11440
114.8	335°	TDZE	163
Chan 95		Apt Elev	192

VOR/DME RWY 33

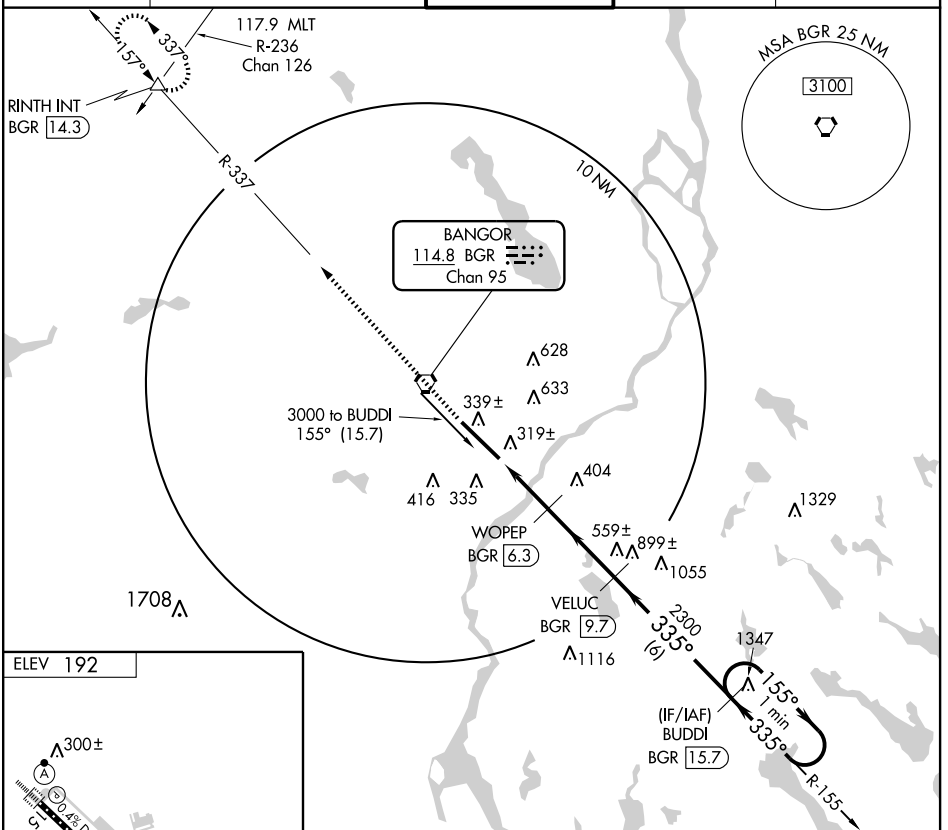
BANGOR INTL (BGR)

ASR — For inoperative MALSR, increase S-33 Cat E visibility to 1½. Circling NA NE of Rwy 15-33.

MALSR

MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH INT/14.3 DME and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D	E
S-33	600/24 437 (500-½)		600/40 437 (500-¾)	600/50 437 (500-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BAR HARBOR

HANCOCK CO–BAR HARBOR (BHB) 8 NW UTC−5(−4DT) N44°26.99′ W68°21.69′ HALIFAX

83 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE BHB H–11D, L–32I

RWY 04–22: H5200X100 (ASPH) D–72, 2S–91, 2D–100 HIRL IAP

RWY 04: REIL. VASI(V4L)—GA 3.0°TCH 55′. Pole.

RWY 22: MALSF. VASI(V4L)—GA 3.0°TCH 55′.

RWY 17–35: H3253X75 (ASPH) S–13, D–20 1.0% up NW

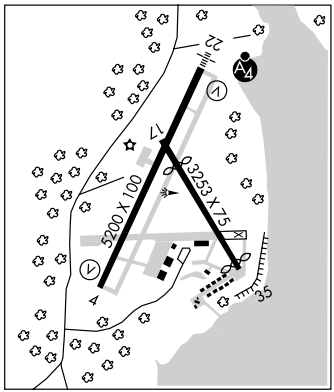
RWY 17: Thld dsplcd 684′. Trees.

RWY 35: Thld dsplcd 111:

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 04: TORA–5200 TODA–5200 ASDA–5200 LDA–5200

RWY 22: TORA–5200 TODA–5200 ASDA–5200 LDA–5200



AIRPORT REMARKS: Attended 1200Z‡–dusk. Grass areas unavbl for acft ops except PPR 207–667–7329. Gulls and deer on and invof arpt. Glider ops on and invof arpt. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at ground level. Full depth transverse cracking full length of rwy. During VFR conditions when wind speed is less than 5 kts as reported by AWOS or UNICOM all acft using Rwy 04–22 shall tkf and land on Rwy 22. ACTIVATE HIRL Rwy 04–22; REIL Rwy 04 and MALSF Rwy 22—122.7.

WEATHER DATA SOURCES: AWOS–3 118.025 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **BANGOR APP/DEP CON** 124.5 **CLNC DEL** 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 156° 32.2 NM to fld. 360/19W. **HIWAS.**

SURRY NDB (MHW/LOM) 330 BH N44°32.32′ W68°18.40′ 223° 5.8 NM to fld.

ILS/DME 108.3 I–BHB Chan 20 Rwy 22. Class IB. LOM SURRY NDB. Unmonitored.

BELFAST N44°29.05′ W68°55.63′ MONTREAL

RCO 121.975 (BANGOR RADIO) L–32I

BELFAST MUNI (BST) 1 SW UTC−5(−4DT) N44°24.57′ W69°00.72′ MONTREAL

198 B **FUEL** 100LL NOTAM FILE BGR L–32I

RWY 15–33: H4000X100 (ASPH) S–30 MIRL 1.0% up NW IAP

RWY 15: REIL. Brush. **RWY 33:** REIL. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel and service call 207–338–4736 24 hr PPR. Rwy 15–33 turkeys and deer on and invof rwy. Obstruction lgts along both sides of primary surface and treeline. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

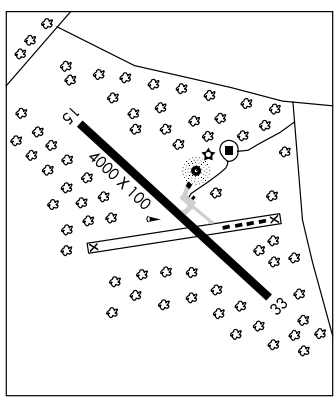
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BANGOR APP/DEP CON** 118.925 **CLNC DEL** 121.975 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 212° 26.6 NM to fld. 360/19W. **HIWAS.**

NDB (MHW) 278 BST N44°24.66′ W69°00.64′ at fld.



LOC/DME I-BHB	APP CRS	Rwy Idg 5200
108.3	224°	TDZE 83
Chan 20		Apt Elev 83

ILS or LOC RWY 22

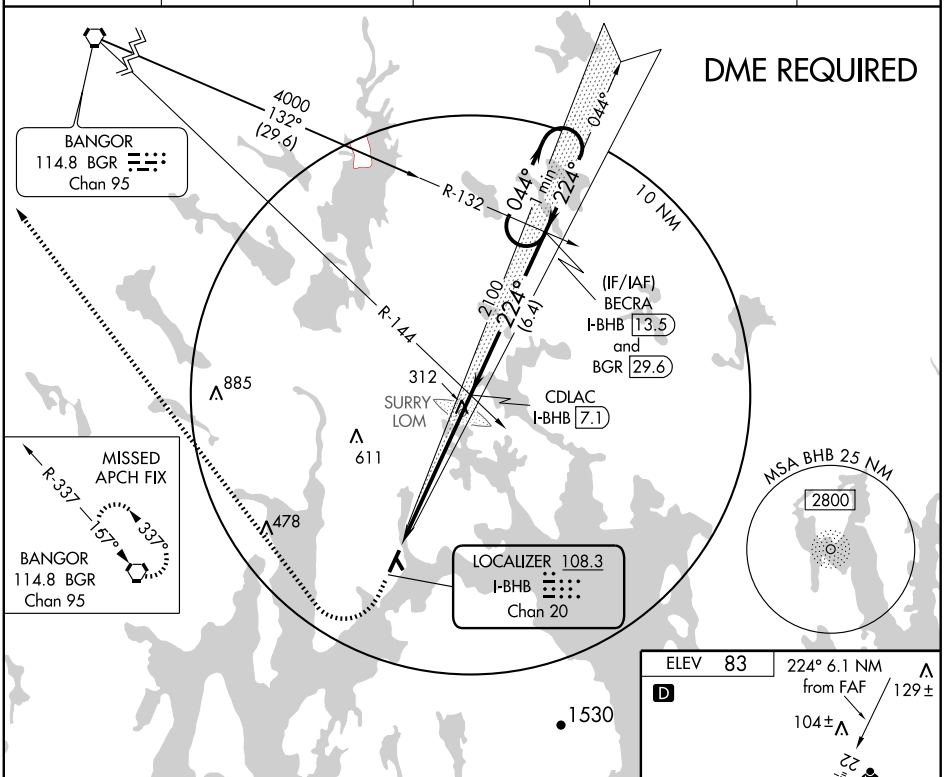
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

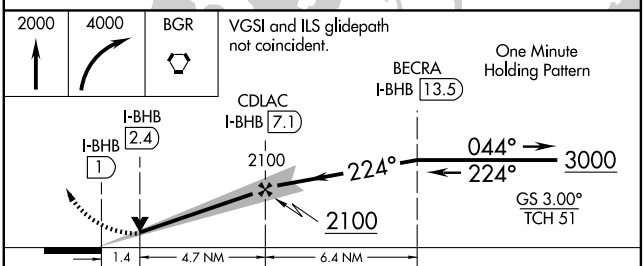
If local altimeter setting not received, use Bangor altimeter setting and increase all DAs/MDAs 100'. VDP NA when using Bangor altimeter setting. Inoperative table does not apply to S-LOC-22 Cat C.

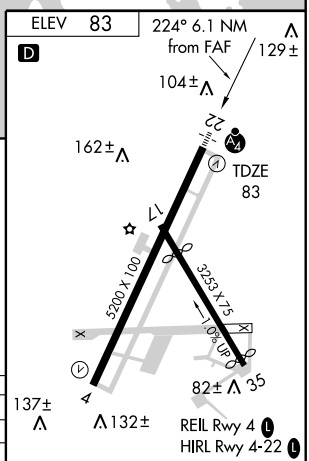
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-ILS 22	283-¾ 200 (200-¾)			
S-LOC 22	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	044°	TDZE	83
Chan 20		Apt Elev	83

LOC/DME BC RWY 4

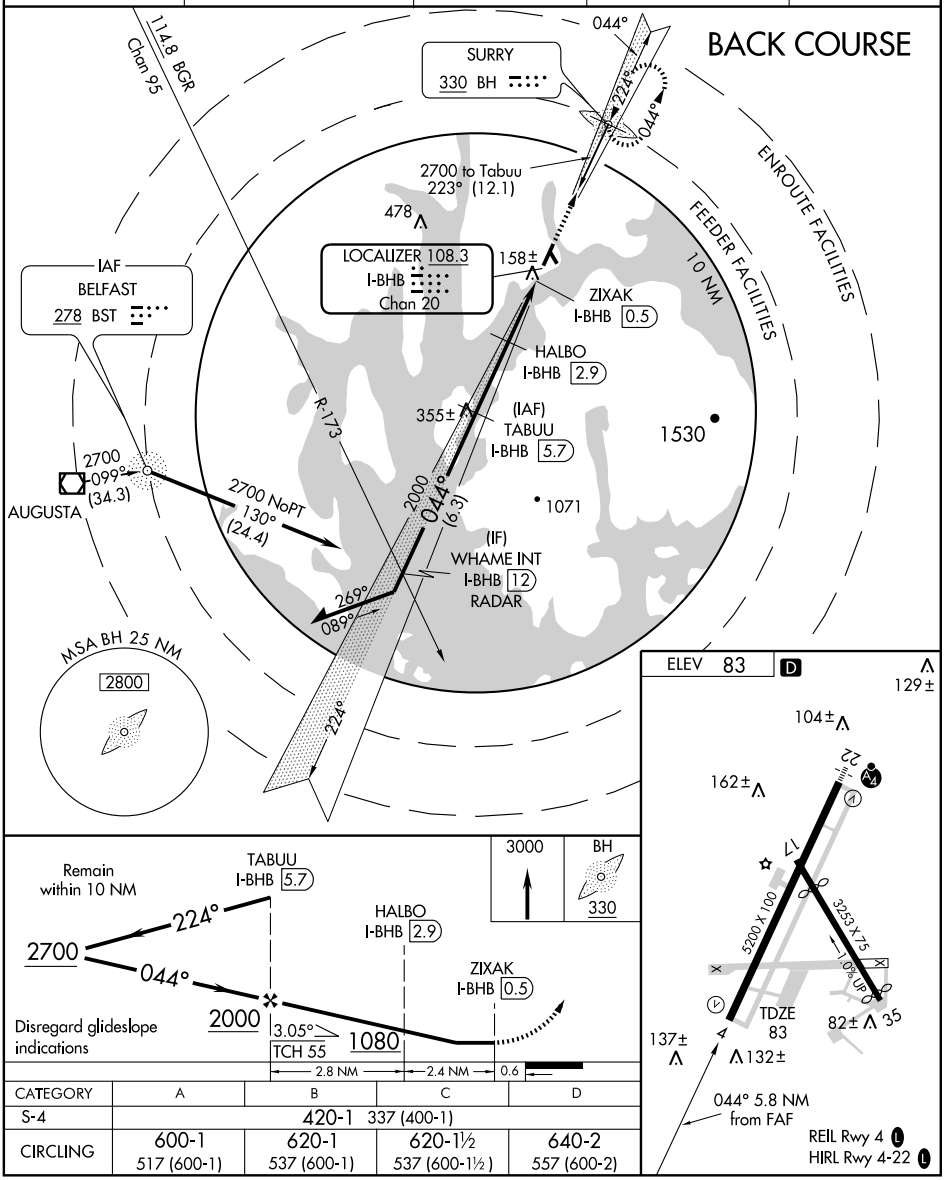
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

▼ If local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDAs 100'.
▲ ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct SURRY LOM and hold, continue climb-in-hold to 3000.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L

NE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-4	420-1 337 (400-1)			
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

44°27'N - 68°22'W

LOC/DME BC RWY 4

WAAS	APP CRS	Rwy Idg	5200
Ch 65900	044°	TDZE	83
W04A		Apt Elev	83

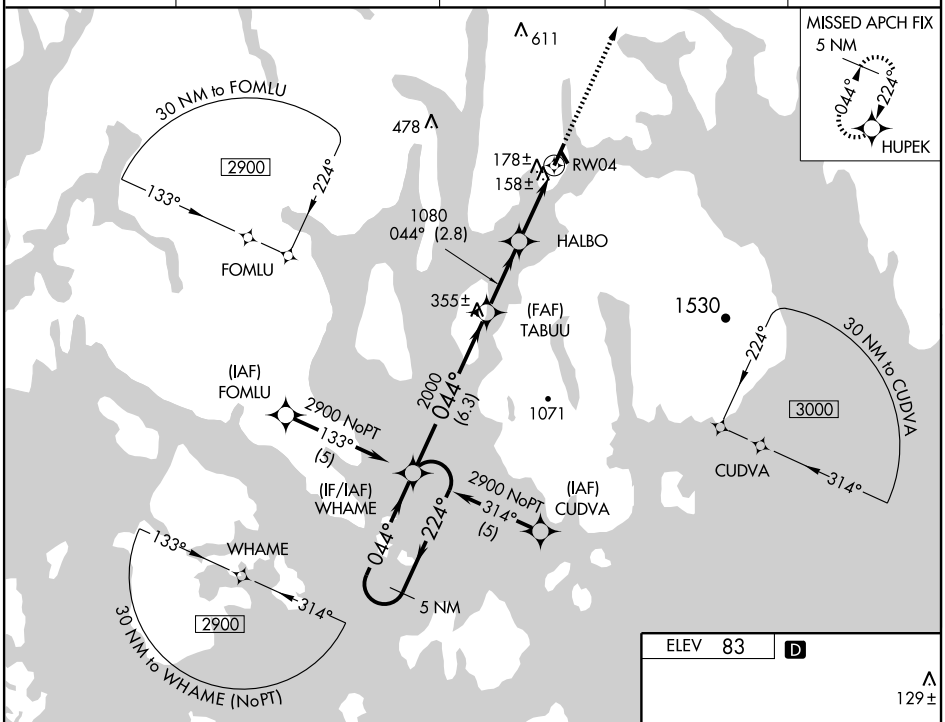
RNAV (GPS) RWY 4

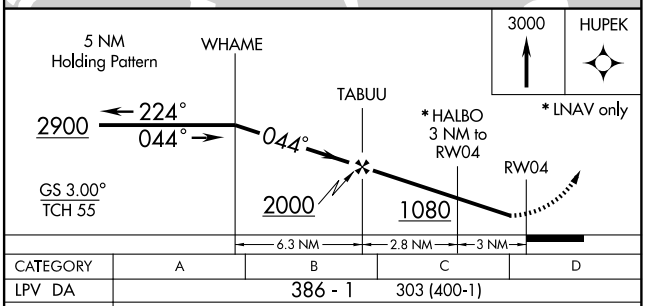
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

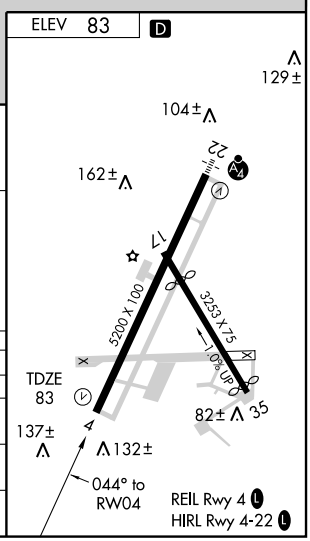
T A W If local altimeter setting not received, use Bangor Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUPEK and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	386 - 1		303 (400-1)	
LNAV/VNAV DA	525 - 1½		442 (500-1½)	
LNAV MDA	480 - 1		397 (400-1)	480 - 1¼ 397 (400-1¼)
CIRCLING	600 - 1½ 517 (600-1½)	620 - 1½	537 (600-1½)	640 - 2 557 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5200
Ch 86305	224°	TDZE	83
W22A		Apt Elev	83

RNAV (GPS) RWY 22

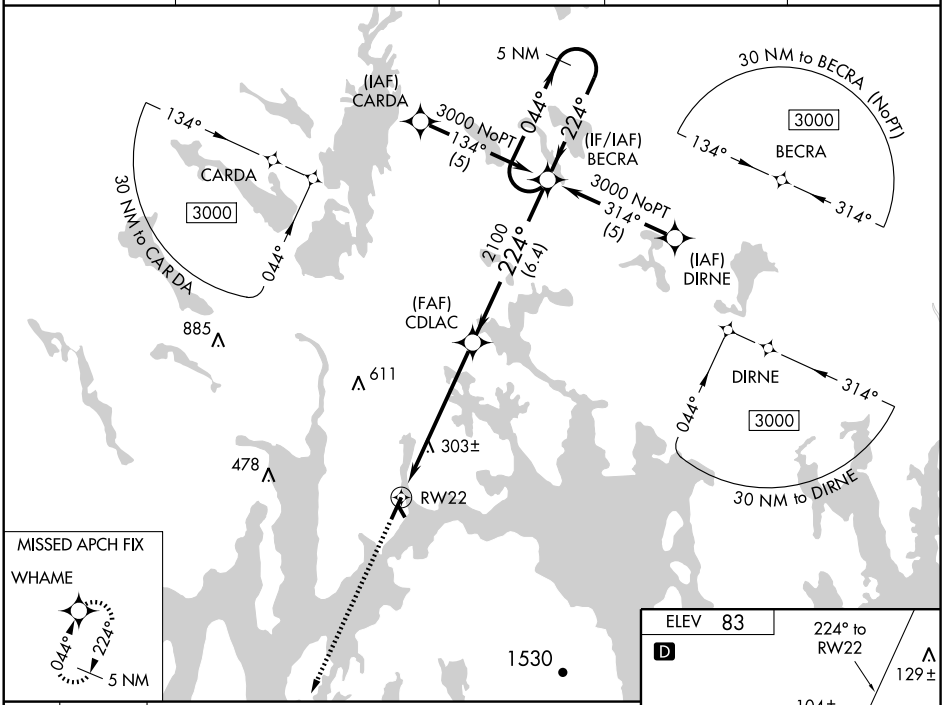
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

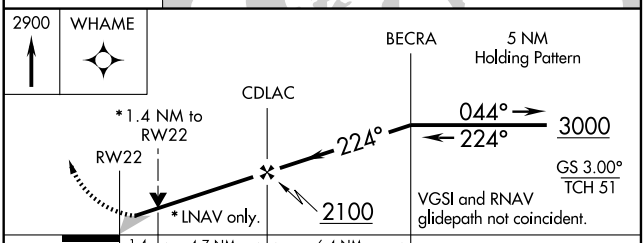
WAAS VNAV NA. If local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416, LNAV/VNAV DA to 623, all MDAs 100'. VDP NA when using Bangor altimeter setting. Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

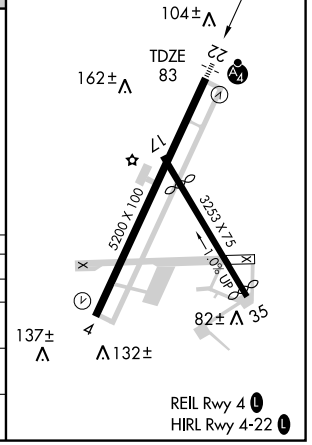
MALSF

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	333-1 250 (300-1)			
LNAV/ VNAV DA	472-1½ 389 (400-1½)			
LNAV MDA	580-¾ 497 (500-¾)		580-1 ¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BAR HARBOR

HANCOCK CO–BAR HARBOR (BHB) 8 NW UTC−5(−4DT) N44°26.99′ W68°21.69′ HALIFAX

83 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE BHB H–11D, L–32I

RWY 04–22: H5200X100 (ASPH) D–72, 2S–91, 2D–100 HIRL IAP

RWY 04: REIL. VASI(V4L)—GA 3.0°TCH 55′. Pole.

RWY 22: MALSF. VASI(V4L)—GA 3.0°TCH 55′.

RWY 17–35: H3253X75 (ASPH) S–13, D–20 1.0% up NW

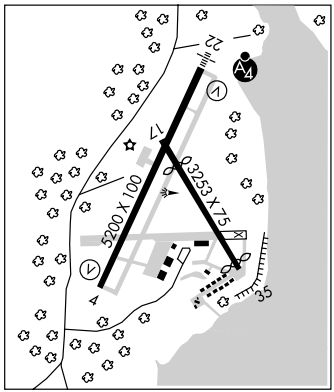
RWY 17: Thld dsplcd 684′. Trees.

RWY 35: Thld dsplcd 111:

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 04: TORA–5200 TODA–5200 ASDA–5200 LDA–5200

RWY 22: TORA–5200 TODA–5200 ASDA–5200 LDA–5200



AIRPORT REMARKS: Attended 1200Z‡–dusk. Grass areas unavbl for acft ops except PPR 207–667–7329. Gulls and deer on and invof arpt. Glider ops on and invof arpt. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at ground level. Full depth transverse cracking full length of rwy. During VFR conditions when wind speed is less than 5 kts as reported by AWOS or UNICOM all acft using Rwy 04–22 shall tkf and land on Rwy 22. ACTIVATE HIRL Rwy 04–22; REIL Rwy 04 and MALSF Rwy 22—122.7.

WEATHER DATA SOURCES: AWOS–3 118.025 (207) 667–7364.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **BANGOR APP/DEP CON** 124.5 **CLNC DEL** 119.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 156° 32.2 NM to fld. 360/19W. **HIWAS.**

SURRY NDB (MHW/LOM) 330 BH N44°32.32′ W68°18.40′ 223° 5.8 NM to fld.

ILS/DME 108.3 I–BHB Chan 20 Rwy 22. Class IB. LOM SURRY NDB. Unmonitored.

BELFAST N44°29.05′ W68°55.63′ MONTREAL

RCO 121.975 (BANGOR RADIO) L–32I

BELFAST MUNI (BST) 1 SW UTC−5(−4DT) N44°24.57′ W69°00.72′ MONTREAL

198 B **FUEL** 100LL NOTAM FILE BGR L–32I

RWY 15–33: H4000X100 (ASPH) S–30 MIRL 1.0% up NW IAP

RWY 15: REIL. Brush. **RWY 33:** REIL. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel and service call 207–338–4736 24 hr PPR. Rwy 15–33 turkeys and deer on and invof rwy. Obstruction lgts along both sides of primary surface and treeline. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

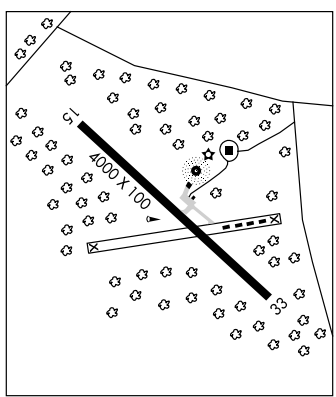
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BANGOR APP/DEP CON** 118.925 **CLNC DEL** 121.975 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 212° 26.6 NM to fld. 360/19W. **HIWAS.**

NDB (MHW) 278 BST N44°24.66′ W69°00.64′ at fld.



NDB BST 278	APP CRS 144°	Rwy Idg 4000 TDZE 198 Apt Elev 198

NDB RWY 15
BELFAST MUNI (BST)

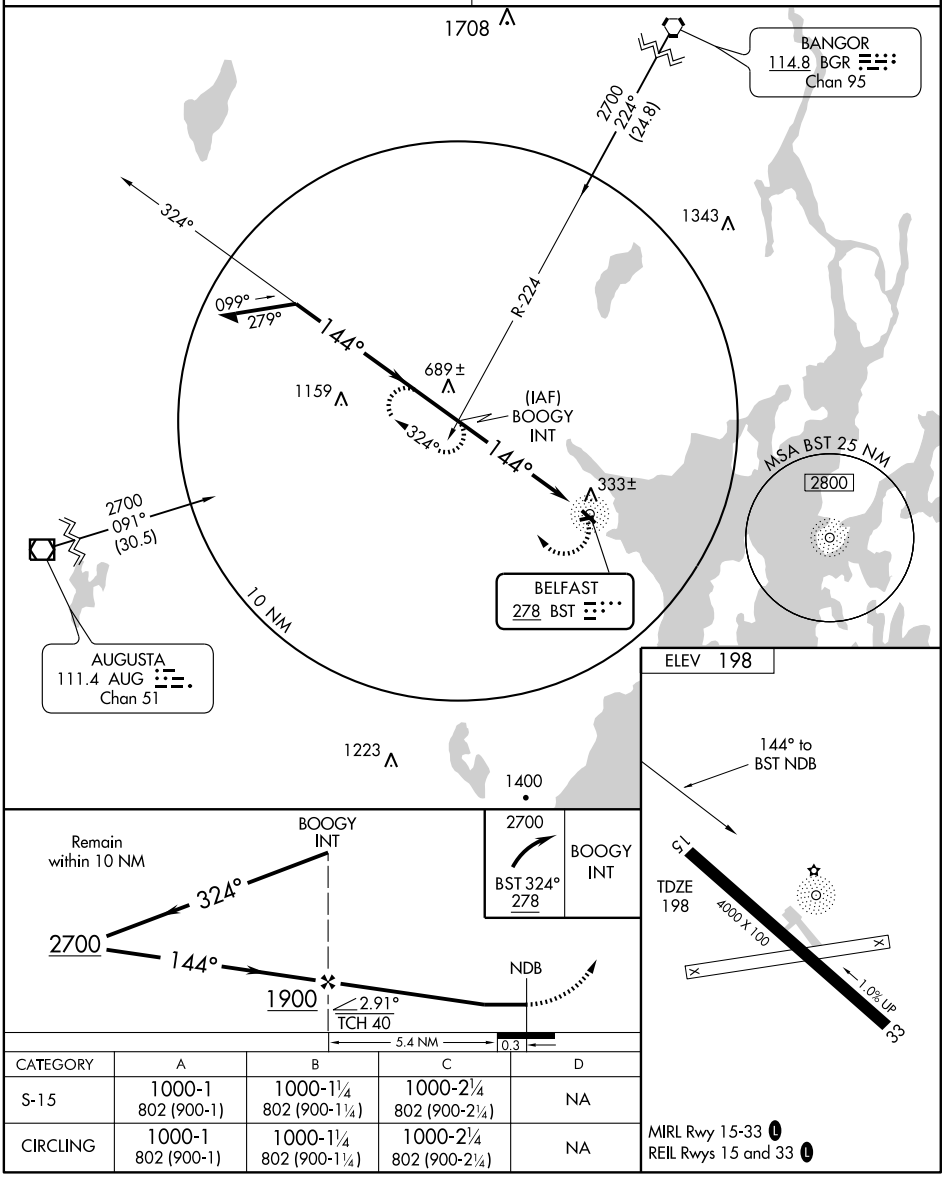
NA

Use Bangor altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via BST 324° bearing to BOOGY Int and hold.

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA
CIRCLING	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

BELFAST MUNI (BST)

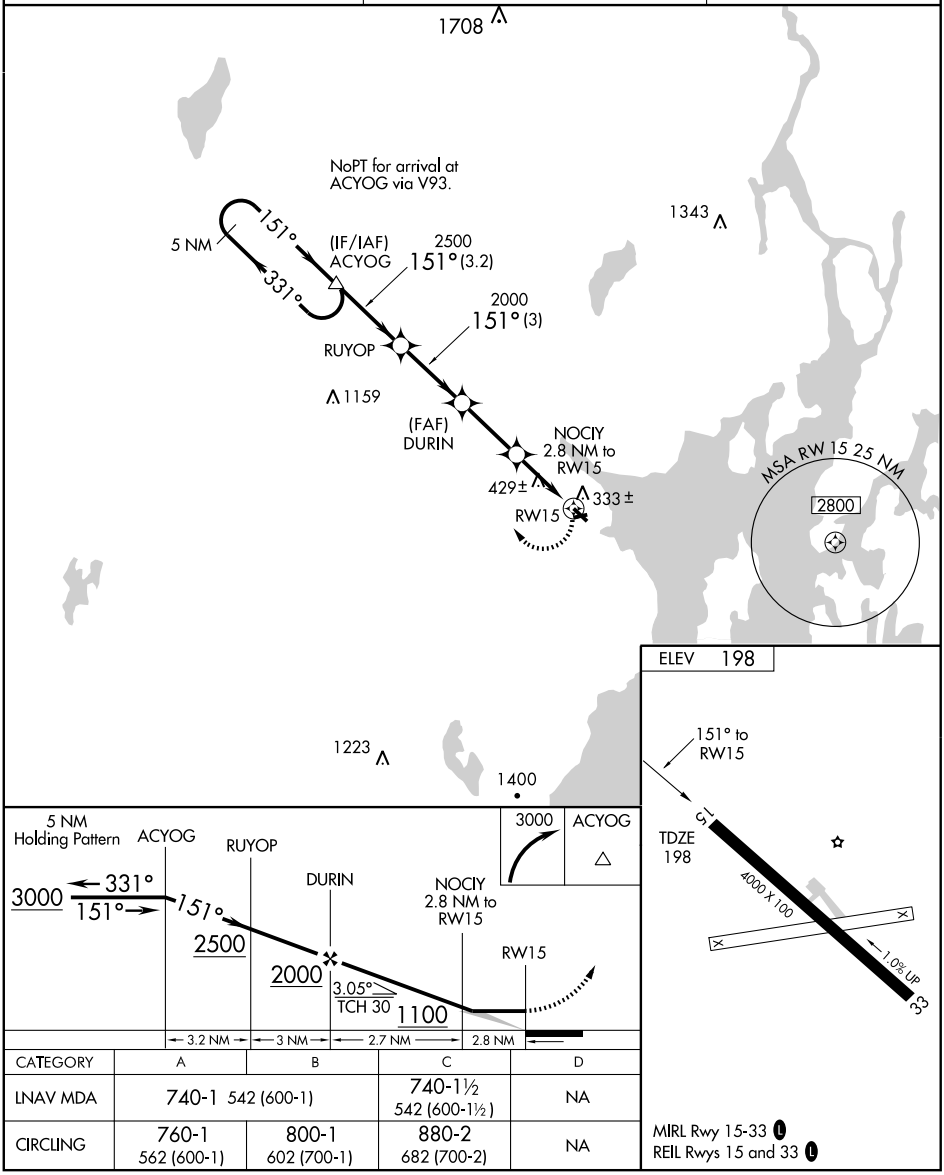
APP CRS	Rwy Idg	4000
151°	TDZE	198
	Apt Elev	198

DME/DME RNP-0.3 NA.
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct ACYOG and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 542 (600-1)		740-1½ 542 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
332°	TDZE	190
	Apt Elev	198

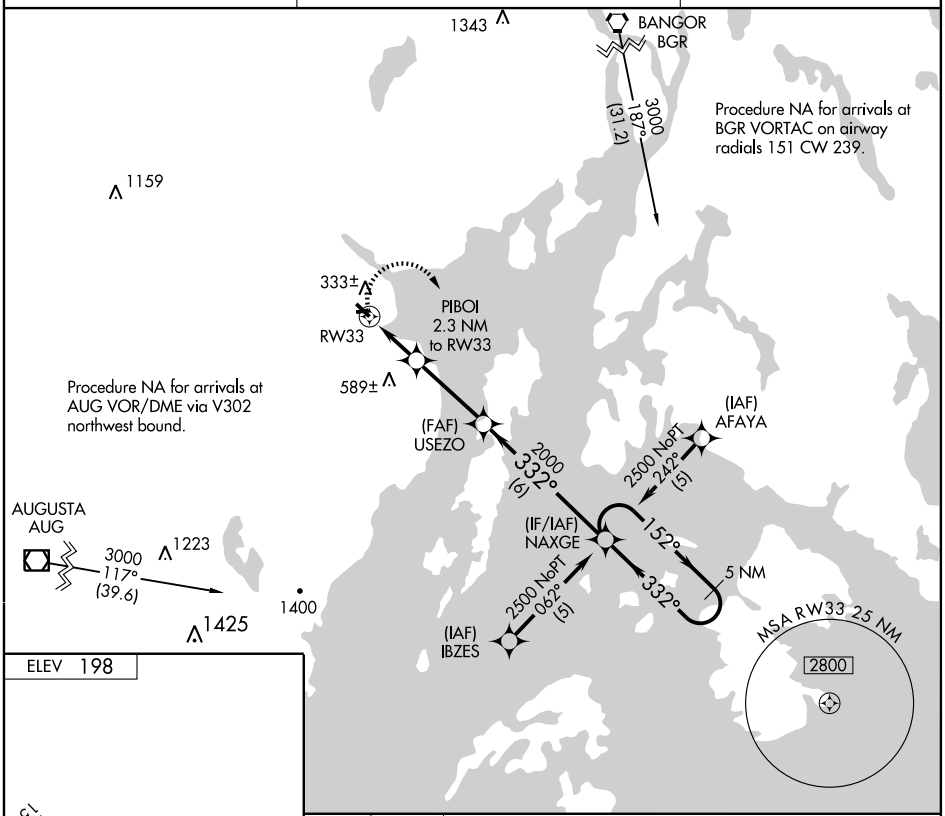
RNAV (GPS) RWY 33

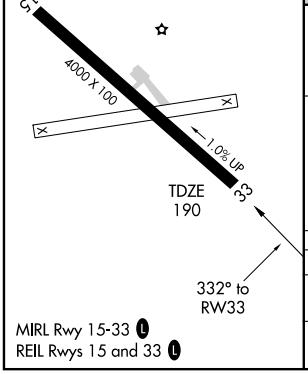
BELFAST MUNI (BST)

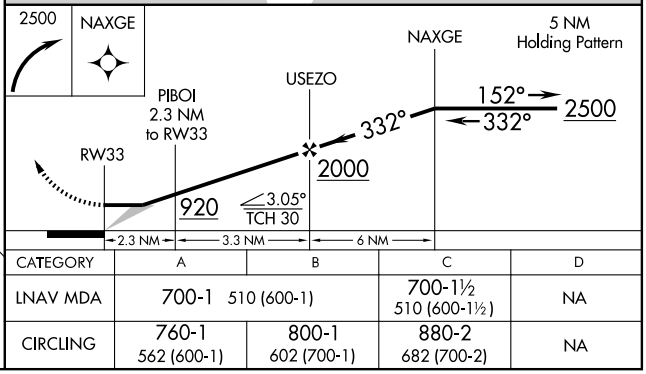
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct NAXGE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L





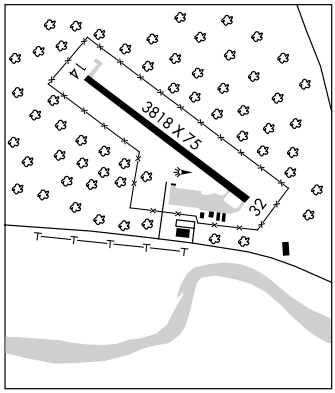


CATEGORY	A	B	C	D
LNAV MDA	700-1 510 (600-1)		700-1½ 510 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

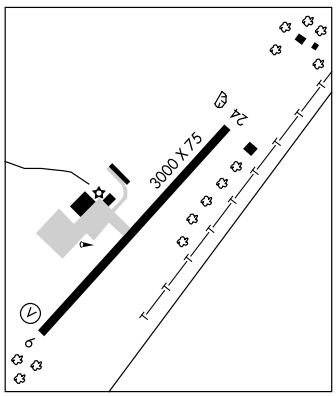
MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BETHEL RGNL (ØB1) 2 NW UTC−5(−4DT) N44°25.52′ W70°48.60′ **MONTREAL**
654 **FUEL** 100LL NOTAM FILE BGR **L–32H**
RWY 14–32: H3818X75 (ASPH) LIRL (NSTD)
AIRPORT REMARKS: Unattended. Self–serv avbl 24 hrs with charge card. Unlgtd mountainous terrain. For rwy conditions or other information, ctc arpt information line 207–824–3100. Powered parachute activity occasionally in terminal area surrounding arpt. ACTIVATE NSTD LIRL Rwy 14–32—CTAF 5 clicks, stays on for 15 min and flashes prior to shut–down. 5 more clicks anytime while on re-sets 15 min cycle. Lgtd windsock and apron lgts on continuously at night. No fees for parking, tie down, overnight electrical A/C hook up.
WEATHER DATA SOURCES: AWOS–3 (207) 824–0475. ACTIVATE AWOS–3 via phone (207) 824–0475 or key CTAF 3 times. Wind, ceiling, temperature, dew point unreliable.
COMMUNICATIONS: CTAF 122.9
PORTLAND APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 145° 20.4 NM to fld. 1731/17 W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



BIDDEFORD MUNI (B19) 2 S UTC−5(−4DT) N43°27.85′ W70°28.34′ **NEW YORK**
157 B S4 **FUEL** 100LL TPA—995(838) NOTAM FILE BGR **L–32H**
RWY 06–24: H3000X75 (ASPH) S–25 MIRL 0.3% up NE **IAP**
RWY 06: REIL. VASI(V4L)—GA 3.5°TCH 31′. Brush.
RWY 24: Brush.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1300–2200Z‡. Deer and turkeys on and invof arpt. Noise Abatement in effect 24hrs, for specifics ctc FBO 877–247–1878. Rwy 24 calm wind rwy. ACTIVATE MIRL Rwy 06–24 and REIL Rwy 06—CTAF; VASI Rwy 06 ops 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 123.0
WATERBORO RCO 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 126.05
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 086° 6.6 NM to fld. 190/17W.



BLUE HILL (Ø7B) 3 NE UTC−5(−4DT) N44°26.88′ W68°34.18′ **HALIFAX**
360 NOTAM FILE BGR
RWY 16–34: 3186X100 (TURF)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. Rwy 16–34 bordered on both sides by 40′ to 70′ trees. Rwy not plowed during winter months and CLOSED when snow on surface except to ski acft.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

BOWDOINHAM
MERRYMEETING FLD (Ø8B) 1 SE UTC−5(−4DT) N44°00.00′ W69°53.23′ **MONTREAL**
65 B NOTAM FILE BGR
RWY 14–32: 1935X100 (TURF) LIRL
RWY 14: Thld dsplcd 417′. Trees. **RWY 32:** Thld dsplcd 143′. Trees.
AIRPORT REMARKS: Attended irregularly. No line of sight between rwy ends. Frost heave mid-field. Turf areas may be soft. Rwy 14–32 LIRL OTS indef. Rotating bcn OTS indef. Rwy 14 dsplcd thld lights OTS indef. Rwy 32 dsplcd thld lights OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

RNAV (GPS) RWY 6

BIDDEFORD MUNI (B19)

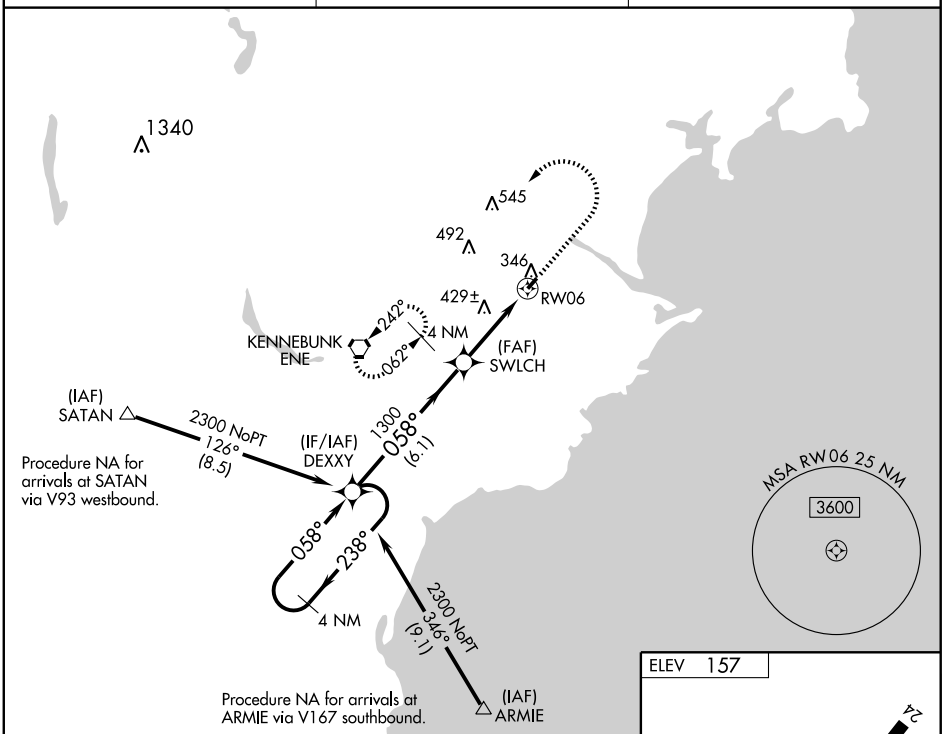
APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

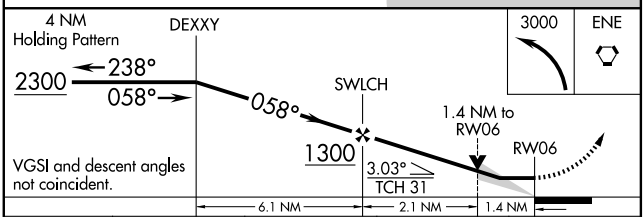
Circling to Rwy 24 NA at night. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sanford altimeter setting. VDP NA with Sanford altimeter setting.

NA

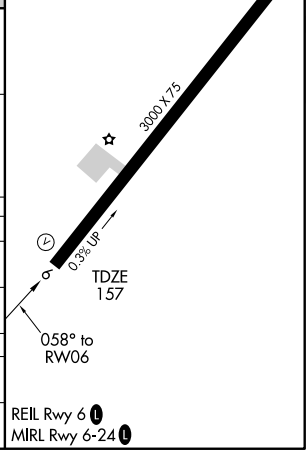
MISSED APPROACH: Climbing left turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	780-1	623 (700-1)	780-1¾ 623 (700-1¾)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	820-1	663 (700-1)	820-1¾ 663 (700-1¾)	NA



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ENE	APP CRS	Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

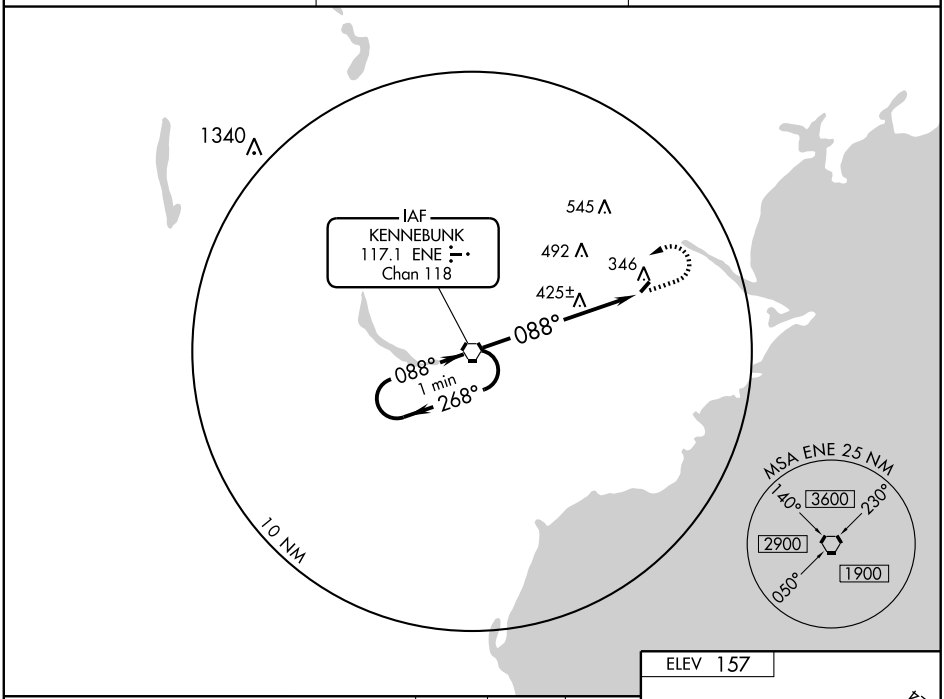
VOR RWY 6

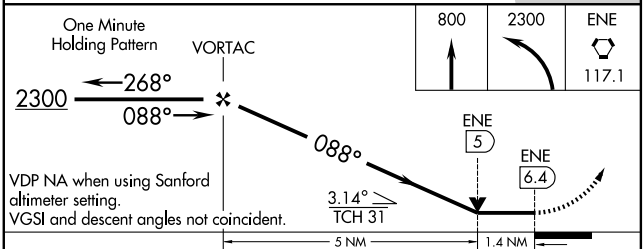
BIDDEFORD MUNI (B19)

T NA — Obtain local altimeter on CTAF; when not received, use Sanford altimetersetting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VORTAC and hold.

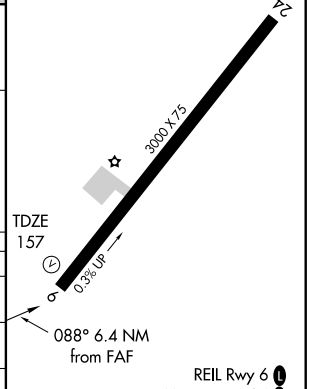
PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L





800	2300	ENE
		117.1

CATEGORY	A	B	C	D
S-6	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA



FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BOWMAN FLD (See LIVERMORE FALLS)

BRACY N44°27.61′ W69°44.09′ NOTAM FILE WVL. MONTREAL
NDB (MHW/LOM) 399 RL 049° 4.9 NM to Waterville Robert Lafleur. L–32H
NDB/LOM unusable byd 15 NM.

BRADFORD CAMPS SPB (See ASHLAND)

BRANDY POND SPB (See NAPLES)

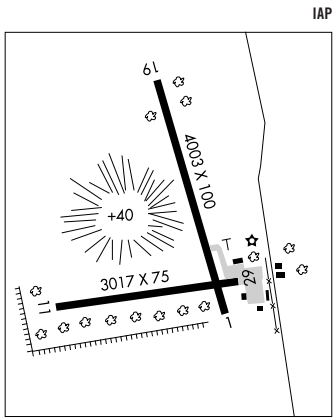
BREWER (ØB2) 2 S UTC−5(−4DT) N44°45.83′ W68°46.07′ HALIFAX
124 NOTAM FILE BGR
RWY 01–19: 1730X30 (TURF)
RWY 01: Brush. Rgt tfc. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Rwy 01–19 +25′ trees and brush 30′ from centerline along east side. Wildlife on or invof arpt. Public golfcourse at EOR 01. Turf area not maintained. Occasional soft mud either side of rwy.
COMMUNICATIONS: CTAF 122.9 **CLNC DEL** 125.3 (Bangor App Con)

BUCKHORN CAMPS SPB (See NORCROSS/MILLINOCKET)

BUCKS HARBOR N44°37.68′ W67°23.70′ HALIFAX
RCO 122.5 (BANGOR RADIO) L–32I

BURNHAM N44°41.84′ W69°21.47′ NOTAM FILE BGR. MONTREAL
NDB (MHW) 348 BUP 009° 4.3 NM to Pittsfield Muni. Unusable byd 20 NM. L–32H

CARIBOU MUNI (CAR) 1 NW UTC−5(−4DT) N46°52.29′ W68°01.08′ HALIFAX
626 B S4 **FUEL** 100LL TPA–See Remarks AOE NOTAM FILE CAR L–32I
RWY 01–19: H4003X100 (ASPH) S–30 MIRL IAP
RWY 01: Ground. **RWY 19:** Ground.
RWY 11–29: H3017X75 (ASPH) S–30 MIRL
RWY 11: Trees. **RWY 29:** Building.
AIRPORT REMARKS: Attended Mon–Fri 1200–2030Z‡. 24 hr fuel avbl with credit card. TPA for light acft 1426(800), TPA for multi and large single engine acft 1626(1000). ACTIVATE MIRL Rwys 01–19 and 11–29—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 135.125 (207) 496–3153.
COMMUNICATIONS: CTAF/UNICOM 122.8
CARIBOU RCO 122.3 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (H) VORW/DME 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 049° 6.6 NM to fld. 590/21W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc Del provided by Boston Center on 124.75.



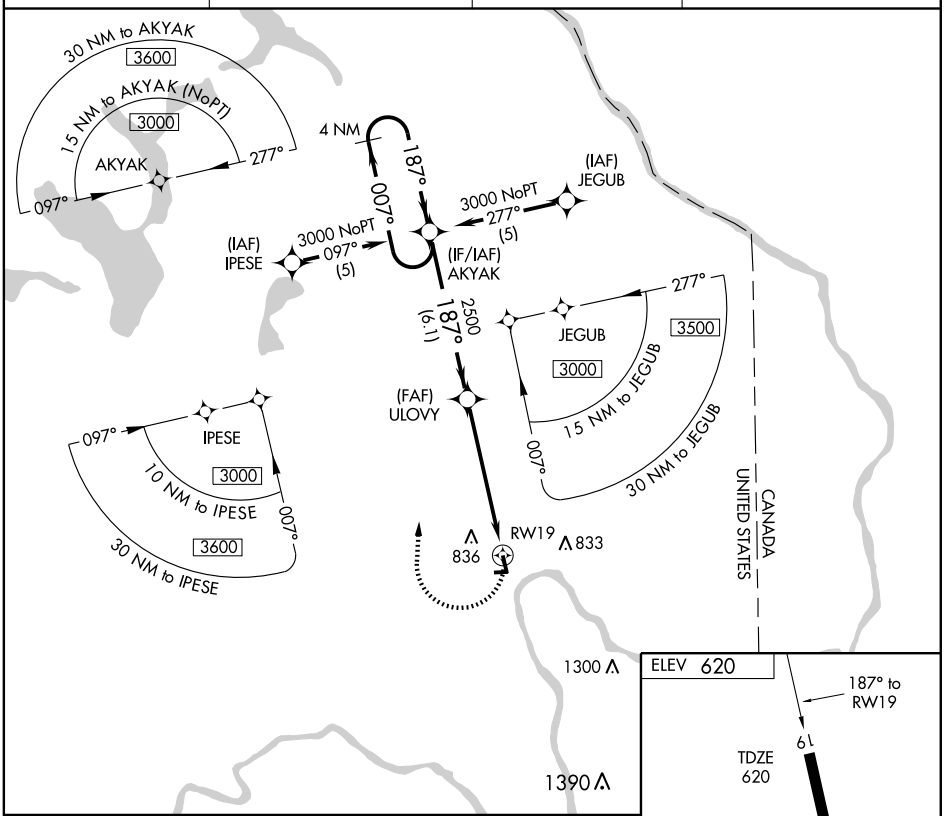
APP CRS	Rwy Idg	4003
187°	TDZE	620
	Apt Elev	620

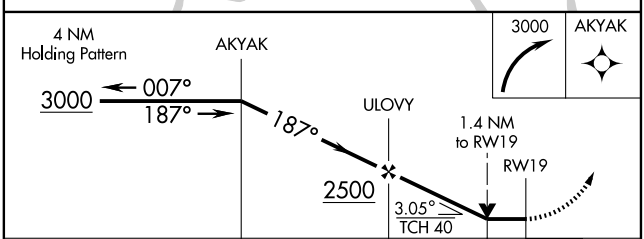
RNAV (GPS) RWY 19
CARIBOU MUNI (CAR)

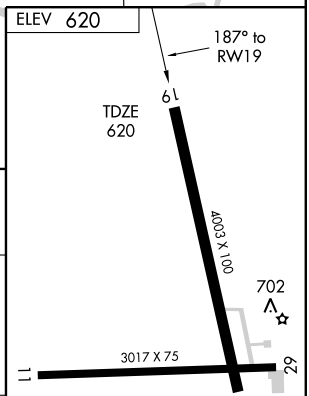
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct AKYAK WP and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	500 (500-1)	1120-1¼ 500 (500-1¼)	1120-1½ 500 (500-1½)
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1180-2 560 (600-2)

MIRL Rwys 1-19 and 11-29 L

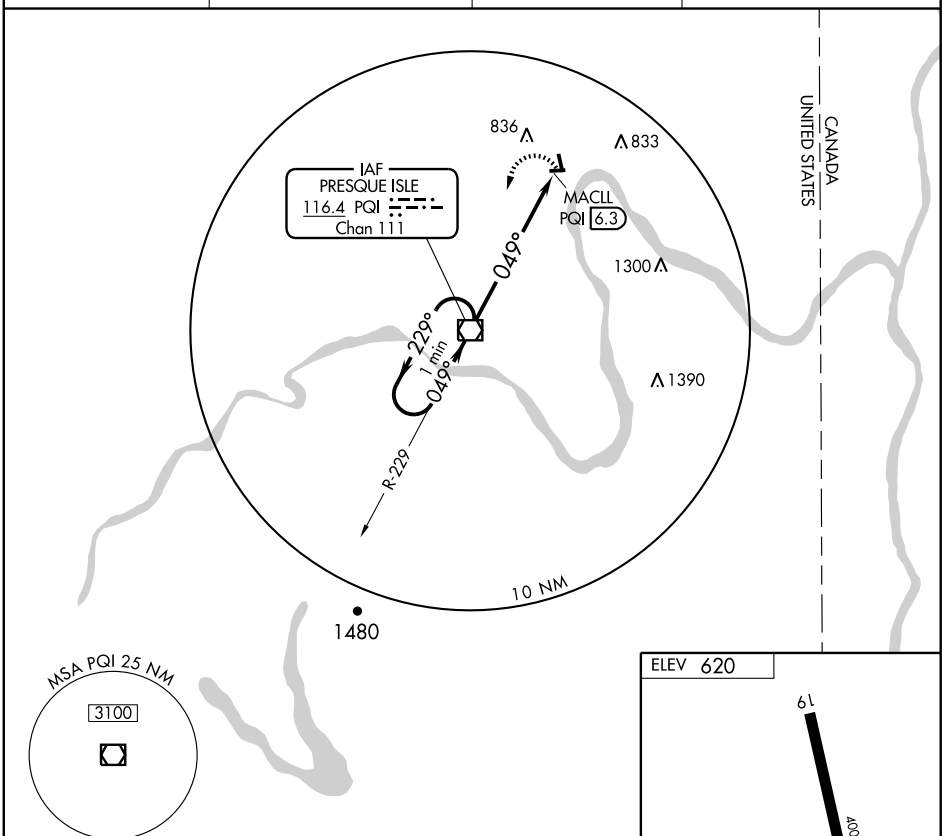
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

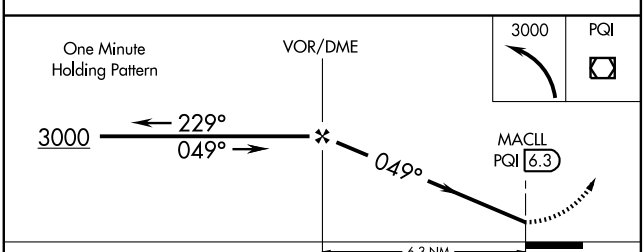
VOR/DME PQI	APP CRS	Rwy Idg	N/A
116.4	049°	TDZE	N/A
Chan 111		Apt Elev	620

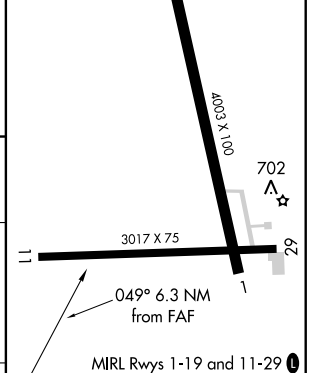
VOR-A
CARIBOU MUNI (CAR)

MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L





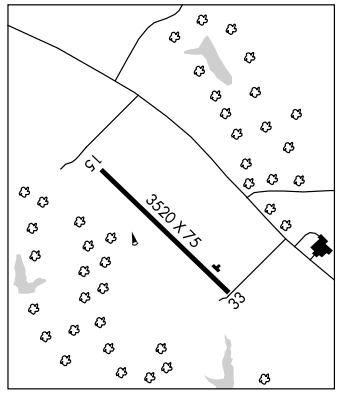


CATEGORY	A	B	C	D
CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	NA

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

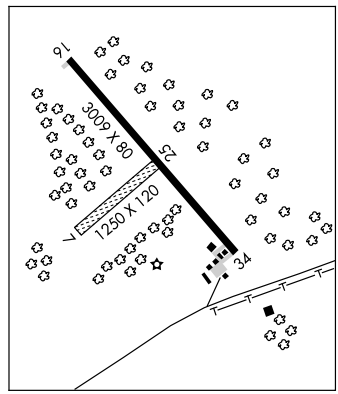
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEBLOIS FLIGHT STRIP (43B) 2 SE UTC−5(−4DT) N44°43.59′ W67°59.44′ **HALIFAX**
217 NOTAM FILE BGR **L–32I**
RWY 15–33: H3520X75 (ASPH) S–84, D–200, 2D–400
RWY 33: Trees.
AIRPORT REMARKS: Unattended. CLOSED during winter months except to ski acft. Daylight use only.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 119° 38.4 NM to fld. 360/19W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



DEWITT FLD, OLD TOWN MUNI (See OLD TOWN)

DEXTER RGNL (1BØ) 3 E UTC−5(−4DT) N45°00.25′ W69°14.22′ **MONTREAL**
533 B NOTAM FILE BGR **L–32H**
RWY 16–34: H3009X80 (ASPH) S–30 LIRL **IAP**
RWY 16: Tree.
RWY 34: Tree.
RWY 07–25: 1250X120 (TURF)
AIRPORT REMARKS: Unattended. Rwy 34 30′ dropoff 30′ from end of rwy. Rwy 16 30′ dropoff 145′ from end of rwy. There is no line of sight between rwy ends. ACTIVATE LIRL Rwy 16–34–122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BANGOR APP/DEP CON** 118.925
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 321° 18.3 NM to fld. 360/19W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



DIXFIELD

SWANS FLD (3S2) 3 SE UTC−5(−4DT) N44°30.85′ W70°24.41′ **MONTREAL**
400 NOTAM FILE BGR
RWY 12–30: 1808X40 (TURF)
RWY 12: Trees. **RWY 30:** Berm.
AIRPORT REMARKS: Unattended. Rwy not plowed winter months. Ctc arpt manager for rwy conditions in winter.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

DOVER/FOXCROFT

CHARLES A. CHASE JR. MEM FLD (44B) 1 SW UTC−5(−4DT) N45°10.65′ W69°14.68′ **MONTREAL**
520 NOTAM FILE BGR
RWY 09–27: 2926X75 (TURF)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 09–27 thlds unmarked.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

APP CRS	Rwy Idg	3009
337°	TDZE	520
	Apt Elev	534

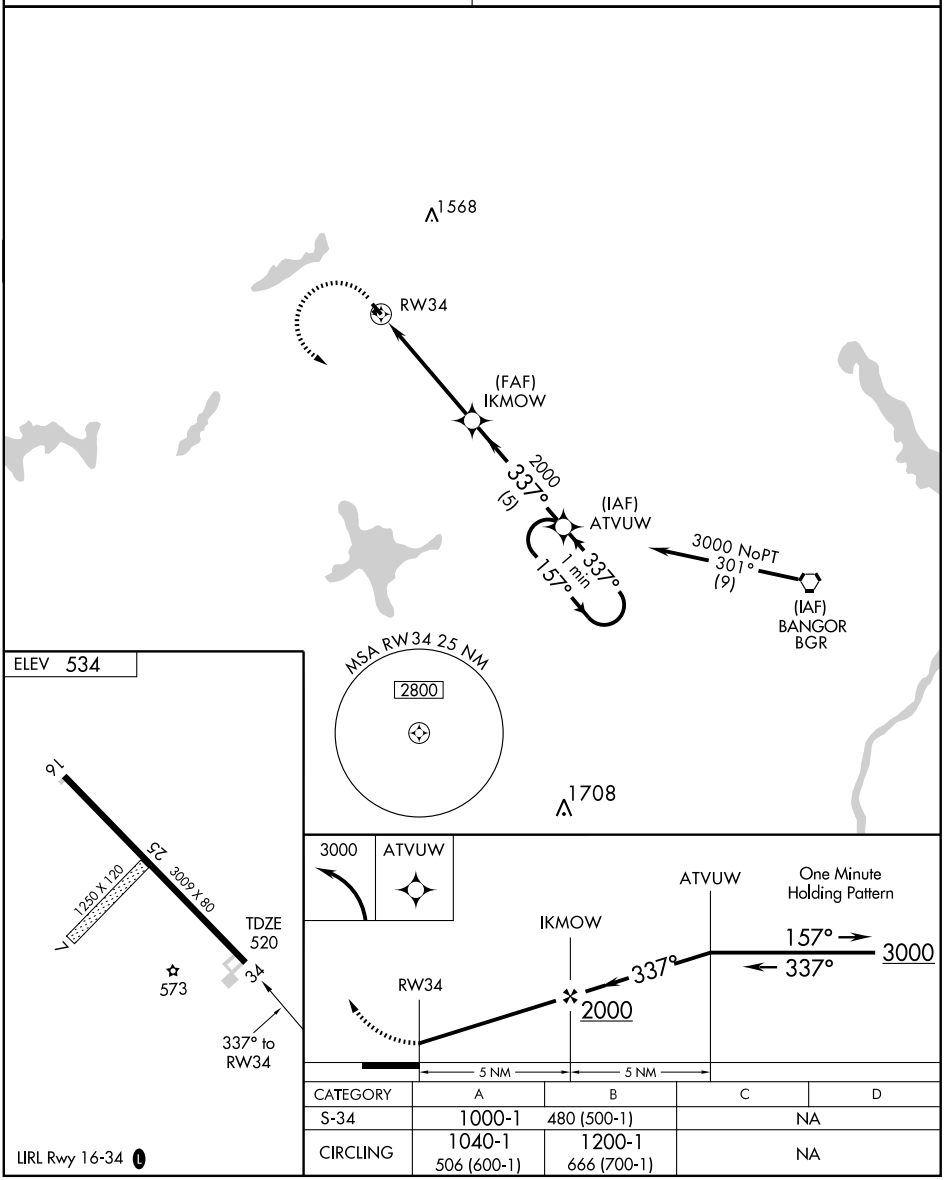
GPS RWY 34
DEXTER RGNL (1BØ)

Use Bangor altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000 direct ATVUW WP and hold.

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	1000-1	480 (500-1)	NA	
CIRCLING	1040-1 506 (600-1)	1200-1 666 (700-1)	NA	

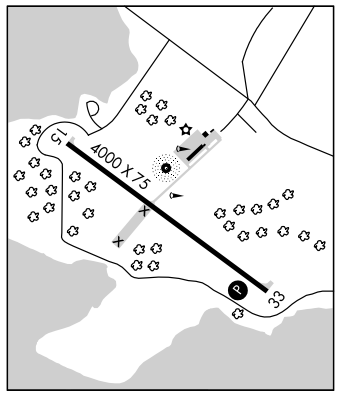
LIRL Rwy 16-34 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DUNNS N44°24.66′ W69°51.64′ NOTAM FILE AUG. MONTREAL
NDB (LOM) 366 AU 171° 6.1 NM to Augusta State. L–32H

EASTERN SLOPES RGNL (See FRYEBURG)

EASTPORT MUNI (EPM) 1 W UTC−5(−4DT) N44°54.61′ W67°00.76′ HALIFAX
45 B **FUEL** 100LL, JET A LRA NOTAM FILE EPM L–32I
RWY 15–33: H4000X75 (ASPH) S–30 MIRL 0.3% up SW IAP
RWY 15: REIL. Tree. **RWY 33:** REIL. PAPI(P2L). Tree.
AIRPORT REMARKS: Unattended. Self-svc fuel avbl 24 hrs. Deer and birds on and in vicinity of rwy. REIL Rwy 15 and Rwy 33 OTS indef. PAPI Rwy 33 OTS indef. ACTIVATE MIRL Rwy 15–33; PAPI Rwy 33; REIL Rwys 15 and 33—CTAF. Customs on request call 207–853–4313.
WEATHER DATA SOURCES: AWOS–A 260 EPM.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
PRINCETON (L) VOR/DME 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 151° 38.7 NM to fld. 400/21W.
NDB (MHW) 260 EPM N44°54.75′ W67°00.73′ at fld. **AWOS–A**. NOTAM FILE EPM. Unusable byd 10 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

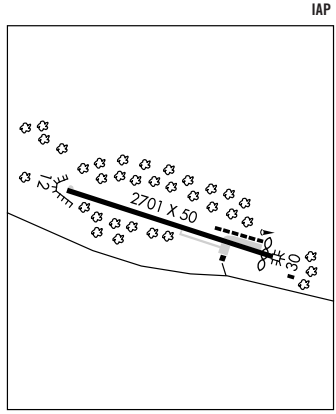


EAST WINTHROP

LAKESIDE MARINA SPB (Ø3M) 4 E UTC−5(−4DT) N44°18.91′ W69°53.22′ MONTREAL
165 **FUEL** MOGAS NOTAM FILE BGR Not insp.
WATERWAY 02–20: 3800X200 (WATER)
WATERWAY 20: Trees.
SEAPLANE REMARKS: Attended 1300–0300Z‡. Daytime use only. For fuel check at motel. Rwy 02 end east of lgthouse; Rwy 20 end east of south tip Hershey Island.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

ELIOT

LITTLEBROOK AIR PARK (3B4) 2 SE UTC−5(−4DT) N43°08.59′ W70°46.34′ NEW YORK
130 TPA—1130(1000) NOTAM FILE BGR L–32H, 33D
RWY 12–30: H2701X50 (ASPH) S–8 LIRL (NSTD) 0.7% up NW IAP
RWY 12: Trees. **RWY 30:** Thld dsplcd 86′. Trees.
AIRPORT REMARKS: Unattended. Broken pavement and debris on all ramp and twyway areas. All twys clsd. Aerobatic activity conducted over and in vicinity of arpt 500 ft thru 5000 ft MSL SR–SS. Contact Manchester App Con for advisory. Birds and deer on and invof arpt. Rwy 12 markings extremely faded, non–standard size, displacement arrows missing. Rwy 30 markings extremely faded, non–standard size, displacement arrows missing. NSTD LIRL due to spacing, rwy lgts are 25′ from rwy edge. Lgts avbl PPR 603–969–5646. No thld lgts avbl.
COMMUNICATIONS: CTAF 122.9
BOSTON APP/DEP CON 125.05 (1100–0500Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 053° 4.4 NM to fld. 99/16W.
ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 168° 5.2 NM to fld. NOTAM FILE BGR.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



EXCAL N46°36.62′ W68°01.16′ NOTAM FILE PQI. HALIFAX
NDB (LOM) 278 PQ 007° 4.8 NM to Northern Maine Rgnl at Presque Isle. Unmonitored. L–32I

NDB EPM	APP CRS	Rwy Idg	4000
260	136°	TDZE	44
		Apt Elev	45

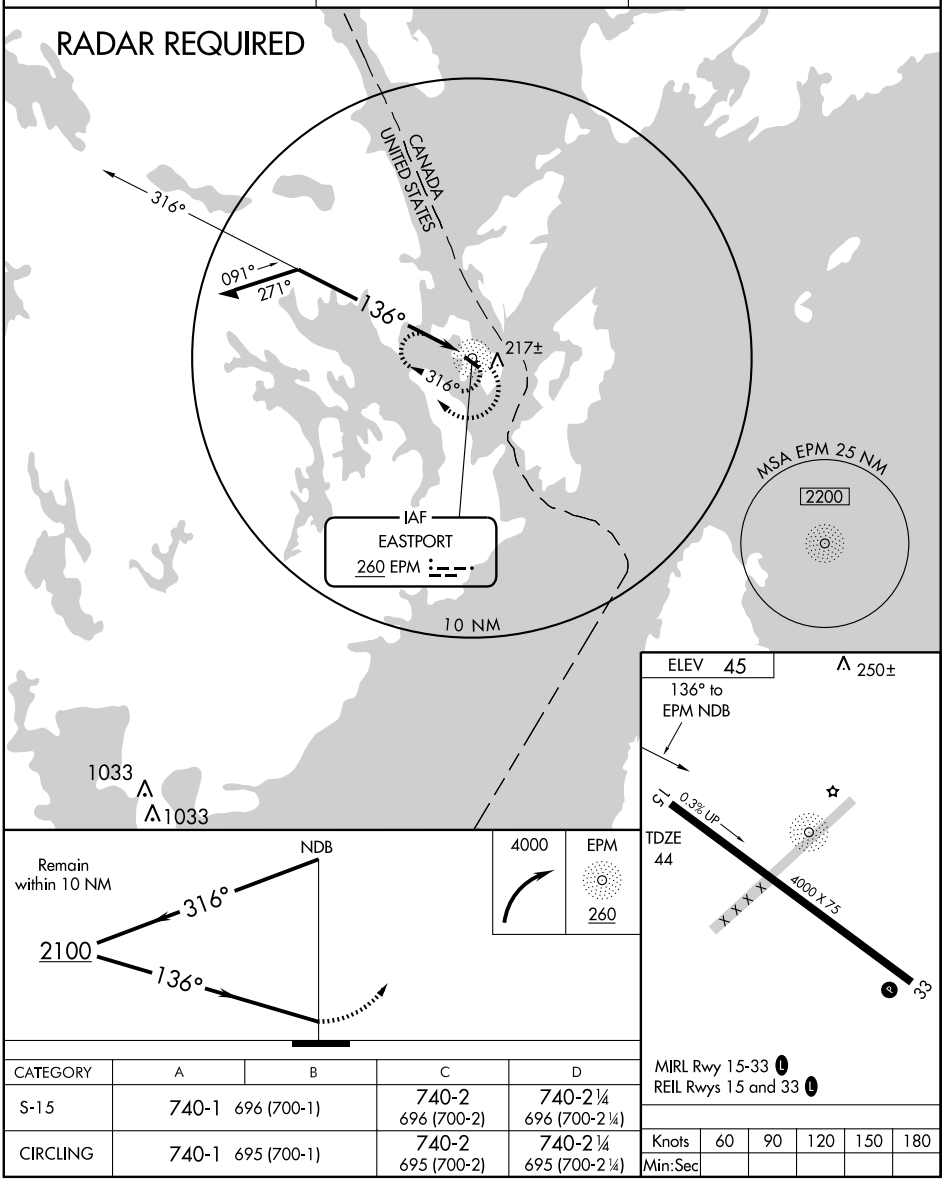
NDB RWY 15
EASTPORT MUNI (EPM)

If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	740-1	696 (700-1)	740-2 696 (700-2)	740-2¼ 696 (700-2¼)
CIRCLING	740-1	695 (700-1)	740-2 695 (700-2)	740-2¼ 695 (700-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

Knots	60	90	120	150	180
Min:Sec					

NE-1, 21 OCT 2010 to 18 NOV 2010

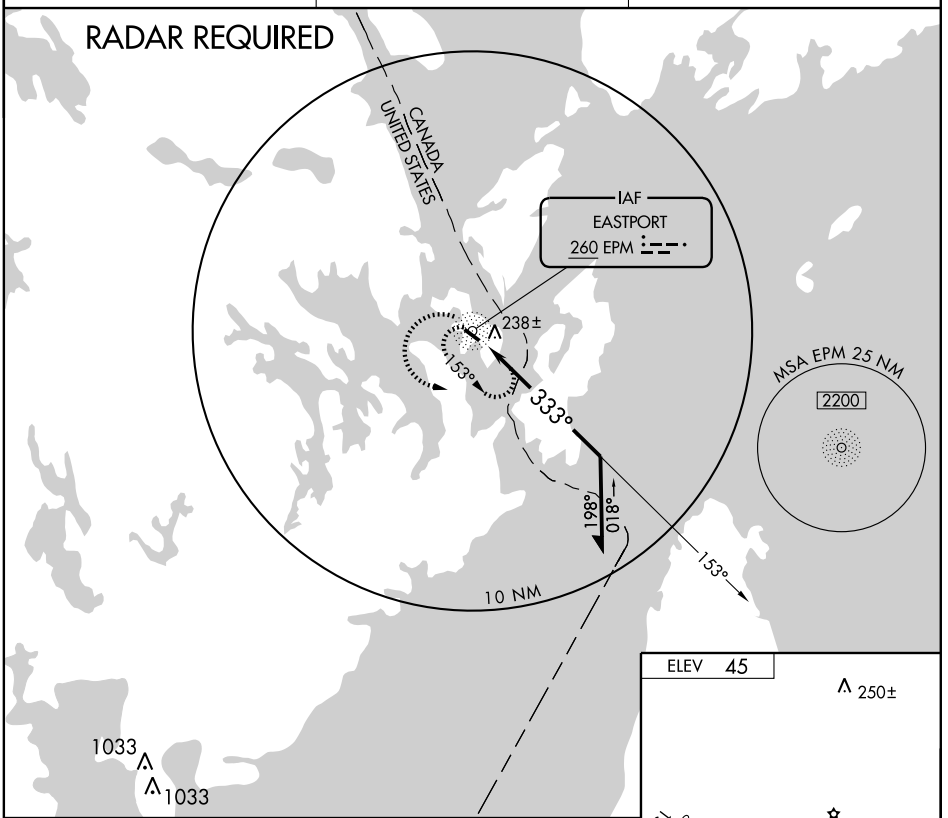
NDB EPM	APP CRS	Rwy Idg	4000
260	333°	TDZE	45
		Apt Elev	45

NDB RWY 33
EASTPORT MUNI (EPM)

▼ NA — If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

EASTPORT MUNI (EPM)

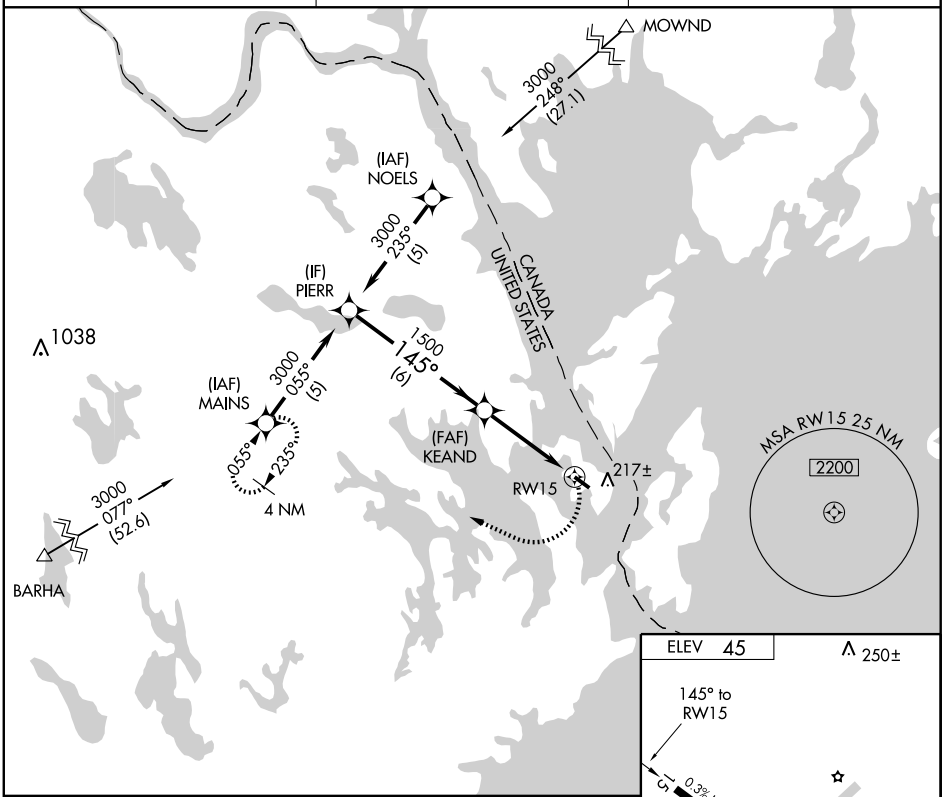
APP CRS	Rwy Idg	4000
145°	TDZE	44
	Apt Elev	45

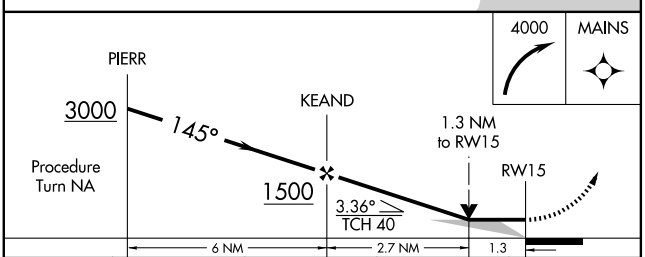
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

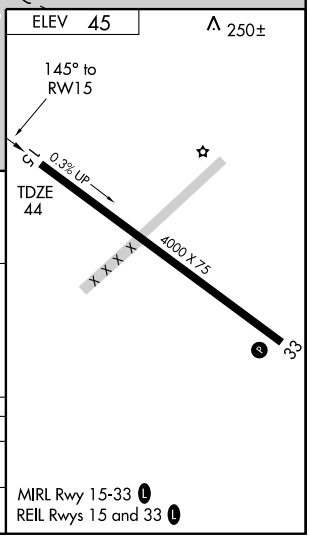
NA

MISSED APPROACH: Climbing right turn to 4000 direct MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 496 (500-1)		540-1¼ 496 (500-1¼)	540-1½ 496 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

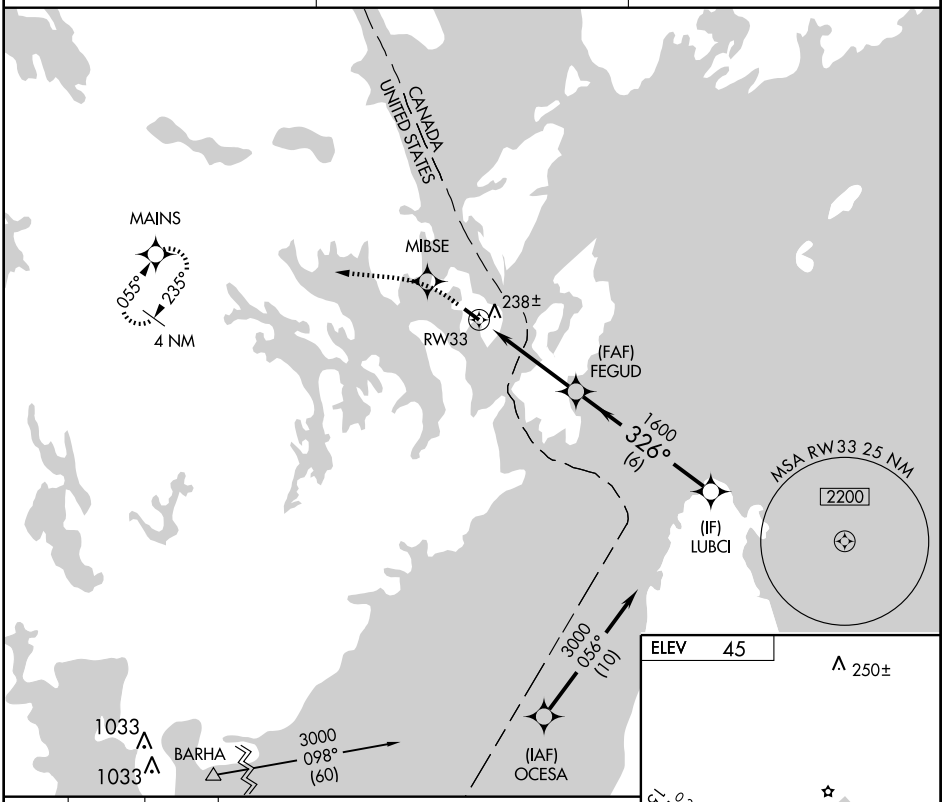
RNAV (GPS) RWY 33
EASTPORT MUNI (EPM)

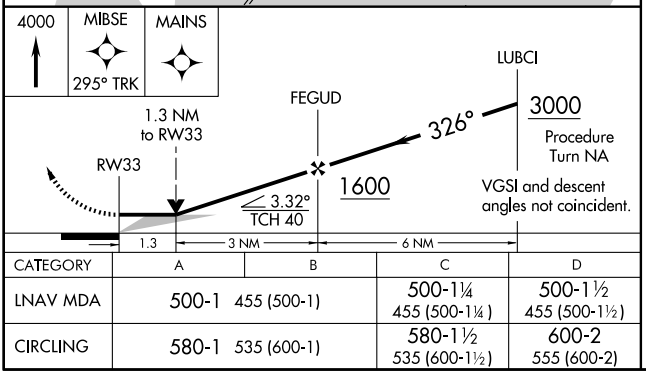
APP CRS	Rwy Idg	4000
326°	TDZE	45
	Apt Elev	45

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L





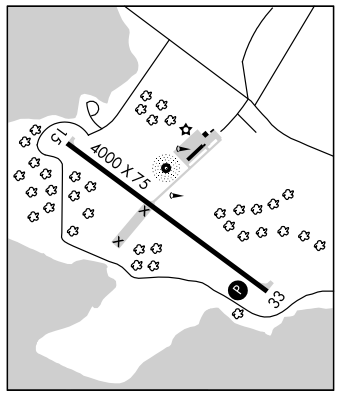
CATEGORY	A	B	C	D
LNAV MDA	500-1 455 (500-1)		500-1¼ 455 (500-1¼)	500-1½ 455 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DUNNS N44°24.66′ W69°51.64′ NOTAM FILE AUG. MONTREAL
NDB (LOM) 366 AU 171° 6.1 NM to Augusta State. L–32H

EASTERN SLOPES RGNL (See FRYEBURG)

EASTPORT MUNI (EPM) 1 W UTC−5(−4DT) N44°54.61′ W67°00.76′ HALIFAX
45 B **FUEL** 100LL, JET A LRA NOTAM FILE EPM L–32I
RWY 15–33: H4000X75 (ASPH) S–30 MIRL 0.3% up SW IAP
RWY 15: REIL. Tree. **RWY 33:** REIL. PAPI(P2L). Tree.
AIRPORT REMARKS: Unattended. Self-svc fuel avbl 24 hrs. Deer and birds on and in vicinity of rwy. REIL Rwy 15 and Rwy 33 OTS indef. PAPI Rwy 33 OTS indef. ACTIVATE MIRL Rwy 15–33; PAPI Rwy 33; REIL Rwys 15 and 33—CTAF. Customs on request call 207–853–4313.
WEATHER DATA SOURCES: AWOS–A 260 EPM.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
PRINCETON (L) VOR/DME 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 151° 38.7 NM to fld. 400/21W.
NDB (MHW) 260 EPM N44°54.75′ W67°00.73′ at fld. **AWOS–A**. NOTAM FILE EPM. Unusable byd 10 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

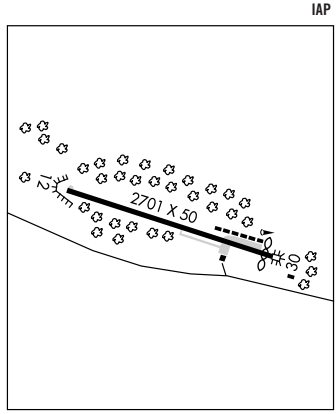


EAST WINTHROP

LAKESIDE MARINA SPB (Ø3M) 4 E UTC−5(−4DT) N44°18.91′ W69°53.22′ MONTREAL
165 **FUEL** MOGAS NOTAM FILE BGR Not insp.
WATERWAY 02–20: 3800X200 (WATER)
WATERWAY 20: Trees.
SEAPLANE REMARKS: Attended 1300–0300Z‡. Daytime use only. For fuel check at motel. Rwy 02 end east of lgthouse; Rwy 20 end east of south tip Hershey Island.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

ELIOT

LITTLEBROOK AIR PARK (3B4) 2 SE UTC−5(−4DT) N43°08.59′ W70°46.34′ NEW YORK
130 TPA—1130(1000) NOTAM FILE BGR L–32H, 33D
RWY 12–30: H2701X50 (ASPH) S–8 LIRL (NSTD) 0.7% up NW IAP
RWY 12: Trees. **RWY 30:** Thld dsplcd 86′. Trees.
AIRPORT REMARKS: Unattended. Broken pavement and debris on all ramp and twyway areas. All twys clsd. Aerobatic activity conducted over and in vicinity of arpt 500 ft thru 5000 ft MSL SR–SS. Contact Manchester App Con for advisory. Birds and deer on and invof arpt. Rwy 12 markings extremely faded, non–standard size, displacement arrows missing. Rwy 30 markings extremely faded, non–standard size, displacement arrows missing. NSTD LIRL due to spacing, rwy lgts are 25′ from rwy edge. Lgts avbl PPR 603–969–5646. No thld lgts avbl.
COMMUNICATIONS: CTAF 122.9
BOSTON APP/DEP CON 125.05 (1100–0500Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.
PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 053° 4.4 NM to fld. 99/16W.
ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 168° 5.2 NM to fld. NOTAM FILE BGR.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



EXCAL N46°36.62′ W68°01.16′ NOTAM FILE PQI. HALIFAX
NDB (LOM) 278 PQ 007° 4.8 NM to Northern Maine Rgnl at Presque Isle. Unmonitored. L–32I

NDB ESG 260	APP CRS 168°	Rwy Idg N/A TDZE N/A Apt Elev 125

NDB-B

ELIOT/ LITTLEBROOK AIR PARK (3B4)

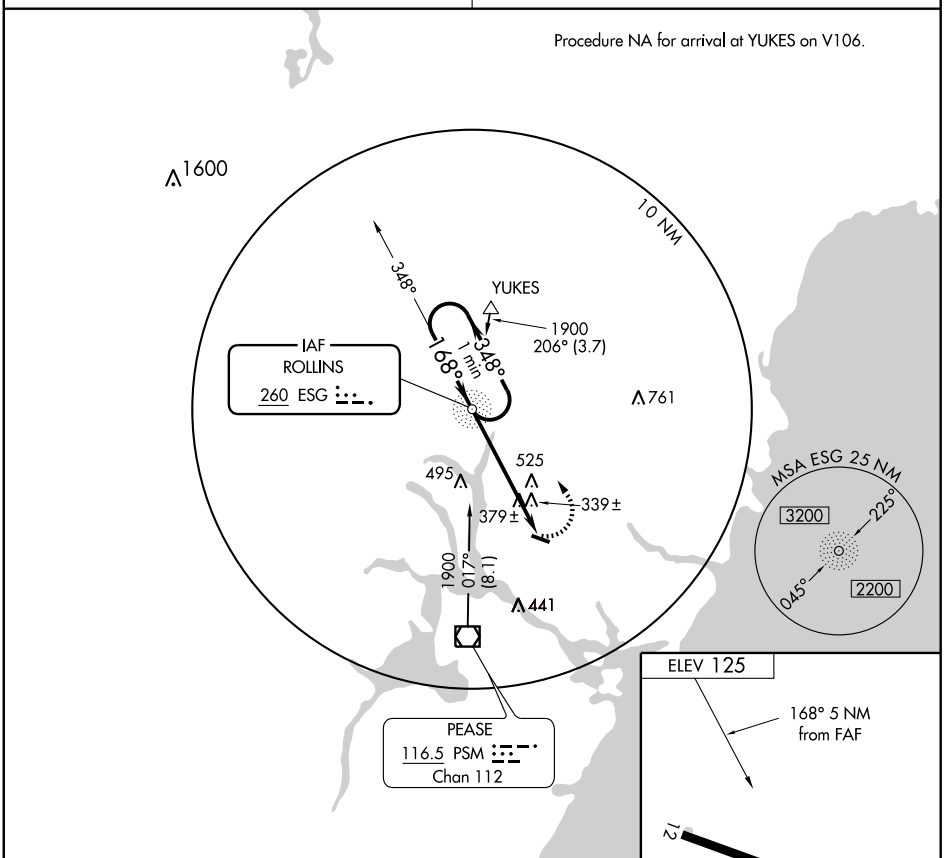
Use Portsmouth, NH altimeter setting.
NA Procedure NA at night.

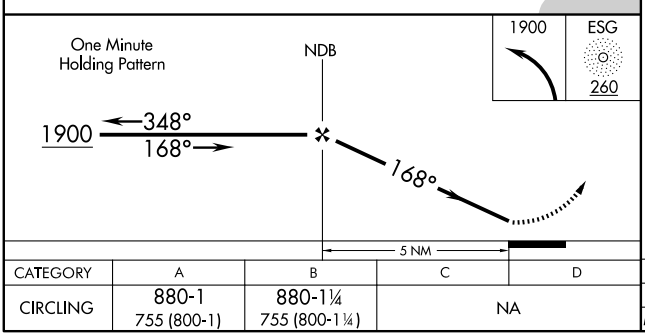
MISSED APPROACH: Climbing left turn to 1900 direct ESG NDB and hold.

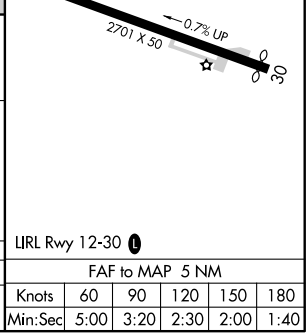
BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L

Procedure NA for arrival at YUKES on V106.







LIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	880-1 755 (800-1)	880-1¼ 755 (800-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

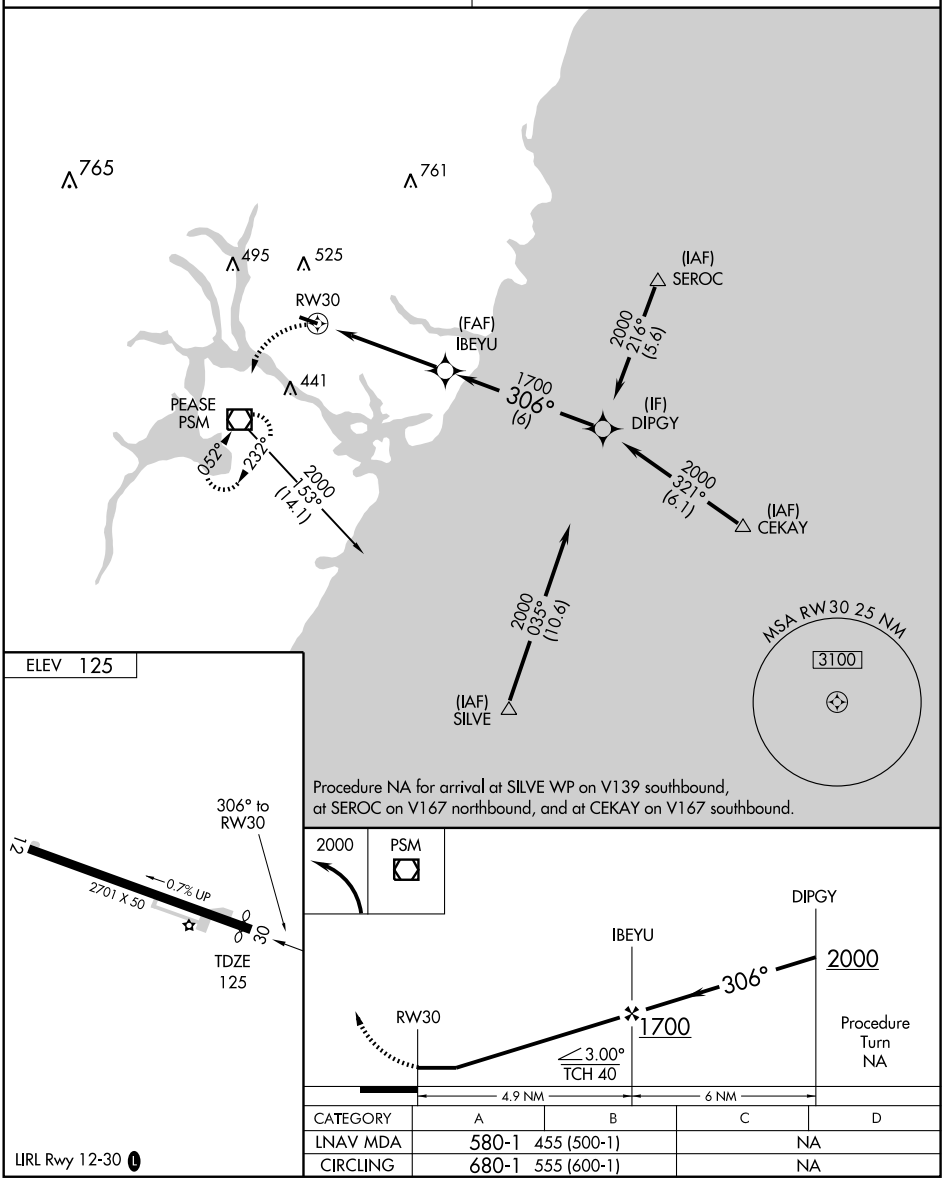
ELIOT/LITTLEBROOK AIR PARK (3B4)

APP CRS	Rwy Idg	2615
306°	TDZE	125
	Apt Elev	125

Procedure NA at night.
Use Portsmouth, NH. altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct PSM VOR/DME and hold.

BOSTON APP CON	UNICOM
125.05 269.4	122.9 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 455 (500-1)		NA	
CIRCLING	680-1 555 (600-1)		NA	

LIRL Rwy 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM	APP CRS	Rwy Idg	N/A
116.5	052°	TDZE	N/A
Chan 112		Apt Elev	125

VOR-A

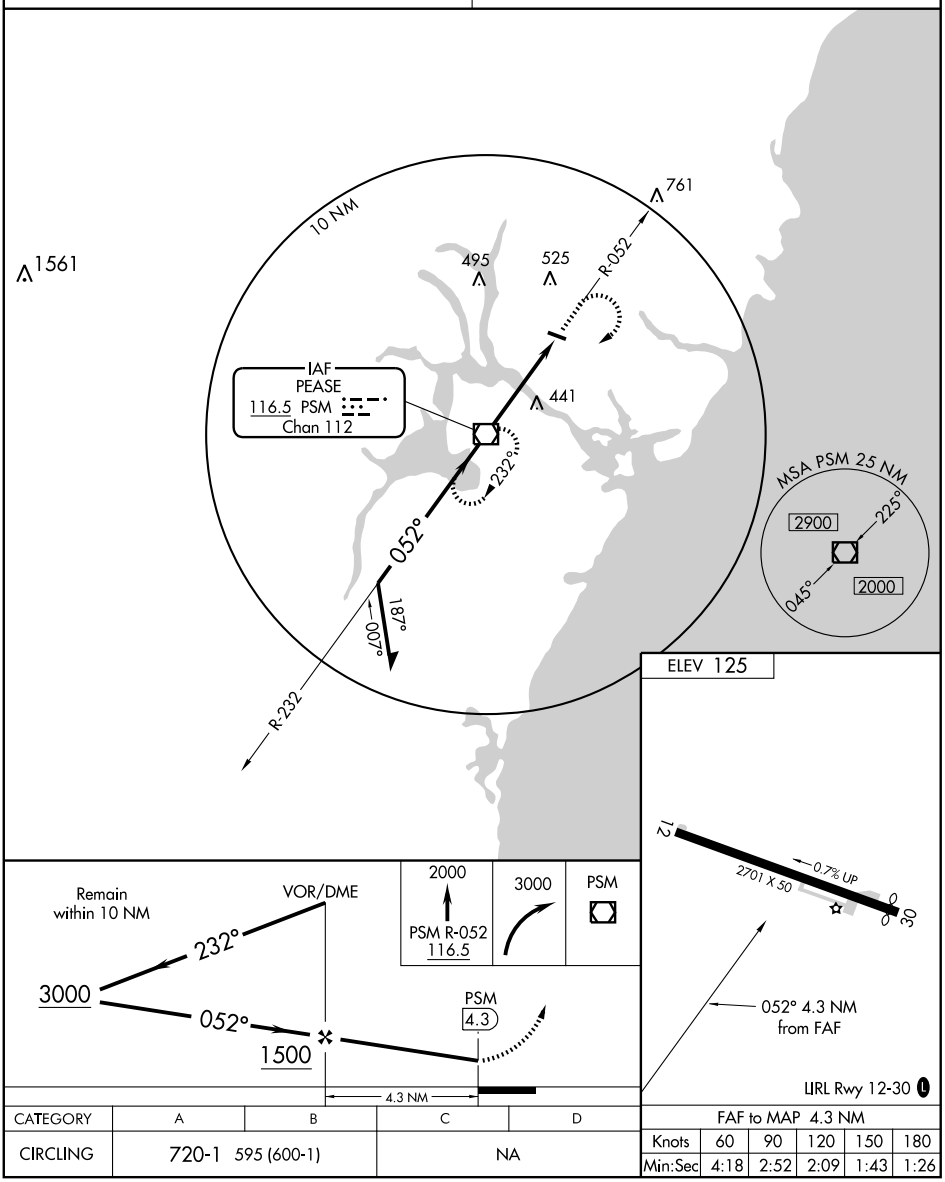
ELIOT/ LITTLEBROOK AIR PARK (3B4)

Use Portsmouth, NH altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.

BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L



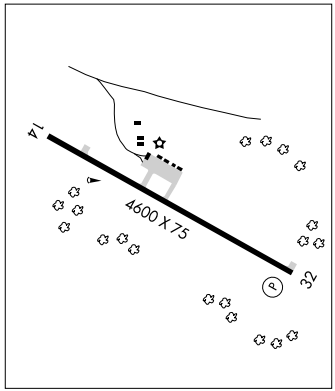
CATEGORY	A	B	C	D
CIRCLING	720-1 595 (600-1)		NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

FRENCHVILLE

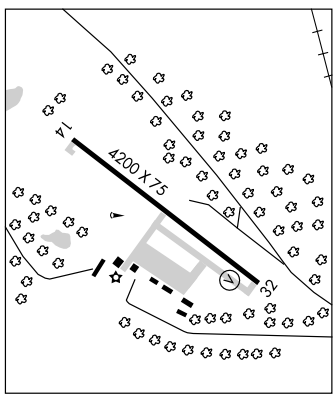
NORTHERN AROOSTOOK RGNL (FVE) 3 E UTC−5(−4DT) N47°17.13′ W68°18.76′ **HALIFAX**
987 B **FUEL** 100LL, JET A LRA TPA–1987(1000) NOTAM FILE FVE **L–32I**
RWY 14–32: H4600X75 (ASPH) S–25 MIRL **IAP**
RWY 14: REIL. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat and Sun 1500–2100Z‡. For fuel after hours call arpt manager 207–436–1379. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and 32—CTAF. Landing fee.
WEATHER DATA SOURCES: ASOS 135.725 (207) 543–7456.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (H) VORW/DME 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 005° 32.0 NM to fld. 590/21W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



FRYEBURG N43°55.42′ W70°56.75′ **NEW YORK**
RCO 122.55 (BANGOR RADIO) **L–32H**

FRYEBURG

EASTERN SLOPES RGNL (IZG) 3 SE UTC−5(−4DT) N43°59.47′ W70°56.87′ **NEW YORK**
454 B S4 **FUEL** 100LL NOTAM FILE IZG **L–32H**
RWY 14–32: H4200X75 (ASPH) S–30 MIRL 0.8% up NW **IAP**
RWY 14: Trees. **RWY 32:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. 24 hr credit card fuel. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.775 (207) 935–2882.
COMMUNICATIONS: CTAF/UNICOM 122.8
FRYEBURG RCO 122.55 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1100Z‡)
CLNC DEL 122.55 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 354° 36.9 NM to fld. 190/17W.
SEBAGO NDB (MHW) 227 SZO N43°54.26′ W70°46.94′ 323° 8.9 NM to fld. NOTAM FILE IZG.



GILLESPIE FLD (See MEDDYBEMPS)

WAAS	APP CRS	Rwy ldg	4600
CH 93917	133°	TDZE	984
W14A		Apt Elev	987

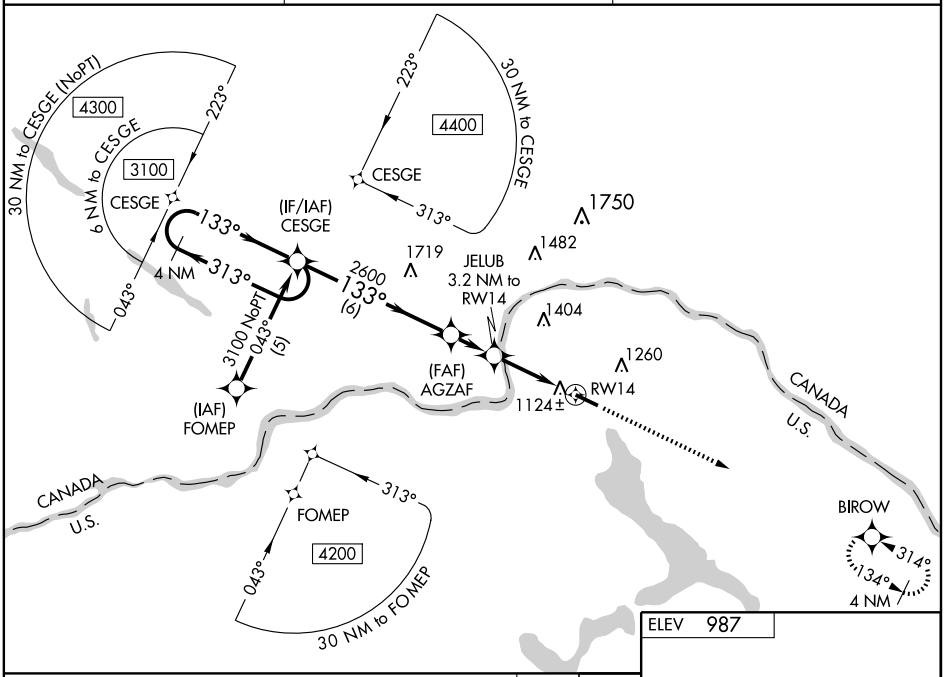
RNAV (GPS) RWY 14

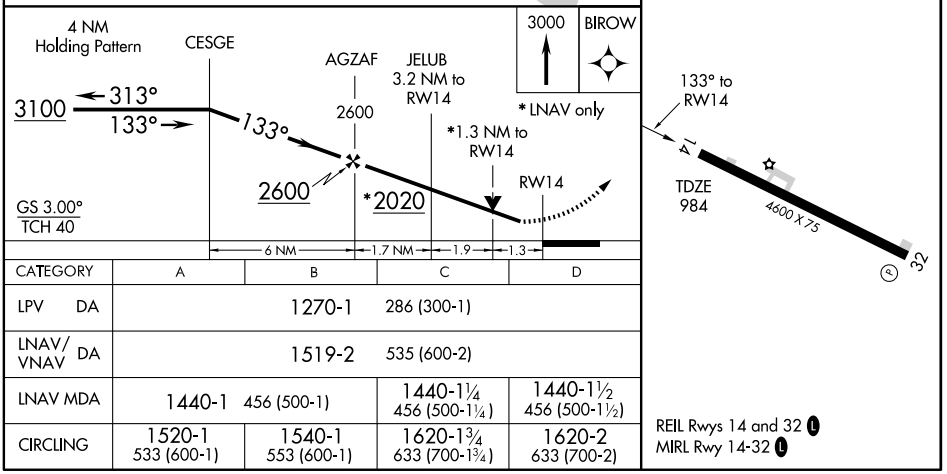
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Caribou altimeter setting. When local altimeter setting not received, use Caribou altimeter setting and increase all DA 115 feet and all MDA 120 feet, increase LPV all Cats, Circling Cats C, D visibility ½ mile, increase LNAV/VNAV all Cats, LNAV Cats C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BIROW and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1270-1		286 (300-1)	
LNAV/ VNAV DA	1519-2		535 (600-2)	
LNAV MDA	1440-1	456 (500-1)	1440-1¼ 456 (500-1¼)	1440-1½ 456 (500-1½)
CIRCLING	1520-1 533 (600-1)	1540-1 553 (600-1)	1620-1¾ 633 (700-1¾)	1620-2 633 (700-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
314°	TDZE	987
	Apt Elev	987

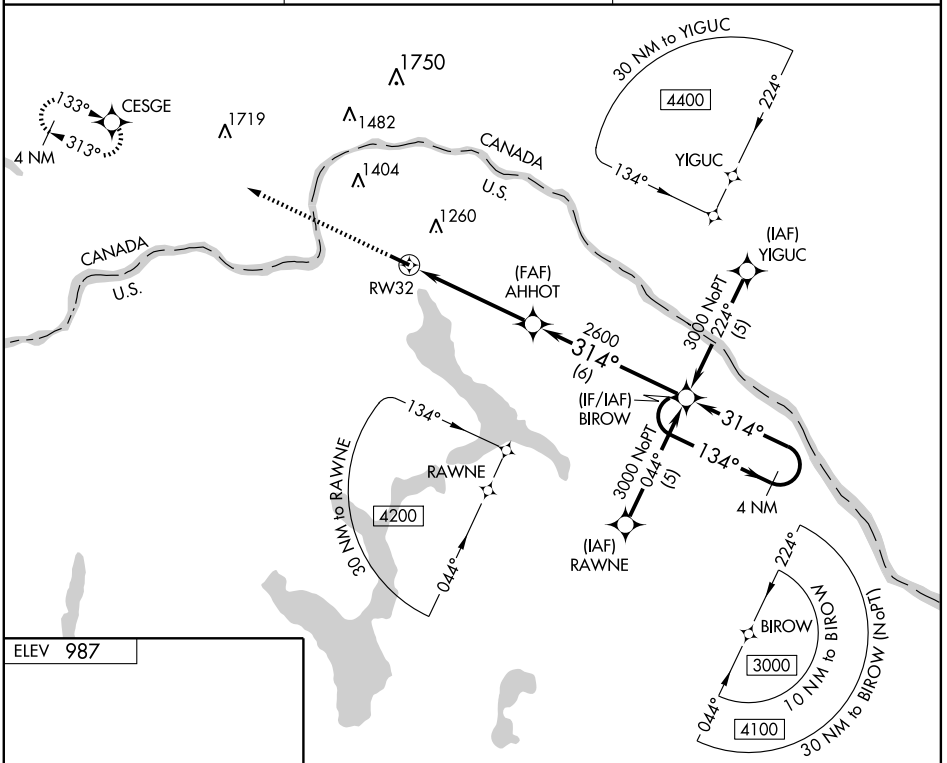
RNAV (GPS) RWY 32

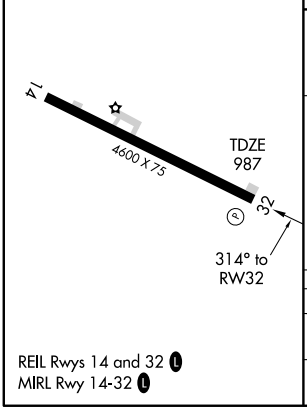
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

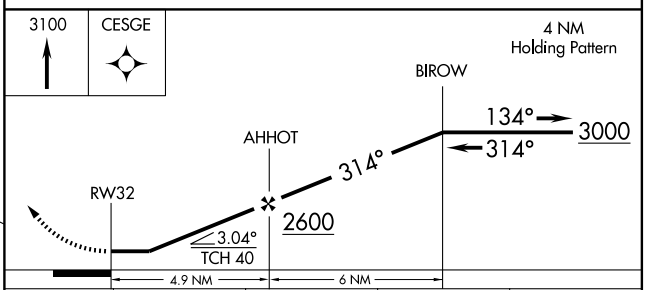
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caribou altimeter setting and increase all MDA 120 feet, increase LNAV and Circling Cats C, D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct CESGE and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.7 (CTAF) L





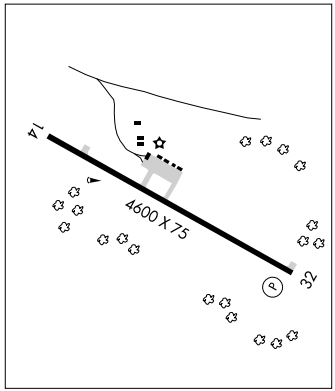


CATEGORY	A	B	C	D
LNAV MDA	1480-1 493 (500-1)		1480-1¼ 493 (500-1¼)	1480-1½ 493 (500-1½)
CIRCLING	1520-1 533 (600-1)	1540-1 553 (600-1)	1620-1¾ 633 (700-1¾)	1620-2 633 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

FRENCHVILLE

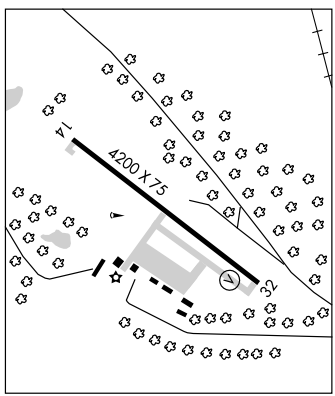
NORTHERN AROOSTOOK RGNL (FVE) 3 E UTC−5(−4DT) N47°17.13′ W68°18.76′ **HALIFAX**
987 B **FUEL** 100LL, JET A LRA TPA–1987(1000) NOTAM FILE FVE **L–32I**
RWY 14–32: H4600X75 (ASPH) S–25 MIRL **IAP**
RWY 14: REIL. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat and Sun 1500–2100Z‡. For fuel after hours call arpt manager 207–436–1379. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and 32—CTAF. Landing fee.
WEATHER DATA SOURCES: ASOS 135.725 (207) 543–7456.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (H) VORW/DME 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 005° 32.0 NM to fld. 590/21W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



FRYEBURG N43°55.42′ W70°56.75′ **NEW YORK**
RCO 122.55 (BANGOR RADIO) **L–32H**

FRYEBURG

EASTERN SLOPES RGNL (IZG) 3 SE UTC−5(−4DT) N43°59.47′ W70°56.87′ **NEW YORK**
454 B S4 **FUEL** 100LL NOTAM FILE IZG **L–32H**
RWY 14–32: H4200X75 (ASPH) S–30 MIRL 0.8% up NW **IAP**
RWY 14: Trees. **RWY 32:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. 24 hr credit card fuel. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.775 (207) 935–2882.
COMMUNICATIONS: CTAF/UNICOM 122.8
FRYEBURG RCO 122.55 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1100Z‡)
CLNC DEL 122.55 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 354° 36.9 NM to fld. 190/17W.
SEBAGO NDB (MHW) 227 SZO N43°54.26′ W70°46.94′ 323° 8.9 NM to fld. NOTAM FILE IZG.



GILLESPIE FLD (See MEDDYBEMPS)

NDB SZO 227	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 454

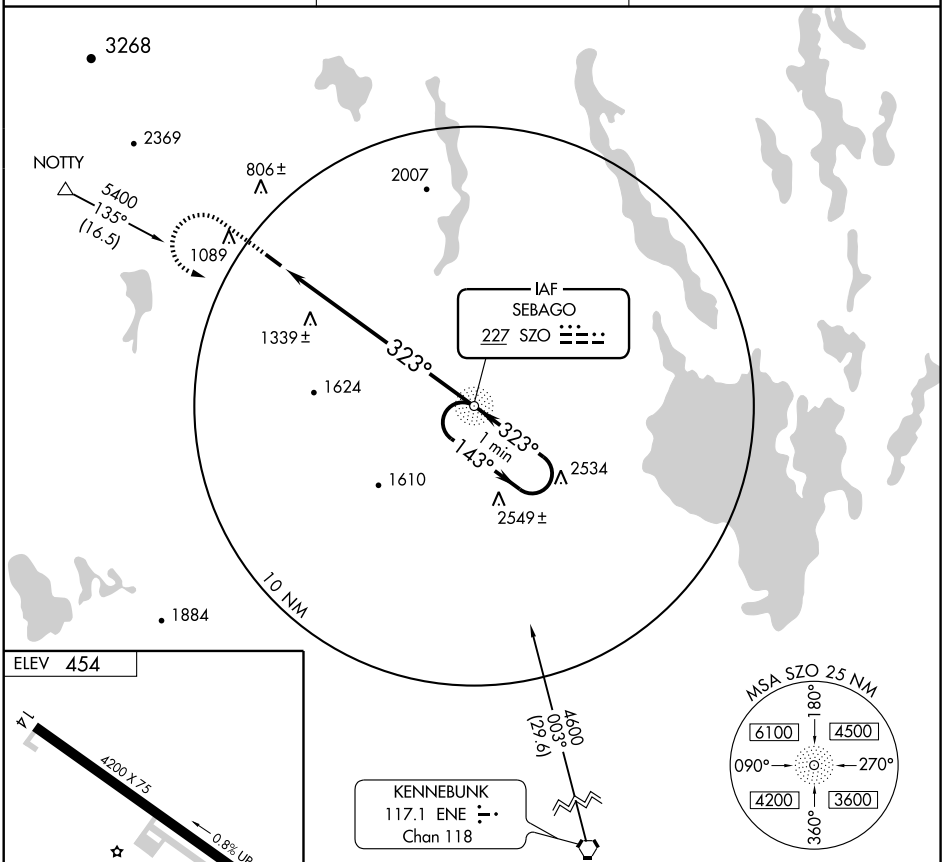
NDB-B

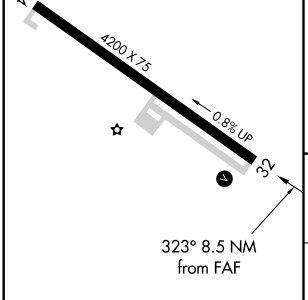
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

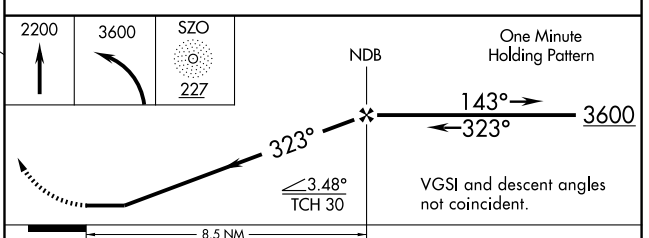
MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct SZO NDB and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	119.75 381.2	122.8 (CTAF) L





REIL Rwy 32 L
MIRL Rwy 14-32 L



FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1780-1¼ 1326 (1400-1¼)	1780-1½ 1326 (1400-1½)	1780-3 1326 (1400-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

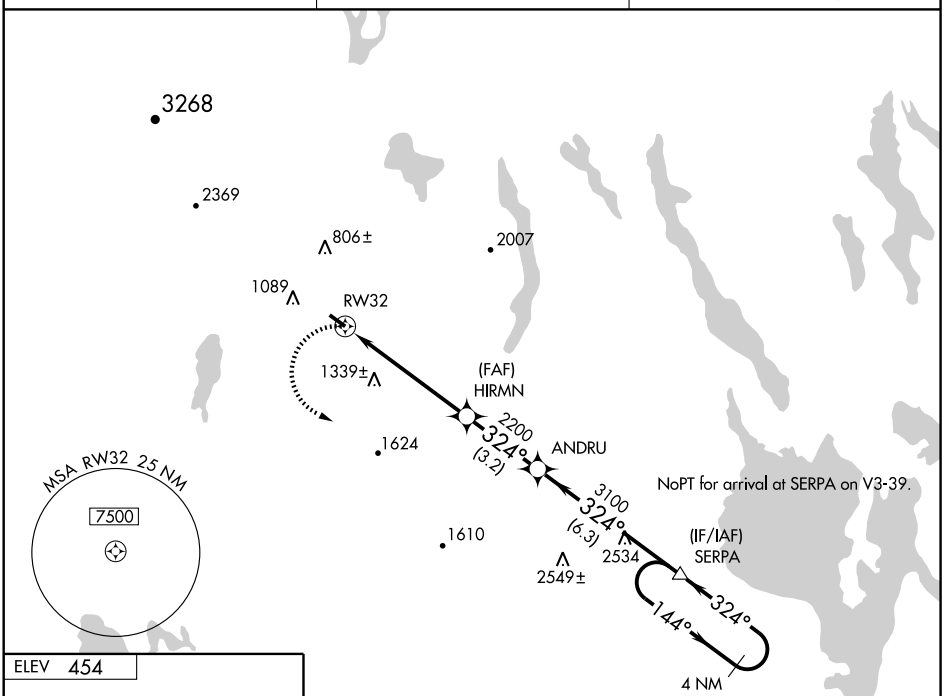
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

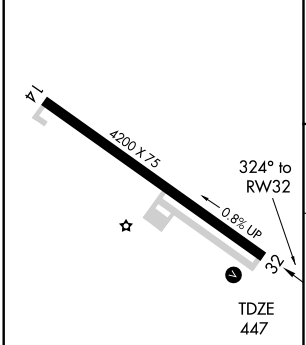
APP CRS	Rwy Idg	4200
324°	TDZE	447
	Apt Elev	454

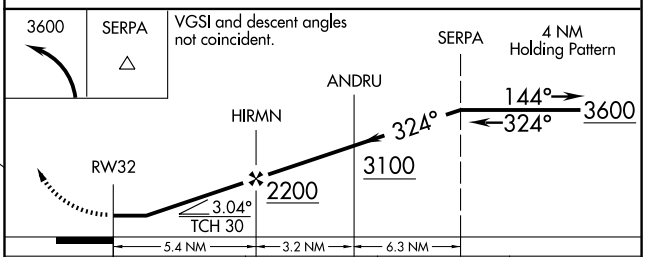
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct SERPA and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	119.75 381.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1033 (1100-1¼)	1480-1½ 1033 (1100-1½)	1480-3 1033 (1100-3)	NA
CIRCLING	1480-1¼ 1026 (1100-1¼)	1480-1½ 1026 (1100-1½)	1480-3 1026 (1100-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

GREENVILLE

GREENVILLE MUNI (3B1) 2 E UTC−5(−4DT) N45°27.77′ W69°33.10′ MONTREAL

1402 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR L–32H

RWY 14–32: H3999X75 (ASPH) S–12.5 MIRL 0.3% up NW IAP

RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 40′.

RWY 32: PAPI(P4L)—GA 3.1°TCH 40′. Trees.

RWY 03–21: H3000X75 (ASPH) S–12.5 0.7% up NE

RWY 21: Road.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr fuel credit card. Deer on and invof arpt. Rwy 14 PAPI unusable byd 8° right of centerline. ACTIVATE MIRL Rwy 14–32—CTAF.

WEATHER DATA SOURCES: Altimeter relayed through unicom on req.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (BANGOR RADIO)

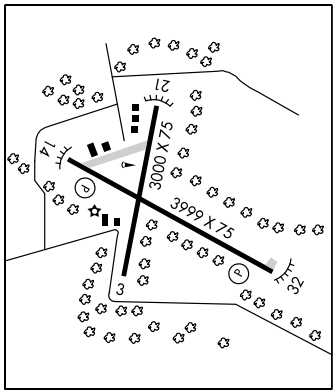
BOSTON CENTER APP/DEP CON 120.25 **CLNC DEL** 122.3 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 281° 44.3 NM to fld. 550/20W.

SQUAW NDB (MHW) 236 XQA N45°31.30′ W69°40.47′ 142° 6.3 NM to fld. **AWOS–A**. NOTAM FILE BGR.

NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable byd 12 NM.



GREENVILLE SEAPLANE BASE (52B) 0 N UTC−5(−4DT) N45°28.48′ W69°36.23′ MONTREAL

1028 **FUEL** 100LL NOTAM FILE BGR L–32H

WATERWAY 14–32: 6000X1200 (WATER) IAP

WATERWAY 18–36: 5000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Call in advance for fuel availability 207–695–2821.

COMMUNICATIONS: CTAF 122.9

BOSTON CENTER APP/DEP CON 120.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 282°46.4 NM to fld. 550/20W.

SQUAW NDB (MHW) 236 XQA N45°31.30′ W69°40.47′ 151° 4.1 NM to SPB. **AWOS–A**. NOTAM FILE BGR.

NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable beyond 12 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

GREENVILLE JUNCTION

CURRIER'S SPB (21M) 0 N UTC−5(−4DT) N45°27.75′ W69°37.17′ MONTREAL

1028 NOTAM FILE BGR

WATERWAY 18–36: 10000X3000 (WATER)

WATERWAY 36: Rgt tfc.

SEAPLANE REMARKS: Attended May–Oct daylgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation and spring ice break–up and other adverse conditions. Acft may require skis during winter months due to frozen surface conditions. For SPB conditions call 207–695–2778. 150′ radio twr 200′ W of sealane and 150′ radio twr 1000′ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby Greenville SPB (1.1 mile east) and Greenville Muni (3.3 mile east) utilize 122.8 for UNICOM/CTAF.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

HANCOCK CO–BAR HARBOR (See BAR HARBOR)

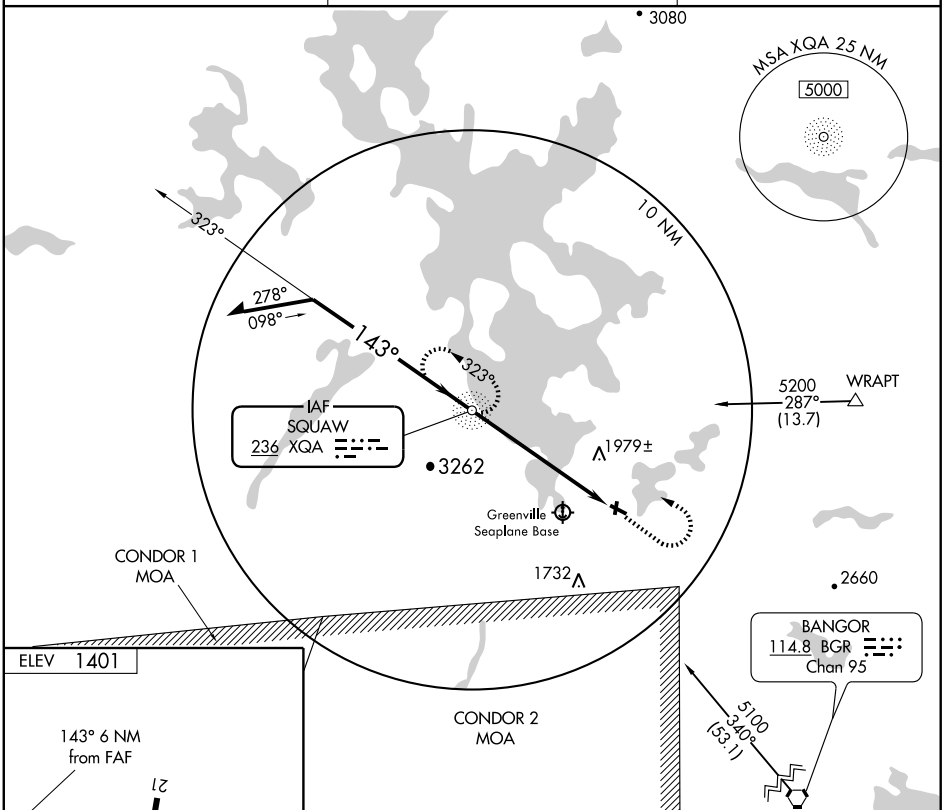
NDB XQA 236	APP CRS 143°	Rwy Idg 3999 TDZE 1391 Apt Elev 1401

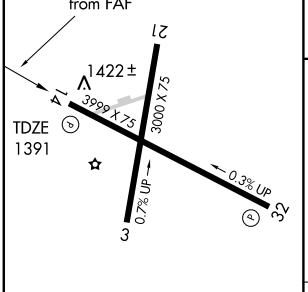
NDB RWY 14
GREENVILLE MUNI (3B1)

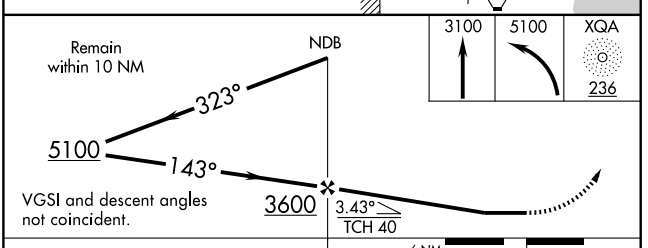
NA When local altimeter setting not received, use Bangor altimeter setting and increase all MDAs 300 feet and increase Cat B and C circling visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then climbing left turn to 5100 direct XQA NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER	CLNC DEL	UNICOM
120.25 346.4	122.3	122.8 (CTAF) L







REIL Rwy 14
MIRL Rwy 14-32 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-14	2280-1¼	889 (900-1¼)	2280-2¾ 889 (900-2¾)	2280-3 889 (900-3)
CIRCLING	2280-1¼	879 (900-1¼)	2280-2¾ 879 (900-2¾)	2500-3 1099 (1100-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

GREENVILLE MUNI (3B1)

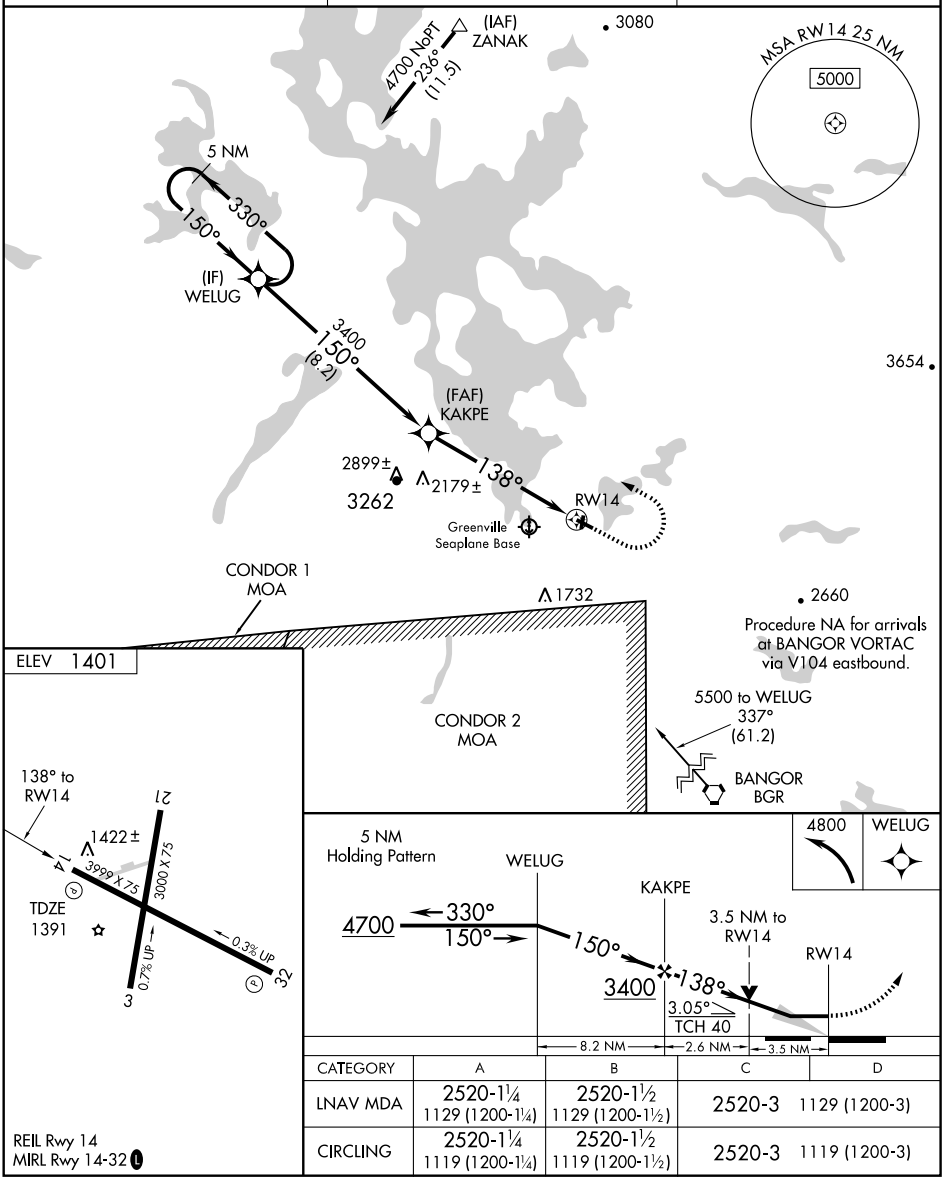
APP CRS	Rwy Idg	3999
138°	TDZE	1391
	Apt Elev	1401

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 300 feet. VDP NA when using Bangor altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4800 direct WELUG and hold.

BOSTON CENTER	CLNC DEL	UNICOM
120.25 346.4	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2520-1¼ 1129 (1200-1¼)	2520-1½ 1129 (1200-1½)	2520-3	1129 (1200-3)
CIRCLING	2520-1¼ 1119 (1200-1¼)	2520-1½ 1119 (1200-1½)	2520-3	1119 (1200-3)

REIL Rwy 14
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

GREENVILLE

GREENVILLE MUNI (3B1) 2 E UTC−5(−4DT) N45°27.77′ W69°33.10′ MONTREAL

1402 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR L–32H

RWY 14–32: H3999X75 (ASPH) S–12.5 MIRL 0.3% up NW IAP

RWY 14: REIL. PAPI(P4R)—GA 3.0° TCH 40′.

RWY 32: PAPI(P4L)—GA 3.1°TCH 40′. Trees.

RWY 03–21: H3000X75 (ASPH) S–12.5 0.7% up NE

RWY 21: Road.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr fuel credit card. Deer on and invof arpt. Rwy 14 PAPI unusable byd 8° right of centerline. ACTIVATE MIRL Rwy 14–32—CTAF.

WEATHER DATA SOURCES: Altimeter relayed through unicom on req.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (BANGOR RADIO)

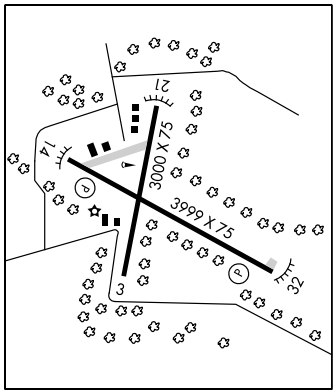
BOSTON CENTER APP/DEP CON 120.25 **CLNC DEL** 122.3 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 281° 44.3 NM to fld. 550/20W.

SQUAW NDB (MHW) 236 XQA N45°31.30′ W69°40.47′ 142° 6.3 NM to fld. **AWOS–A**. NOTAM FILE BGR.

NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable byd 12 NM.



GREENVILLE SEAPLANE BASE (52B) 0 N UTC−5(−4DT) N45°28.48′ W69°36.23′ MONTREAL

1028 **FUEL** 100LL NOTAM FILE BGR L–32H

WATERWAY 14–32: 6000X1200 (WATER) IAP

WATERWAY 18–36: 5000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Call in advance for fuel availability 207–695–2821.

COMMUNICATIONS: CTAF 122.9

BOSTON CENTER APP/DEP CON 120.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.

MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 282°46.4 NM to fld. 550/20W.

SQUAW NDB (MHW) 236 XQA N45°31.30′ W69°40.47′ 151° 4.1 NM to SPB. **AWOS–A**. NOTAM FILE BGR.

NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable beyond 12 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

GREENVILLE JUNCTION

CURRIER'S SPB (21M) 0 N UTC−5(−4DT) N45°27.75′ W69°37.17′ MONTREAL

1028 NOTAM FILE BGR

WATERWAY 18–36: 10000X3000 (WATER)

WATERWAY 36: Rgt tfc.

SEAPLANE REMARKS: Attended May–Oct daylgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation and spring ice break–up and other adverse conditions. Acft may require skis during winter months due to frozen surface conditions. For SPB conditions call 207–695–2778. 150′ radio twr 200′ W of sealane and 150′ radio twr 1000′ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby Greenville SPB (1.1 mile east) and Greenville Muni (3.3 mile east) utilize 122.8 for UNICOM/CTAF.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

HANCOCK CO–BAR HARBOR (See BAR HARBOR)

NDB XQA 236	APP CRS 151°	Rwy Idg N/A TDZE N/A Apt Elev 1028

NDB-A

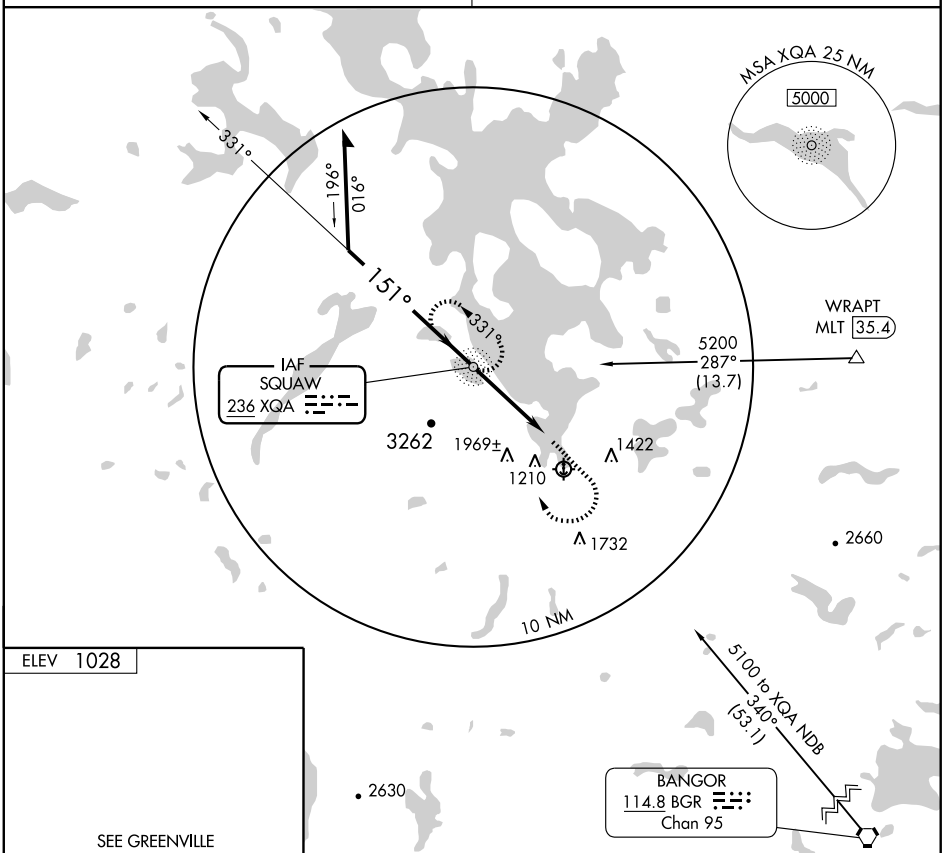
GREENVILLE SEAPLANE BASE (52B)

Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

MISSED APPROACH: Climb to 3600 then climbing right turn to 5100 direct XQA NDB and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

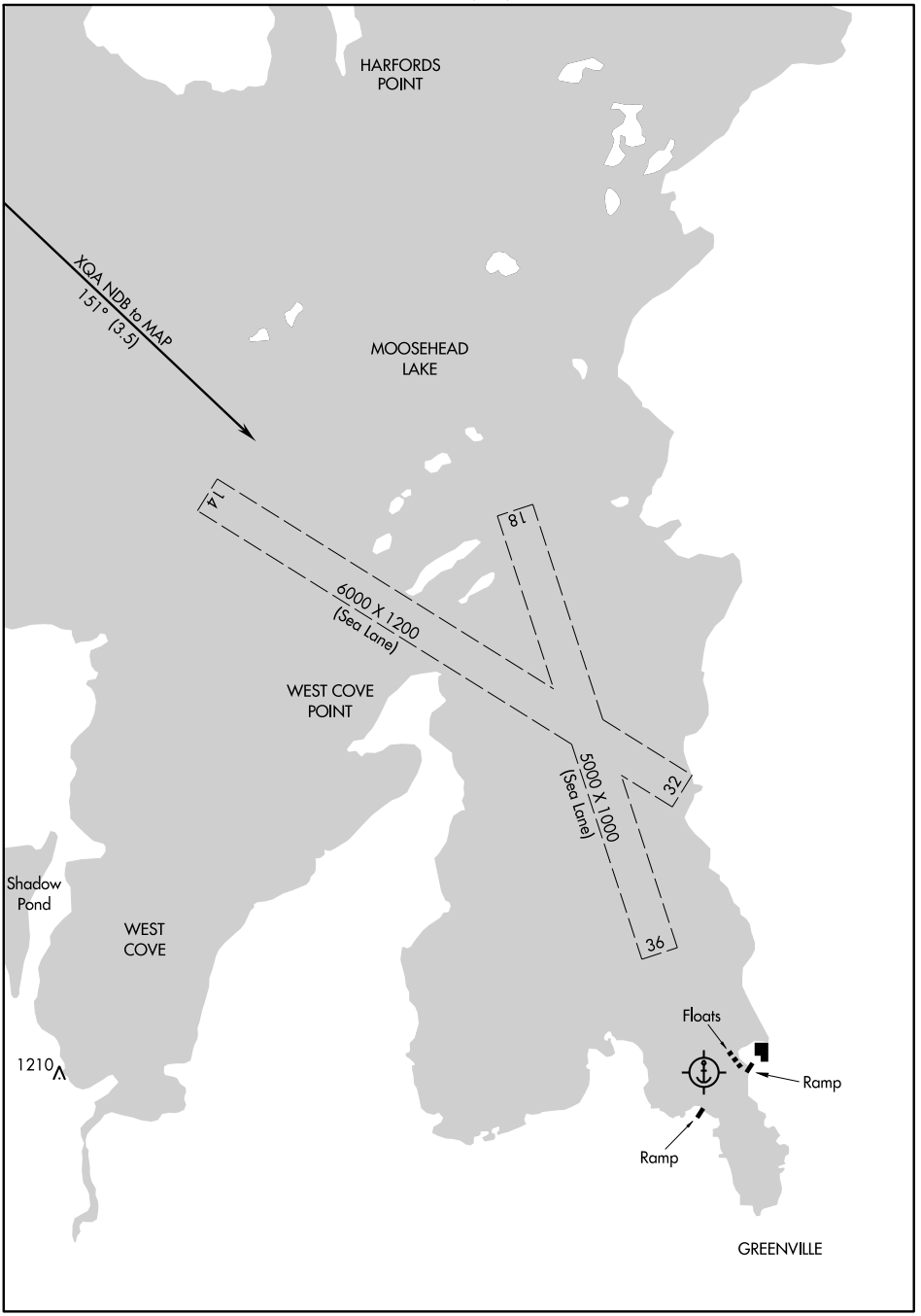
CATEGORY	A	B	C	D
CIRCLING	2380-1¼ 1352 (1400-1¼)	2380-1½ 1352 (1400-1½)	2380-3 1352 (1400-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB-A LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



NE-1, 21 OCT 2010 to 18 NOV 2010

45°28′N-69°36′W

GREENVILLE, MAINE
GREENVILLE SEAPLANE BASE (52B)

NDB-A LANDING

APP CRS	Rwy Idg	N/A
163°	TDZE	N/A
	Apt Elev	1028

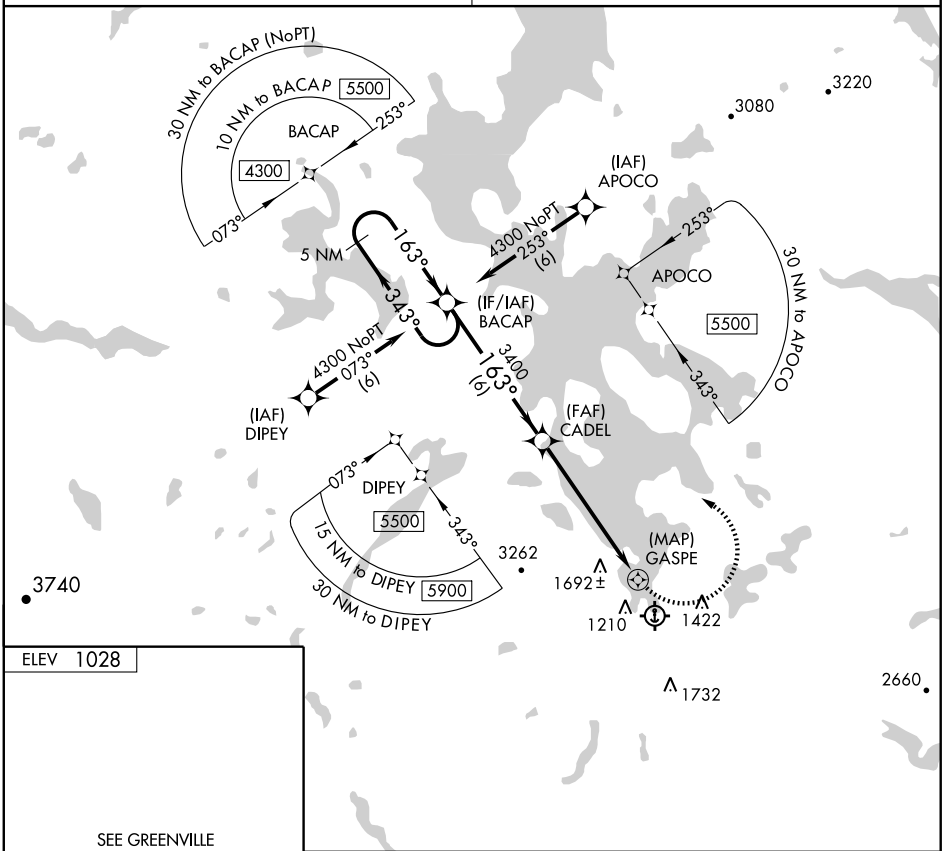
RNAV (GPS)-B
GREENVILLE SEAPLANE BASE (52B)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

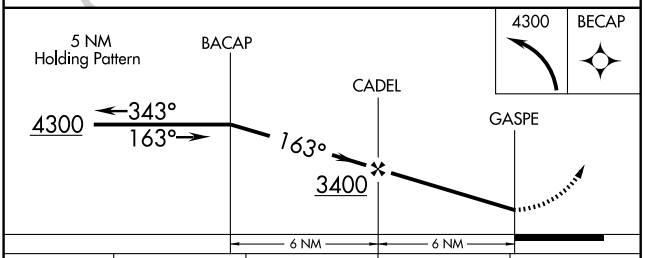
MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



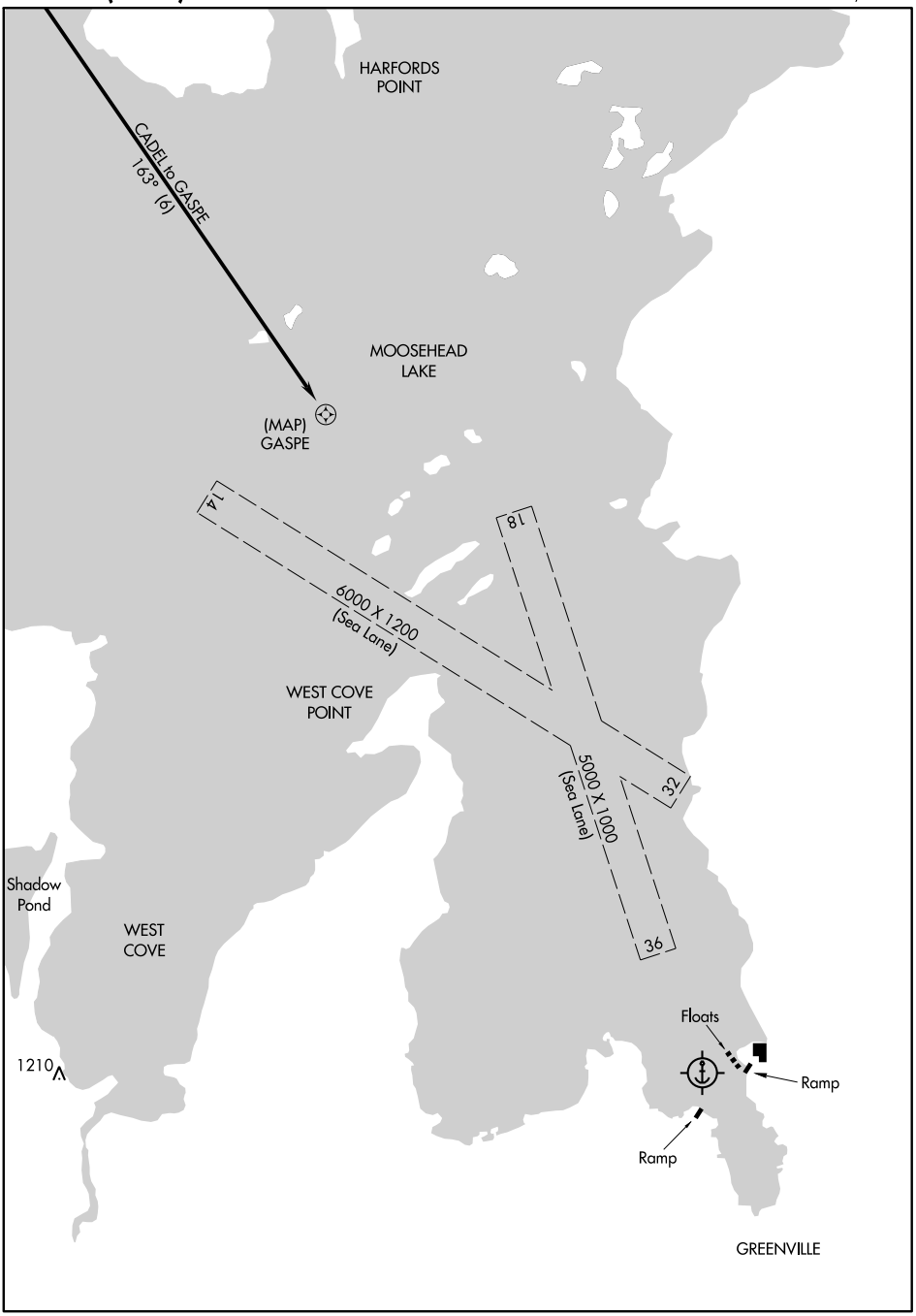
CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2280-1½ 1252 (1300-1½)	2280-3 1252 (1300-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-B LANDING

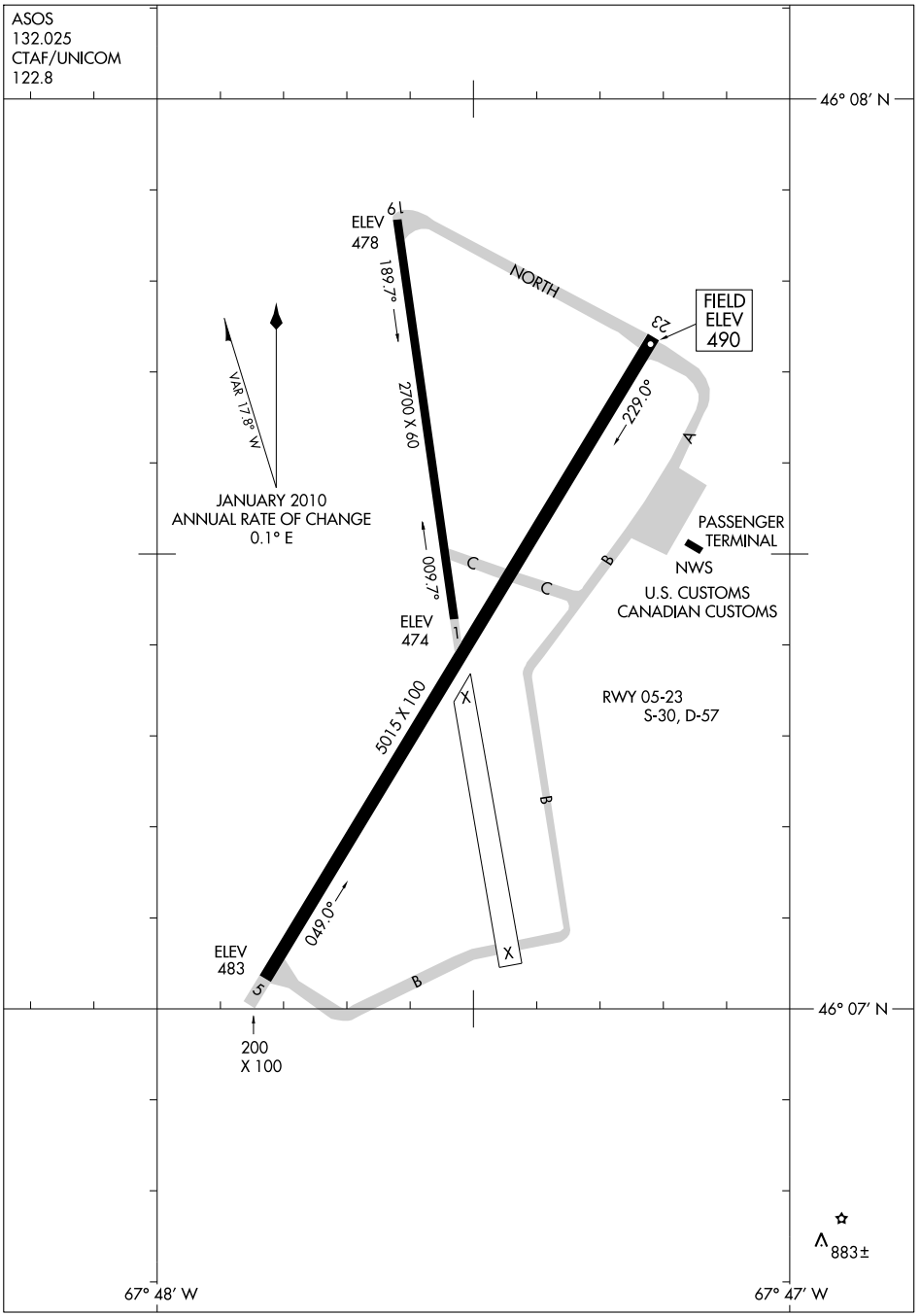
AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



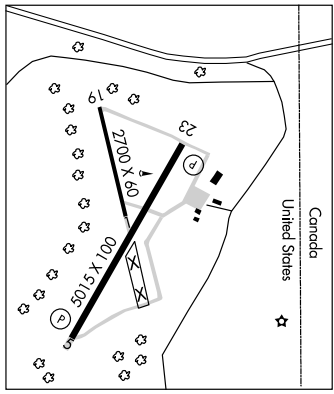
NE-1, 21 OCT 2010 to 18 NOV 2010

45°28'N-69°36'W



NE-1, 21 OCT 2010 to 18 NOV 2010

HOULTON INTL (HUL) 2 E UTC−5(−4DT) N46°07.48′ W67°47.54′ **HALIFAX**
490 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE HUL **H–11D, L–32I**
RWY 05–23: H5015X100 (ASPH) S–30, D–57 MIRL **IAP, AD**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 23: REIL. PAPI(P4L)—GA 2.5° TCH 45′. Pole.
RWY 01–19: H2700X60 (ASPH)
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡. For fuel after hrs call 207–532–9079 or 207–538–7997 (cell). Deer on and invof arpt. For after hrs access to terminal building use frequency 122.8. ACTIVATE MIRL Rwy 05–23 and REIL Rwys 05 and Rwy 23—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 132.025 (207) 532–1584.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 122.1R 116.1T (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.25 **CLNC DEL** 120.25 (Boston Center)
RADIO AIDS TO NAVIGATION: NOTAM FILE HUL.
(H) VOR/DME 116.1 HUL Chan 108 N46°02.37′ W67°50.05′ 040° 5.4 NM to fld. 860/21W.
VOR portion unusable 175°–190° byd 20 NM blo 6000′.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

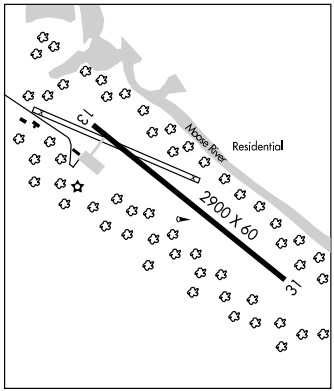


ISLESBORO (57B) 1 W UTC−5(−4DT) N44°18.15′ W68°54.64′ **HALIFAX**
92 NOTAM FILE BGR
RWY 01–19: H2400X50 (ASPH)
RWY 01: Thld dsplcd 250′. Trees. **RWY 19:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED ngts. Arpt CLOSED January through March. Daytime use only. Deer on and invof arpt. No touch and go ops.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

JACKMAN

MOOSE RIVER SPB (6ØB) 0 W UTC−5(−4DT) N45°38.00′ W70°15.97′ **MONTREAL**
1157 LRA NOTAM FILE BGR
WATERWAY 09–27: 5500X200 (WATER)
WATERWAY 01–19: 4000X4000 (WATER)
SEAPLANE REMARKS: Unattended. For attendant call 207–668–4436/7777. Deer on and invof rwy. Flight Notification Service (ADCUS) avbl.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NEWTON FLD (59B) 1 W UTC−5(−4DT) N45°37.97′ W70°14.93′ **MONTREAL**
1178 B **FUEL** 100LL LRA NOTAM FILE BGR
RWY 13–31: H2900X60 (ASPH) MIRL
RWY 13: Trees. **RWY 31:** REIL. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs. Birds, deer and moose on and invof arpt. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 31—CTAF. Arpt bcn OTS indef. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–A/V 122.9 Plus visibility
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



APP CRS	Rwy Idg	N/A
170°	TDZE	N/A
	Apt Elev	489

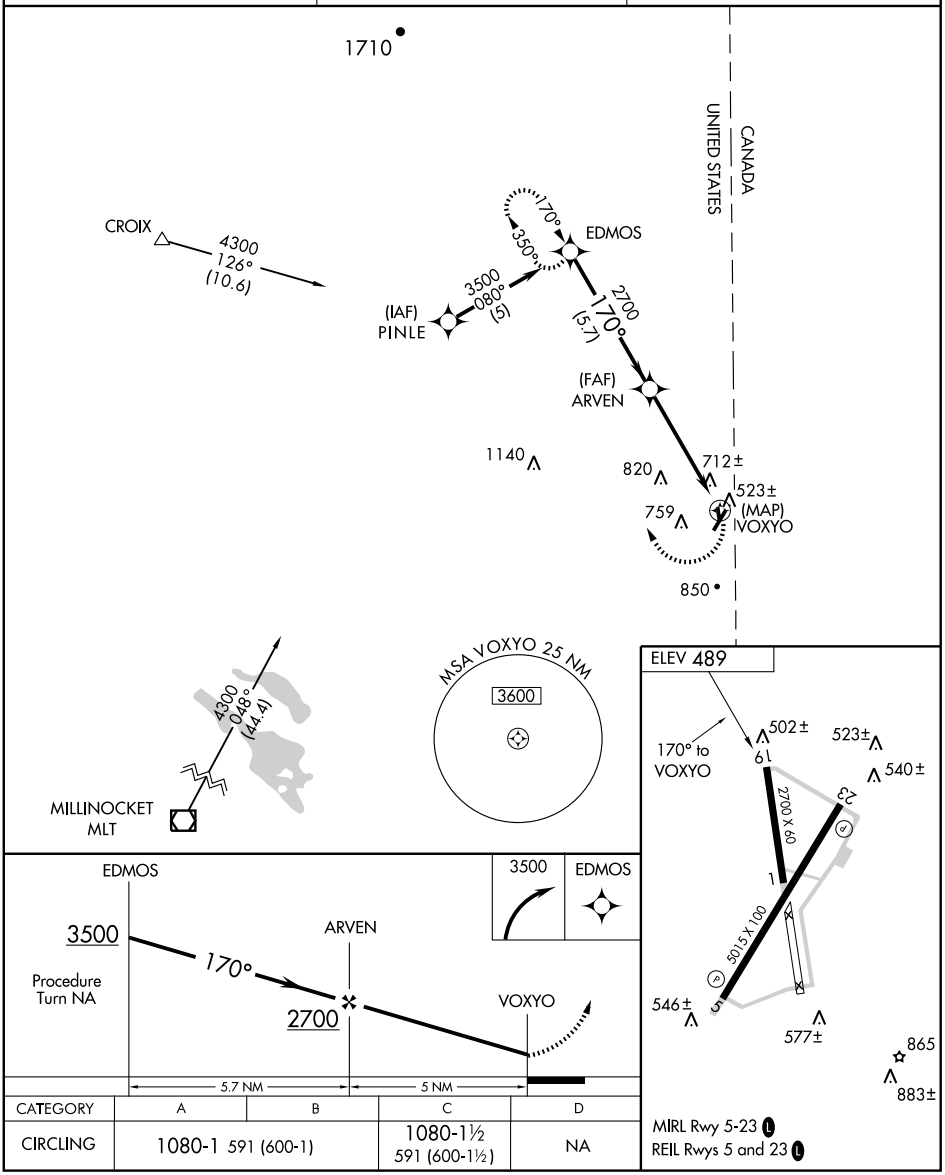
GPS-A
HOULTON INTL (HUL)

NA

Circling NA Southeast of Rwy 5/23.

MISSED APPROACH: Climbing right turn to 3500 direct EDMOS WP and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1080-1 591 (600-1)		1080-1½ 591 (600-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

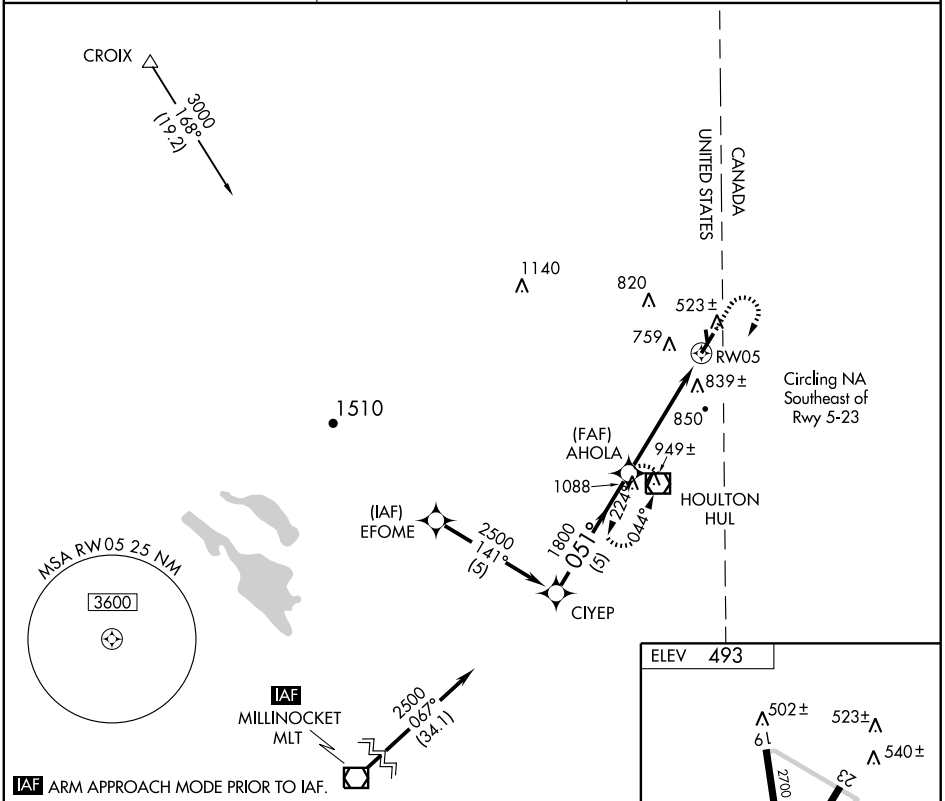
APP CRS	Rwy Idg	5015
051°	TDZE	493
	Apt Elev	493

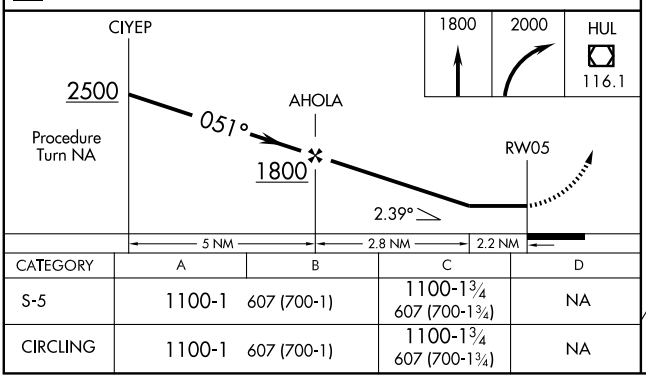
GPS RWY 5
HOULTON INTL (HUL)

NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 2000 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1100-1	607 (700-1)	1100-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	607 (700-1)	1100-1¾ 607 (700-1¾)	NA

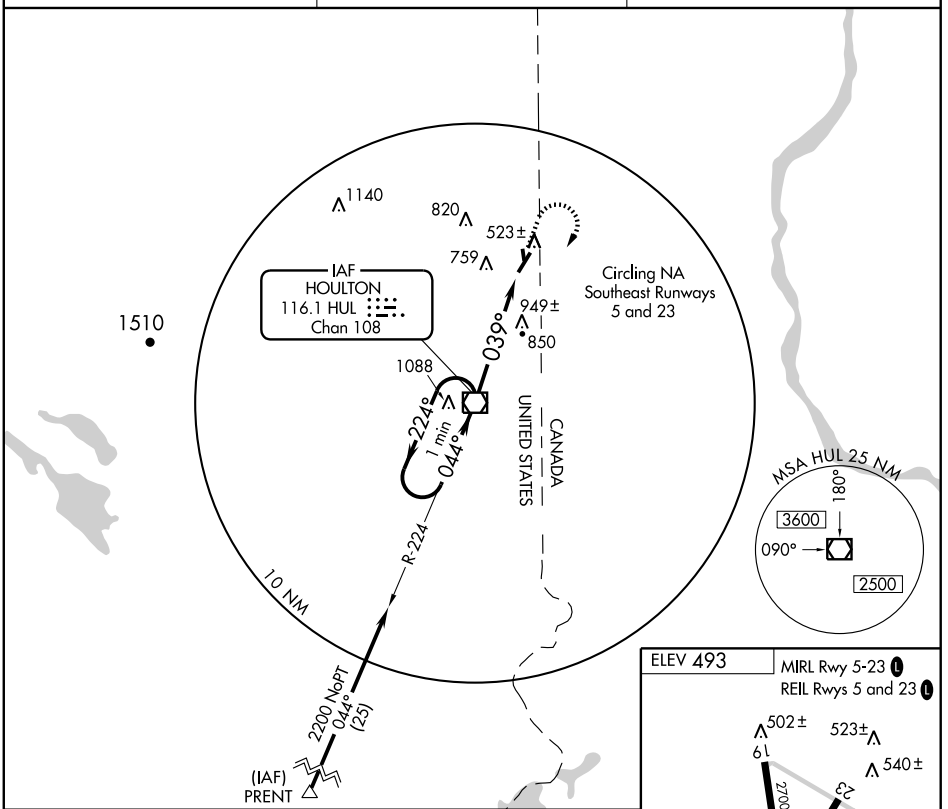
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

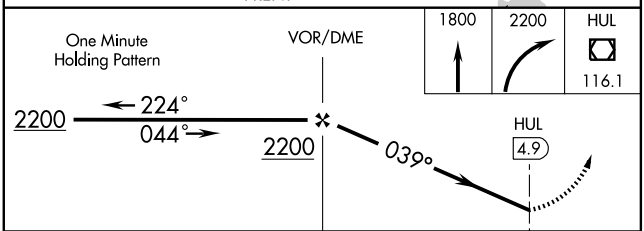
VOR/DME HUL	APP CRS	Rwy Idg	5015
116.1	039°	TDZE	493
Chan 108		Apt Elev	493

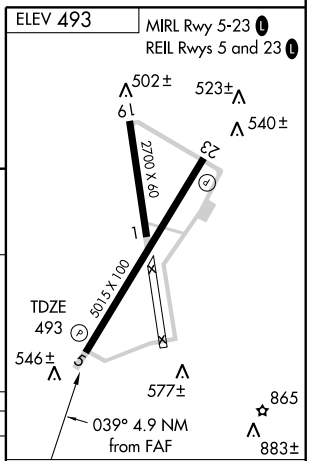
VOR RWY 5
HOULTON INTL (HUL)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2200 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1	707 (800-1)	1200-2 707 (800-2)	NA
CIRCLING	1200-1	707 (800-1)	1200-2 707 (800-2)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

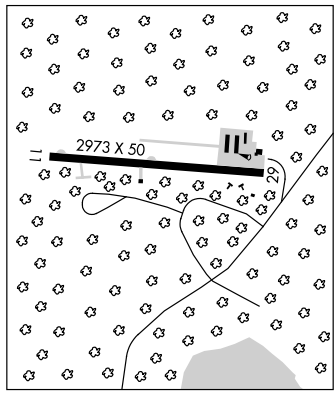
KENNEBUNK N43°25.54′ W70°36.81′ NOTAM FILE BGR. NEW YORK
(H) VORTAC 117.1 ENE Chan 118 262° 4.6 NM to Sanford Rgnl. 190/17W. H–11D, L–32H
DME unusable 265°–275° byd 25 NM blo 4000′; 345°–352° byd 30 NM blo 4000′.
RCO 122.1R 117.1T (BANGOR RADIO)

KNOX CO RGNL (See ROCKLAND)

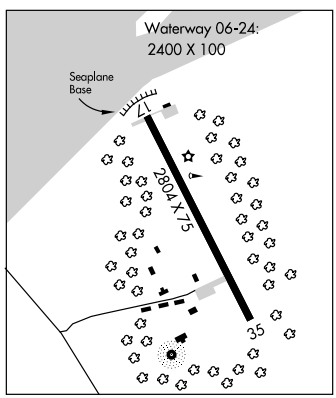
LAKESIDE MARINA SPB (See EAST WINTHROP)

LEWIE N43°57.74′ W70°20.28′ NOTAM FILE LEW. NEW YORK
NDB (LOM) 240 LE 041° 5.7 NM to Auburn–Lewiston Muni. L–32H

LIMINGTON–HARMON (63B) 3 N UTC−5(−4DT) N43°45.78′ W70°40.35′ NEW YORK
291 S4 **FUEL** 100LL TPA—1391(1100) NOTAM FILE BGR L–32H
RWY 11–29: H2973X50 (ASPH) LIRL(NSTD)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self-serve fuel. Rwy 11–29 NSTD LIRL. Rwy 29 has 2 thld lgts 200′ from thld. Rwy 11 has 1 thld lgt 300′ from thld 10′ left, many lgts missing. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
PORTLAND APP/DEP CON 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 010° 20.4 NM to fld. 190/17W.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



LINCOLN RGNL (LRG) 2 SW UTC−5(−4DT) N45°21.73′ W68°32.09′ HALIFAX
208 B NOTAM FILE BGR L–32I
RWY 17–35: H2804X75 (ASPH) S–25 MIRL 0.4% up S IAP
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
MILLINOCKET (H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.94′ 203° 13.5 NM to fld. 550/20W.
NDB (MHW) 216 LRG N45°21.39′ W68°32.22′ at fld. NOTAM FILE BGR. Unmonitored. Unusable byd 15 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.
• • • • • • • • • • • • • • • • • •
178
WATERWAY 06–24: 2400X100 (WATER)
Rwy 06W: P-line. **Rwy 24W:** Trees.
SEAPLANE REMARKS: Rwy 06W–24W CLOSED indefly.



LITTLEBROOK AIR PARK (See ELIOT)

APP CRS	Rwy Idg	2804
166°	TDZE	208
	Apt Elev	208

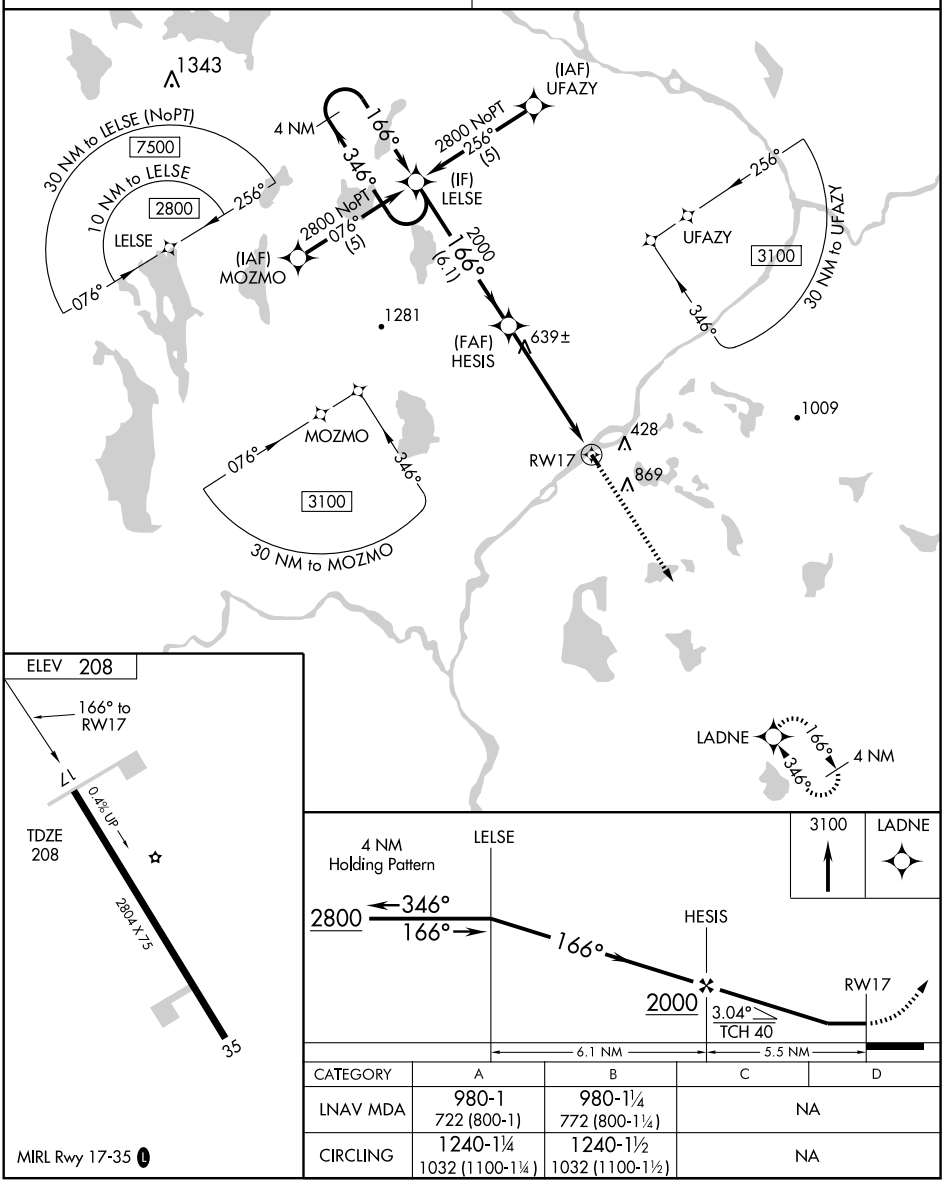
RNAV (GPS) RWY 17
LINCOLN RGNL (LRG)

T
NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	980-1 722 (800-1)	980-1¼ 772 (800-1¼)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

LINCOLN RGNL (LRG)

APP CRS	Rwy Idg	2804
346°	TDZE	208
	Apt Elev	208

NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket altimeter setting; when no received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2800 direct LELSE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)

MILLINOCKET MLT

Procedure NA for arrivals on MLT VOR/DME airway radials 134 CW 236.

3100 to LADNE 186° (24)

MSA RW35 25 NM 4300

4 NM 166° 346° LELSE

1281

1009

428

869

RW35

Procedure NA for arrivals on PNN VOR/DME airway radials 261 CW 316.

1079±

(FAF) RAEGN

2000 346° (6.1)

(IAF) PRINCETON PNN

3100 NoPT 274° (29.9)

Procedure NA for arrivals at HOSEP via V471 southwest bound.

(IF/IAF) LADNE

166° 346° 4 NM

3100 NoPT 075° (21.2)

(IAF) HOSEP

2014

ELEV 208

17

0.4% UP

2804 X 75

TDZE 208

35

346° to RW35

MIRL Rwy 17-35 L

2800 LELSE

LADNE 4 NM Holding Pattern

RAEGN

166° 346° 3100

RW35 3.05° TCH 40 2000

5.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 992 (1000-1¼)	1200-1½ 992 (1000-1½)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MLT	APP CRS	Rwy Idg	N/A
117.9	203°	TDZE	N/A
Chan 126		Apt Elev	208

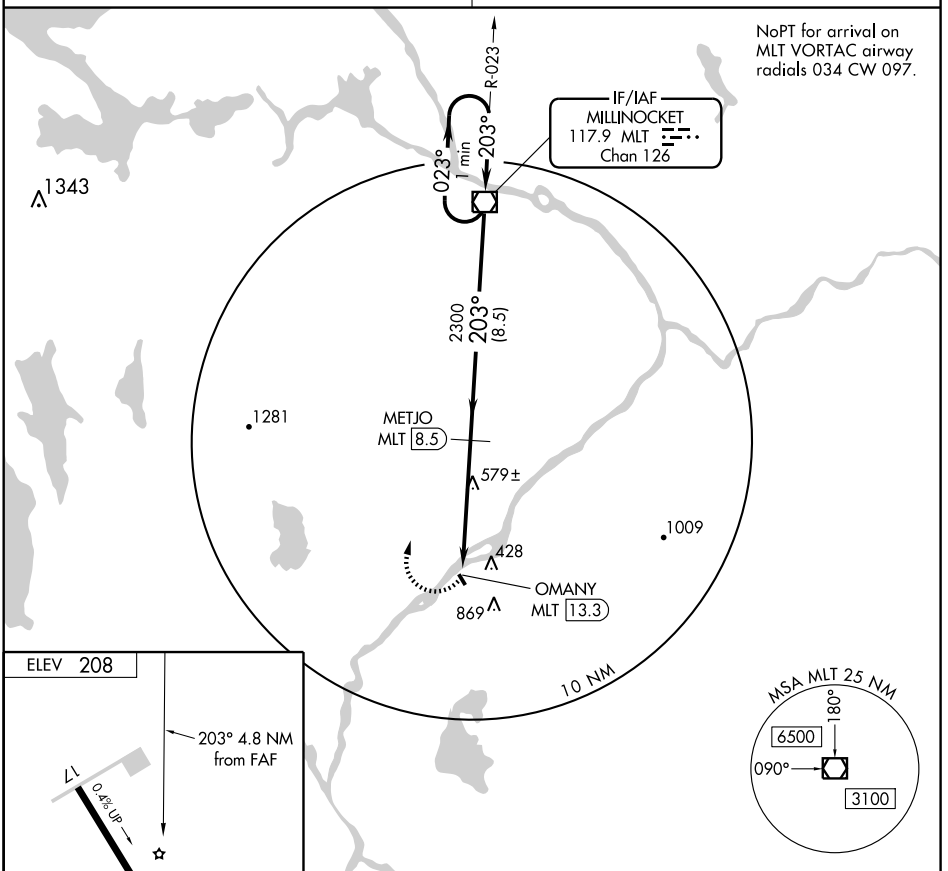
VOR/DME-A

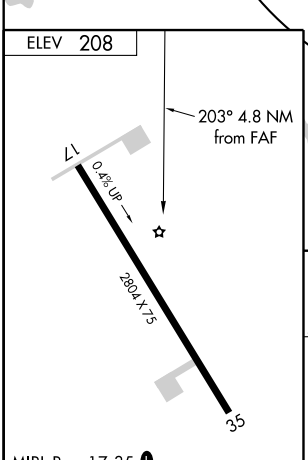
LINCOLN RGNL (LRG)

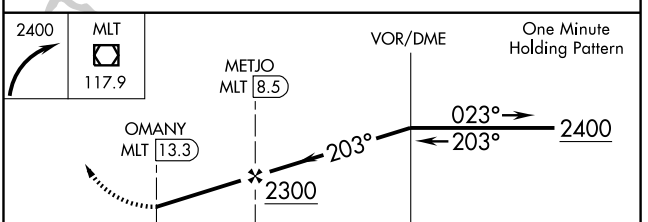
Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2400 direct MLT VOR/DME and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LIVERMORE FALLS

BOWMAN FLD (B1Ø) 4 SE UTC−5(−4DT) N44°24.60′ W70°08.77′ **MONTREAL**

327 TPA—1677(1350) NOTAM FILE BGR

RWY 02–20: 2201X120 (TURF)

RWY 02: Tree. **RWY 20:** Tree.

AIRPORT REMARKS: Unattended. Runway not plowed in winter, no ngt ops except in emerg. Rwy 02 marked with yellow barrels at corners, white 2′ x 2′ markers along sides. Rwy 20 marked with yellow and white 2′ x 2′ markers (3 in a row) at corners, white barrels along sides.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

LONG LAKE SPB (See NAPLES)

LONG LAKE SPB (See SINCLAIR)

LUBEC MUNI (65B) 2 W UTC−5(−4DT) N44°50.19′ W67°01.62′ **HALIFAX**

85 B LRA NOTAM FILE BGR

RWY 08–26: 2024X100 (TURF–GRVL) LIRL

RWY 08: Trees. **RWY 26:** Tree.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE LIRL Rwy 08–26 and rotating bcn—CTAF. Customs on request 207–733–4331.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

LUCKY LANDING MARINA AND SEAPLANE BASE (See BANGOR)

MACHIAS VALLEY (MVM) 1 SW UTC−5(−4DT) N44°42.19′ W67°28.72′ **HALIFAX**

96 B NOTAM FILE BGR **L–32I**

RWY 18–36: H2900X60 (ASPH) S–12.5 MIRL 0.9% up N **IAP**

RWY 18: Trees. **RWY 36:** REIL. Trees.

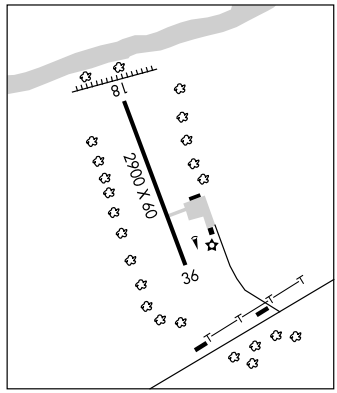
AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 124.25 **CLNC DEL** 122.5 (Bangor RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 116° 60.2 NM to fld. 360/19W. **HIWAS.**



MEDDYBEMPS

GILLESPIE FLD (66B) 1 W UTC−5(−4DT) N45°02.00′ W67°20.97′ **HALIFAX**

200 NOTAM FILE BGR

RWY 16–34: 1635X50 (TURF)

RWY 16: Trees. **RWY 34:** Trees.

AIRPORT REMARKS: Unattended. Rwy not plowed winter months. 36′ p–line 280′ north of Rwy 16. Rwy 16–34 outlined with white cones.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

MERRYMEETING FLD (See BOWDOINHAM)

MILLINOCKET N45°35.20′ W68°30.93′ NOTAM FILE MLT. **HALIFAX**

(H) VOR/DME 117.9 MLT Chan 126 317° 8.1 NM to Millinocket Muni. 550/20W. **H–11D, L–32I**

VOR unusable 330°–340° beyond 35 NM below 6000′.

DME unusable 330°–350° byd 35 NM blo 6000′.

RCO 123.6 122.1R 117.9T (BANGOR RADIO)

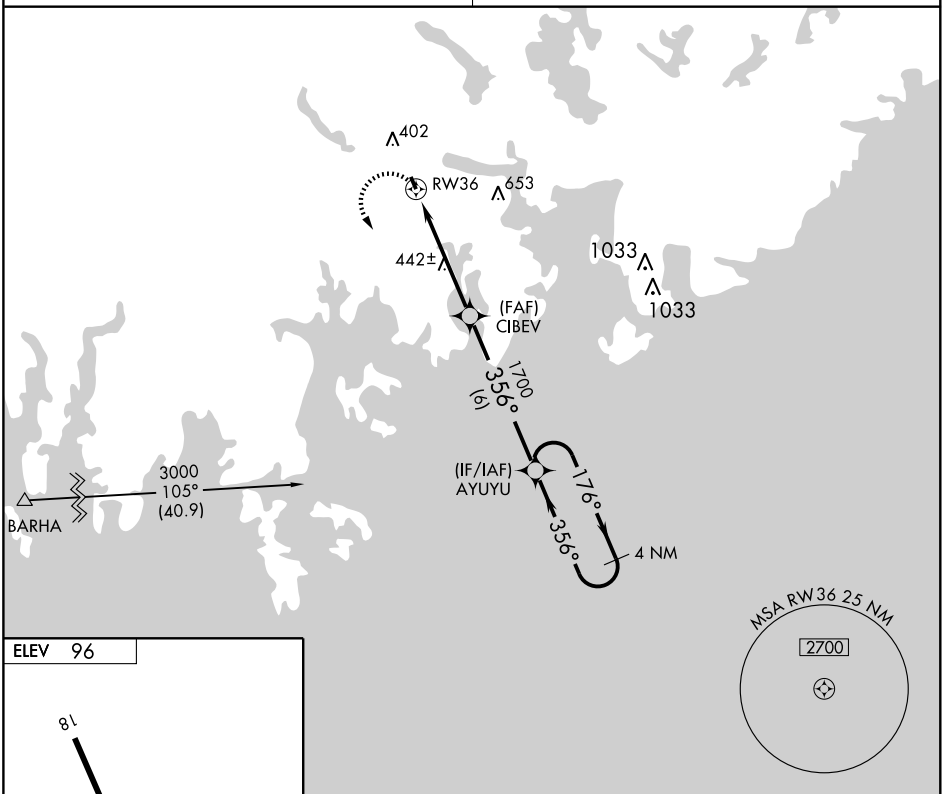
APP CRS	Rwy Idg	2909
356°	TDZE	96
	Apt Elev	96

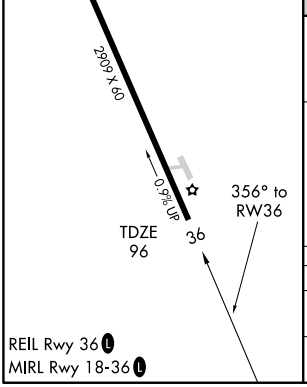
RNAV (GPS) RWY 36
MACHIAS VALLEY(MVM)

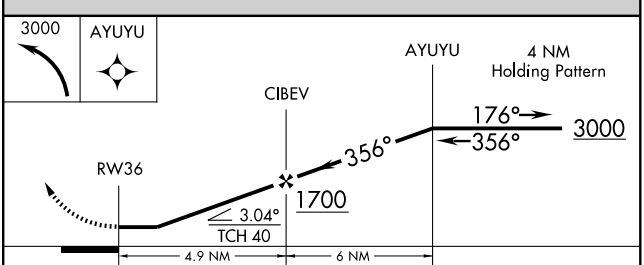
Circling NA at night to Rwy 18. DME/DME RNP-0.3 NA. Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 (CTAF) L





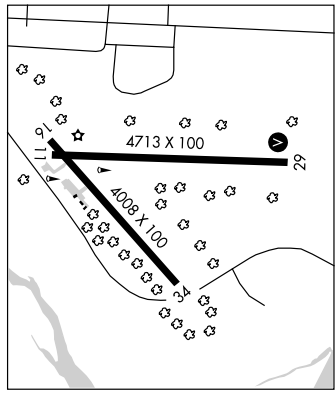


CATEGORY	A	B	C	D
LNAV MDA	940-1 844 (900-1)	940-1¼ 844 (900-1¼)	NA	
CIRCLING	1100-1¼ 1004 (1100-1¼)	1100-1½ 1004 (1100-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

MILLINOCKET

MILLINOCKET MUNI (MLT) 1 SE UTC−5(−4DT) N45°38.87′ W68°41.13′ **HALIFAX**
408 B **FUEL** 100LL, JET A NOTAM FILE MLT **L–32I**
RWY 11–29: H4713X100 (ASPH) S–30, D–44 MIRL **IAP**
RWY 11: REIL. Trees.
RWY 29: VASI(V4R)—GA 3° TCH 51′. Trees.
RWY 16–34: H4008X100 (ASPH) S–30, D–44 0.5% up NW
RWY 16: Trees. **RWY 34:** Road.
AIRPORT REMARKS: Attended May–Nov 1300–2200Z‡ Dec–Apr Mon–Fri 1300–2200Z‡. Fuel avbl 24 hrs, call 207–723–4375. Parachute Jumping. Rwy 16–34 CLOSED winter months except ski acft; snowbank crosses intersection Rwy 16–34 at Rwy 11–29 and along 1000 ft twy plowed center of Rwy 16–34 from intersection to south twy to ramp. Rwy 11 apch has several lgtd stacks 180′–270′ above rwy end elevation 2800′ from rwy end and immediately right of the apch. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and VASI Rwy 29—CTAF.



WEATHER DATA SOURCES: ASOS 135.225 (207) 723–8396.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.6 122.1R 117.9T (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 120.25 **CLNC DEL** 123.6 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MLT.
(H) VOR/DME 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 317° 8.1 NM to fld. 550/20W.
MILNOT NDB (H) 344 LNT N45°38.92′ W68°33.02′ 289° 5.7 NM to fld. Unmonitored. Unusable byd 15 NM.
ILS 108.9 I–MLT Rwy 29. LOC only.

MILLINOCKET SPB (7ØB) 7 NW UTC−5(−4DT) N45°43.70′ W68°50.67′ **HALIFAX**
492 **FUEL** 100LL NOTAM FILE BGR
WATERWAY ALL WAY: 4000X500 (WATER)
SEAPLANE REMARKS: Attended May–Oct dawn–dusk. Water level fluctuates 15′ +/− lowest in Sep and Oct. Preferred tkf and ldg direction for seaplane base 06–24.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

MILNOT N45°38.93′ W68°33.03′ NOTAM FILE MLT. **HALIFAX**
NDB (H) 344 LNT 289° 5.7 NM to Millinocket Muni. Unmonitored. Unusable byd 15 NM. **L–321**

MOOSE RIVER SPB (See JACKMAN)

MOUNT VERNON

SEVEN G S SPB (75B) .9 S UTC−5(−4DT) N44°29.50′ W69°59.47′ **MONTREAL**
329 NOTAM FILE BGR
WATERWAY 04–22: 2500X200 (WATER)
WATERWAY 04: Trees. **WATERWAY 22:** Building.
SEAPLANE REMARK: Unattended.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NAPLES

BRANDY POND SPB (5ME) 1 SE UTC−5(−4DT) N43°57.27′ W070°35.47′ **NEW YORK**
267 S2 **FUEL** 100LL NOTAM FILE BGR
WATERWAY 17–35: 7200X600 (WATER)
SEAPLANE REMARKS: Attended May–Oct Mon–Fri 1300–2200Z‡, Nov–Apr unattended. Follow channel markers to avoid shallow water. Jun–Aug heavy boat traffic on lake.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del through FLIGHT SERVICES 1–800–WX–BRIEF.

LONG LAKE SPB (76B) 1 NE UTC−5(−4DT) N43°58.25′ W70°36.22′ **NEW YORK**
267 **FUEL** 100LL NOTAM FILE BGR
WATERWAY 16–34: 15000X3960 (WATER)
SEAPLANE REMARKS: Attended May–Sep daylight hours.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NDB LNT 344	APP CRS 287°	Rwy Idg 4713 TDZE 408 Apt Elev 408

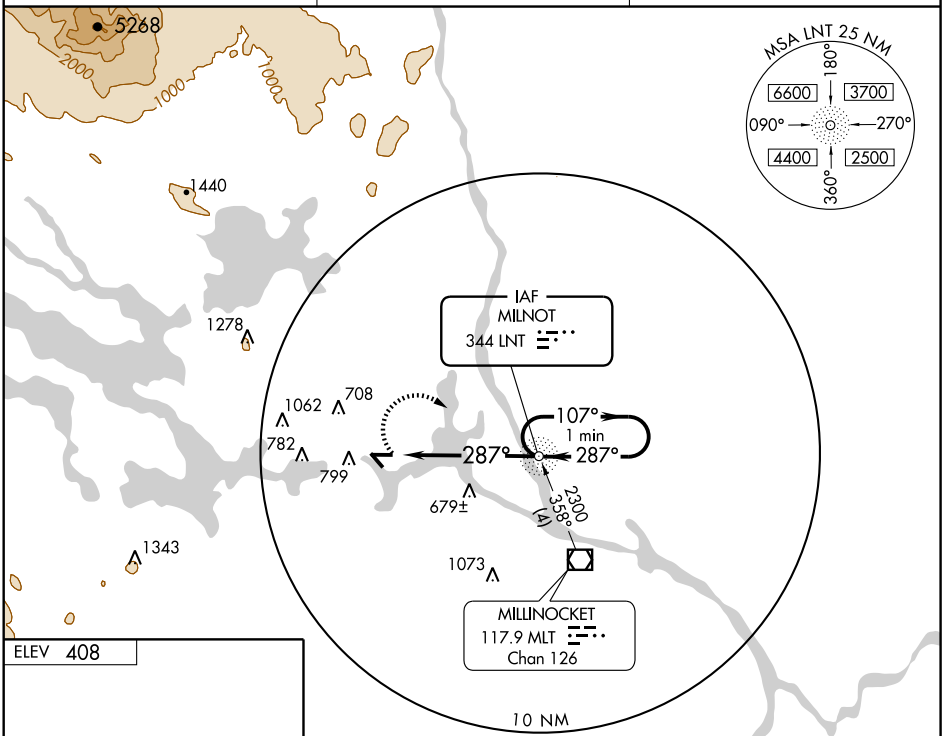
NDB RWY 29

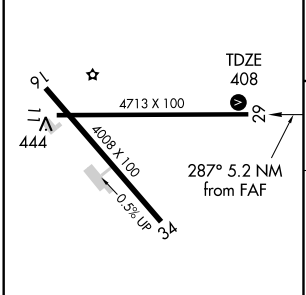
MILLINOCKET MUNI (MLT)

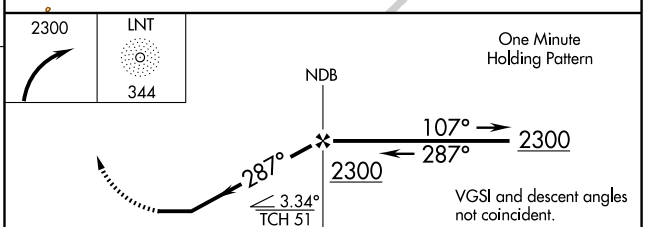
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ½ mile. Circling Cat B visibility ¼ mile and Circling Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct LNT NDB and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L







REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-29	980-1 572 (600-1)		980-1½ 572 (600-1½)	980-1¾ 572 (600-1¾)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4713
287°	TDZE	408
	Apt Elev	408

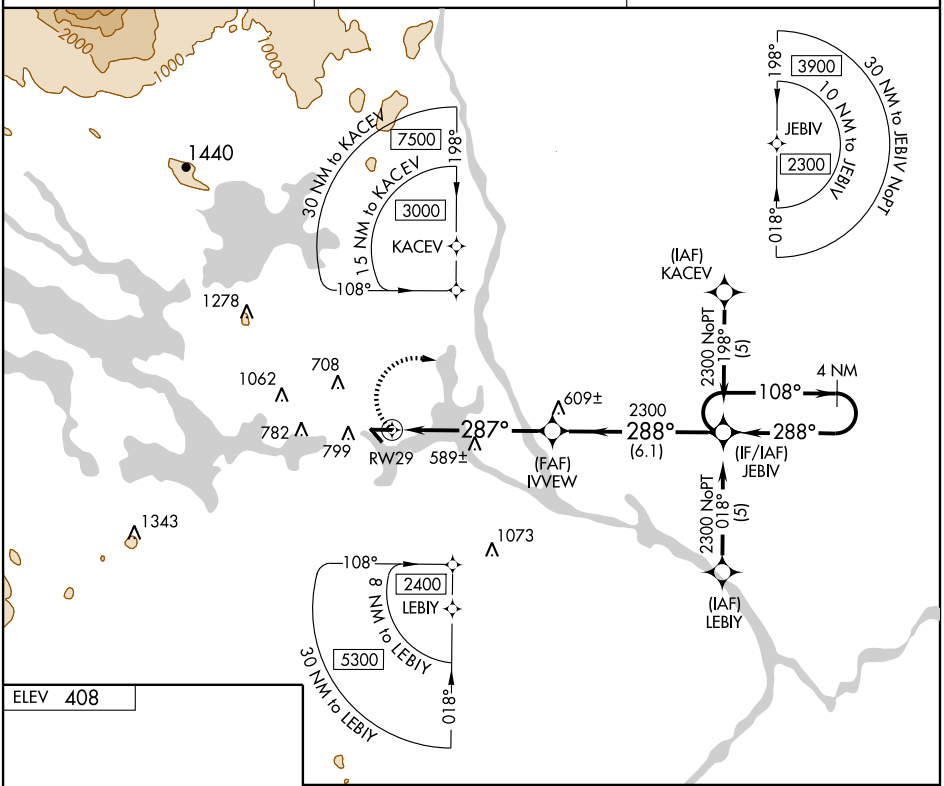
RNAV (GPS) RWY 29

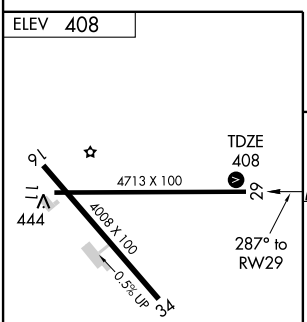
MILLINOCKET MUNI (MLT)

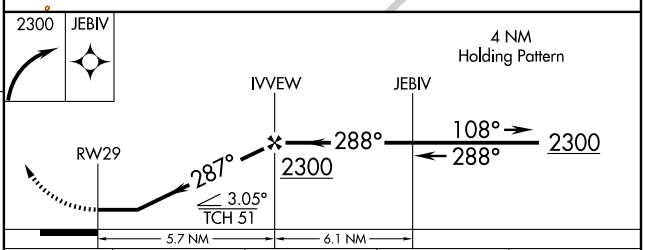
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visiblity ½ mile.
When VGSI Inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct JEBIV and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

REIL Rwy 11 L
MIRL Rwy 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

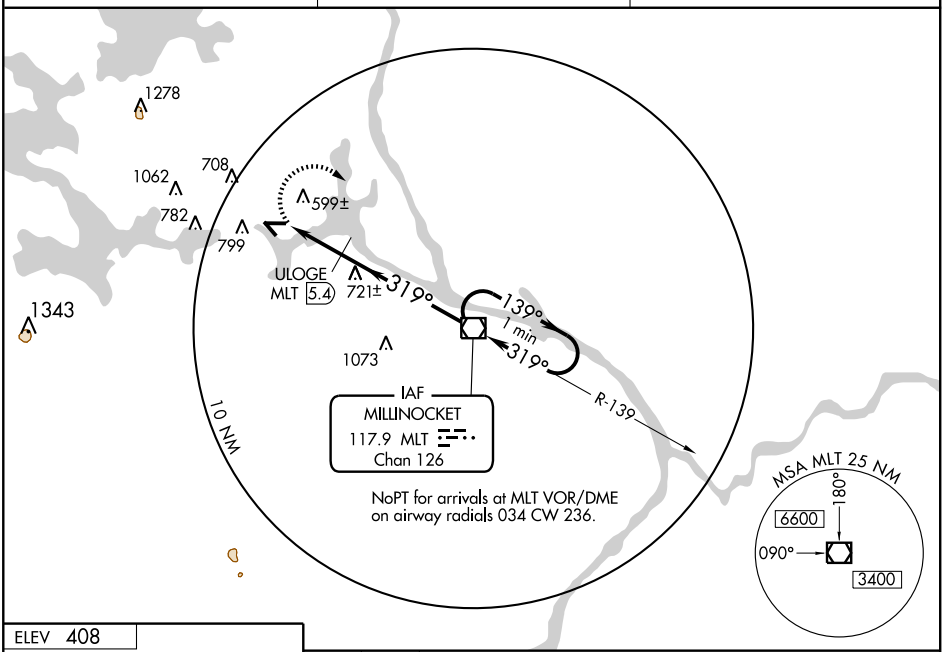
VOR RWY 29

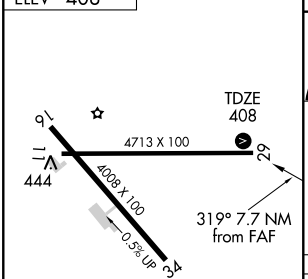
MILLINOCKET MUNI (MLT)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

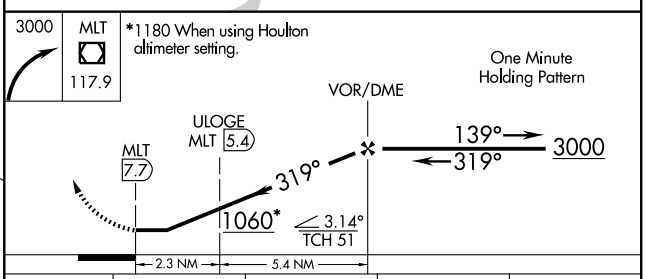
ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-29	1060-1 652 (700-1)		1060-1¾ 652 (700-1¾)	1060-2 652 (700-2)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)
ULOGE FIX MINIMUMS				
S-29	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NEWTON FLD (See JACKMAN)

NORCROSS/MILLINOCKET

BUCKHORN CAMPS SPB (78B) 0 NE UTC−5(−4DT) N45°39.25′ W68°56.97′ HALIFAX

500 NOTAM FILE BGR

WATERWAY E–W: 3000X500 (WATER)

WATERWAY E: Trees. **WATERWAY W:** Trees.

WATERWAY NW–SE: 4000X500 (WATER)

WATERWAY NW: Trees. **WATERWAY SE:** Trees.

SEAPLANE REMARKS: Unattended. CAUTION–Many shallow rocky areas during low water conditions in middle of lake. Be alert: many shallow rocky areas around the docking area.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NORRIDGEWOCK

CENTRAL MAINE ARPT OF NORRIDGEWOCK (OWK) 3.5 W UTC−5(−4DT) MONTREAL

N44°42.93′ W69°51.99′ L–32H

270 B S4 **FUEL** 100LL, MOGAS NOTAM FILE BGR IAP

RWY 03–21: H3999X90 (ASPH) S–30, D–60

RWY 03: Trees. **RWY 21:** Trees.

RWY 15–33: H3999X90 (ASPH) S–30, D–60 MIRL

RWY 15: Trees. **RWY 33:** REIL. Trees.

AIRPORT REMARKS: Attended 1300–2200. Birds and deer on and invof arpt. Rwy 15 has 30′ dropoff 100′ from end of rwy. Rwy 21 has 30′ dropoff 100′ from end of rwy. Rwy 03 has 30′ dropoff 94′ from end of rwy. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 122.8

COMMUNICATIONS: CTAF/UNICOM 122.8

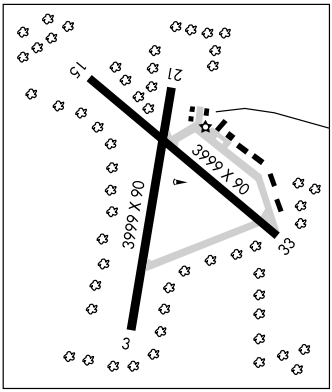
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡)

Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.

AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 011° 23.9 NM to fld. 349/18W.

COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



NORTHERN AROOSTOOK RGNL (See FRENCHVILLE)

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (See PRESQUE ISLE)

NORTHERN MAINE RGNL SPB (See PRESQUE ISLE)

NOXKS N44°05.61′ W69°13.14′ NOTAM FILE RKD. MONTREAL

NDB (LOM) 334 RM 129° 5.6 NM to Knox Co Rgnl. L–32H

NUGENT CHAMBERLAIN LAKE SPB (See CHESUNCOOK)

OLD TOWN N45°00.34′ W68°38.06′ NOTAM FILE BGR. HALIFAX

NDB (MHW) 272 OLD 228° 3.6 NM to Dewitt Fld, Old Town Muni. Unmonitored. L–32I

APP CRS	Rwy Idg	3999
028°	TDZE	268
	Apt Elev	270

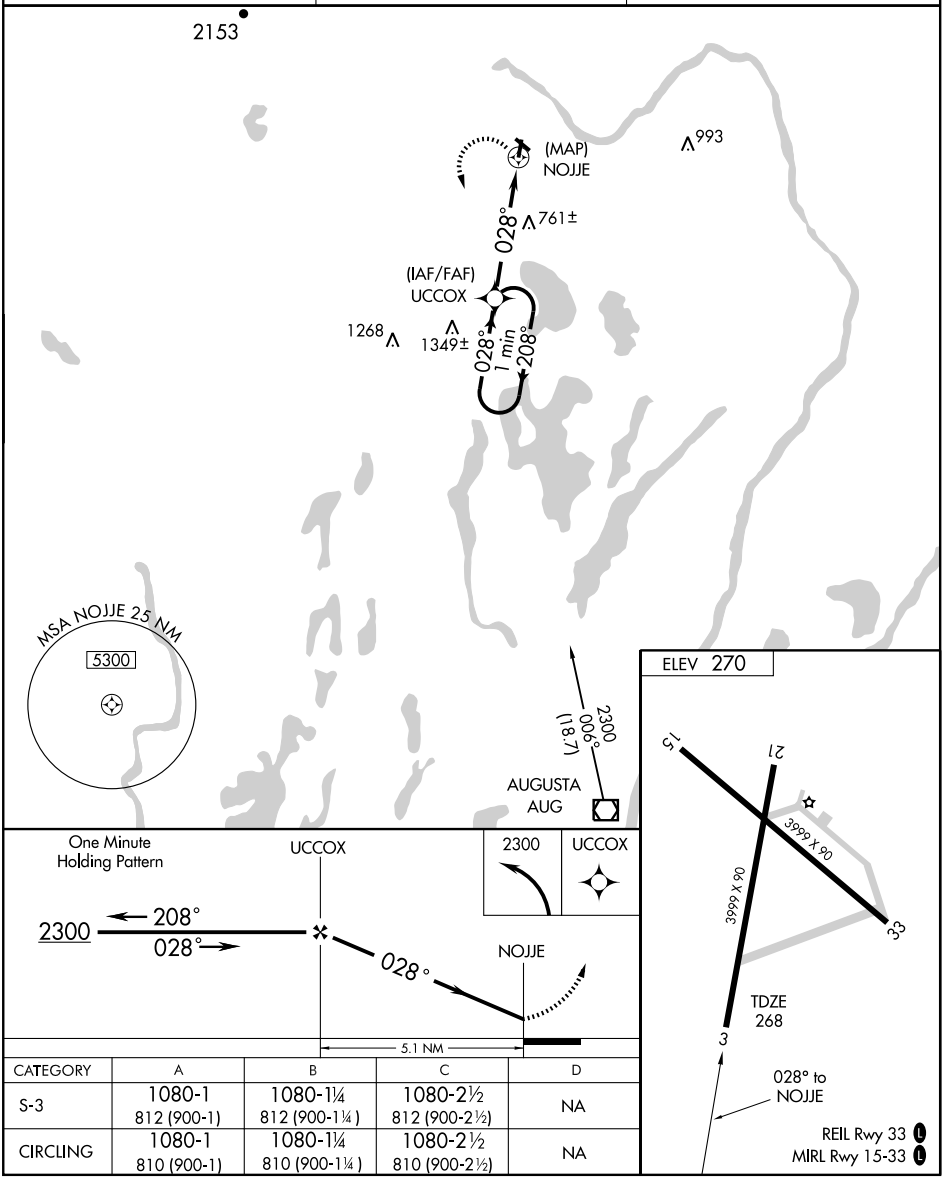
GPS RWY 3

NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3999
148°	TDZE	269
	Apt Elev	270

GPS RWY 15

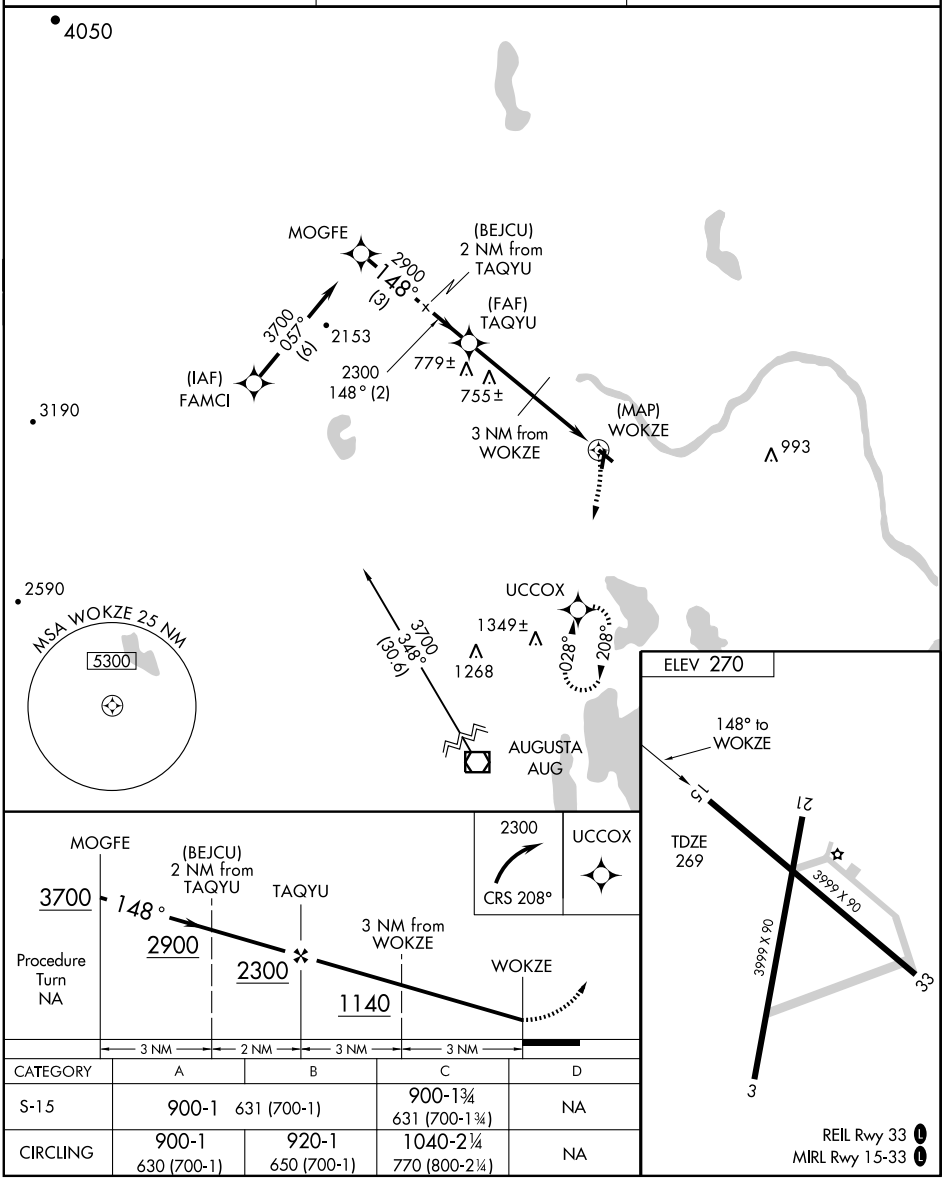
NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

NA

Use Augusta State altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via 208° course to UCCOX WP and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	900-1 631 (700-1)		900-1¾ 631 (700-1¾)	NA
CIRCLING	900-1 630 (700-1)	920-1 650 (700-1)	1040-2¼ 770 (800-2¼)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

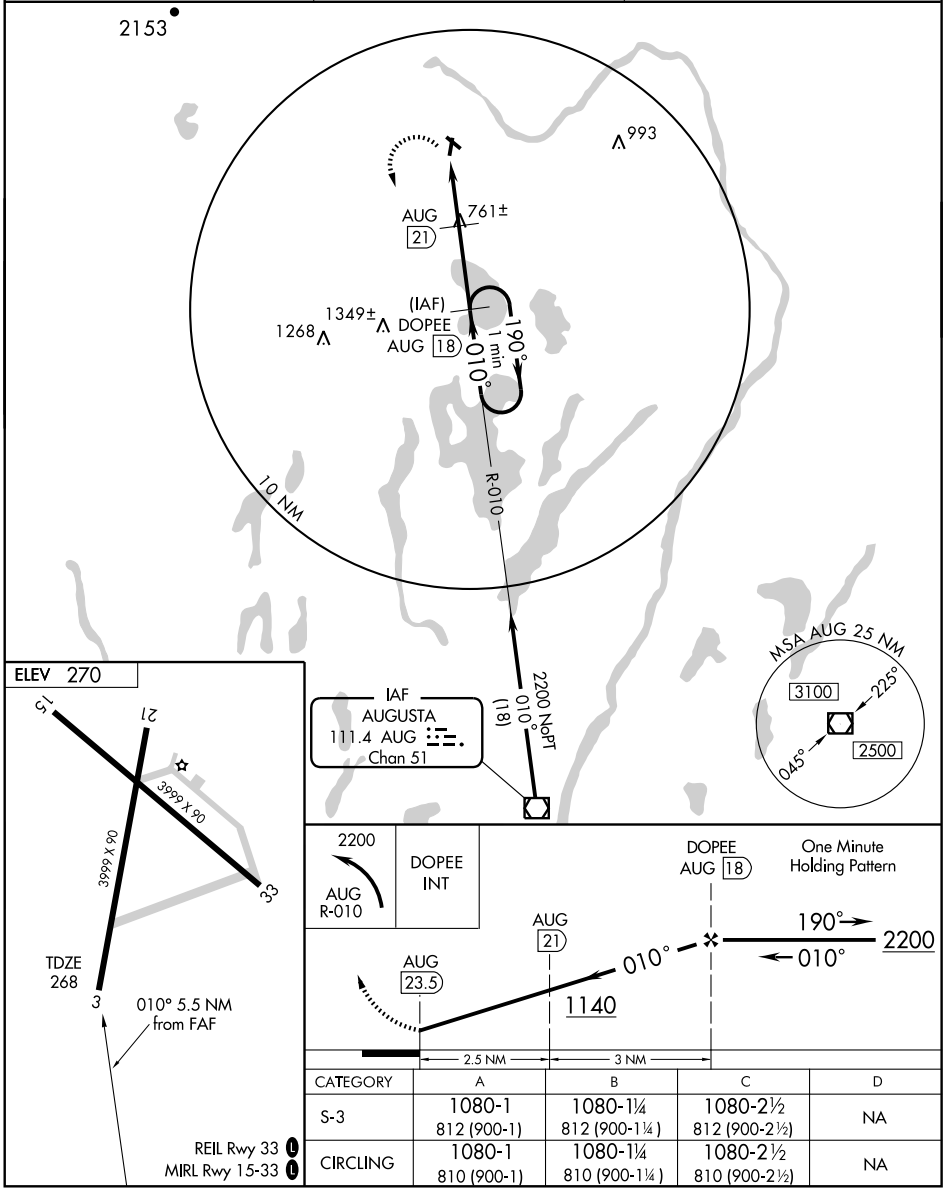
VOR/DME AUG	APP CRS	Rwy Idg	3999
111.4	010°	TDZE	268
Chan 51		Apt Elev	270

NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK) VOR/DME RWY 3

Use Augusta State altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2200 via AUG R-010 to DOPEE/18 DME and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L

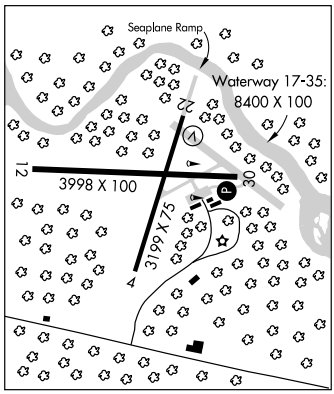


CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

OLD TOWN

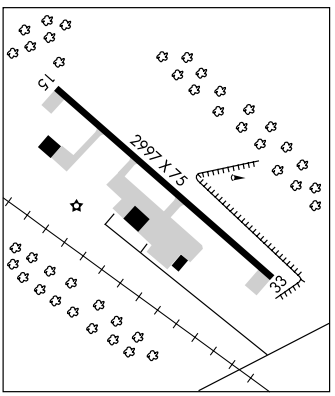
DEWITT FLD, OLD TOWN MUNI (OLD) 2 NW UTC−5(−4DT) N44°57.15′ W68°40.46′ HALIFAX
126 B **FUEL** 100LL LRA NOTAM FILE BGR L–32I
RWY 12–30: H3998X100 (ASPH) S–30 MIRL IAP
RWY 12: Trees. **RWY 30:** PAPI(P4L)—GA 3.5° TCH 45′. Trees.
RWY 04–22: H3199X75 (ASPH) S–37, D–45 MIRL
RWY 04: REIL. Trees. **RWY 22:** VASI(V4L)—GA 3.5°TCH 52′. Trees.
AIRPORT REMARKS: Attended Nov–Mar 1300–2130Z‡, Apr–Oct 1300–2200Z‡. 24 hr fuel with major credit card. Rotating bcn OTS indefly. Rwy 04–22 large transverse cracks in rwy width 2 inch pavement differential. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, REIL Rwy 04 and PAPI Rwy 30—CTAF. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BANGOR APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071° 10.8 NM to fld. 360/19W. **HIWAS.**
OLD TOWN NDB (MHW) 272 OLD N45°00.34′ W68°38.06′ 228° 3.6 NM to fld. Unmonitored.
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



102
WATERWAY 17W–35W: 8400X100 (WATER)

ORHAM N43°39.15′ W70°26.45′ NOTAM FILE PWM. NEW YORK
NDB (LOM) 394 PW 111° 5.8 NM to Portland Intl Jetport. Unmonitored. L–32H

OXFORD CO RGNL (81B) 2 E UTC−5(−4DT) N44°09.45′ W70°28.88′ MONTREAL
346 B S4 **FUEL** 100LL NOTAM FILE BGR L–32H
RWY 15–33: H2997X75 (ASPH) S–25 MIRL IAP
RWY 15: Trees. **RWY 33:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1230–2200Z‡. For fuel or maintenance call 207–539–4779. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 270° 31.1 NM to fld. 349/18W.
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



PATTEN

SHIN POND SPB (85B) 8 NW UTC−5(−4DT) N46°06.25′ W68°33.72′ HALIFAX
780 **FUEL** 100LL NOTAM FILE BGR
WATERWAY 02–20: 6000X200 (WATER)
SEAPLANE REMARKS: Attended daylight hours. Numerous boats and canoes on lake. Call 207–528–2626 for svc.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NDB OLD	APP CRS	Rwy Idg	3199
272	227°	TDZE	126
		Apt Elev	126

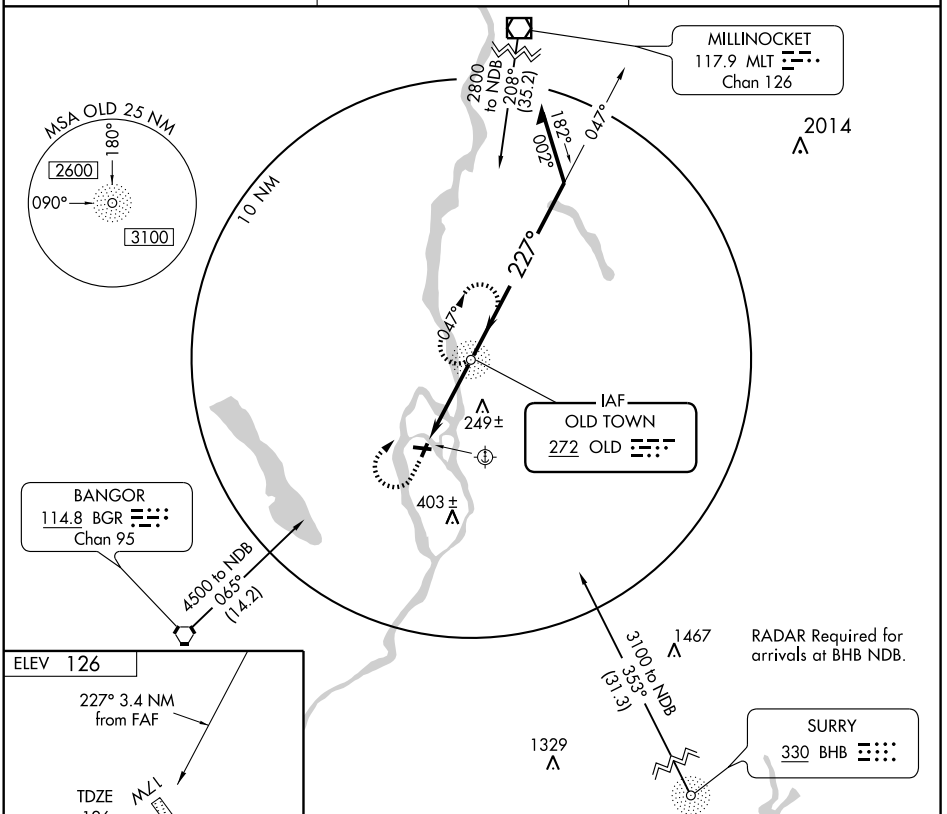
NDB RWY 22

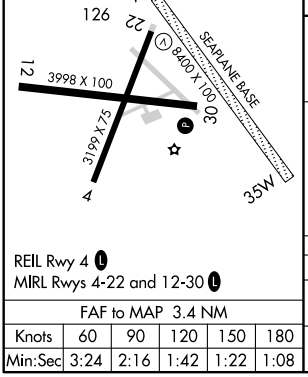
OLD TOWN/ DEWITT FIELD, OLD TOWN MUNI (OLD)

NA Visibility reduction by helicopters NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet.

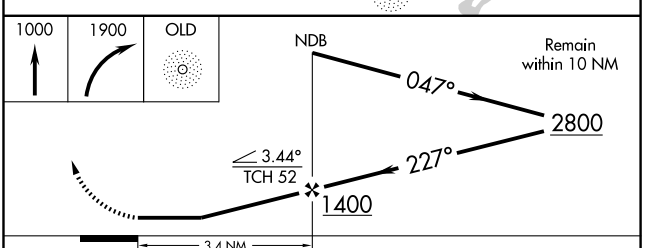
MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct OLD NDB and hold.

BANGOR INTL ASOS	BANGOR APP CON	UNICOM
127.75	124.5 251.125	122.8 (CTAF) L





FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-22	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

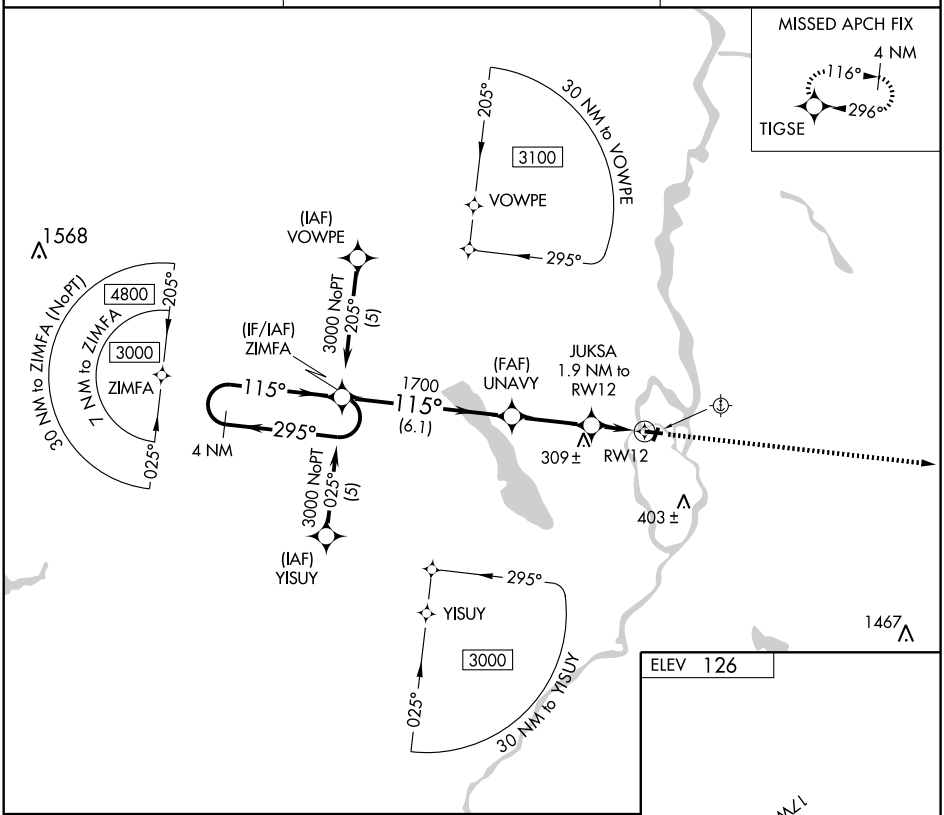
OLD TOWN/ DEWITT FIELD, OLD TOWN MUNI (OLD)

APP CRS	Rwy Idg	3998
115°	TDZE	125
	Apt Elev	126

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct TIGSE and hold.

BANGOR INTL ASOS	BANGOR APP CON	UNICOM
127.75	124.5 251.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 475 (500-1)		600-1¼ 475 (500-1¼)	NA
CIRCLING	620-1 494 (500-1)		640-1½ 514 (600-1½)	NA

REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3199
221°	TDZE	126
	Apt Elev	126

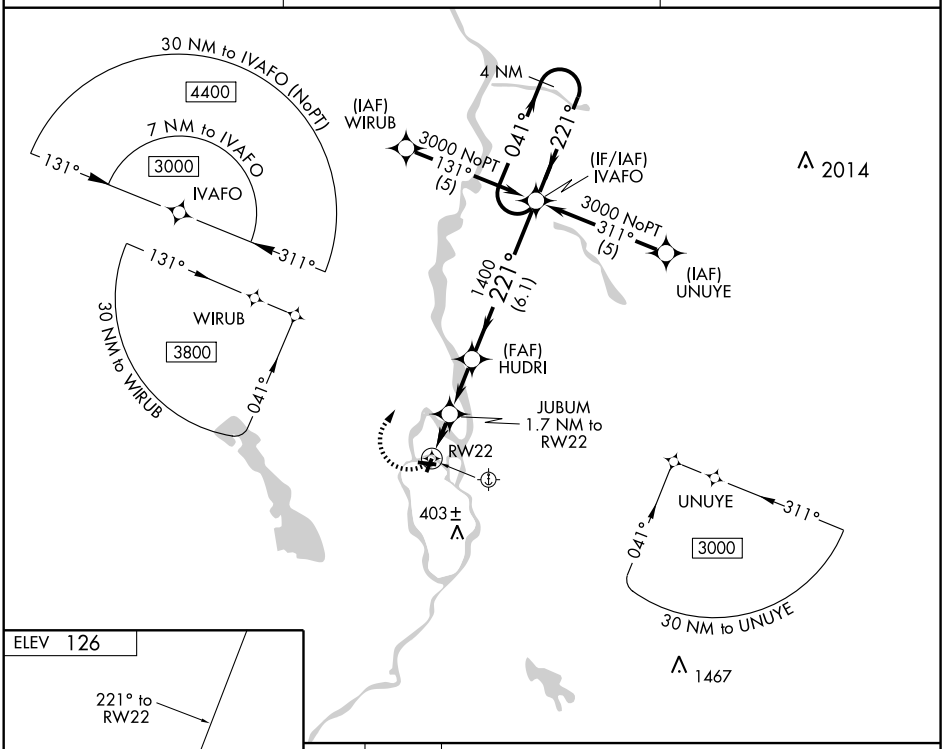
RNAV (GPS) RWY 22

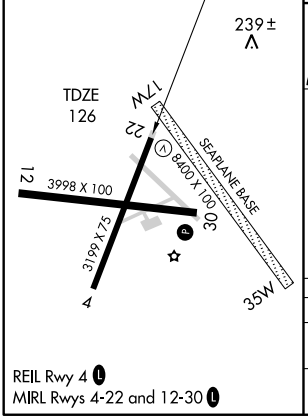
OLD TOWN/ DEWITT FIELD, OLD TOWN MUNI (OLD)

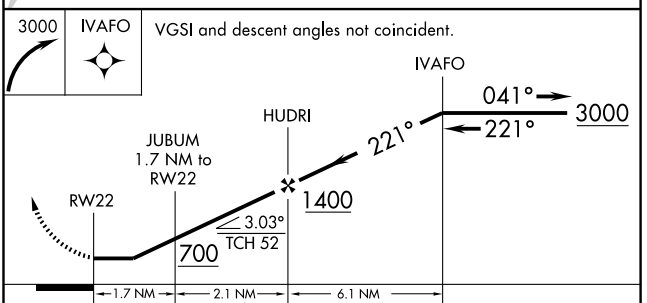
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bangor Intl altimeter setting; when not recieved, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct IVAFO and hold.

BANGOR INTL ASOS	BANGOR APP CON	UNICOM
127.75	124.5 251.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 474 (500-1)		600-1¼ 474 (500-1¼)	NA
CIRCLING	620-1 494 (500-1)		640-1½ 514 (600-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3998
296°	TDZE	125
	Apt Elev	126

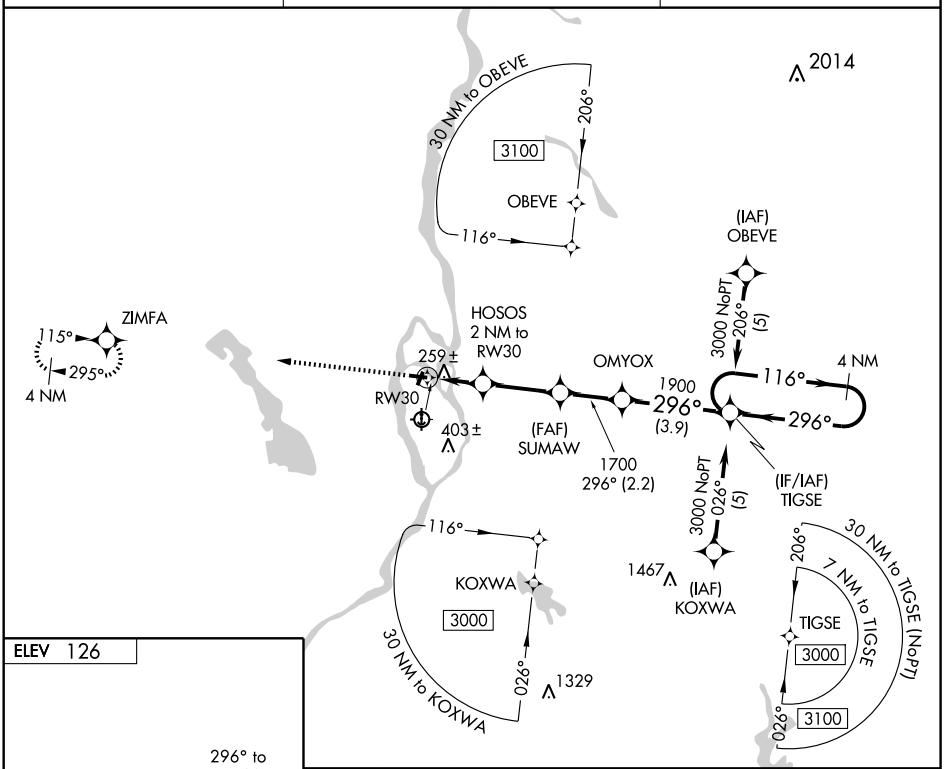
RNAV (GPS) RWY 30

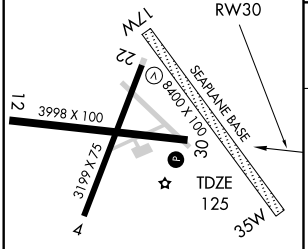
OLD TOWN/ DEWITT FIELD, OLD TOWN MUNI (OLD)

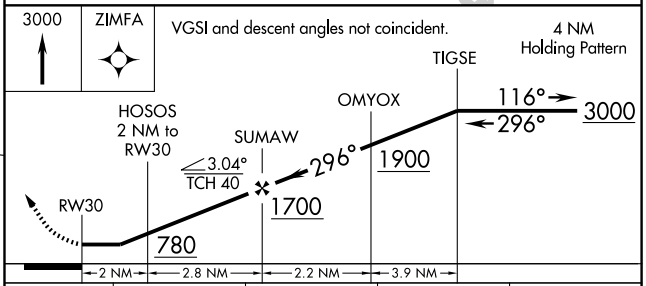
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bangor Intl altimeter setting; when not received, use Bar Harbor altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZIMFA and hold.

BANGOR INTL ASOS	BANGOR APP CON	UNICOM
127.75	124.5 251.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1	475 (500-1)	600-1¼ 475 (500-1¼)	NA
CIRCLING	620-1	494 (500-1)	640-1½ 514 (600-1½)	NA

REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BGR 114.8 Chan 95	APP CRS 249°	Rwy Idg 3199 TDZE 126 Apt Elev 127

VOR/DME RWY 22

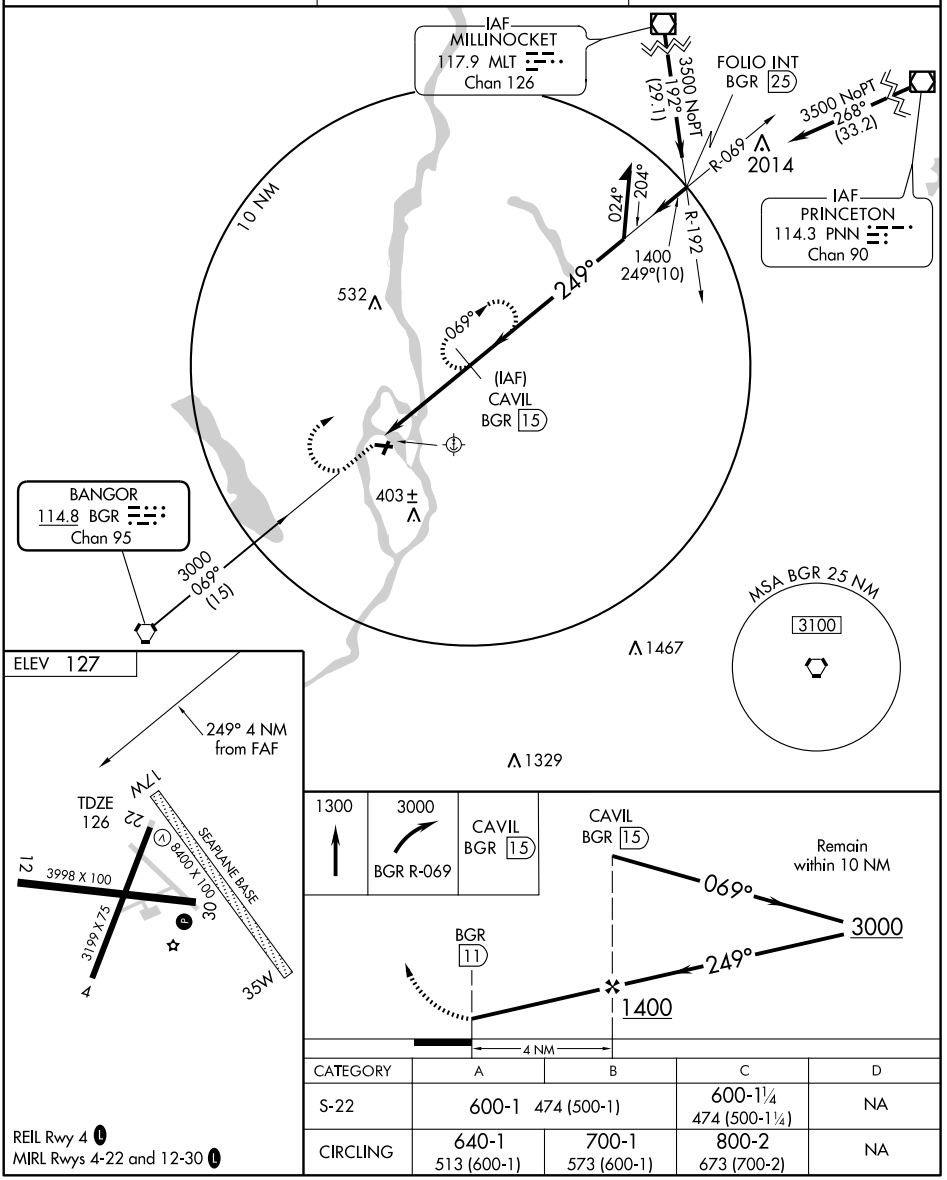
OLD TOWN/ DEWITT FIELD, OLD TOWN MUNI (OLD)

NA

Use Bangor Intl atimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR INTL ASOS 127.75	BANGOR APP CON 124.5 251.125	UNICOM 122.8 (CTAF) L



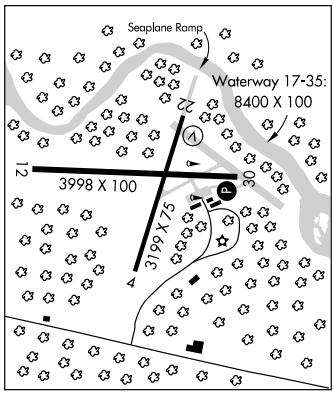
CATEGORY	A	B	C	D
S-22	600-1 474 (500-1)		600-1¼ 474 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4 L
MIRL Rwys 4-22 and 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

OLD TOWN

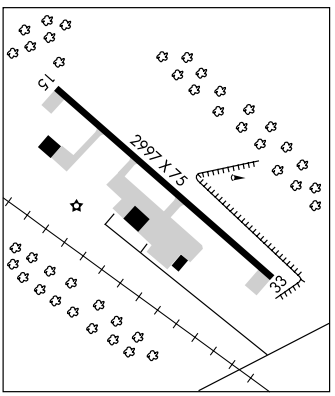
DEWITT FLD, OLD TOWN MUNI (OLD) 2 NW UTC−5(−4DT) N44°57.15′ W68°40.46′ HALIFAX
126 B **FUEL** 100LL LRA NOTAM FILE BGR L–32I
RWY 12–30: H3998X100 (ASPH) S–30 MIRL IAP
RWY 12: Trees. **RWY 30:** PAPI(P4L)—GA 3.5° TCH 45′. Trees.
RWY 04–22: H3199X75 (ASPH) S–37, D–45 MIRL
RWY 04: REIL. Trees. **RWY 22:** VASI(V4L)—GA 3.5°TCH 52′. Trees.
AIRPORT REMARKS: Attended Nov–Mar 1300–2130Z‡, Apr–Oct 1300–2200Z‡. 24 hr fuel with major credit card. Rotating bcn OTS indefly. Rwy 04–22 large transverse cracks in rwy width 2 inch pavement differential. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, REIL Rwy 04 and PAPI Rwy 30—CTAF. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BANGOR APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071° 10.8 NM to fld. 360/19W. **HIWAS.**
OLD TOWN NDB (MHW) 272 OLD N45°00.34′ W68°38.06′ 228° 3.6 NM to fld. Unmonitored.
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



102
WATERWAY 17W–35W: 8400X100 (WATER)

ORHAM N43°39.15′ W70°26.45′ NOTAM FILE PWM. NEW YORK
NDB (LOM) 394 PW 111° 5.8 NM to Portland Intl Jetport. Unmonitored. L–32H

OXFORD CO RGNL (81B) 2 E UTC−5(−4DT) N44°09.45′ W70°28.88′ MONTREAL
346 B S4 **FUEL** 100LL NOTAM FILE BGR L–32H
RWY 15–33: H2997X75 (ASPH) S–25 MIRL IAP
RWY 15: Trees. **RWY 33:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1230–2200Z‡. For fuel or maintenance call 207–539–4779. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PORTLAND APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 270° 31.1 NM to fld. 349/18W.
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



PATTEN

SHIN POND SPB (85B) 8 NW UTC−5(−4DT) N46°06.25′ W68°33.72′ HALIFAX
780 **FUEL** 100LL NOTAM FILE BGR
WATERWAY 02–20: 6000X200 (WATER)
SEAPLANE REMARKS: Attended daylight hours. Numerous boats and canoes on lake. Call 207–528–2626 for svc.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

GPS RWY 33

OXFORD COUNTY RGNL (81B)

APP CRS	Rwy Idg	2997
329°	TDZE	346
	Apt Elev	346

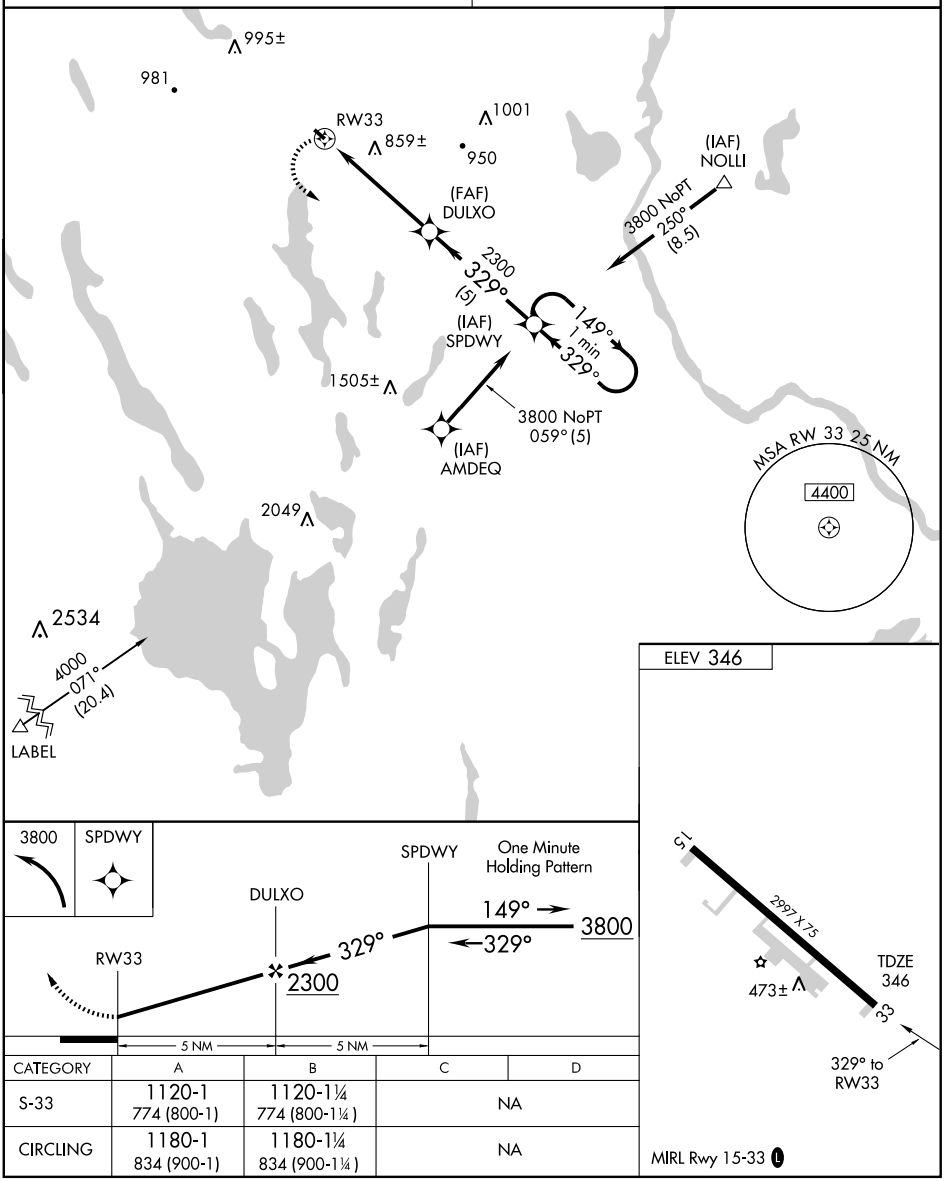
NA

Use Auburn-Lewiston altimeter setting.

MISSED APPROACH: Climbing left turn to 3800 direct SPDWY WP and hold.

PORTLAND APP CON ★
125.5 353.9

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1120-1 774 (800-1)	1120-1¼ 774 (800-1¼)	NA	
CIRCLING	1180-1 834 (900-1)	1180-1¼ 834 (900-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PITTSFIELD MUNI (2B7) 1 SE UTC−5(−4DT) N44°46.11′ W69°22.47′

MONTREAL
L–32H
IAP

198 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR

RWY 18–36: H4000X100 (ASPH) S–38, D–49 MIRL 0.6% up N

RWY 18: REIL. Trees.

RWY 36: REIL. PAPI(P4L). Brush.

AIRPORT REMARKS: Attended 1200–2200Z‡. Fuel after hrs call 207–232–2318. Parachute activity on weekends at arpt. Deer on all rwys at night. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

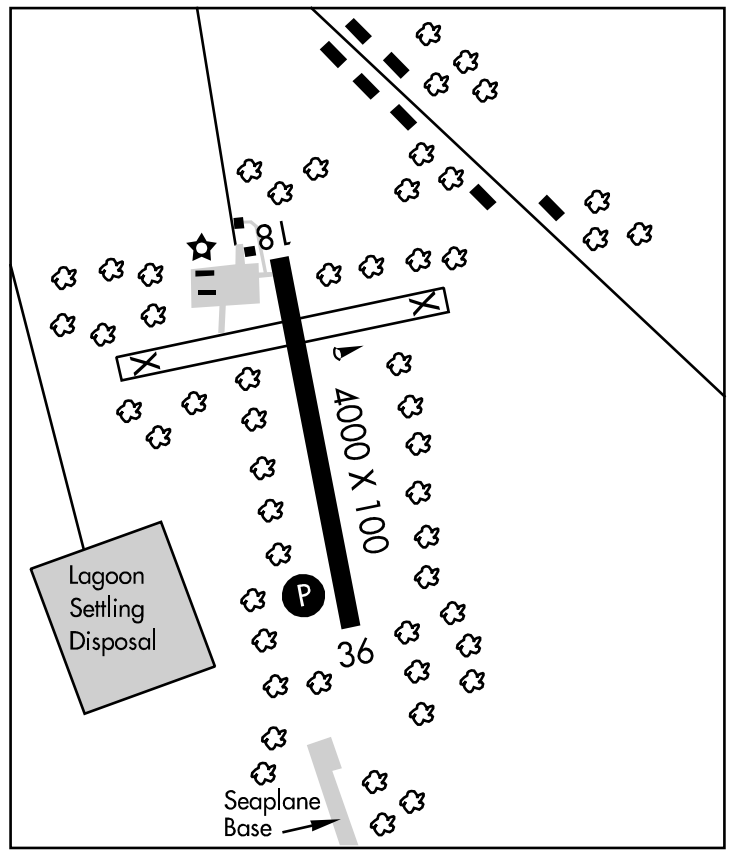
Ⓡ **BANGOR APP/DEP CON** 118.925

RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.

BANGOR (H) VORTACW 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 278° 21.8 NM to fld. 360/19W. **HIWAS.**

BURNHAM NDB (MHW) 348 BUP N44°41.84′ W69°21.47′ 009° 4.3 NM to fld. Unusable byd 20 NM.

COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



PORTAGE LAKE MUNI SPB (87B) 1 W UTC−5(−4DT) N46°45.62′ W68°28.85′

HALIFAX

608 NOTAM FILE BGR

WATERWAY 02–20: 5000X500 (WATER)

WATERWAY 15–33: 5000X500 (WATER)

SEAPLANE REMARKS: Unattended. Be alert: water depth 1–1½′ on all sides of the dock.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

NDB BUP	APP CRS	Rwy Idg	4000
348	009°	TDZE	194
		Apt Elev	198

NDB RWY 36

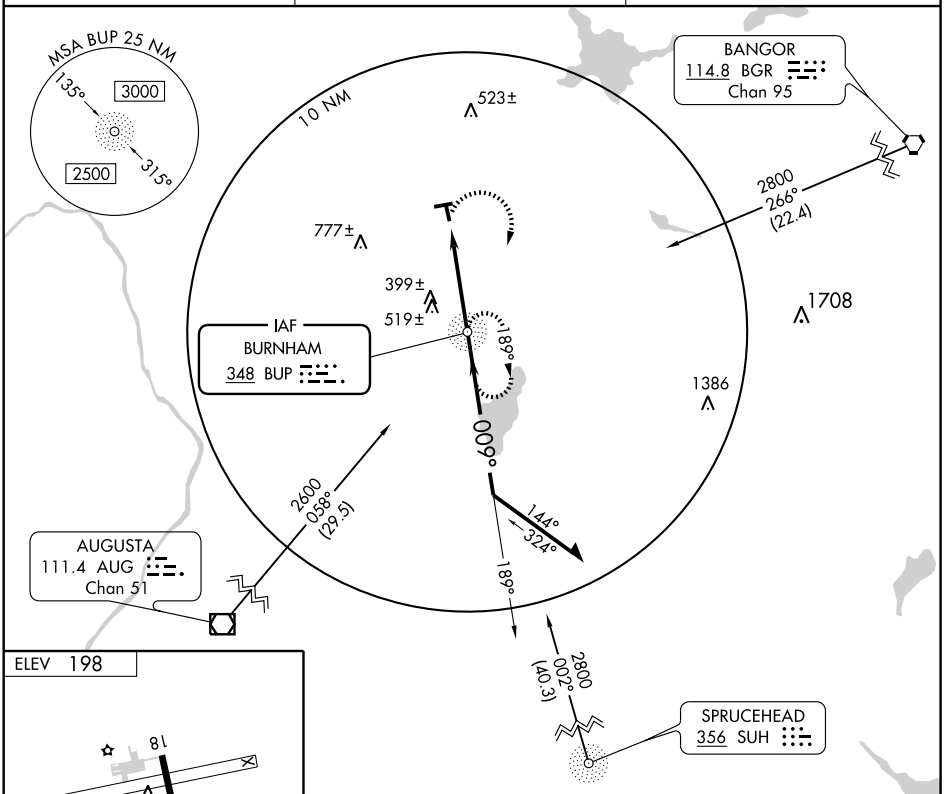
PITTSFIELD MUNI (2B7)

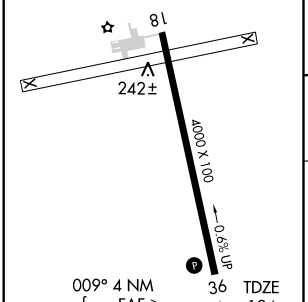
NA

Use Bangor altimeter setting; when not received procedure NA.

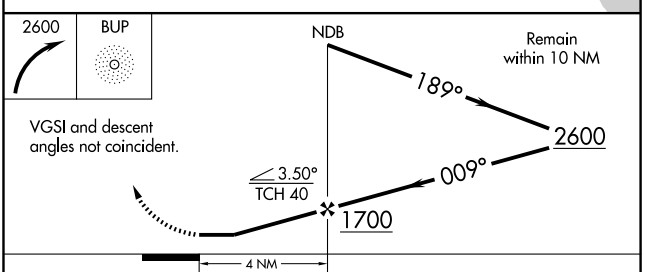
MISSED APPROACH: Climbing right turn to 2600 direct BUP NDB and hold, continue climb-in-hold to 2600.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-36	760-1	566 (600-1)	760-1½ 566 (600-1½)	NA
CIRCLING	800-1	602 (700-1)	800-1¾ 602 (700-1¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

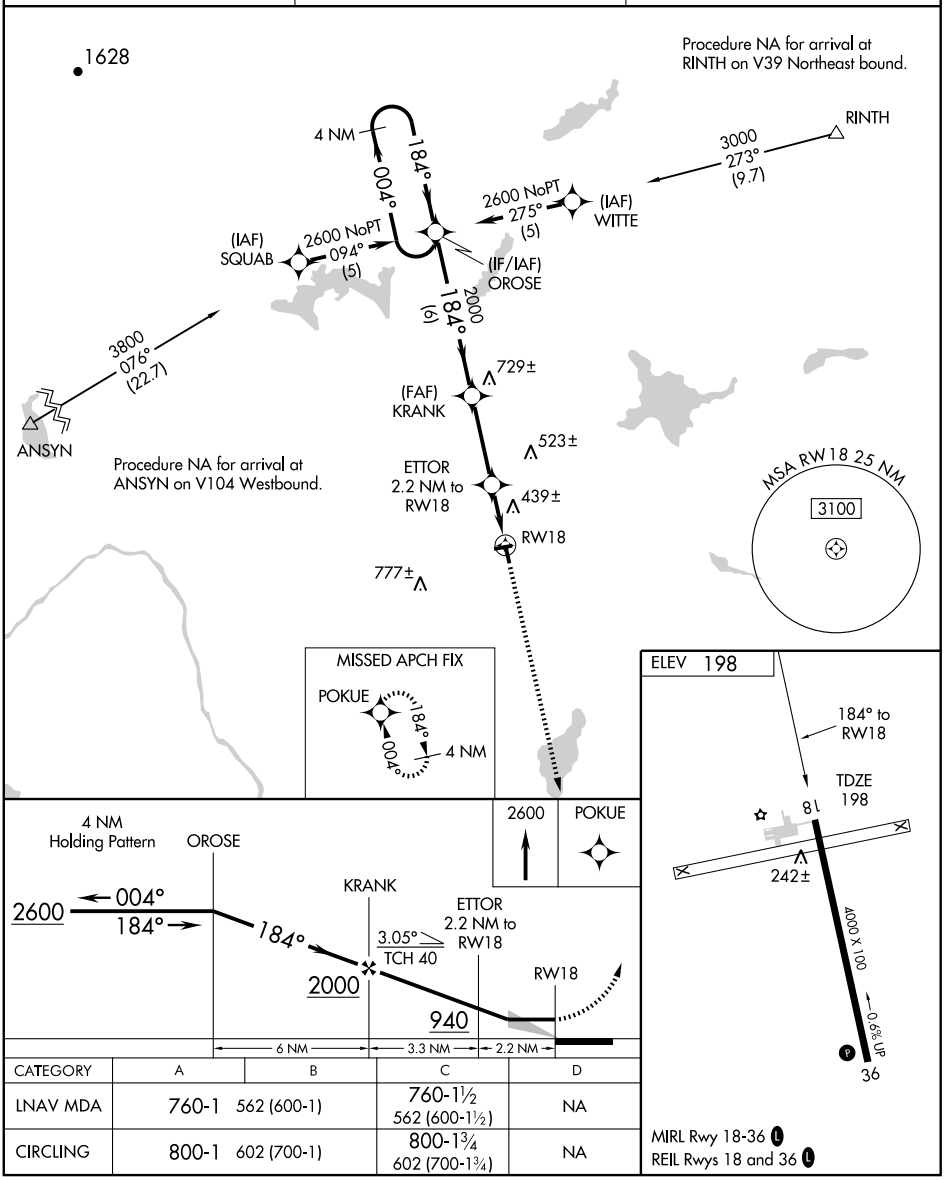
PITTSFIELD MUNI (2B7)

APP CRS	Rwy Idg	4000
184°	TDZE	198
	Apt Elev	198

DME/DME RNP-0.3 NA.
NA
Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct POKUE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1	562 (600-1)	760-1½ 562 (600-1½)	NA
CIRCLING	800-1	602 (700-1)	800-1¾ 602 (700-1¾)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

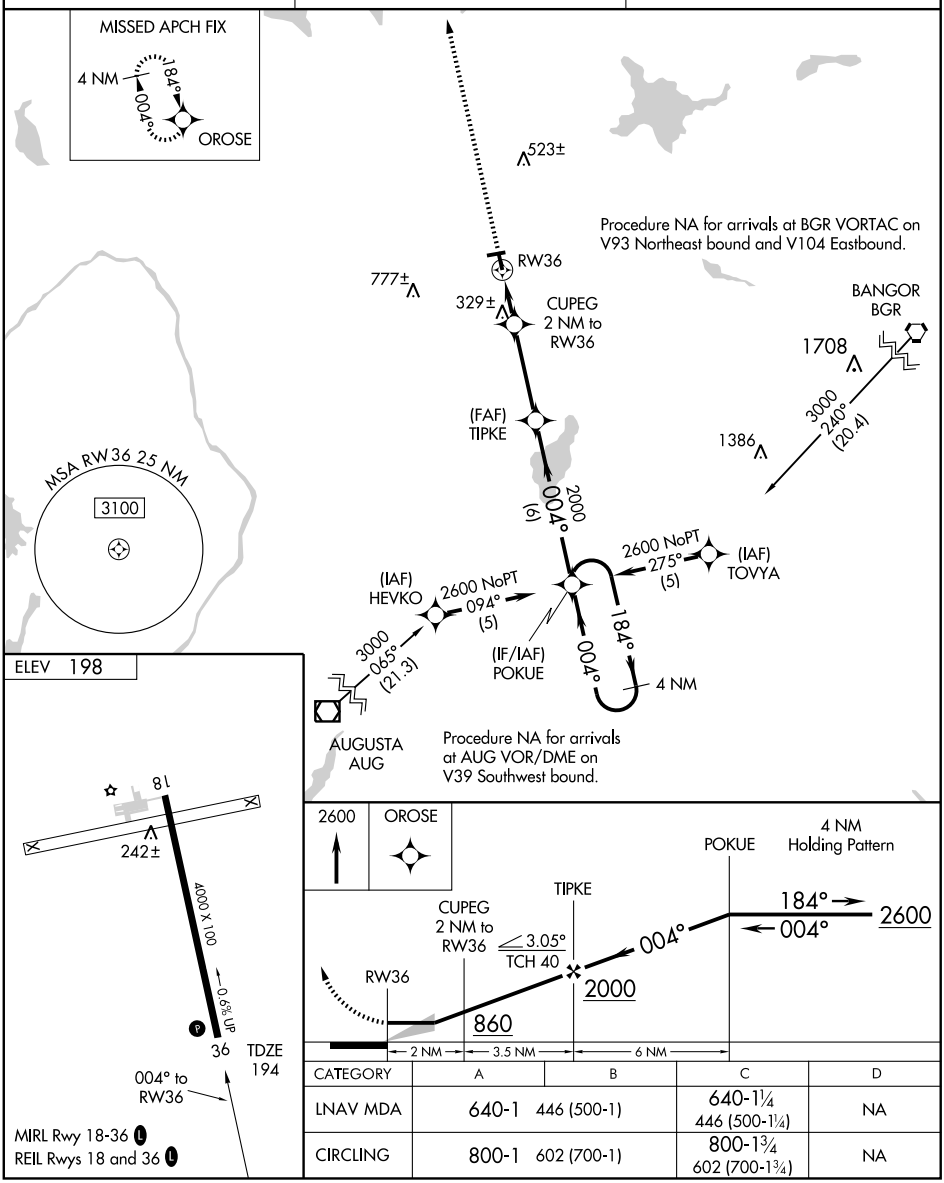
PITTSFIELD MUNI (2B7)

APP CRS	Rwy Idg	4000
004°	TDZE	194
	Apt Elev	198

DME/DME RNP-0.3 NA.
NA
Use Bangor altimeter setting; when not received procedure NA.

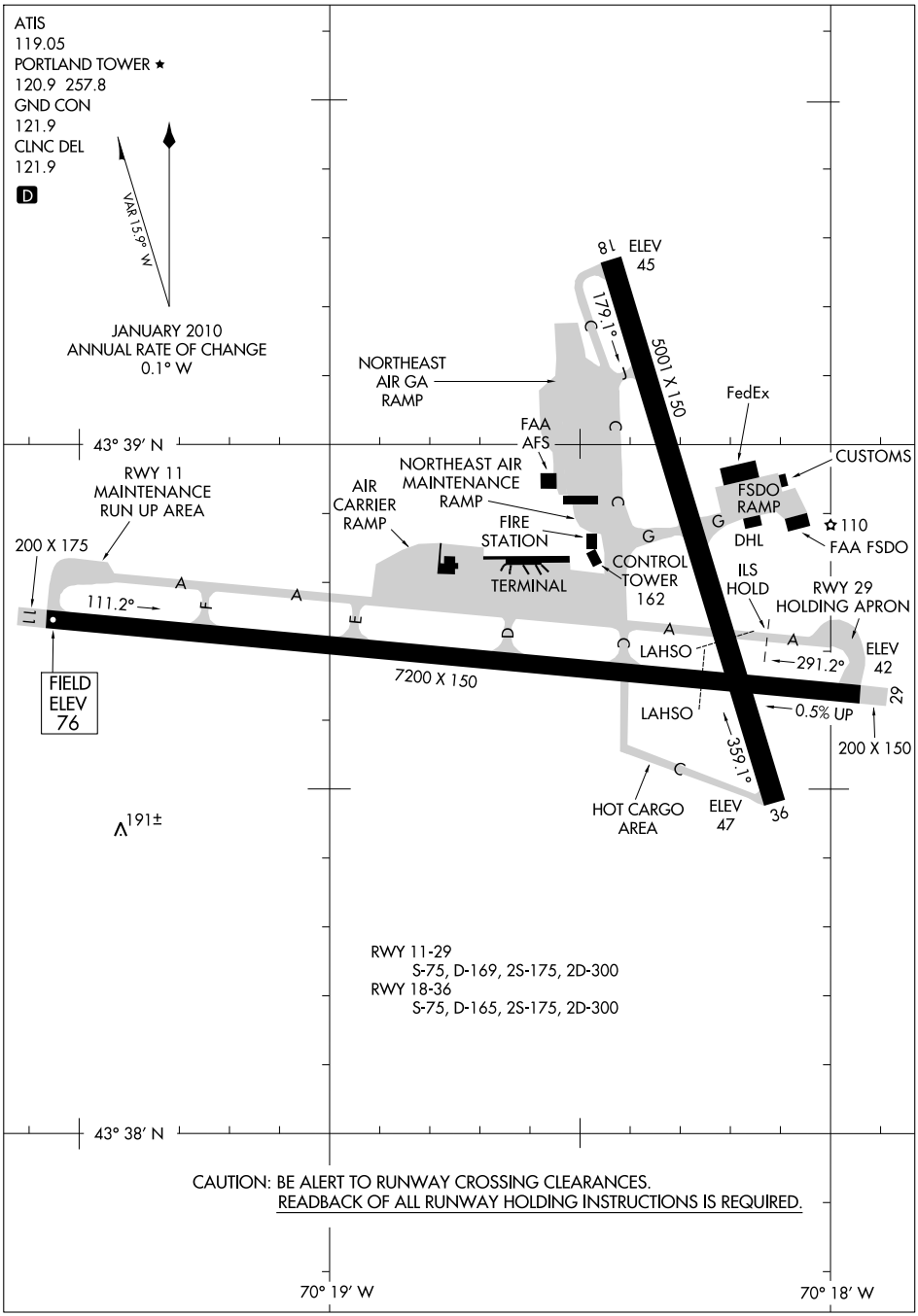
MISSED APPROACH: Climb to 2600 direct OROSE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	640-1	446 (500-1)	640-1¼ 446 (500-1¼)	NA
CIRCLING	800-1	602 (700-1)	800-1¾ 602 (700-1¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

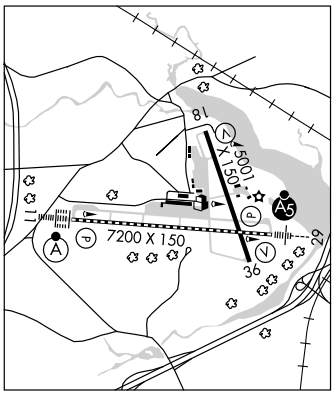


NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND INTL JETPORT (PWM) 2 W UTC−5(−4DT) N43°38.77′ W70°18.56′ **NEW YORK**
76 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—1076(1000) LRA Class I, ARFF Index C **H–11D, L–32H**
NOTAM FILE PWM **IAP, AD**

RWY 11–29: H7200X150 (ASPH–GRVD) S–75, D–169, 2S–175, 2D–300 HIRL CL 0.5% up W
RWY 11: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 52′. Trees.
RWY 29: MALSR. PAPI(P4R)—GA 3.0° TCH 53′. Tree.
RWY 18–36: H5001X150 (ASPH) S–75, D–165, 2S–175, 2D–300 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.25° TCH 53′. Tree.
RWY 36: REIL. VASI(V4R)—GA 3.0°. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 11	18–36	5800
RWY 18	11–29	3500

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11:	TORA–7200	TODA–7200	ASDA–6800	LDA–6800
RWY 18:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001
RWY 29:	TORA–7200	TODA–7200	ASDA–7200	LDA–7200
RWY 36:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001

AIRPORT REMARKS: Attended 1100–0300Z‡. For fuel after hours, call 207–775–5635 or 207–774–6318. Deer and wildlife occasionally on and invof arpt especially during hours of darkness; seagulls on and invof arpt especially during IFR weather conditions. Acft emergencies between 0500–1045Z‡ call 1–207–874–8576. Twy A east of Rwy 18–36 CLOSED to B–747 C–5 and C–141 acft. No touch and go ldgs during snow removal. PAEW adjacent to rwys ngts, ground vehicles monitor 120.9 when twr clsd. Rwy 11 touchdown, midfield and rollout visual range avbl. Rwy 29 touchdown midfield and rollout visual range avbl. Maintenance run-ups Rwy 11 run-up area only. Prior to any run–ups, or for noise abatement information, ctc the arpt com center on freq 129.95 or call 207–756–8310. Rwy 11 touchdown zone lgts unavailable when twr is clsd. Rwy 11 ALSF–II becomes SSALR when twr is clsd. When twr clsd, Rwy 11–29 HIRL and centerline lgts and MIRL Rwy 18–36 preset on med intensity only. ACTIVATE MALSR Rwy 29 and REIL Rwy 18 and Rwy 36—CTAF. GA Customs/Immigration facility located at FSDO ramp. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (207) 874–7914
COMMUNICATIONS: CTAF 120.9 **ATIS** 119.05 (207–775–1039) **UNICOM** 122.95
Ⓡ **PORTLAND APP/DEP CON** 119.75 125.5 132.4 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 128.2 (0500–1045‡)
TOWER 120.9 (1045–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS C svc (1045–0500Z‡) ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 062° 18.7 NM to fld. 190/17W.
ORHAM NDB (LOM) 394 PW N43°39.15′ W70°26.45′ 111° 5.7 NM to fld. Unmonitored.
ILS/DME 109.9 I–PWM Chan 36 Rwy 11. Class IIIE. LOM ORHAM NDB. LOM unmonitored.
ILS/DME 109.9 I–GCS Chan 36 Rwy 29. Class IE.
ASR
COMM/NAV/WEATHER REMARKS: Communications available on ground thru BANGOR RADIO on freq 120.9 when twr clsd. Twr occasionally stays open byd 0500Z‡ during adverse weather.

PRESQUE ISLE N46°46.45′ W68°05.67′ NOTAM FILE PQI. **HALIFAX**
(H) VORW/DME 116.4 PQI Chan 111 179° 5.5 NM to Northern Maine Rgnl **H–11D, L–32I**
at Presque Isle. 590/21W. **HIWAS.**
DME portion unusable:
180°–200° byd 30 NM blo 3400′

CASCO THREE DEPARTURE

ATIS 119.05
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
BOSTON CENTER
128.2 322.4

NORTH
DEPARTURE FREQ
125.5 381.2

BANGOR
114.8 BGR
Chan 95
N44°50.51'-W68°52.44'
L-32, H-11

AUGUSTA
111.4 AUG
Chan 51
N44°19.20'-W69°47.79'
L-32

BURLINGTON
117.5 BTV
Chan 122
N44°23.83'-W73°10.95'
L-32, H-11-12

LOCALIZER 109.9
I-PWM
Chan 36

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

060°

BRUNSWICK
Chan 99 NHZ
N43°52.41'-W69°55.31'
L-32

1.4 DME

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'-W76°12.27'
L-32, H-11-12

CONCORD
112.9 CON
Chan 76
N43°13.19'-W71°34.53'
L-32

PEASE
116.5 PSM
Chan 112
N43°05.07'-W70°49.92'
L-32-33, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-32-33

BOSTON
112.7 BOS
Chan 74
N42°21.45'-W70°59.37'
L-33-34, H-10-11-12

TAKEOFF MINIMUMS:
RWYS 18,29,36: NA NOISE ABATEMENT.
RWY 11: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 265 ffet per NM to 500 feet.
RWY 11, when tower closed: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 400 feet per NM to 4000 feet.

NOTE:
This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots.

NOTE:
All aircraft must be DME equipped.

TAKE-OFF OBSTACLES:
Rwy 11: Trees 1,024' from DER, 721' right of centerline, 39'AGL/78'MSL.
Bldg 6162' from DER, 1492' left of centerline, 25'AGL/224'MSL.
Trees 1 NM from DER, 1744' left of centerline, 46'AGL/245'MSL
Trees 1 NM from DER, 2043' left of centerline, 31'AGL/230'MSL.
Trees 1.1 NM from DER, 1508' left of centerline, 31'AGL/231'MSL.
Trees 1.2 NM from DER, 1471' left of centerline 63'AGL/232'MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via heading 112° to I-PWM 1.4 DME, then turn left heading 060° maintain 3000 feet (5000 feet when tower closed, contact Boston Center). Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitide/flight level 5 minutes after departure.

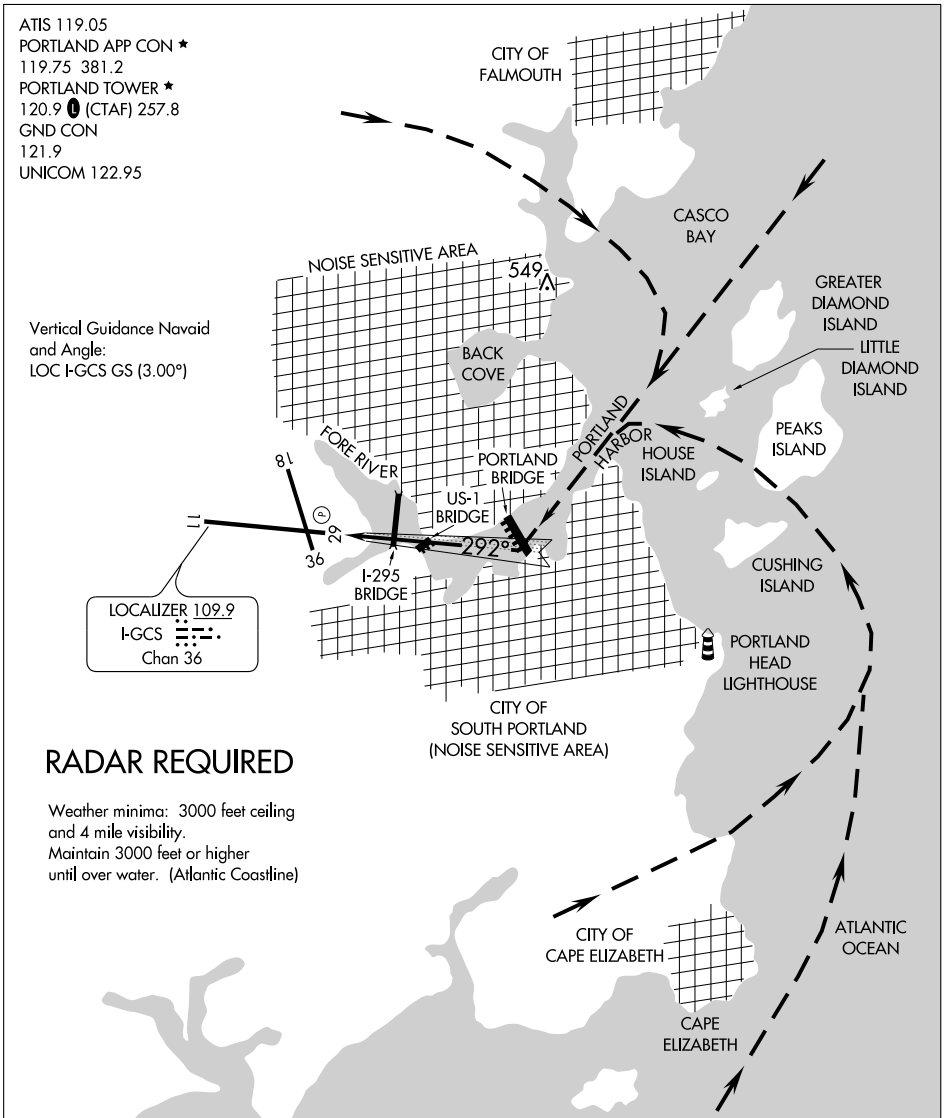
LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

NE-1, 21 OCT 2010 to 18 NOV 2010

HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



NE-1, 21 OCT 2010 to 18 NOV 2010

43°39′N-70°19′W

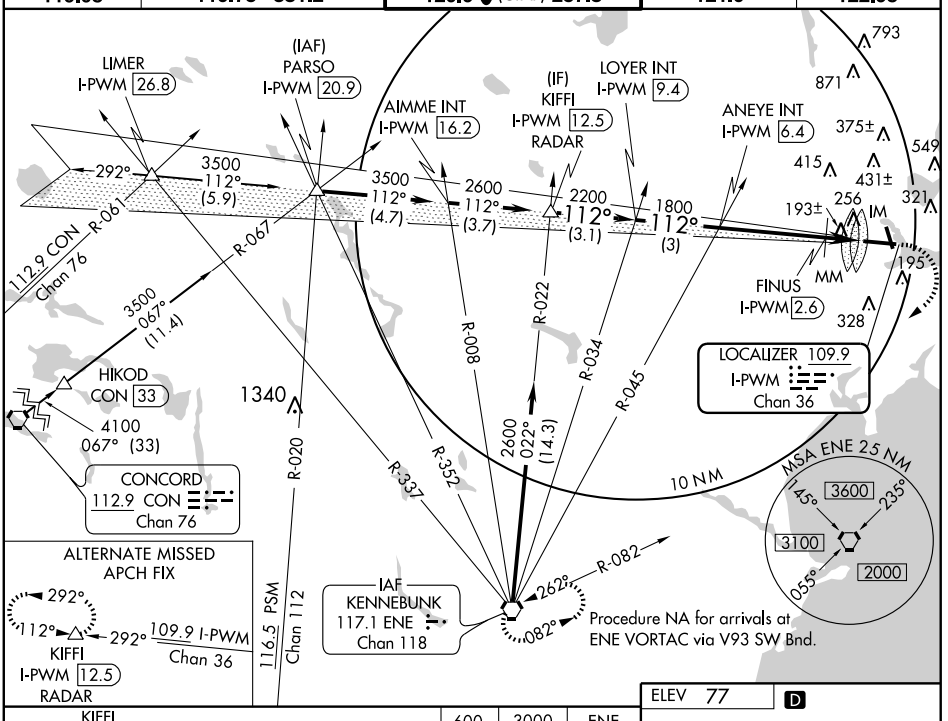
LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

ILS or LOC RWY 11
PORTLAND INTL JETPORT (PWM)

ALSF-2

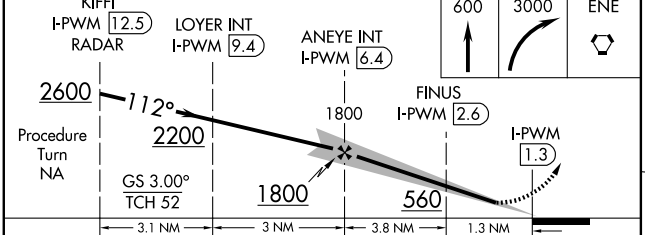
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

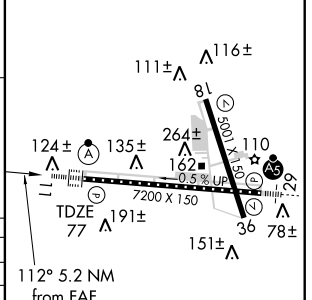
ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	122.95



IAF
KENNEBUNK
117.1 ENE
Chan 118

Procedure NA for arrivals at ENE VORTAC via V93 SW Bnd.





TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-ILS 11	277/18 200 (200-½)			
S-LOC 11	560/24 483 (500-½)		560/40 483 (500-¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)
FINUS FIX MINIMUMS				
S-LOC 11	460/24 383 (400-½)			460/40 383 (400-¾)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	292°	TDZE	57
Chan 36		Apt Elev	77

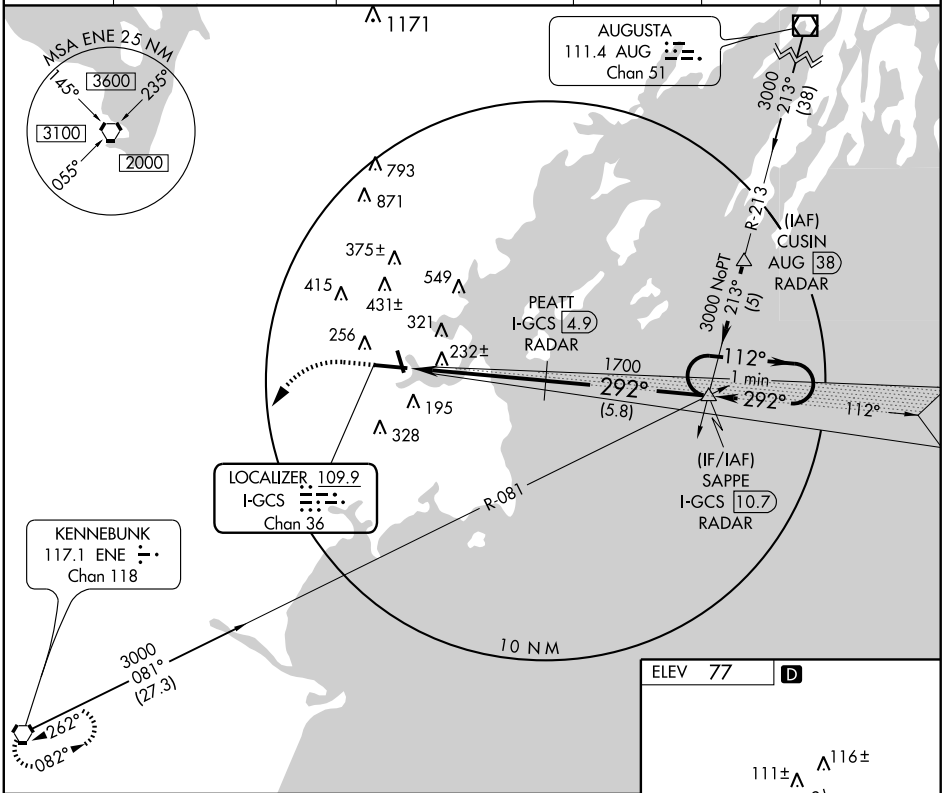
ILS or LOC RWY 29
PORTLAND INTL JETPORT (PWM)

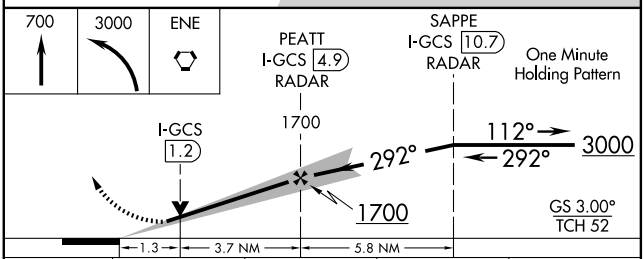
DME or RADAR REQUIRED.
DME required when Portland Approach Control closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

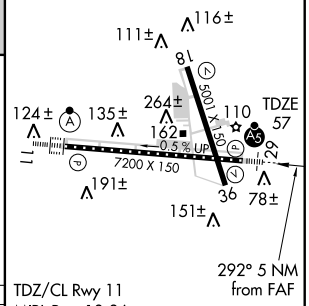
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON *	PORTLAND TOWER *	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-ILS 29	*257/24 200 (200-½)			
S-LOC 29	500/24 443 (500-½)		500/40 443 (500-¾)	500/50 443 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

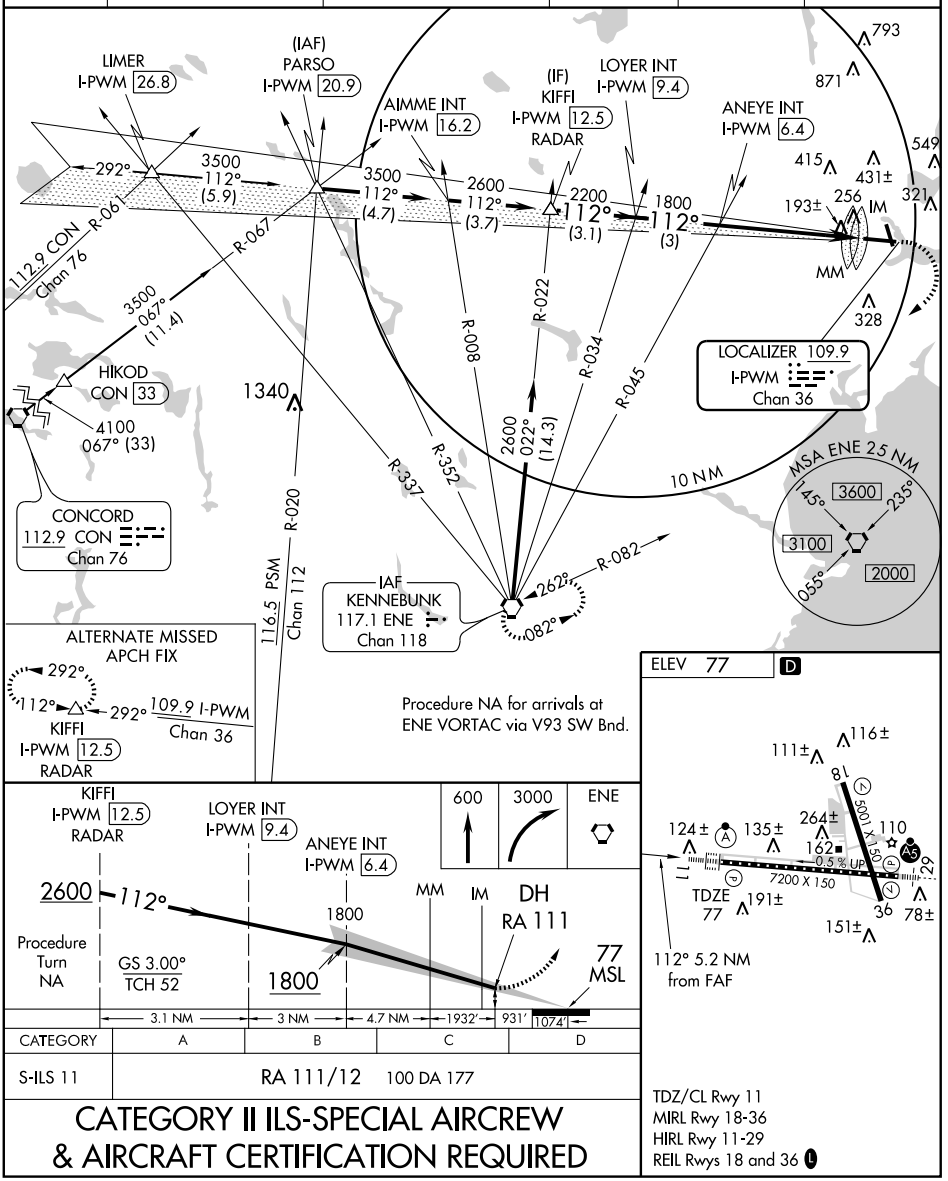
ILS RWY 11 (CAT II)
PORTLAND INTL JETPORT (PWM)

CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 11	RA 111/12	100 DA 177		

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 7200
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

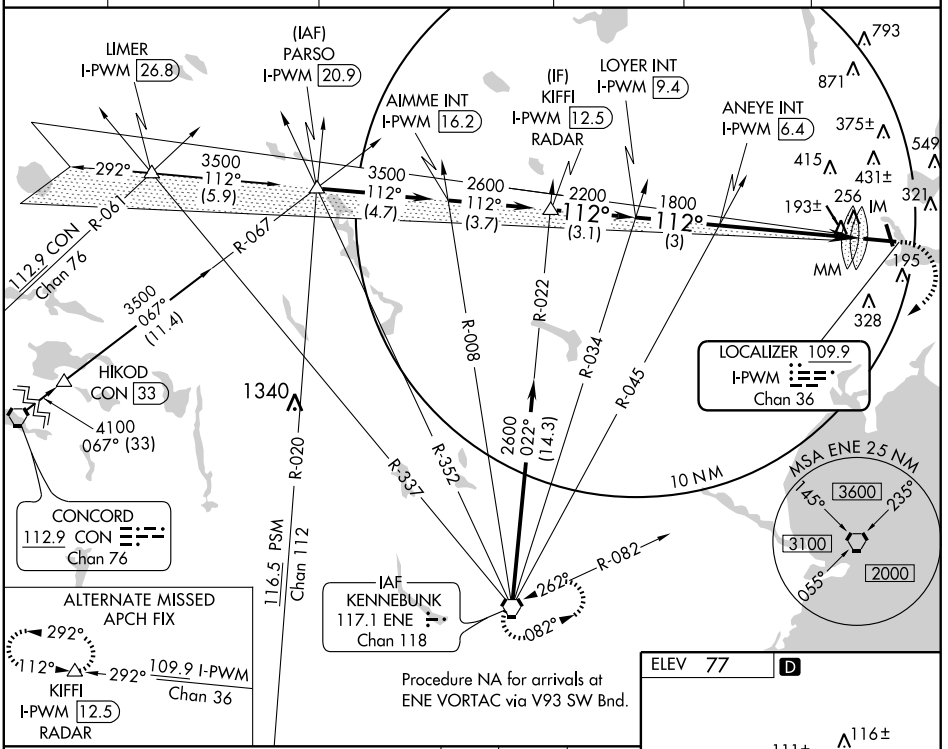
ILS RWY 11 (CAT III)
PORTLAND INTL JETPORT (PWM)

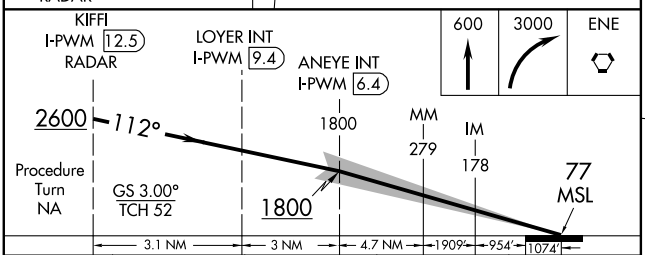
CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 11	CAT IIIa RVR 07			
S-ILS 11	CAT IIIb RVR 06			
S-ILS 11	CAT IIIc NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

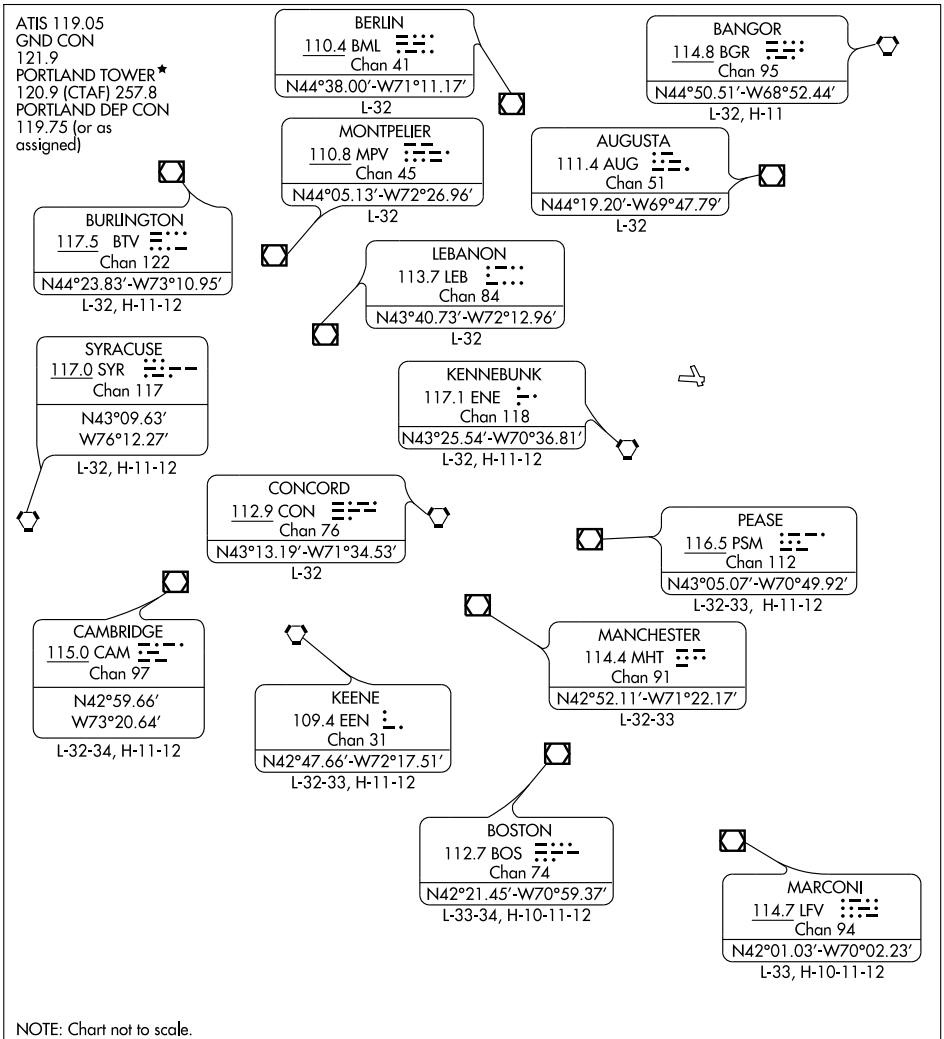
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

PORTLAND FOUR DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 50127	112°	Rwy Idg	7200
W11A		TDZE	77
		Apt Elev	77

RNAV (GPS) RWY 11

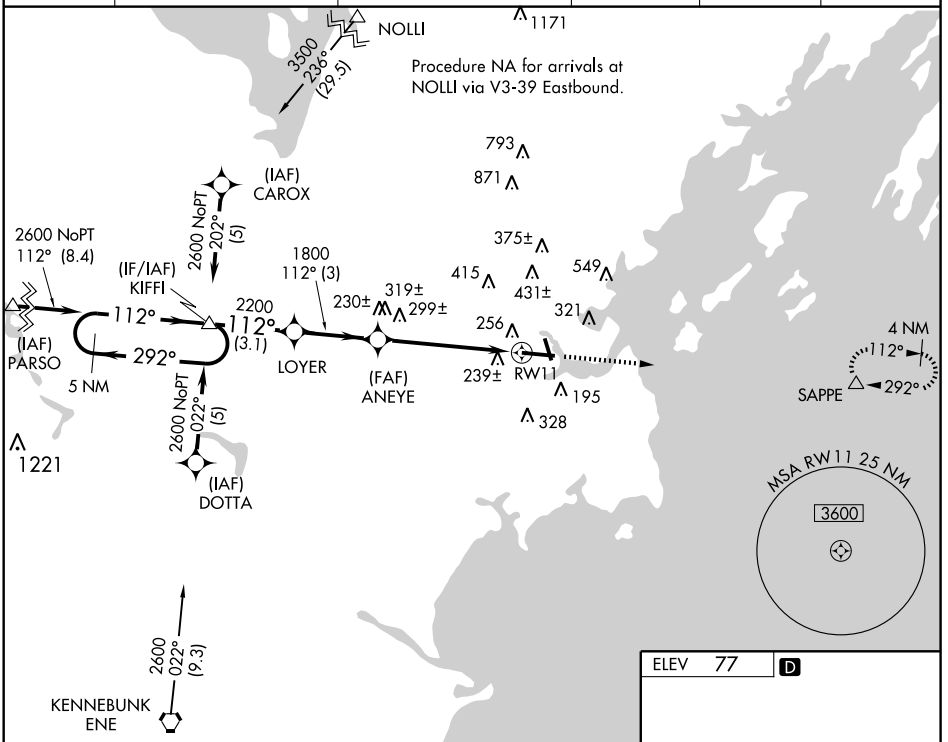
PORTLAND INTL JETPORT (PWM)

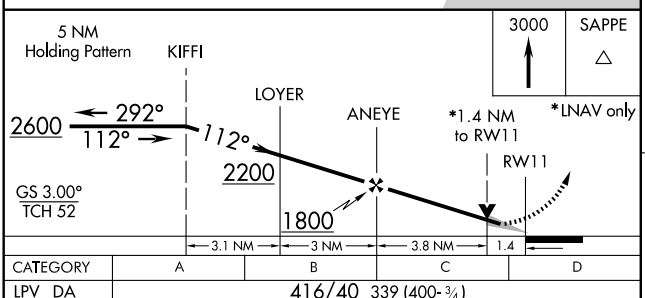
V For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.
W Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

ALSF-2

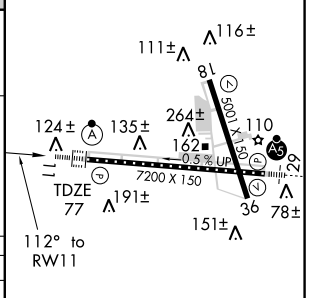
MISSED APPROACH: Climb to 3000 direct SAPPE and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	416/40 339 (400-¾)			
LNAV/VNAV DA	531/50 454 (500-1)			
LNAV MDA	560/24 483 (500-½)		560/40 483 (500-¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
180°	TDZE	50
	Apt Elev	77

RNAV (GPS) RWY 18

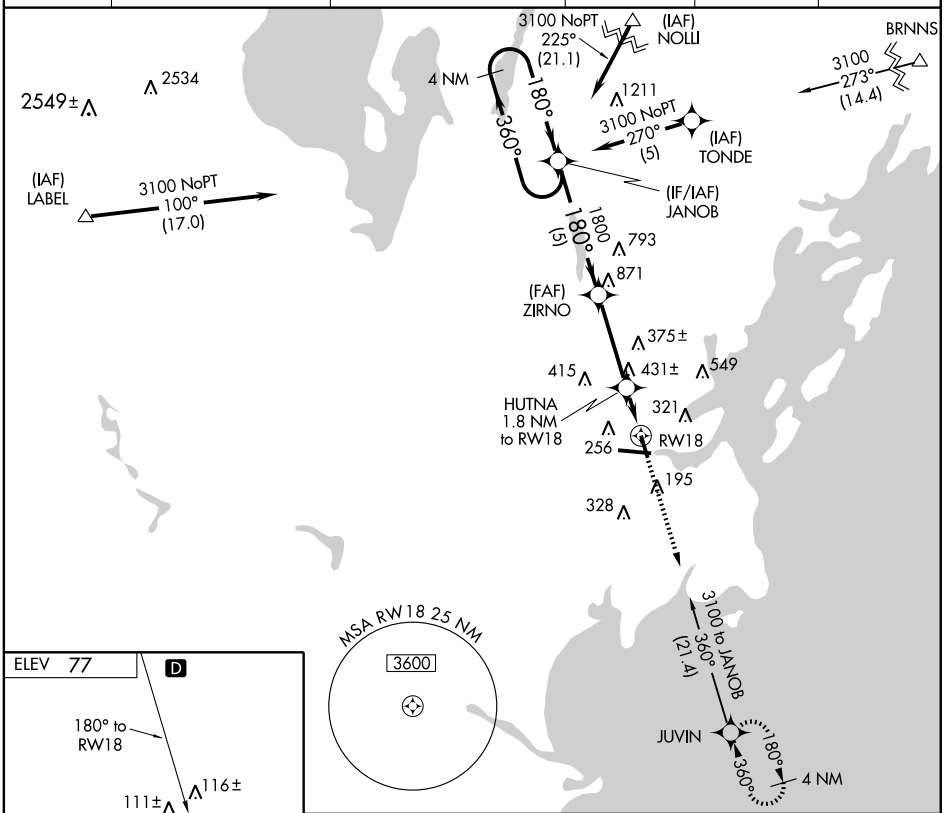
PORTLAND INTL JETPORT (PWM)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JUVIN WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	560-1 510 (500-1)		560-1½ 510 (500-1½)	
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65626 W29A	APP CRS 292°	Rwy Idg 7200 / TDZE 57 / Apt Elev 77

RNAV (GPS) RWY 29

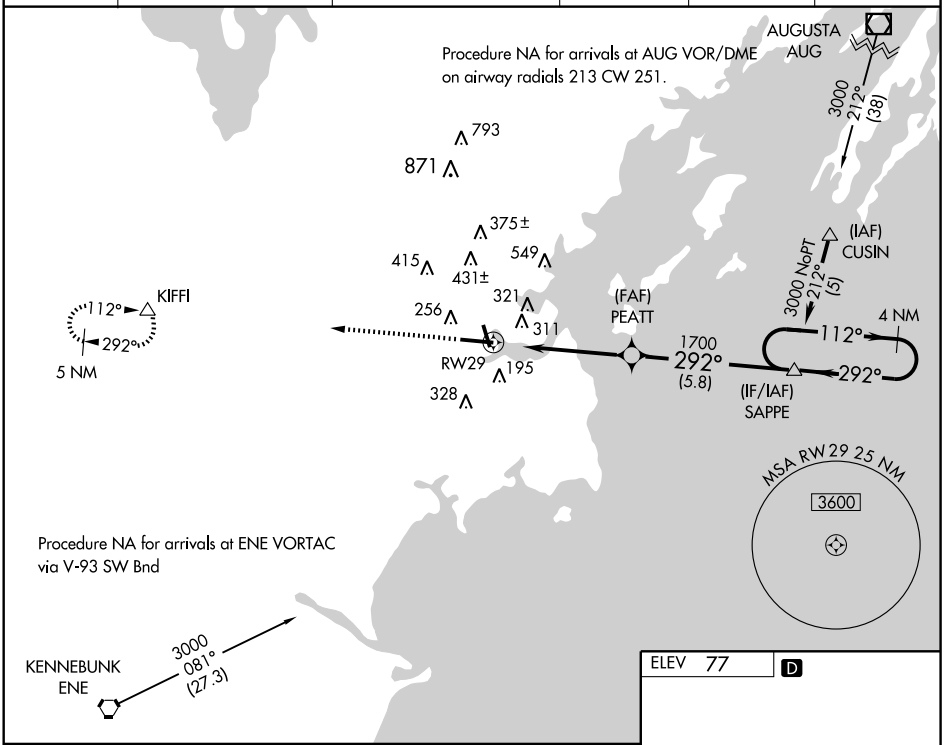
PORTLAND INTL JETPORT (PWM)

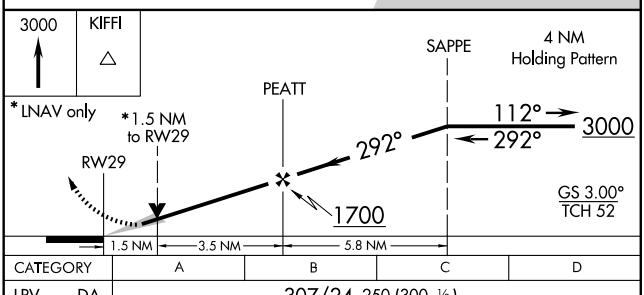
T W DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to RVR 5000.

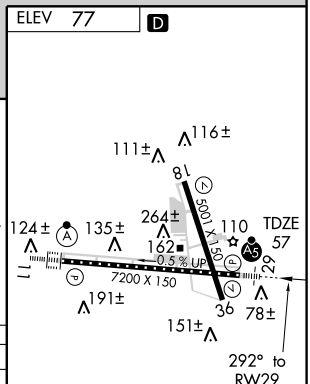
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct KIFFI and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	307/24 250 (300-½)			
LNAV/VNAV DA	620-1½ 563 (600-1½)			
LNAV MDA	560/24 503 (500-½)		560/50 503 (500-1)	
CIRCLING	620-2 543 (600-2)		640-2 563 (600-2)	740-2 663 (700-2)

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (PWM)

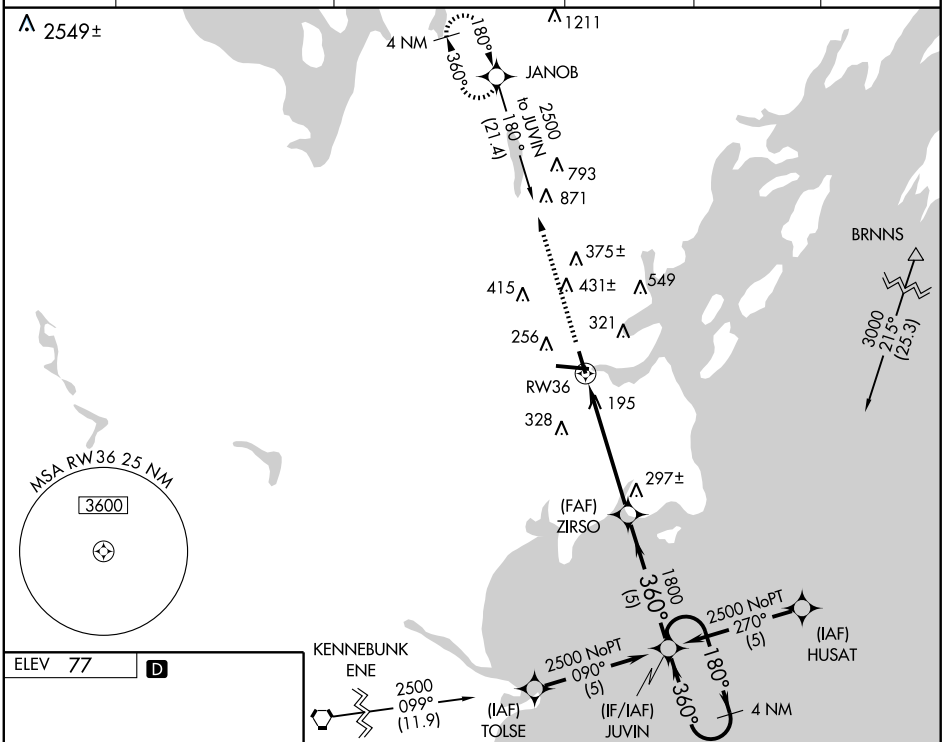
APP CRS	Rwy Idg	5001
360°	TDZE	49
	Apt Elev	77

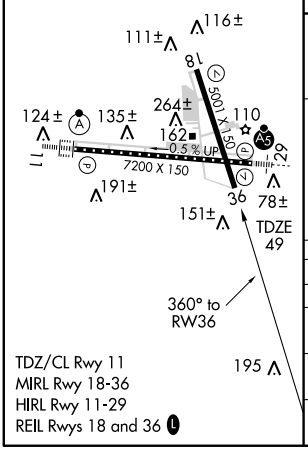
T A NA W

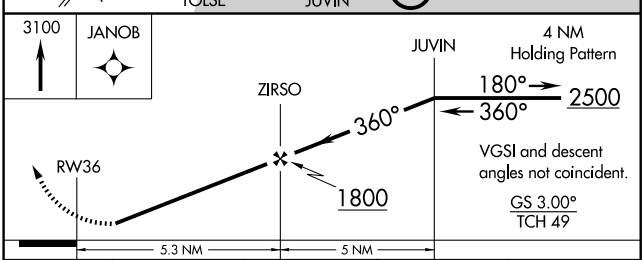
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C(5°F).

MISSED APPROACH: Climb to 3100 direct JANOB WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







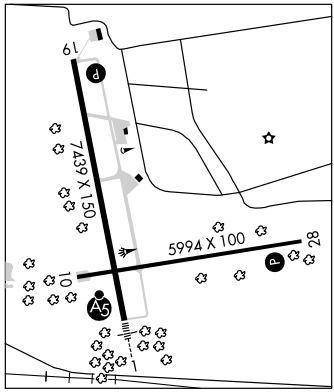
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1¼ 371 (400-1¼)			
LNAV MDA	460-1 411 (400-1)		460-1¼ 411 (400-1¼)	
CIRCLING	620-1¼ 543 (600-1¼)		640-1½ 563 (600-1½)	740-2 663 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PRESQUE ISLE

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI) 1 NW UTC−5(−4DT) **HALIFAX**
N46°41.34′ W68°02.69′ **H–11D, L–32I**
534 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE PQI **IAP**

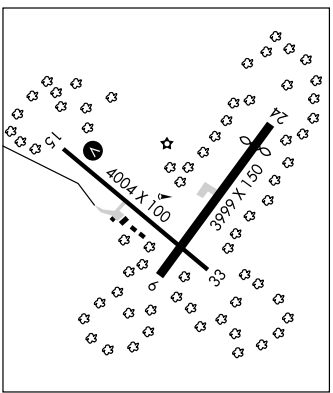
RWY 01–19: H7439X150 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T HIRL 1.1% Up N
RWY 01: MALSR.
RWY 19: REIL. PAPI(P4L)—GA 3.7° TCH 50′. (Unmonitored). Trees.
RWY 10–28: H5994X100 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T MIRL
RWY 28: PAPI(P4L)—GA 3.0°TCH 40′. Railroad.



AIRPORT REMARKS: Attended 1100–0000Z‡. CLOSED to unscheduled air carrier ops with more than 9 passenger seats except PPR call arpt manager 207–764–2550. PAEW adjacent to rwys and twys (mowing) May 1 thru Nov 1. PAPI Rwy 28 unusable byd 8° left of centerline. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 10–28; MALSR Rwy 01; REIL Rwy 19 and PAPI Rwys 19 and 28—122.6. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.025 (207) 764–7248.
HIWAS 116.4 PQI.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
AIRSPACE: CLASS E svc Mon–Sat 1000–0200Z‡, Sun 1300–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (H) VORW/DME 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 179° 5.5 NM to fld. 590/21W. **HIWAS.**
EXCAL NDB (LOM) 278 PQ N46°36.62′ W68°01.16′ 007° 4.8 NM to fld. Unmonitored.
ILS 108.7 I–PQI Rwy 01. Class IE. LOM EXCAL NDB. ILS unmonitored.
COMM/NAV/WEATHER REMARKS: Clnc Del provided by Boston Center on 121.6.

NORTHERN MAINE RGNL SPB (83B) 2 NW UTC−5(−4DT) **HALIFAX**
N46°42.45′ W68°03.67′
500 TPA—1800(1300) NOTAM FILE BGR
WATERWAY 01–19: 6000X300 (WATER)
WATERWAY 01: Trees. **WATERWAY 19:** Trees. Rgt tfc.
SEAPLANE REMARKS: Unattended. Rising terrain west side of lake. Arpt located northwest of NORTHERN MAINE RGNL ARPT, PRESQUE ISLE which has unicom freq. 122.8, clear-green rotating bcn, and windcone.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

PRINCETON MUNI (PNN) 2 S UTC−5(−4DT) N45°12.04′ W67°33.86′ **HALIFAX**
266 B **FUEL** 100LL LRA NOTAM FILE BGR **L–32I**
RWY 15–33: H4004X100 (ASPH) S–31, D–38 MIRL (NSTD) 0.7% up NW **IAP**
RWY 15: VASI(V4L)—GA 3.0° TCH 51′. Trees. **RWY 33:** Trees.
RWY 06–24: H3999X150 (ASPH)
RWY 06: Trees. **RWY 24:** Thld dsplcd 504′. Trees.



AIRPORT REMARKS: Unattended. 24 hr fuel avbl with major credit card. Rwy 06–24 CLOSED to acft. No line of sight exists between ends of Rwy 15–33. ACTIVATE NSTD MIRL Rwy 15–33 and VASI Rwy 15—CTAF. Rwy 15–33 NSTD MIRL; lgts 25 ft from rwy edges. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 114.3T (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
(L) VOR/DME 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 163° 9.7 NM to fld. 400/21W.
VOR portion unusable 300°–330° byd 23 NM blo 4500′.
DME unusable 300°–330° blo 4500′ byd 25 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

LOC I-PQI	APP CRS	Rwy Idg	7439
108.7	006°	TDZE	478
		Apt Elev	534

PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

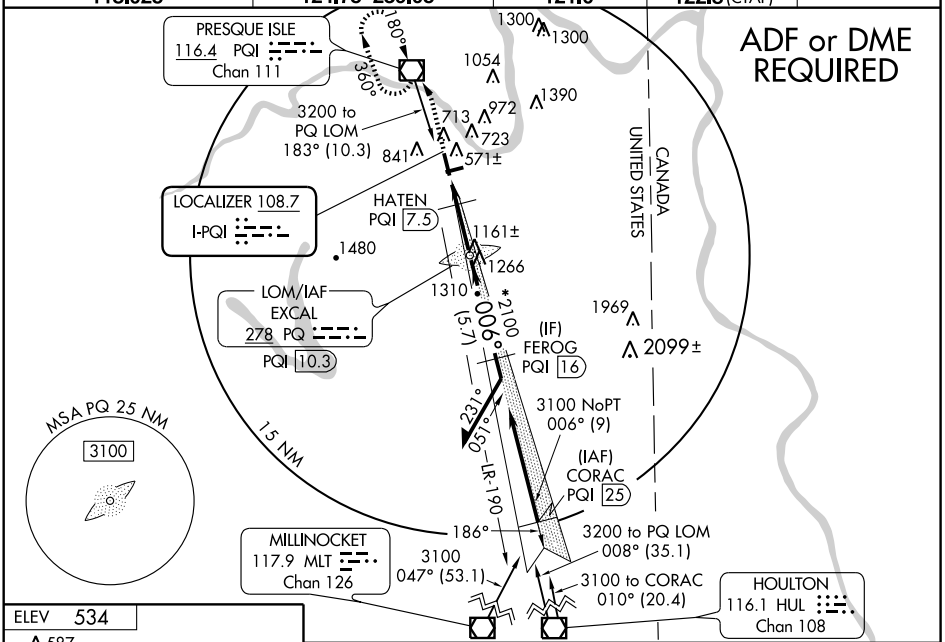
ILS or LOC RWY 1

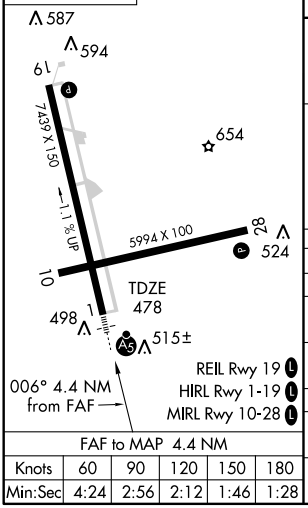
When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat. C and Circling Cat. C visibility ¼ mile, increase S-LOC 1 Cat. D and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile.
** LOC only, 1140 when using Houlton Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

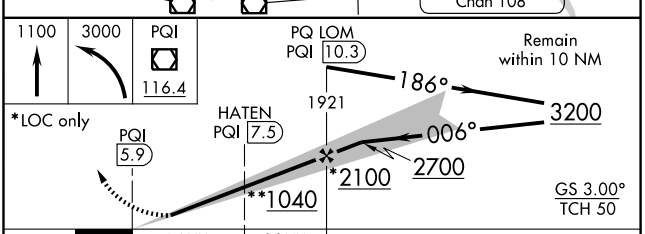
AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 1	678-½ 200 (200-½)			
S-LOC 1	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)
HATEN FIX MINIMUMS				
S-LOC 1	900-½ 422 (500-½)		900-¾ 422 (500-¾)	
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7439
CH 87012	006°	TDZE	478
W01A		Apt Elev	534

RNAV (GPS) RWY 1

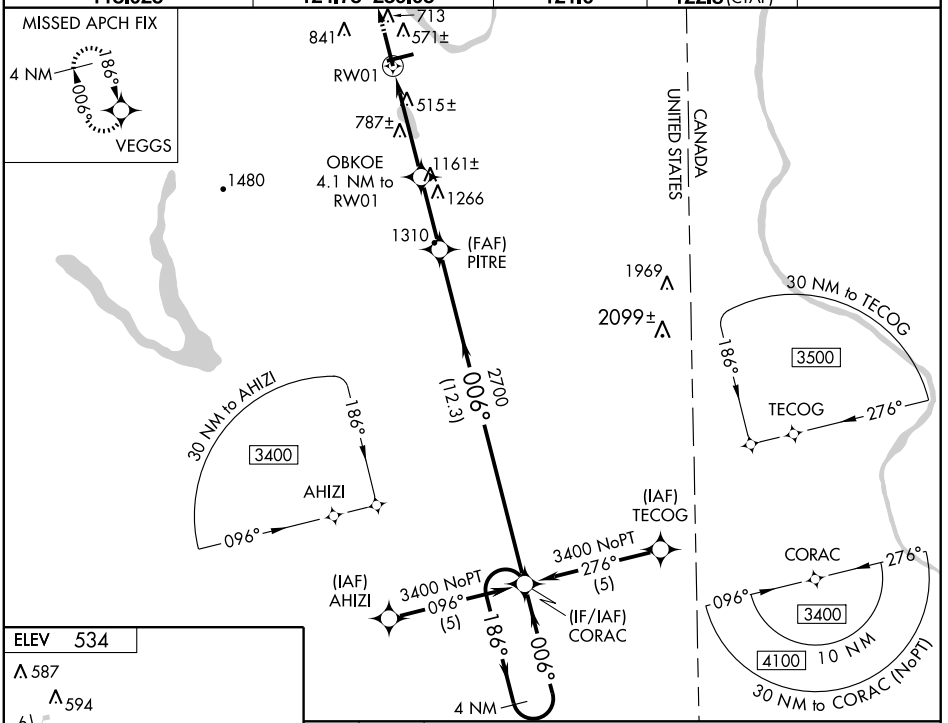
PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

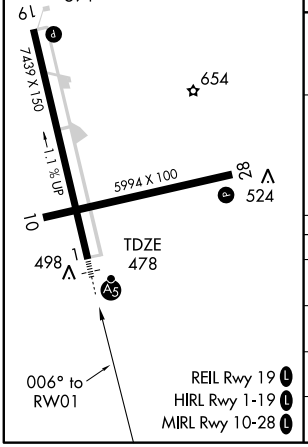
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase LPV all Cats. visibility to 1 mile.

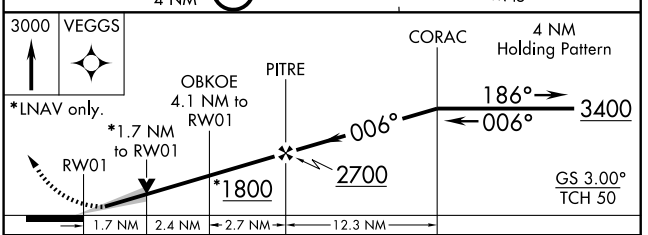
MALSR

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	678-½ 200 (200-½)			
LNAV/VNAV DA	1171-2 693 (700-2)			
LNAV MDA	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	7439
CH 99712	186°	TDZE	534
W19A		Apt Elev	534

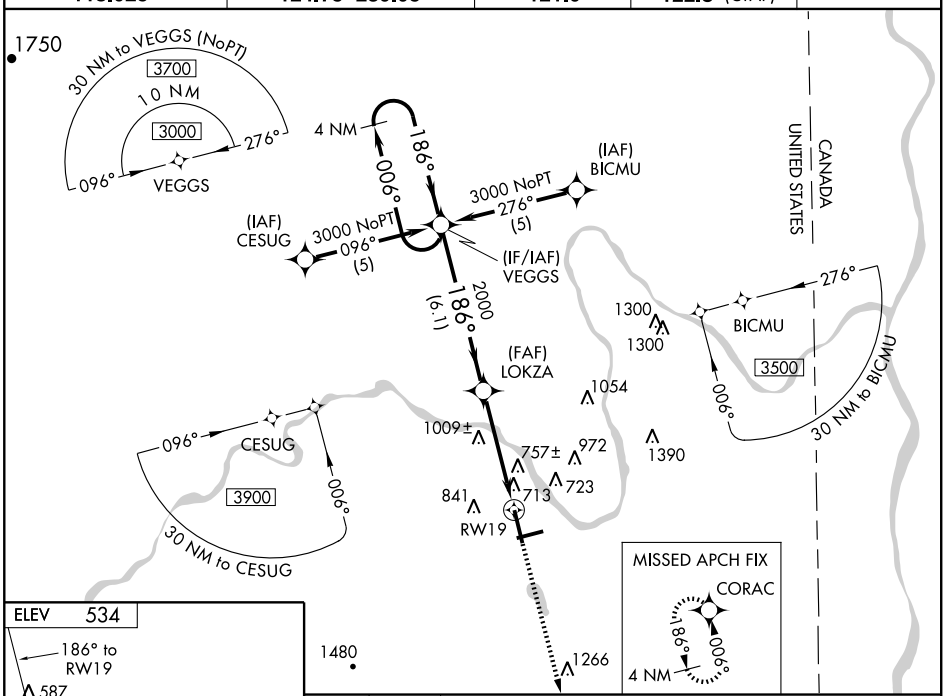
RNAV (GPS) RWY 19

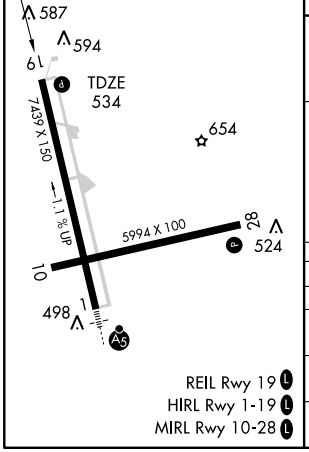
PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV Cat. B, and Circling Cat. B visibility ¼ mile, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

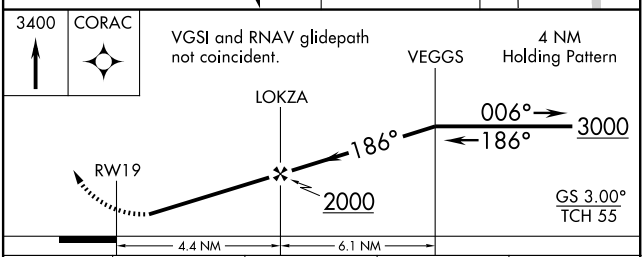
MISSED APPROACH: Climb to 3400 direct CORAC and hold

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	968-1½ 434 (500-1½)			
LNAV/VNAV DA	1058-1¾ 524 (600-1¾)			
LNAV MDA	1260-1 726 (800-1)		1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)
CIRCLING	1260-1 726 (800-1)		1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5994
CH 90212	276°	TDZE	473
W28A		Apt Elev	534

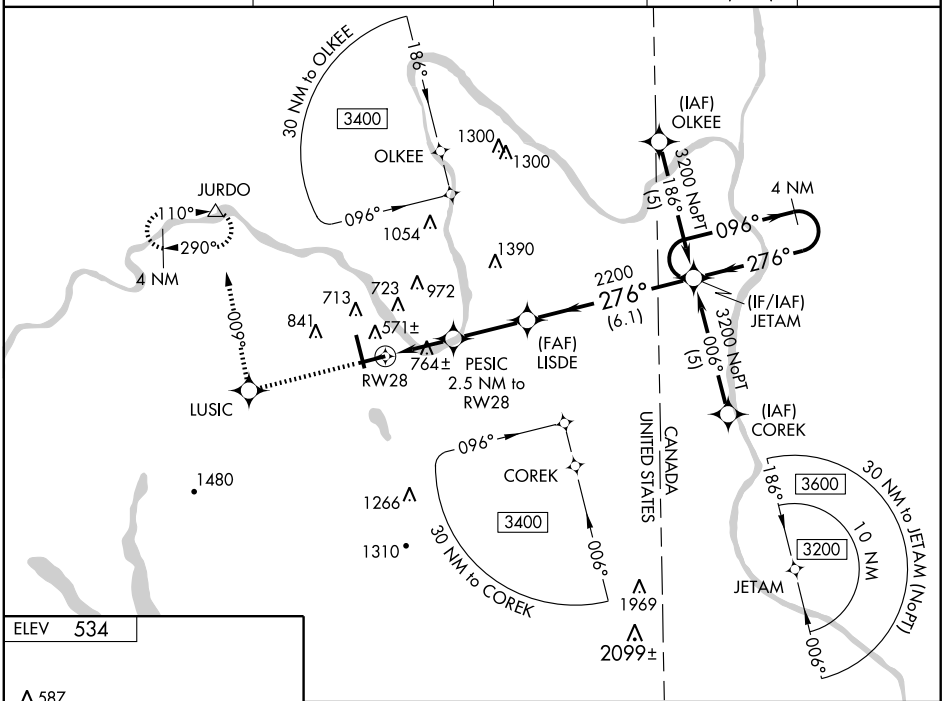
RNAV (GPS) RWY 28

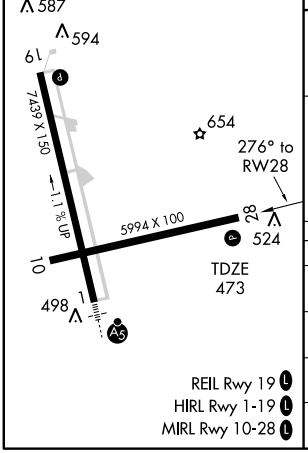
PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

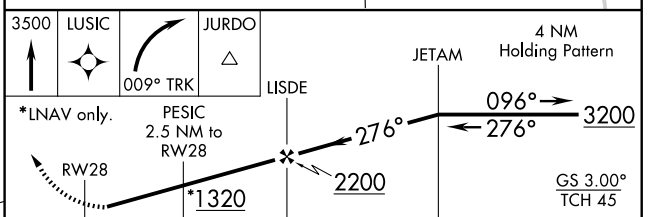
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., and Circling Cat. C visibility ¼ mile, increase LNAV Cats. C and D and Circling Cat. D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct LUSIC and right turn via track 009° to JURDO and hold, continue climb-in-hold to 3500.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	759-1 286 (300- 1)			
LNAV/VNAV DA	1080-2¼ 607 (600-2¼)			
LNAV MDA	1060-1 587 (600-1)		1060-1½ 587 (600-1½)	1060-1¾ 587 (600-1¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	001°	TDZE	479
Chan 111		Apt Elev	534

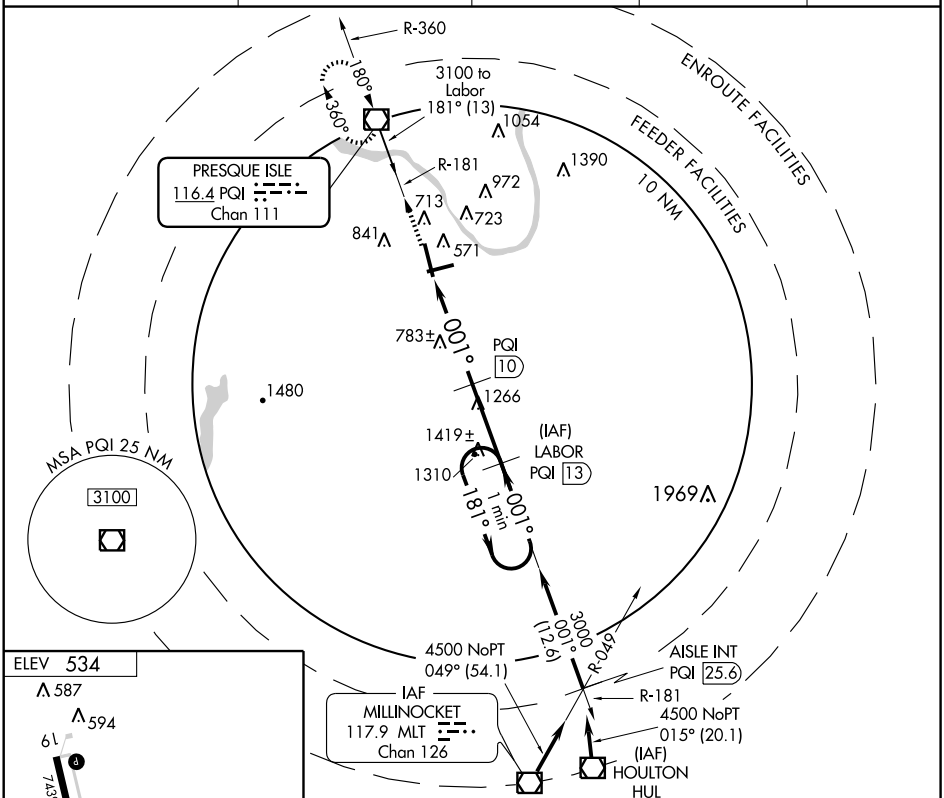
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

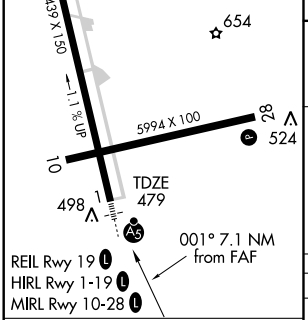
VOR/DME RWY 1

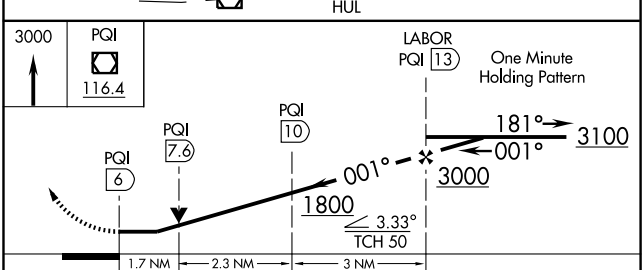
MALSR

MISSED APPROACH: Climb to 3000 direct PQI VOR/DME and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
S-1	1100-½ 622 (600-½)		1100-1¼ 622 (600-1¼)	1100-1½ 622 (600-1½)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

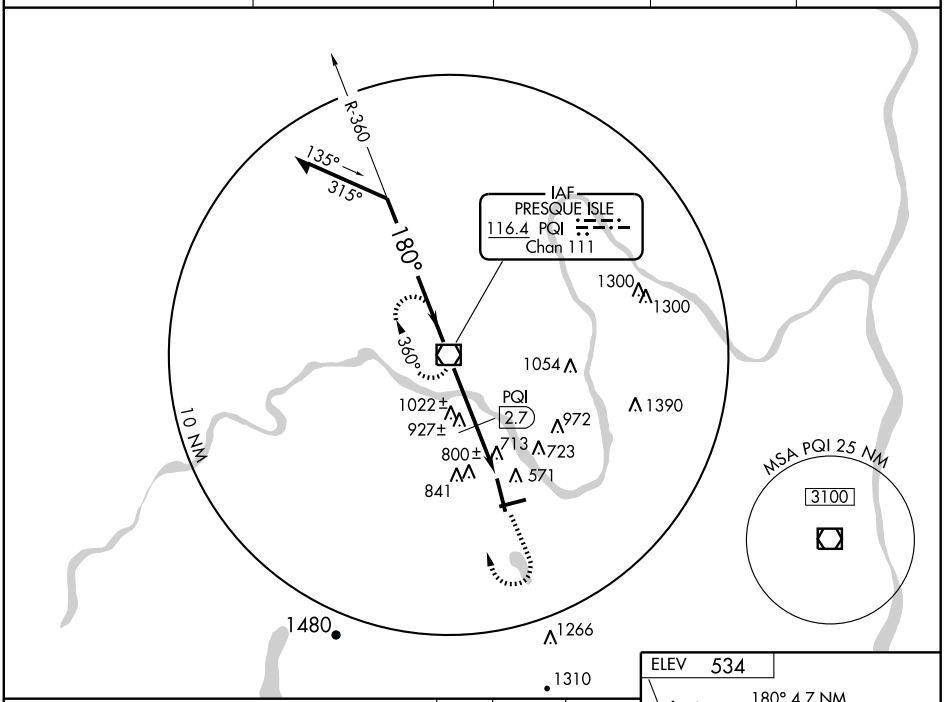
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

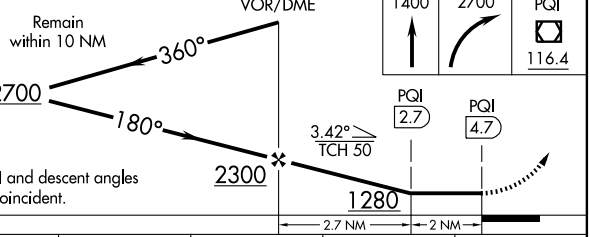
VOR RWY 19

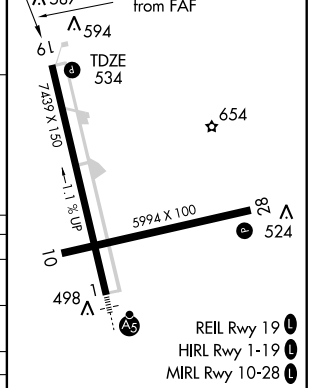
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

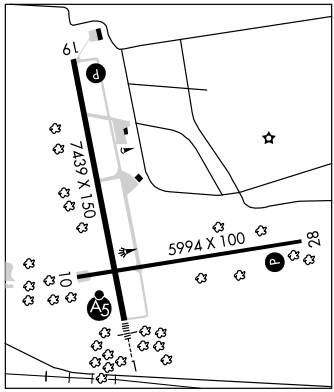
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PRESQUE ISLE

NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI) 1 NW UTC−5(−4DT) **HALIFAX**
N46°41.34′ W68°02.69′ **H–11D, L–32I**
534 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE PQI **IAP**

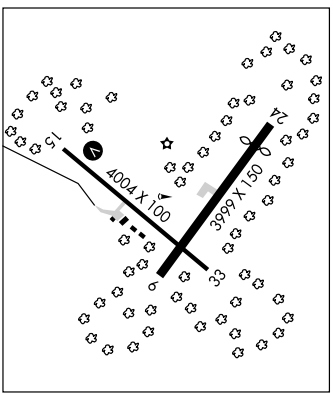
RWY 01–19: H7439X150 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T HIRL 1.1% Up N
RWY 01: MALSR.
RWY 19: REIL. PAPI(P4L)—GA 3.7° TCH 50′. (Unmonitored). Trees.
RWY 10–28: H5994X100 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T MIRL
RWY 28: PAPI(P4L)—GA 3.0°TCH 40′. Railroad.



AIRPORT REMARKS: Attended 1100–0000Z‡. CLOSED to unscheduled air carrier ops with more than 9 passenger seats except PPR call arpt manager 207–764–2550. PAEW adjacent to rwys and twys (mowing) May 1 thru Nov 1. PAPI Rwy 28 unusable byd 8° left of centerline. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 10–28; MALSR Rwy 01; REIL Rwy 19 and PAPI Rwys 19 and 28—122.6. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.025 (207) 764–7248.
HIWAS 116.4 PQI.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
AIRSPACE: CLASS E svc Mon–Sat 1000–0200Z‡, Sun 1300–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PQI.
PRESQUE ISLE (H) VORW/DME 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 179° 5.5 NM to fld. 590/21W. **HIWAS.**
EXCAL NDB (LOM) 278 PQ N46°36.62′ W68°01.16′ 007° 4.8 NM to fld. Unmonitored.
ILS 108.7 I–PQI Rwy 01. Class IE. LOM EXCAL NDB. ILS unmonitored.
COMM/NAV/WEATHER REMARKS: Clnc Del provided by Boston Center on 121.6.

NORTHERN MAINE RGNL SPB (83B) 2 NW UTC−5(−4DT) **HALIFAX**
N46°42.45′ W68°03.67′
500 TPA—1800(1300) NOTAM FILE BGR
WATERWAY 01–19: 6000X300 (WATER)
WATERWAY 01: Trees. **WATERWAY 19:** Trees. Rgt tfc.
SEAPLANE REMARKS: Unattended. Rising terrain west side of lake. Arpt located northwest of NORTHERN MAINE RGNL ARPT, PRESQUE ISLE which has unicom freq. 122.8, clear-green rotating bcn, and windcone.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

PRINCETON MUNI (PNN) 2 S UTC−5(−4DT) N45°12.04′ W67°33.86′ **HALIFAX**
266 B **FUEL** 100LL LRA NOTAM FILE BGR **L–32I**
RWY 15–33: H4004X100 (ASPH) S–31, D–38 MIRL (NSTD) 0.7% up NW **IAP**
RWY 15: VASI(V4L)—GA 3.0° TCH 51′. Trees. **RWY 33:** Trees.
RWY 06–24: H3999X150 (ASPH)
RWY 06: Trees. **RWY 24:** Thld dsplcd 504′. Trees.



AIRPORT REMARKS: Unattended. 24 hr fuel avbl with major credit card. Rwy 06–24 CLOSED to acft. No line of sight exists between ends of Rwy 15–33. ACTIVATE NSTD MIRL Rwy 15–33 and VASI Rwy 15—CTAF. Rwy 15–33 NSTD MIRL; lgts 25 ft from rwy edges. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 114.3T (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
(L) VOR/DME 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 163° 9.7 NM to fld. 400/21W.
VOR portion unusable 300°–330° byd 23 NM blo 4500′.
DME unusable 300°–330° blo 4500′ byd 25 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

RNAV (GPS) RWY 15

PRINCETON MUNI (PNN)

APP CRS	Rwy Idg	4004
152°	TDZE	266
	Apt Elev	266

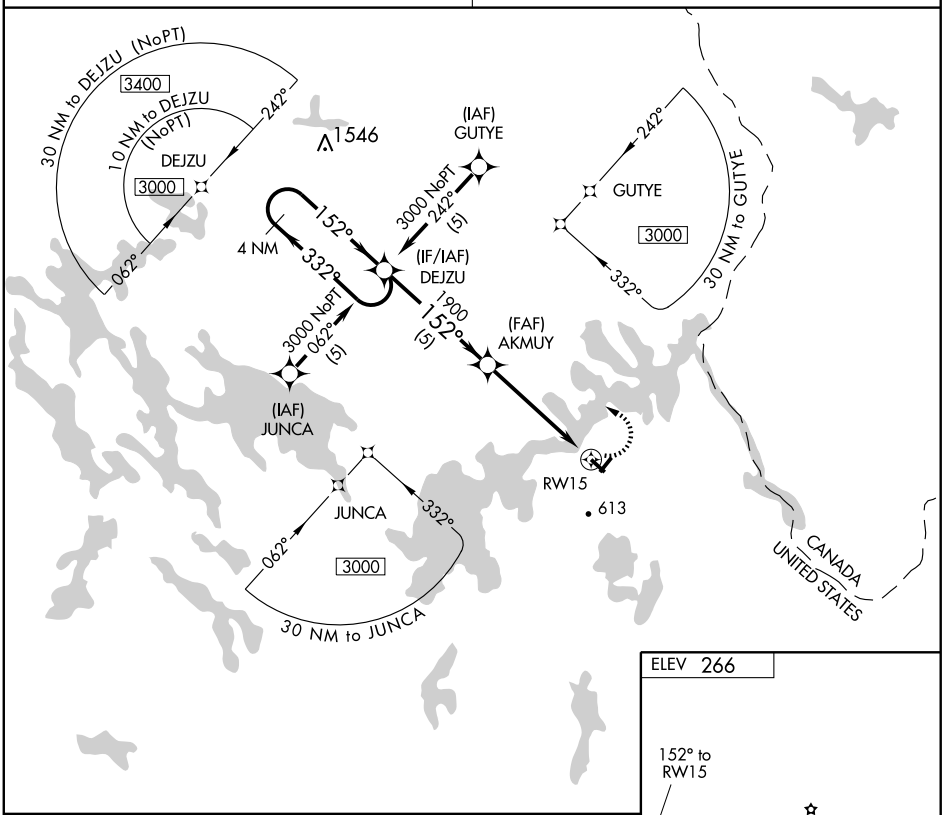
T
A NA

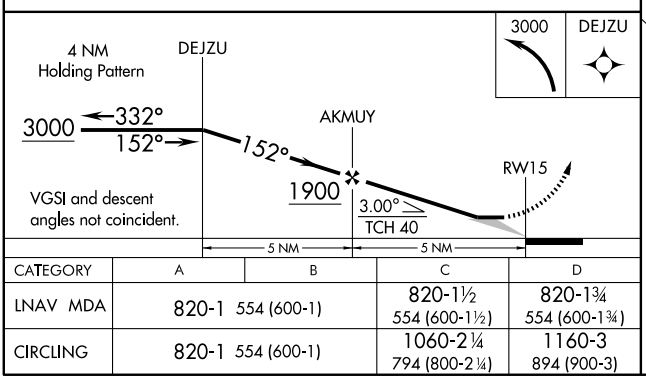
Use Bangor altimeter setting.
DME/DME RNP-0.3 NA.

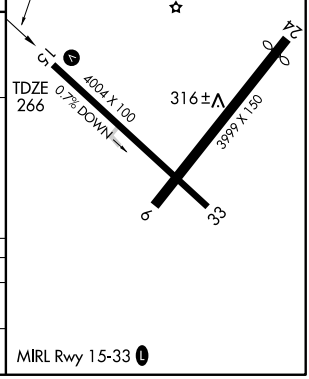
MISSED APPROACH: Climbing left turn to 3000 direct DEJZU WP and hold.

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 554 (600-1)		820-1½ 554 (600-1½)	820-1¾ 554 (600-1¾)
CIRCLING	820-1 554 (600-1)		1060-2¼ 794 (800-2¼)	1160-3 894 (900-3)

MIRL Rwy 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RANGELEY

RANGELEY LAKE SPB (M57) 2 N UTC−5(−4DT) N44°57.20′ W70°39.78′

MONTREAL
L–32H
IAP

1518 **FUEL** 100LL NOTAM FILE BGR

WATERWAY 06–24: 7000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Significant boat activity in summer months.

COMMUNICATIONS: CTAF 122.9

BOSTON CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W.

NDB (MHW) 221 RQM N44°56.07′ W70°45.07′ 065° 5.1 NM to fld. NOTAM FILE BGR. Unmonitored. NDB unusable byd 18 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

STEVEN A BEAN MUNI (8BØ) 2NW UTC−5(−4DT) N44°59.51′ W70°39.88′

MONTREAL
L–32H
IAP

1825 B S2 **FUEL** 100LL, JET A NOTAM FILE BGR

RWY 14–32: H3200X75 (ASPH) S–13 MIRL

RWY 32: REIL. Tree.

AIRPORT REMARKS: Attended irregularly. For fuel, call 207–864–5307. Migratory birds on and invof arpt. Military ops in area (F–16 and A–10 acft). Ramp area adjacent fuel pumps subject to severe frost heaves. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32–122.8.

WEATHER DATA SOURCES: AWOS–3 118.0 (207) 864–5250.

COMMUNICATIONS: CTAF/UNICOM 122.8

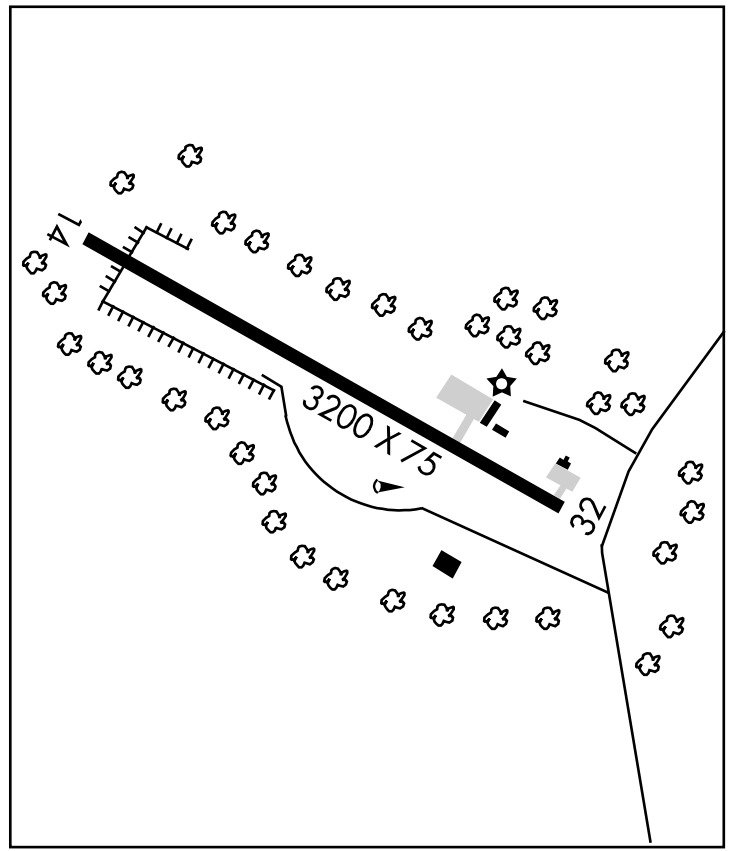
BOSTON CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W. **HIWAS.**

RANGELEY NDB (MHW) 221 RQM N44°56.07′ W70°45.07′ 065° 5.0 NM to fld. NOTAM FILE BGR. NDB unusable byd 18 NM. Unmonitored.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



NDB RQM	APP CRS	Rwy Idg	N/A
221	065°	TDZE	N/A
		Apt Elev	1825

NDB-A

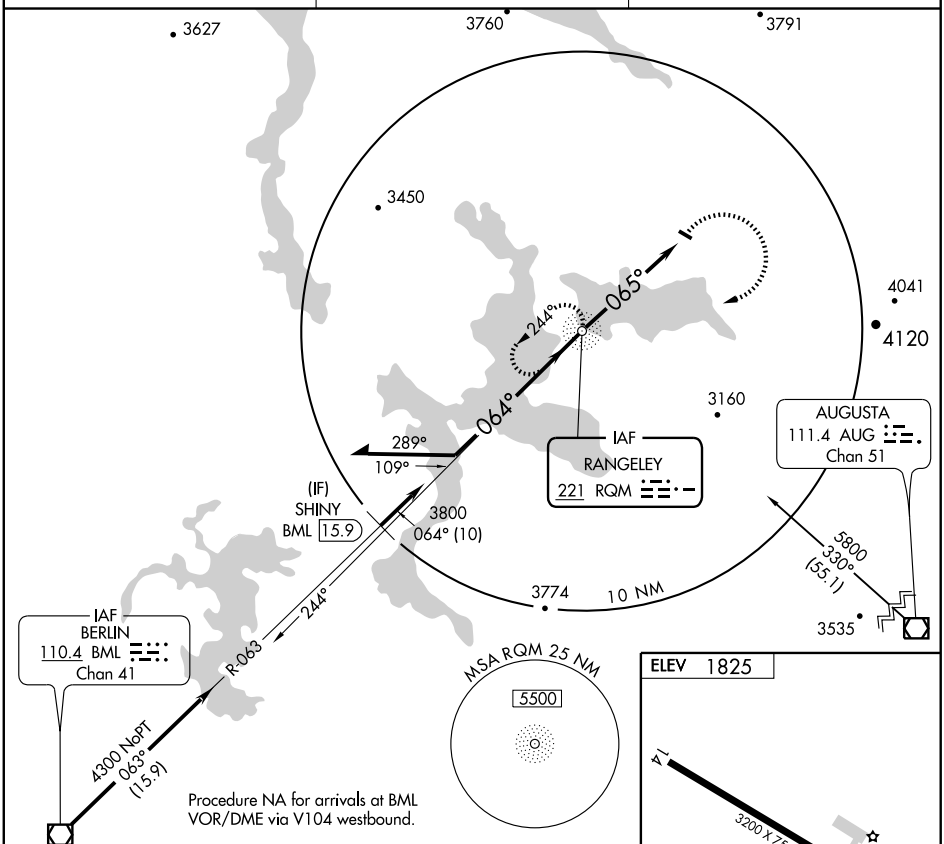
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

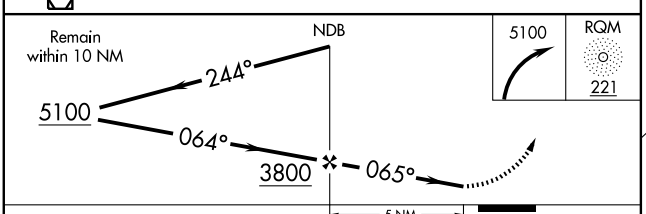
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

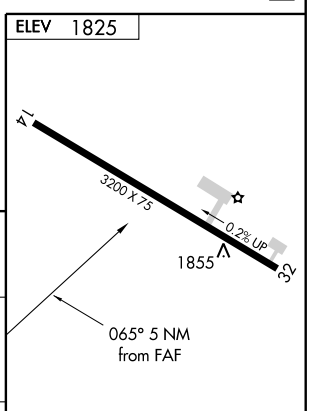
NA

MISSED APPROACH: Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2520-1	695 (700-1)	NA	

BERLIN ALTIMETER SETTING MINIMUMS

CIRCLING	2700-1 875 (900-1)	2700-1¼ 875 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1825

RNAV (GPS)-D

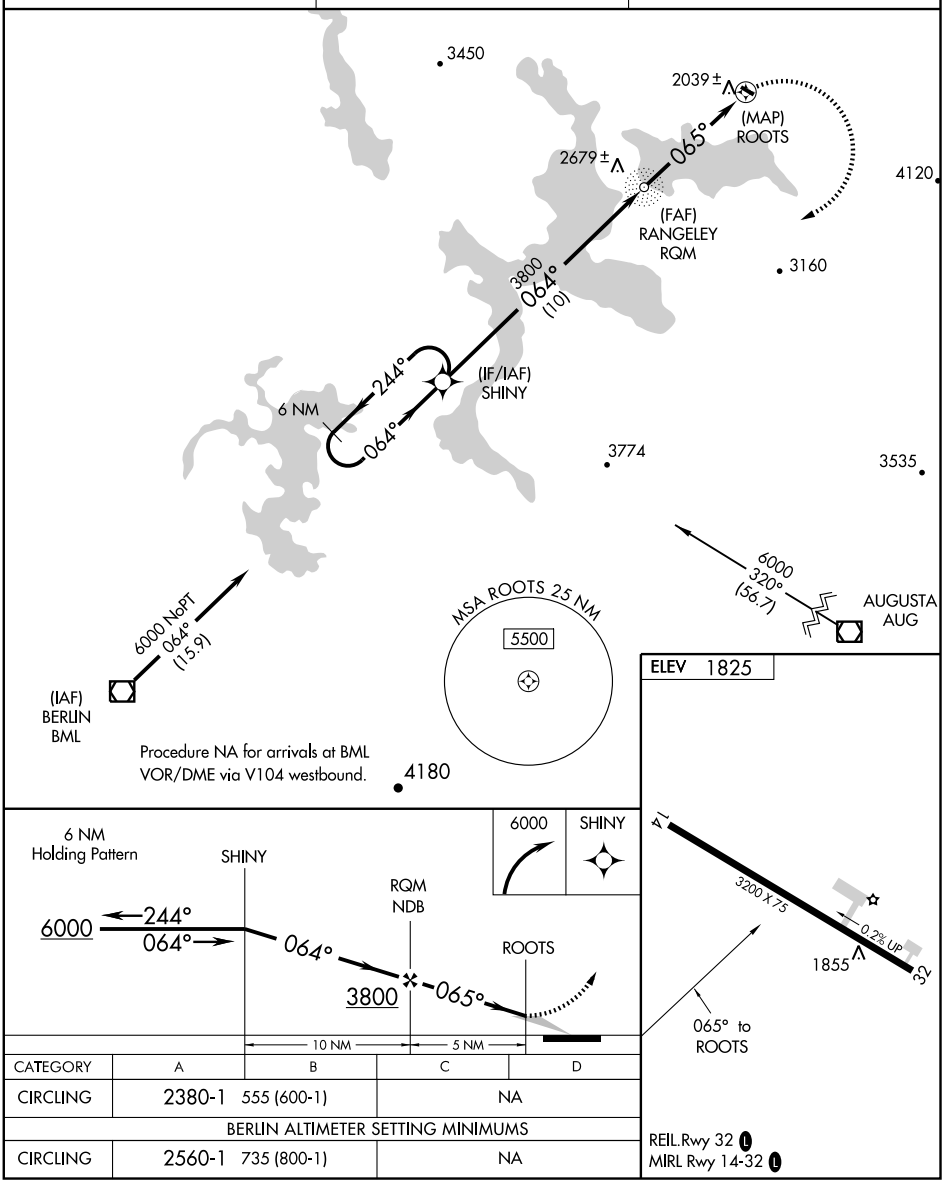
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 6000 direct SHINYand hold, continue climb-in-hold to 6000.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2380-1 555 (600-1)		NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2560-1 735 (800-1)		NA	

REIL.Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RANGELEY

RANGELEY LAKE SPB (M57) 2 N UTC−5(−4DT) N44°57.20′ W70°39.78′

MONTREAL
L–32H
IAP

1518 **FUEL** 100LL NOTAM FILE BGR

WATERWAY 06–24: 7000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Significant boat activity in summer months.

COMMUNICATIONS: CTAF 122.9

BOSTON CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W.

NDB (MHW) 221 RQM N44°56.07′ W70°45.07′ 065° 5.1 NM to fld. NOTAM FILE BGR. Unmonitored. NDB unusable byd 18 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

STEVEN A BEAN MUNI (8BØ) 2NW UTC−5(−4DT) N44°59.51′ W70°39.88′

MONTREAL
L–32H
IAP

1825 B S2 **FUEL** 100LL, JET A NOTAM FILE BGR

RWY 14–32: H3200X75 (ASPH) S–13 MIRL

RWY 32: REIL. Tree.

AIRPORT REMARKS: Attended irregularly. For fuel, call 207–864–5307. Migratory birds on and invof arpt. Military ops in area (F–16 and A–10 acft). Ramp area adjacent fuel pumps subject to severe frost heaves. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32–122.8.

WEATHER DATA SOURCES: AWOS–3 118.0 (207) 864–5250.

COMMUNICATIONS: CTAF/UNICOM 122.8

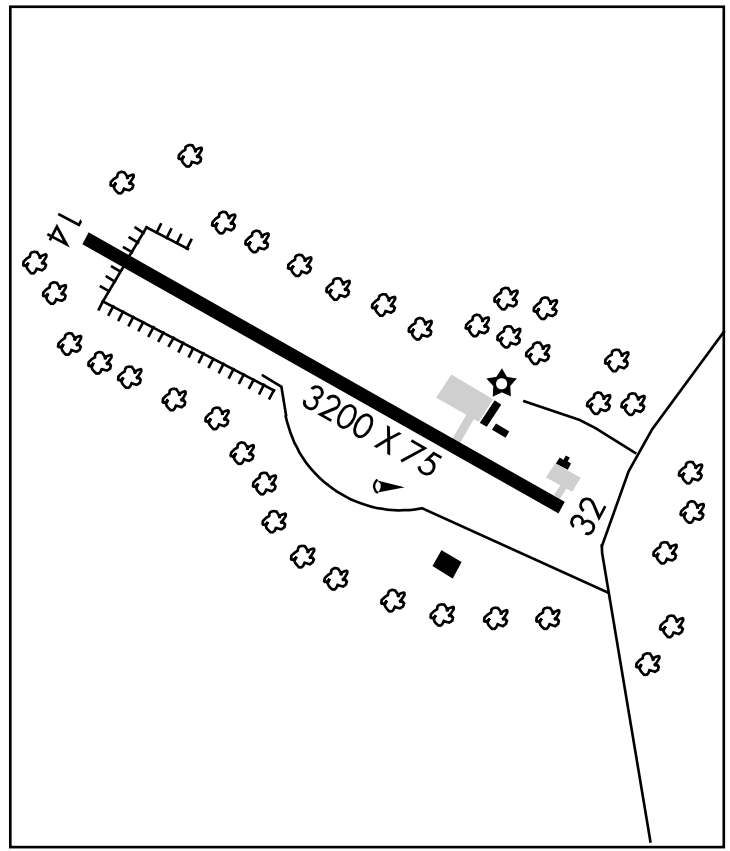
BOSTON CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W. **HIWAS.**

RANGELEY NDB (MHW) 221 RQM N44°56.07′ W70°45.07′ 065° 5.0 NM to fld. NOTAM FILE BGR. NDB unusable byd 18 NM. Unmonitored.

COMM/NAV/WEATHER REMARKS: Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



NDB RQM	APP CRS	Rwy Idg	N/A
221	091°	TDZE	N/A
		Apt Elev	1518

NDB-B

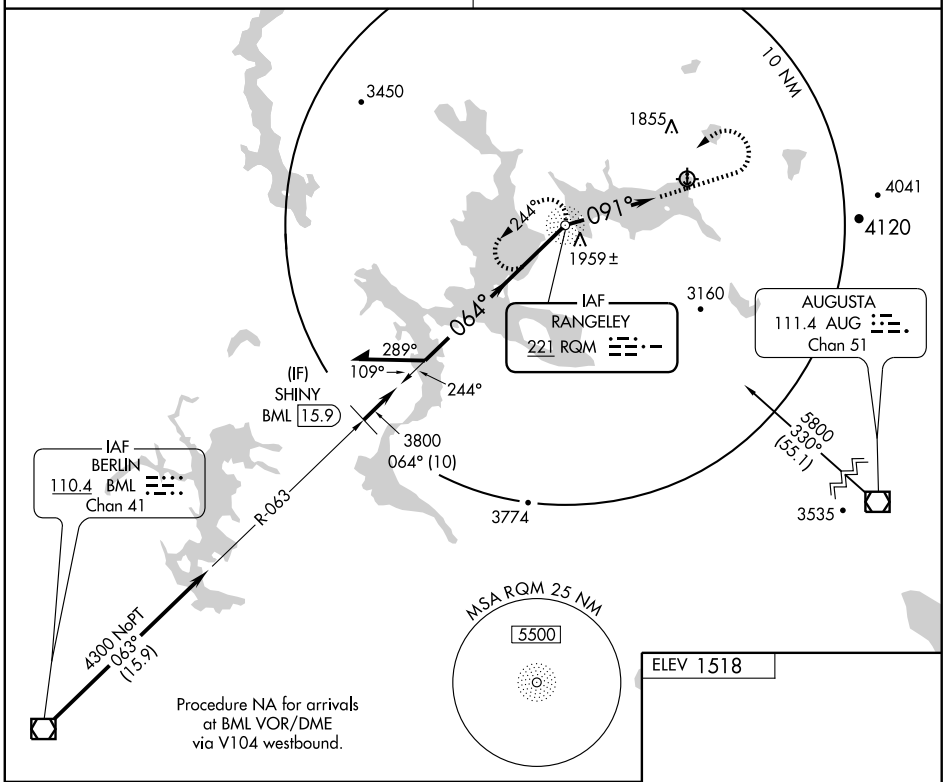
RANGELEY LAKE SEAPLANE BASE (M57)

Procedure NA at night.
Obtain local altimeter setting on CTAF;
when not received, use Berlin altimeter setting.

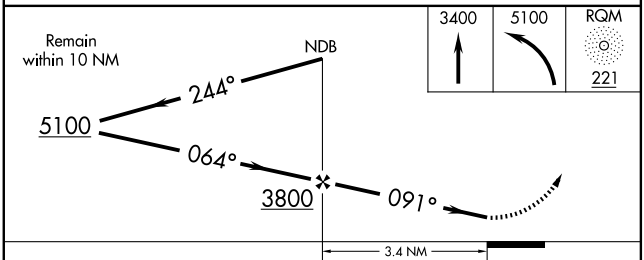
NA

MISSED APPROACH: Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER	CTAF
124.25 290.5	122.9



ELEV 1518

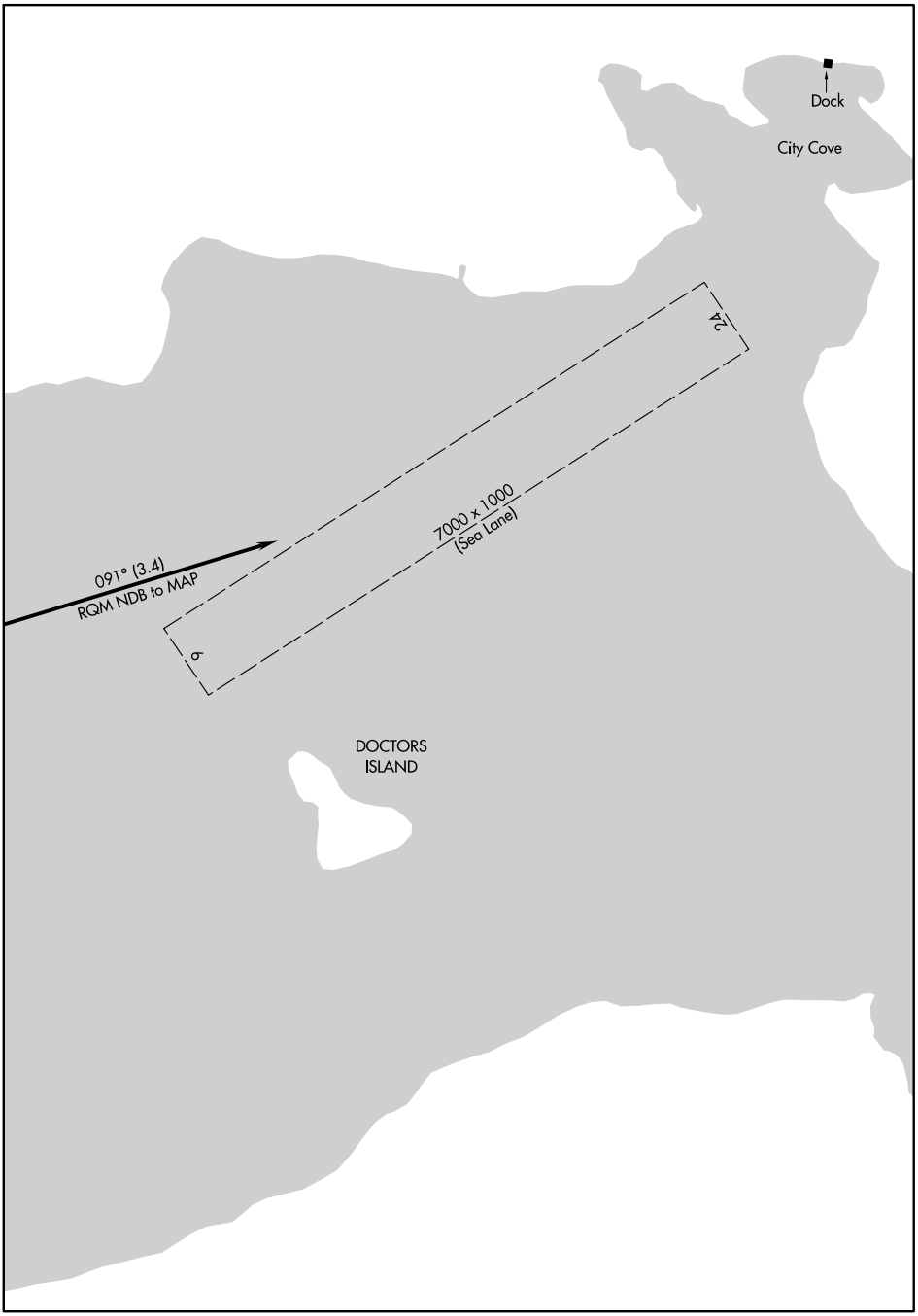


SEE
RANGELEY LAKE
LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2860-1¼ 1342 (1400-1¼)	2860-1½ 1342 (1400-1½)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	3000-1¼ 1482 (1500-1¼)	3000-1½ 1482 (1500-1½)	NA	

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
091°	TDZE	N/A
	Apt Elev	1518

RNAV (GPS)-C

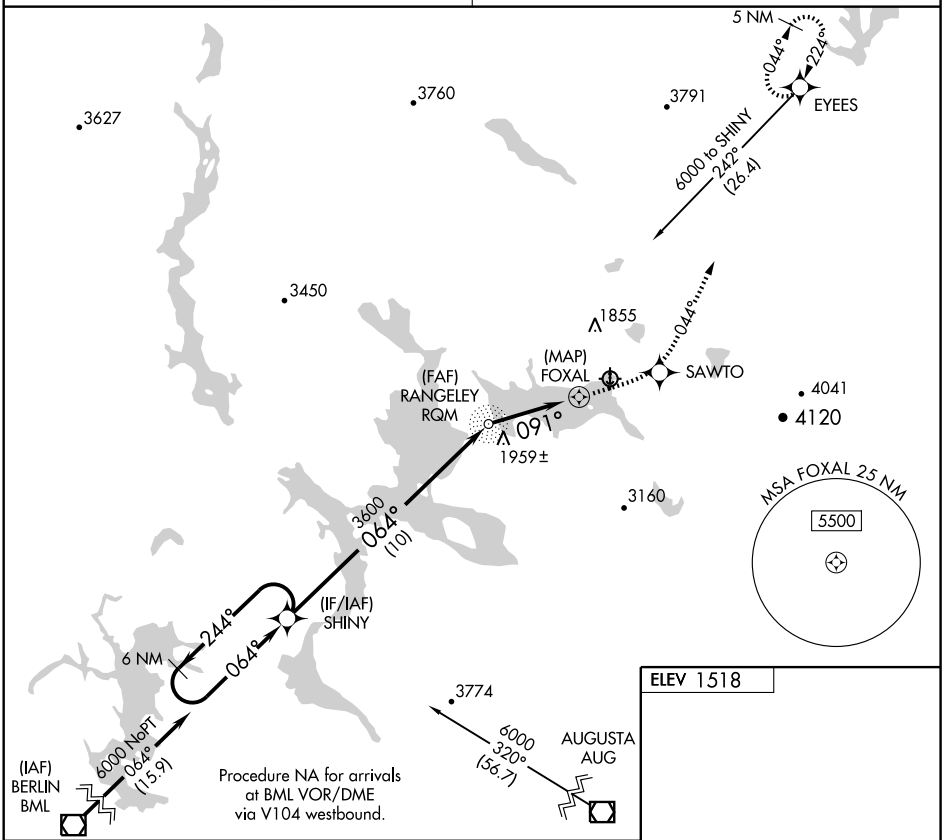
RANGELEY LAKE SEAPLANE BASE (M57)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

NA

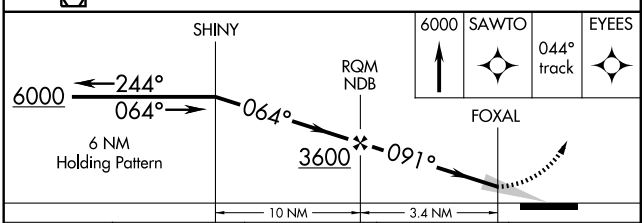
MISSED APPROACH: Climb to 6000 direct SAWTO and via 044° track to EYEES and hold, continue climb-in-hold to 6000.

BOSTON CENTER	CTAF
124.25 290.5	122.9



ELEV 1518

SEE
RANGELEY LAKE
LANDING CHART

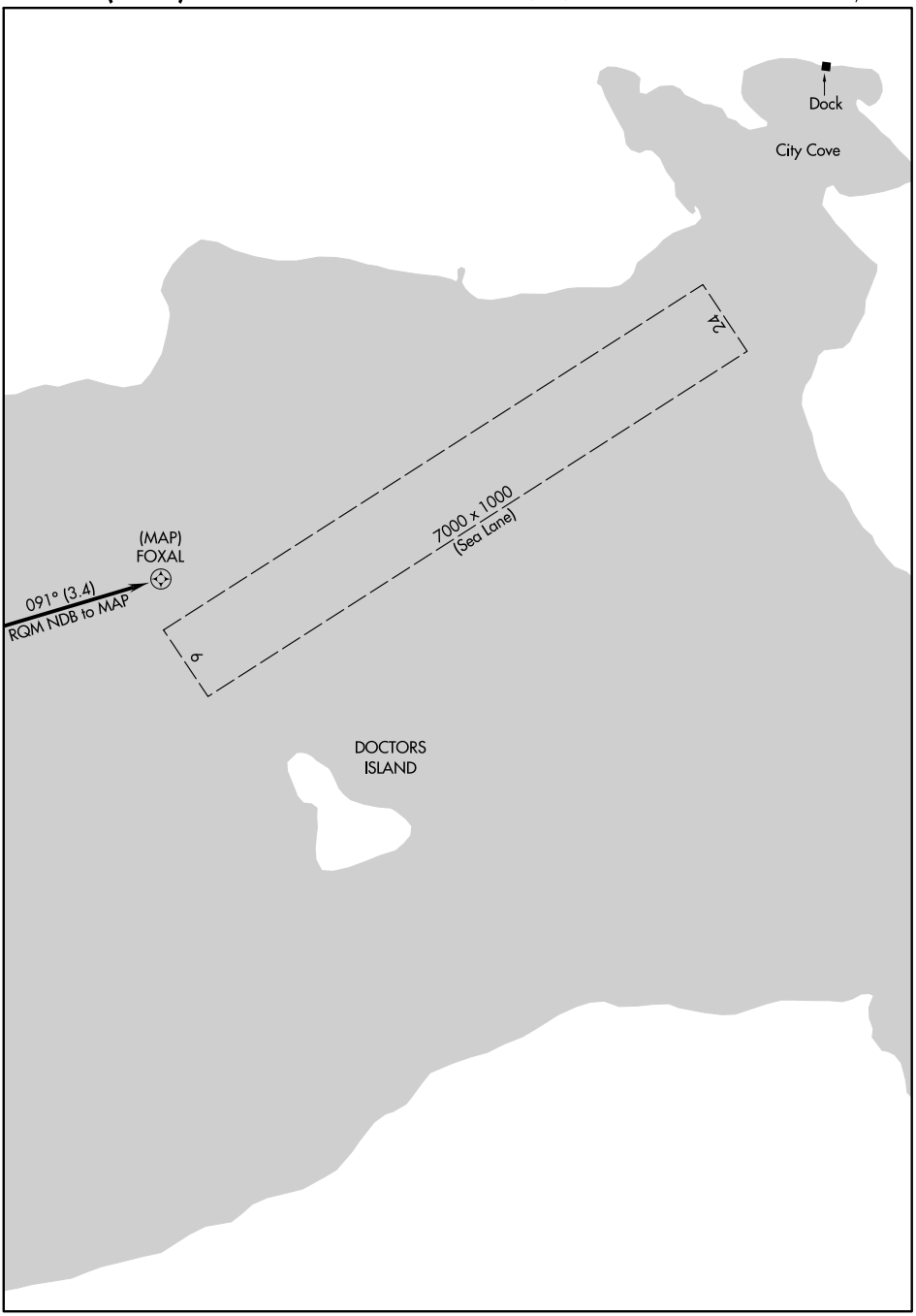


CATEGORY	A	B	C	D
CIRCLING	2320-1 802 (900-1)	2320-1¼ 802 (900-1¼)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2460-1¼ 942 (1000-1¼)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-C LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS)-C LANDING

44°57'N - 70°40'W
RANGELEY, MAINE
RANGELEY LAKE SEAPLANE BASE (M57)

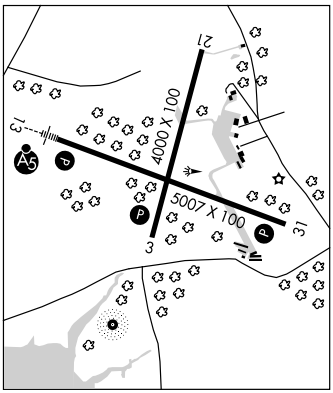
09127

ROCKLAND

KNOX CO RGNL (RKD) 3 S UTC−5(−4DT) N44°03.60′ W69°05.96′ **MONTREAL**
56 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE RKD **H–11D, L–32H**
RWY 13–31: H5007X100 (ASPH) S–65, D–80, 2S–83 HIRL **IAP**
RWY 13: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Trees.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 03–21: H4000X100 (ASPH) S–65, D–80, 2S–83 MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 21: Trees.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 13:	TORA–5007	TODA–5007	ASDA–5007	LDA–5007
RWY 21:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 31:	TORA–5007	TODA–5007	ASDA–5007	LDA–5007

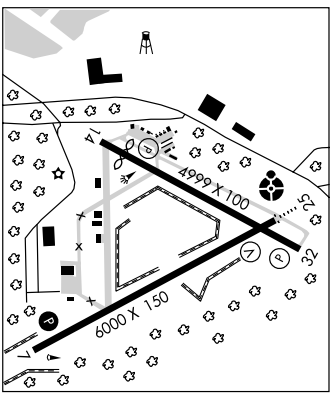
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡. Arpt may be unattended from 0300–1100Z‡. Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri. Seagulls and deer on and invof arpt. Voluntary ngt curfew in effect 0330–1100Z‡. Noise abatement procedures in effect; call 207–596–0617. PAPI Rwy 31 unusable byd 7° left and right of course. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 13–31, MALSR Rwy 13, PAPI Rwys 03, 13, 31, and REIL Rwys 03 and 31—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.025 (207) 594–7946.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **PORTLAND APP/DEP CON** 120.4 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun and holidays) **CLNC DEL** 123.8
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun and holidays).
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 135° 33.9 NM to fld. 349/18W
NOXKS NDB (LOM) 334 RM N44°05.61′ W69°13.14′ 129° 5.6 NM to fld.
SPRUCEHEAD NDB (MHW) 356 SUH N44°03.01′ W69°06.30′ at fld. NOTAM FILE RKD. NDB unmonitored.
ILS/DME 111.7 I–RMZ Chan 54 Rwy 13. LOM NOXKS NDB.
COMM/NAV/WEATHER REMARKS: Clearance delivery Brunswick Apch during normal operating hours TF 1–800–545–8883.

SANFD N43°20.07′ W70°50.06′ NOTAM FILE SFM. **NEW YORK**
NDB (LOM) 349 SF 074° 6.6 NM to Sanford Rgnl. **L–32H**

SANFORD RGNL (SFM) 4 SE UTC−5(−4DT) N43°23.63′ W70°42.48′ **NEW YORK**
244 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SFM **H–11D, 12K, L–32H**
RWY 07–25: H6000X150 (ASPH) S–50, D–82, 2S–104 HIRL **IAP**
RWY 07: REIL. PAPI (P4L)—GA 3.0° TCH 42′.
RWY 25: ODALS. VASI(V4L)—GA 3.0°TCH 59′.
RWY 14–32: H4999X100 (ASPH) D–72, 2S–91 MIRL 0.3% up NW
RWY 14: PAPI(P4L)—GA 4.0° TCH 23′. Thld dsplcd 896′. Tree.
RWY 32: PAPI(P4L)—GA 3.0° TCH 36′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Wildlife on and invof arpt. Calm wind preferred Rwy 32. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 14–32, PAPI and REIL Rwy 07, ODALS Rwy 25 and Twy E—CTAF.



WEATHER DATA SOURCES: AWOS–3 120.025 (207) 324–1958.
COMMUNICATIONS: CTAF/UNICOM 123.075
WATERBORO RCO 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 121.725
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 262° 4.6 NM to fld. 190/17W.
SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 074° 6.6 NM to fld.
ILS 111.5 I–SFM Rwy 07. Class IB. LOM SANFD NDB.

SEBAGO N43°54.26′ W70°46.94′ NOTAM FILE IZG. **NEW YORK**
NDB (MHW) 227 SZO 323° 8.9 NM to Eastern Slopes Rgnl. **L–32H**

LOC/DME I-RMZ	APP CRS	Rwy Idg	5007
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

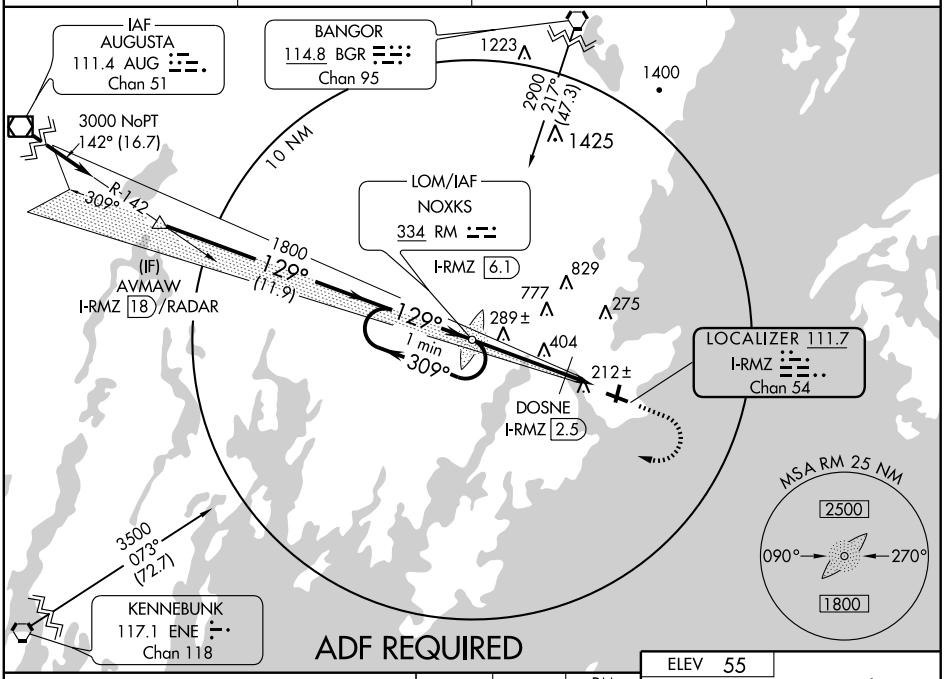
ILS or LOC RWY 13

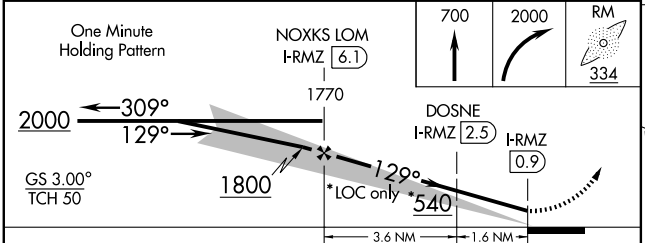
ROCKLAND/ KNOX COUNTY RGNL (RKD)

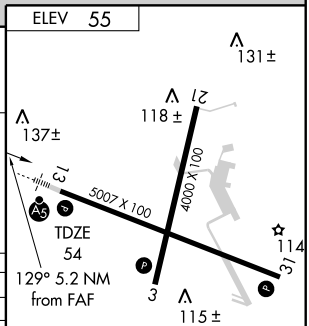
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	254-½ 200 (200-½)			
S-LOC 13	540-½ 486 (500-½)		540-¾ 486 (500-¾)	540-1 486 (500-1)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)
DME MINIMUMS				
S-LOC 13	440-½ 386 (400-½)			440- ¾ 386 (400-¾)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB SUH 356	APP CRS 046°	Rwy Idg 4000 TDZE 54 Apt Elev 55

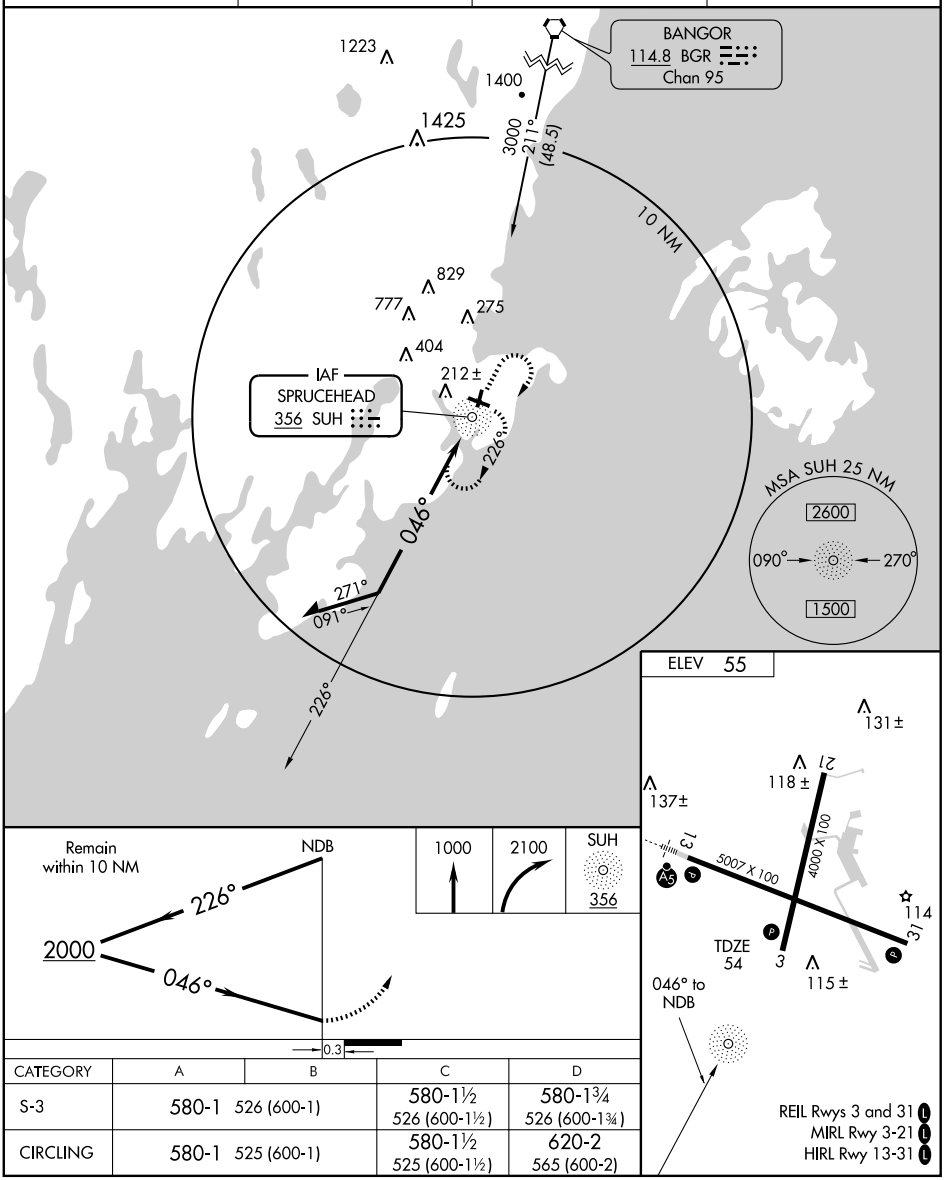
NDB RWY 3

ROCKLAND/ KNOX COUNTY RGNL (RKD)

NA

MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	PORTLAND APP CON *	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-3	580-1 526 (600-1)		580-1½ 526 (600-1½)	580-1¾ 526 (600-1¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB SUH 356	APP CRS 279°	Rwy Idg 5007 TDZE 55 Apt Elev 55

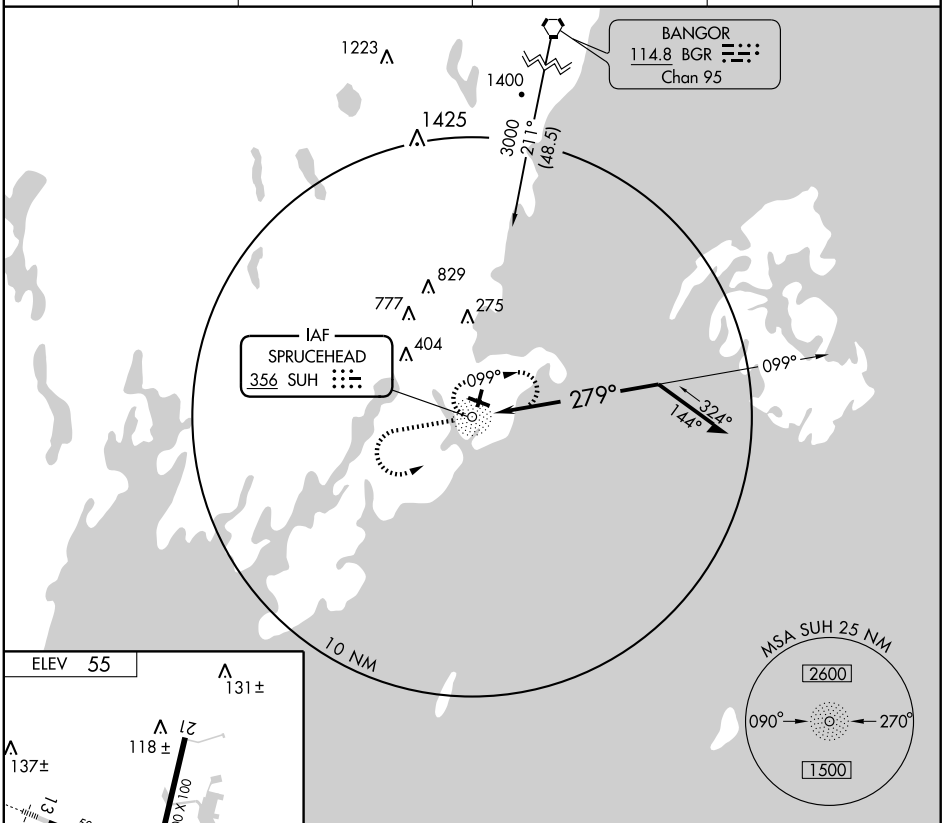
NDB RWY 31

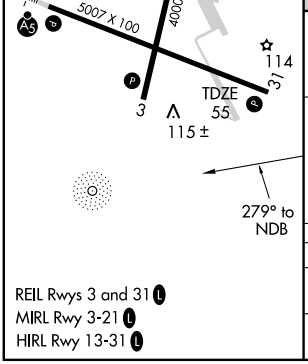
ROCKLAND/ KNOX COUNTY RGNL (RKD)

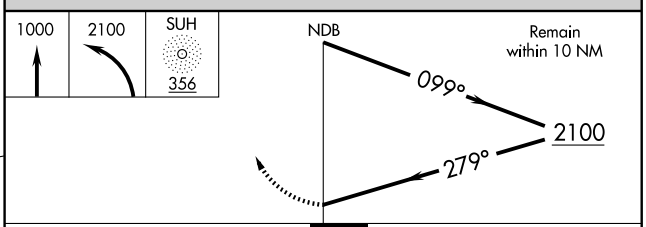
NA — Straight-In minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-31	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-1¾ 565 (600-1¾)
CIRCLING	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 40210	031°	TDZE	54
W03A		Apt Elev	55

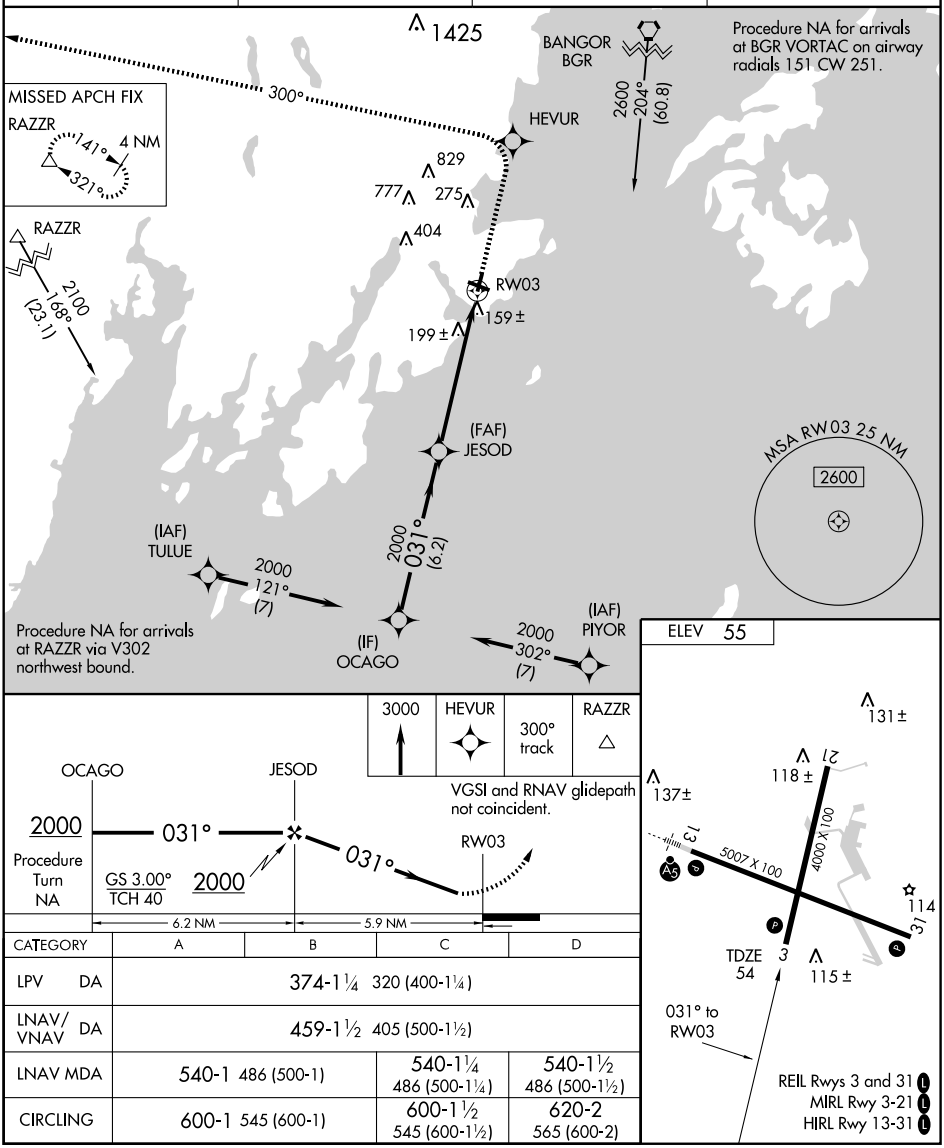
RNAV (GPS) RWY 3

ROCKLAND/ KNOX COUNTY RGNL (RKD)

Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	374-1¼ 320 (400-1¼)			
LNAV/VNAV DA	459-1½ 405 (500-1½)			
LNAV MDA	540-1 486 (500-1)		540-1¼ 486 (500-1¼)	540-1½ 486 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
309°	Rwy Idg	5007
	TDZE	55
	Apt Elev	55

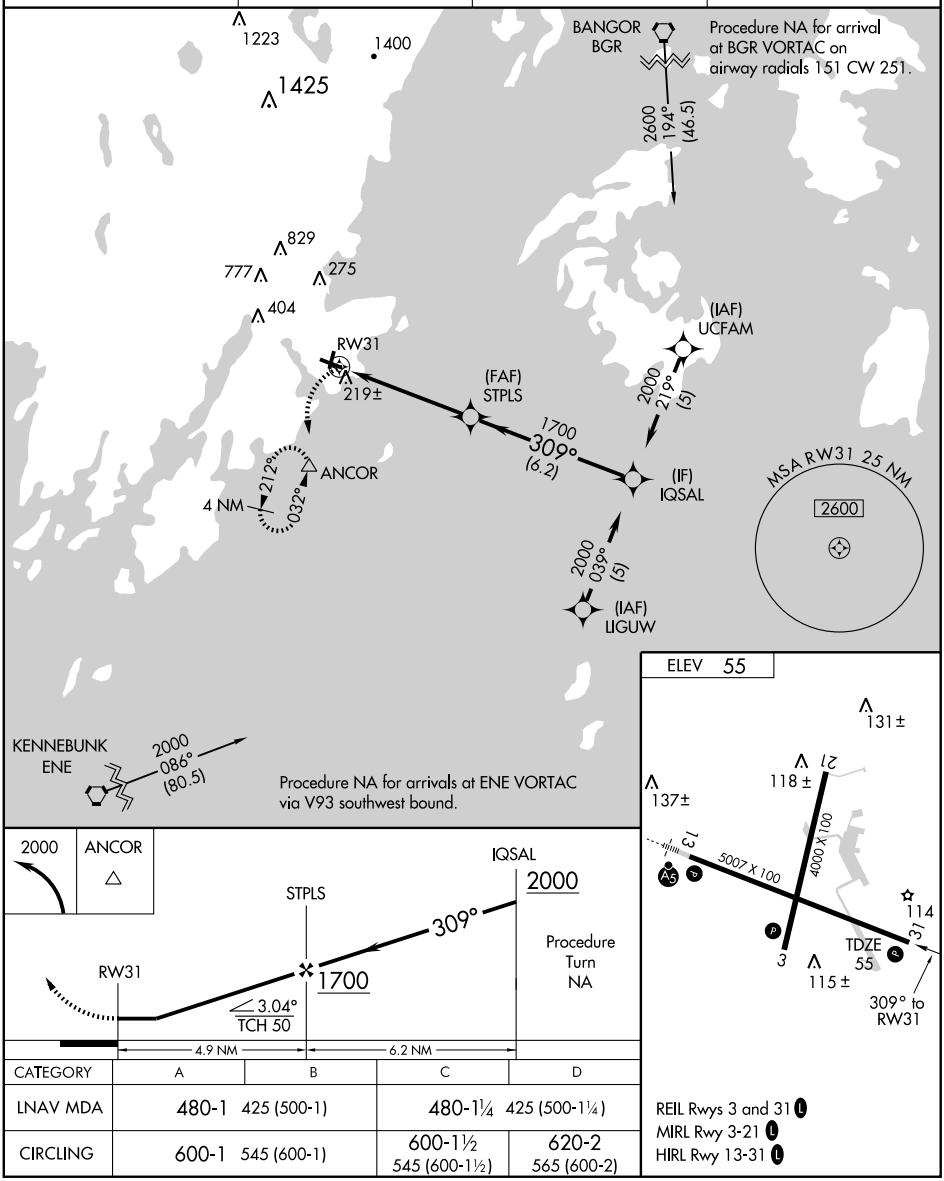
RNAV (GPS) RWY 31

ROCKLAND/ KNOX COUNTY RGNL (RKD)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	120.4 299.2	123.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

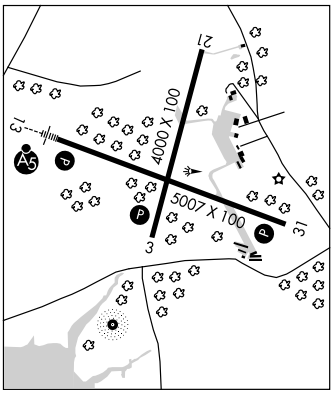
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ROCKLAND

KNOX CO RGNL (RKD) 3 S UTC−5(−4DT) N44°03.60′ W69°05.96′ **MONTREAL**
56 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE RKD **H–11D, L–32H**
RWY 13–31: H5007X100 (ASPH) S–65, D–80, 2S–83 HIRL **IAP**
RWY 13: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Trees.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 03–21: H4000X100 (ASPH) S–65, D–80, 2S–83 MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 21: Trees.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 13:	TORA–5007	TODA–5007	ASDA–5007	LDA–5007
RWY 21:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 31:	TORA–5007	TODA–5007	ASDA–5007	LDA–5007

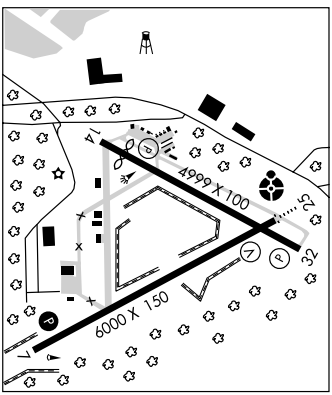
AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡. Arpt may be unattended from 0300–1100Z‡. Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri. Seagulls and deer on and invof arpt. Voluntary ngt curfew in effect 0330–1100Z‡. Noise abatement procedures in effect; call 207–596–0617. PAPI Rwy 31 unusable byd 7° left and right of course. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 13–31, MALSR Rwy 13, PAPI Rwys 03, 13, 31, and REIL Rwys 03 and 31—CTAF.



WEATHER DATA SOURCES: AWOS–3 119.025 (207) 594–7946.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **PORTLAND APP/DEP CON** 120.4 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun and holidays) **CLNC DEL** 123.8
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun and holidays).
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 135° 33.9 NM to fld. 349/18W
NOXKS NDB (LOM) 334 RM N44°05.61′ W69°13.14′ 129° 5.6 NM to fld.
SPRUCEHEAD NDB (MHW) 356 SUH N44°03.01′ W69°06.30′ at fld. NOTAM FILE RKD. NDB unmonitored.
ILS/DME 111.7 I–RMZ Chan 54 Rwy 13. LOM NOXKS NDB.
COMM/NAV/WEATHER REMARKS: Clearance delivery Brunswick Apch during normal operating hours TF 1–800–545–8883.

SANFD N43°20.07′ W70°50.06′ NOTAM FILE SFM. **NEW YORK**
NDB (LOM) 349 SF 074° 6.6 NM to Sanford Rgnl. **L–32H**

SANFORD RGNL (SFM) 4 SE UTC−5(−4DT) N43°23.63′ W70°42.48′ **NEW YORK**
244 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SFM **H–11D, 12K, L–32H**
RWY 07–25: H6000X150 (ASPH) S–50, D–82, 2S–104 HIRL **IAP**
RWY 07: REIL. PAPI (P4L)—GA 3.0° TCH 42′.
RWY 25: ODALS. VASI(V4L)—GA 3.0°TCH 59′.
RWY 14–32: H4999X100 (ASPH) D–72, 2S–91 MIRL 0.3% up NW
RWY 14: PAPI(P4L)—GA 4.0° TCH 23′. Thld dsplcd 896′. Tree.
RWY 32: PAPI(P4L)—GA 3.0° TCH 36′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. Wildlife on and invof arpt. Calm wind preferred Rwy 32. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 14–32, PAPI and REIL Rwy 07, ODALS Rwy 25 and Twy E—CTAF.



WEATHER DATA SOURCES: AWOS–3 120.025 (207) 324–1958.
COMMUNICATIONS: CTAF/UNICOM 123.075
WATERBORO RCO 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 121.725
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BGR.
KENNEBUNK (H) VORTAC 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 262° 4.6 NM to fld. 190/17W.
SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 074° 6.6 NM to fld.
ILS 111.5 I–SFM Rwy 07. Class IB. LOM SANFD NDB.

SEBAGO N43°54.26′ W70°46.94′ NOTAM FILE IZG. **NEW YORK**
NDB (MHW) 227 SZO 323° 8.9 NM to Eastern Slopes Rgnl. **L–32H**

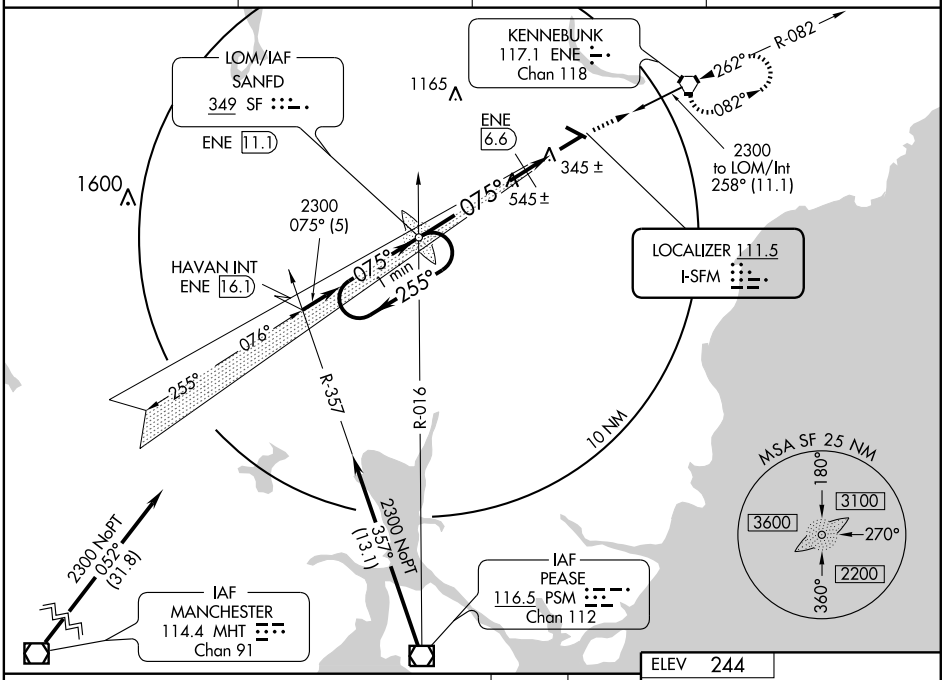
LOC I-SFM	APP CRS	Rwy Idg	6000
111.5	075°	TDZE	238
		Apt Elev	244

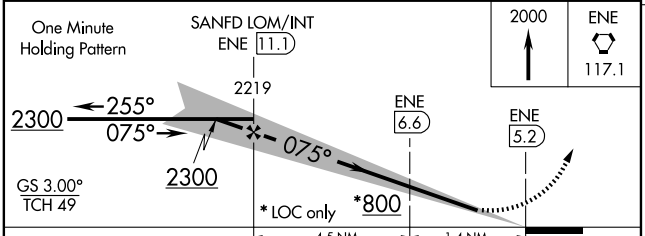
ILS or LOC RWY 7
SANFORD RGNL (SFM)

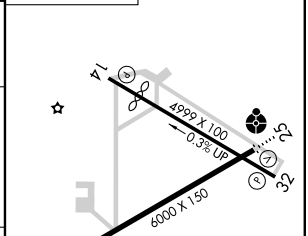
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	438-¾ 200 (200-¾)			
S- LOC 7	800-1 562 (600-1)		800-1½ 562 (600-1½)	800-1¾ 562 (600-1¾)
CIRCLING	800-1 556 (600-1)		800-1½ 556 (600-1½)	800-2 616 (700-2)
DME MINIMUMS				
S-LOC 7	600-1 362 (400-1)			600-1¼ 362 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

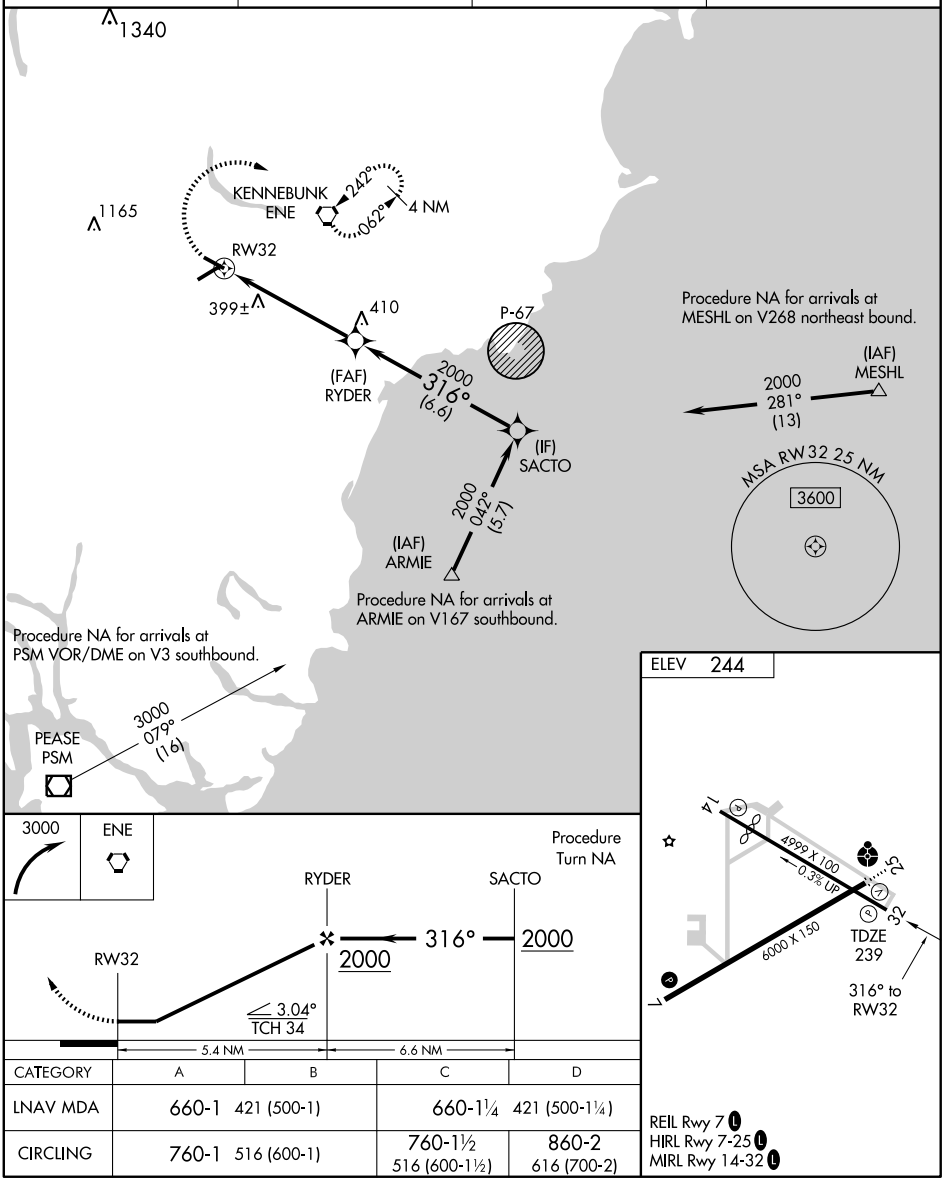
SANFORD RGNL (SFM)

APP CRS	Rwy Idg	4999
316°	TDZE	239
	Apt Elev	244

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	PORTLAND APP CON★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1 421 (500-1)		660-1¼ 421 (500-1¼)	
CIRCLING	760-1 516 (600-1)		760-1½ 516 (600-1½)	860-2 616 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ENE	APP CRS	Rwy Idg	6000
117.1	080°	TDZE	238
Chan 118		Apt Elev	244

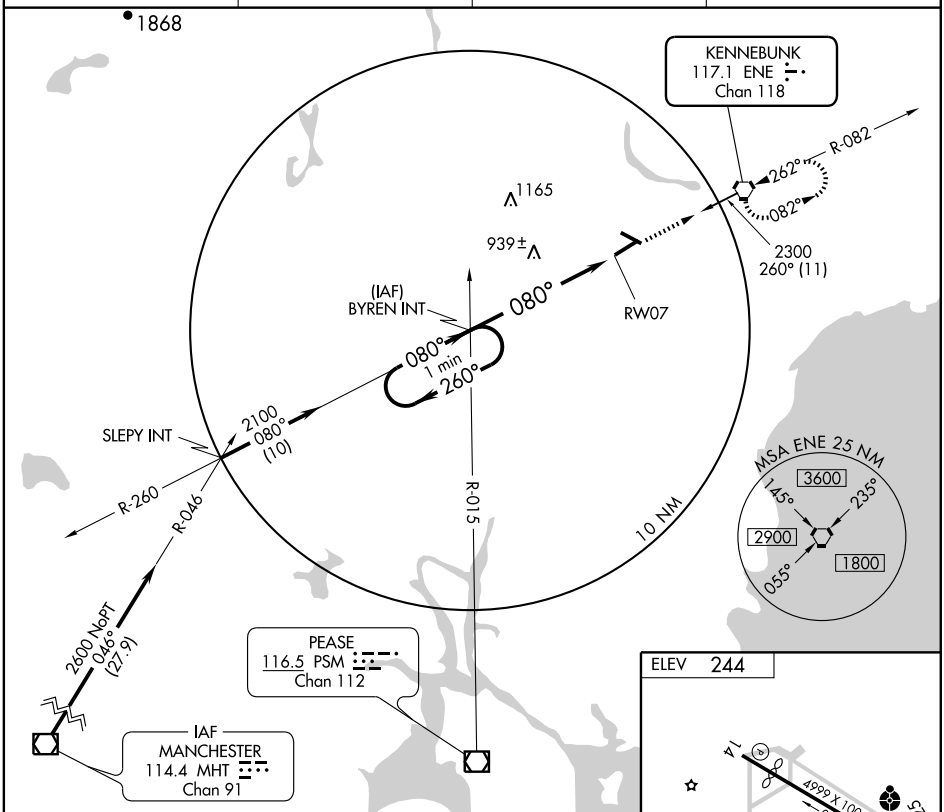
VOR or GPS RWY 7

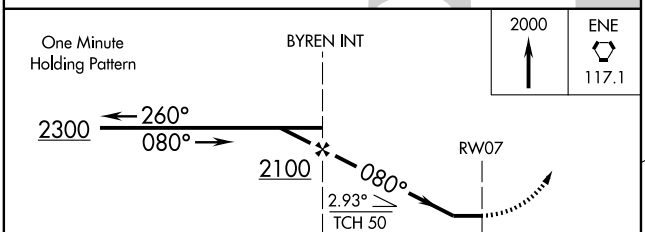
SANFORD RGNL (SFM)

NA

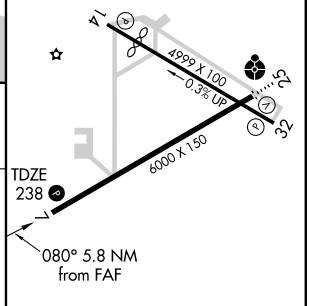
MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L





2000 ENE 117.1



REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-7	1200-1¼ 962 (1000-1¼)	1200-1½ 962 (1000-1½)	1200-3 962 (1000-3)	
CIRCLING	1200-1¼ 956 (1000-1¼)	1200-1½ 956 (1000-1½)	1200-3 956 (1000-3)	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ENE 117.1 Chan 118	APP CRS 261°	Rwy Idg 6000 TDZE 234 Apt Elev 244

VOR RWY 25

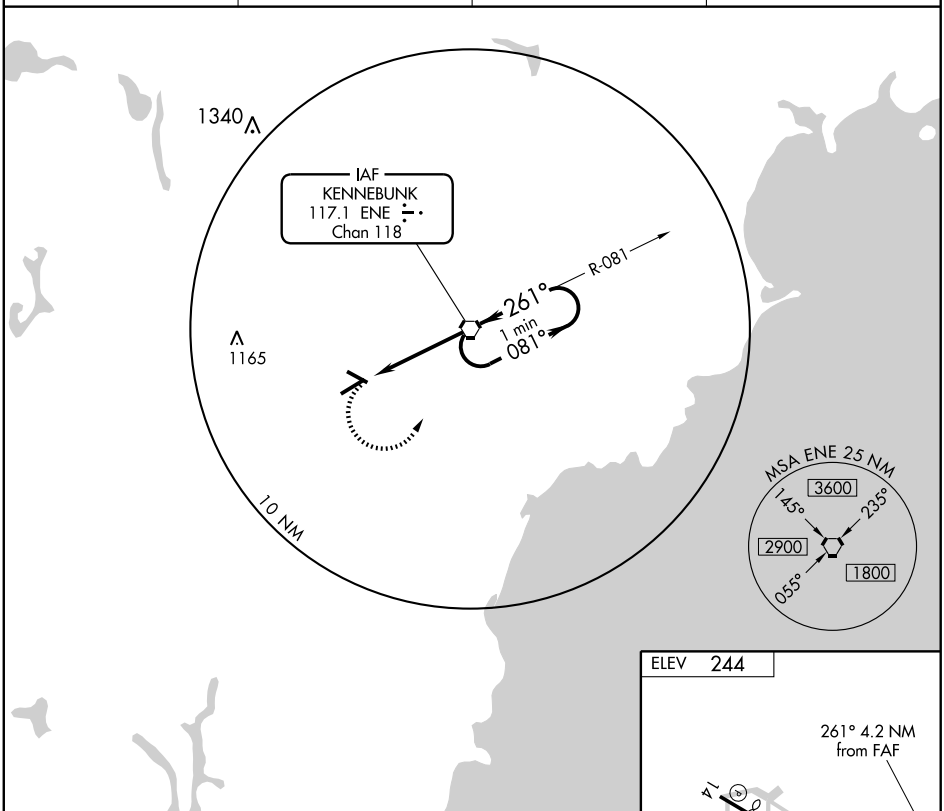
SANFORD RGNL (SFM)

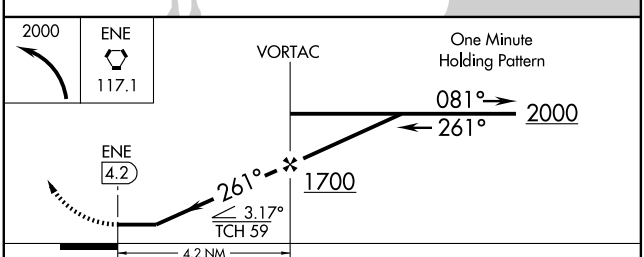
NA

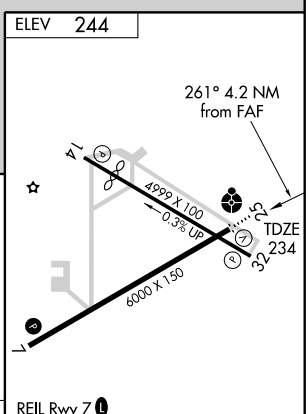
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







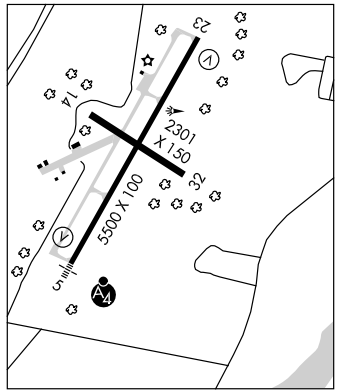
CATEGORY	A	B	C	D
S-25	600-1 366 (400-1)			600-1¼ 366 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

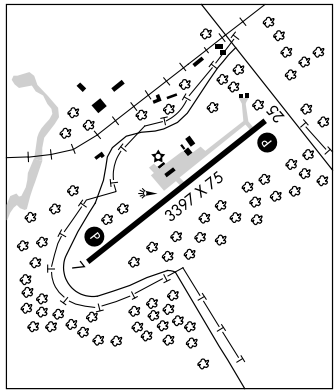
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WATERVILLE ROBERT LAFLEUR (WVL) 2 SW UTC−5(−4DT) N44°32.00′ W69°40.53′ **MONTREAL**
333 B **FUEL** 100LL, JET A NOTAM FILE WVL **H–11D, L–32H**
RWY 05–23: H5500X100 (ASPH) S–40, D–60, 2D–105 HIRL 1.2% up NE **IAP**
RWY 05: MALSF. VASI(V4L)—GA 3.0° TCH 51′.
RWY 23: REIL. VASI(V2L). Tree.
RWY 14–32: H2301X150 (ASH) S–25 MIRL 0.4% up NW
RWY 14: Trees. **RWY 32:** Brush.
AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡, Nov–Apr 1330–2100Z‡. For fuel after hrs 207–314–7730 (fee charged). Numerous seagulls on and within 1½ miles of arpt. Deer on and invof arpt. Wild turkeys within arpt perimeter fence. Rwy 05–23 longitudal cracks and vegetation growing through rwy asphalt. Rwy 14–32 surface is cracked with weeds. Rwy 14 hold position markings missing. Avoid hospital one mile north. Helicopter ops paved areas only. ACTIVATE HIRL Rwy 05–23, MALSF Rwy 05—CTAF, MIRL Rwy 14–32 opr dusk–dawn.
WEATHER DATA SOURCES: AWOS–3 118.375 (207) 877–0519.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 124.6
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 040° 13.8 NM to fld. 349/18W.
BRACY NDB (MHW/LOM) 399 RL N44°27.61′ W69°44.09′ 048° 5.1 NM to fld. NDB/LOM unusable byd 15 NM.
ILS/DME 110.5 I–RLU Chan 42 Rwy 05. Class IB. LOM BRACY NDB. Glide slope unusable byd 9 NM and unusable byd 5° left and rgt side of course. BRACY LOM/NDB unusable byd 15 NM.



WISCASSET (IWI) 3 SW UTC−5(−4DT) N43°57.69′ W69°42.75′ **NEW YORK**
70 B S3 **FUEL** 100LL, JET A TPA—1070(1000) NOTAM FILE IWI **L–32H**
RWY 07–25: H3397X75 (ASPH) S–22 MIRL **IAP**
RWY 07: PAPI(P4L)—GA 4.0°TCH 40′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡. 24 hr credit card fuel opr. Deer on and invof arpt. Noise sensitive area southeast off end of Rwy 07. Arpt has noise abatement procedures ctc arpt manager 207–449–3172. ACTIVATE MIRL Rwy 07–25; PAPI Rwys 07 and 25; REIL Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–A 135.725 (207) 882–8094.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PORTLAND APP/DEP CON** 120.4 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun, and holidays)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun, and holidays)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 188° 21.8 NM to fld. 349/18W.
COMM/NAV/WEATHER REMARKS: Clnc del ctc Brunswick Apch during normal opr hours on phone 1–800–545–8883.



LOC/DME I-RLU	APP CRS	Rwy Idg	5500
110.5	047°	TDZE	309
Chan 42		Apt Elev	333

ILS or LOC/DME RWY 5

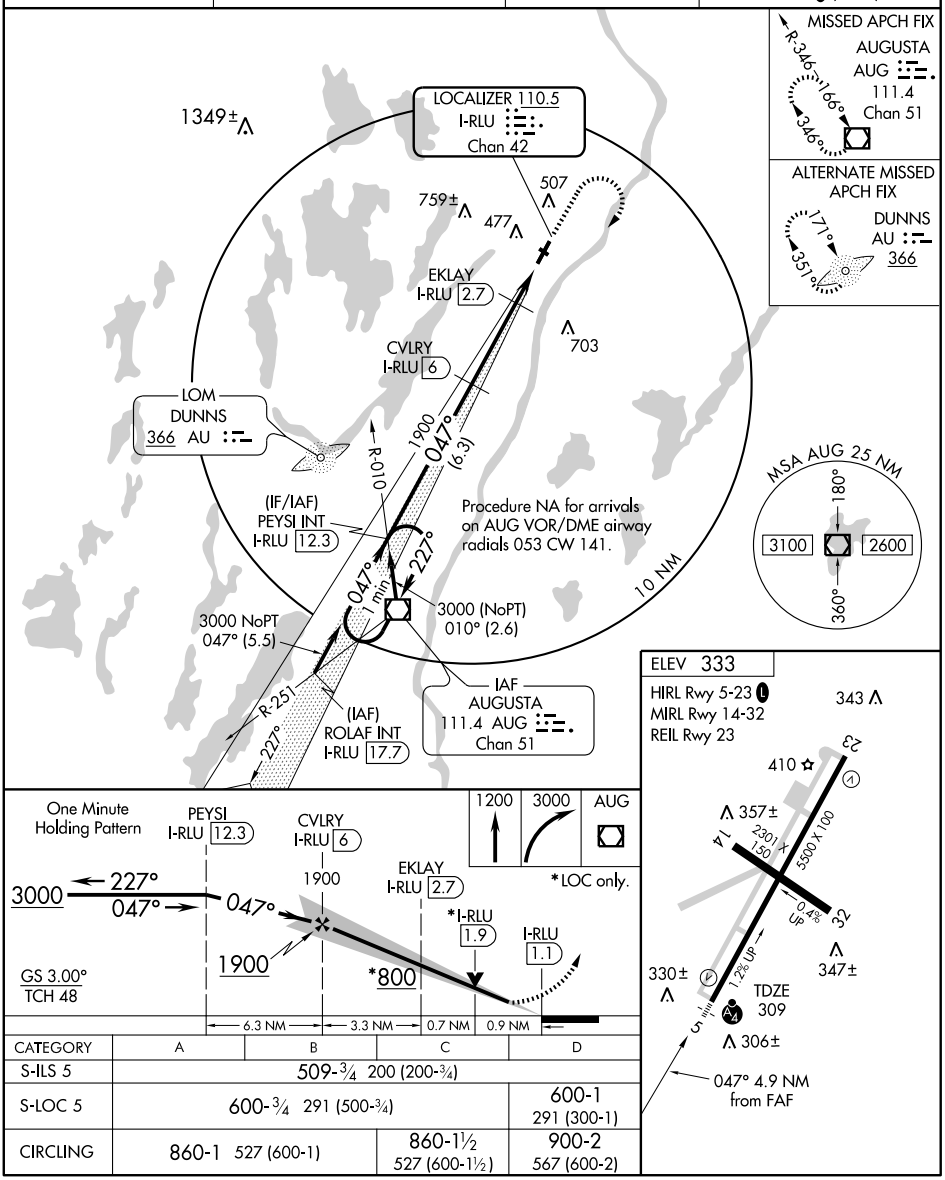
WATERVILLE ROBERT LAFLEUR (WVL)

Circling to Rwy 14-32 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting: increase S-ILS 5 DA to 544 feet and all visibilities ¼ mile; increase all MDA 40 feet. VDP NA when using Augusta altimeter setting.

MALSF

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct AUG VOR/DME and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6	122.7 L (CTAF)



CATEGORY	A	B	C	D
S-ILS 5	509-¾ 200 (200-¾)			
S-LOC 5	600-¾ 291 (500-¾)			600-1 291 (300-1)
CIRCLING	860-1 527 (600-1)		860-1½ 527 (600-1½)	900-2 567 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70418	047°	TDZE	309
W05A		Apt Elev	333

RNAV (GPS) RWY 5

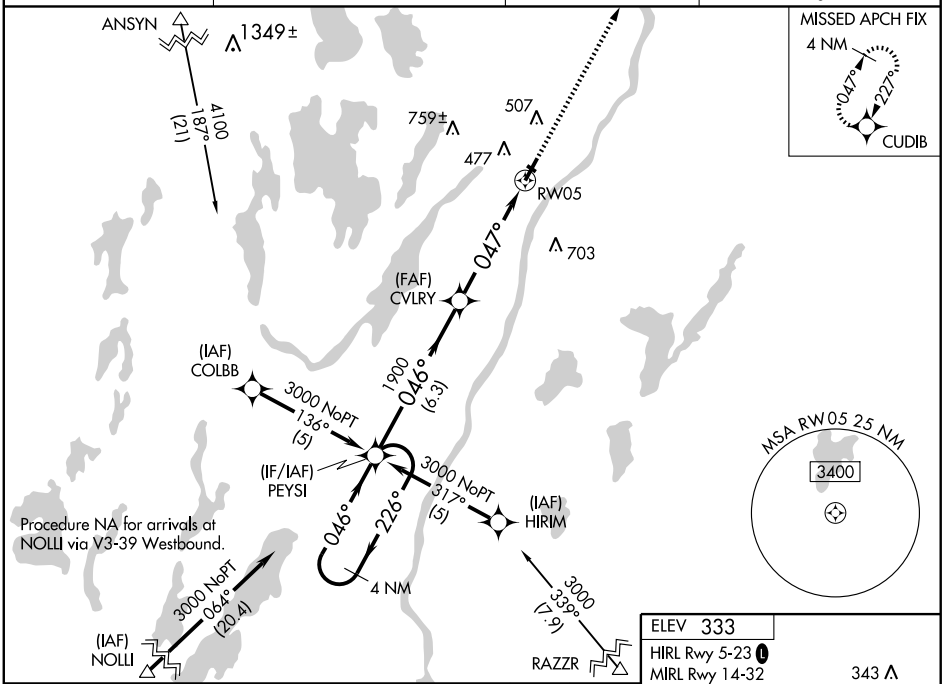
WATERVILLE ROBERT LAFLEUR (WVL)

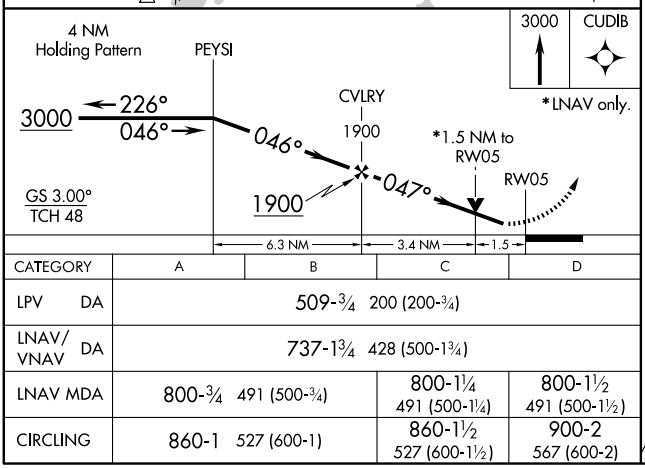
Circling to Rwy 14-32 NA at night. Inoperative table does not apply to LNAV/VNAV Cats A, B and C, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting: increase all DA 35 feet and LPV all Cats visibility ¼ mile; increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

MALSF

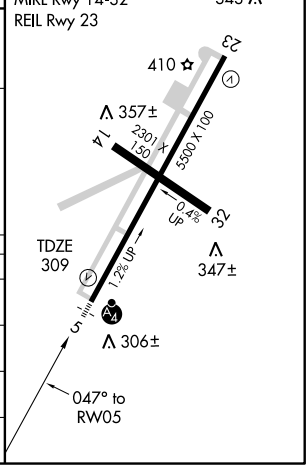
MISSED APPROACH: Climb to 3000 direct CUDIB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6	122.7 L (CTAF)





CATEGORY	A	B	C	D
LPV DA	509-¾ 200 (200-¾)			
LNAV/VNAV DA	737-1¾ 428 (500-1¾)			
LNAV MDA	800-¾ 491 (500-¾)		800-1¼ 491 (500-1¼)	800-1½ 491 (500-1½)
CIRCLING	860-1 527 (600-1)		860-1½ 527 (600-1½)	900-2 567 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

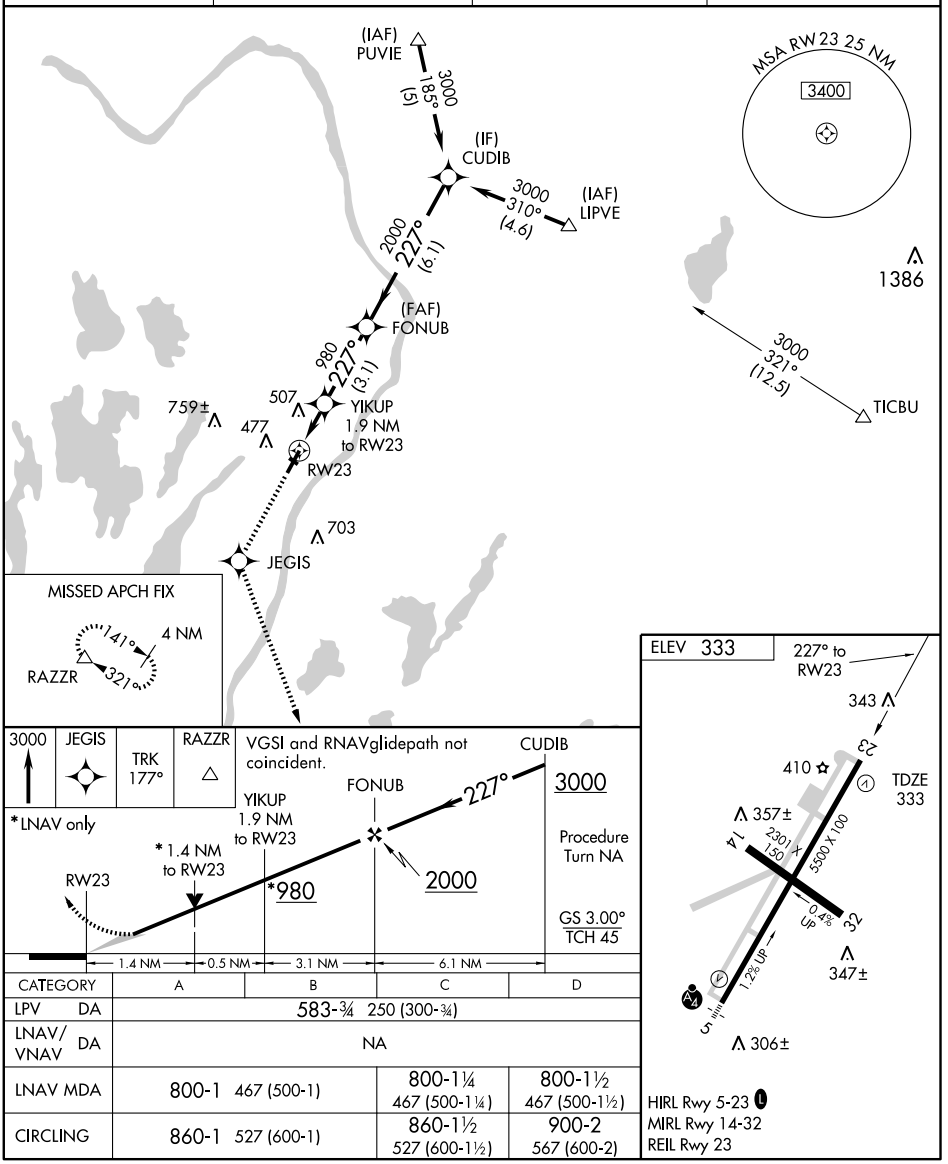
WAAS CH 63100 W23A	APP CRS 227°	Rwy Idg 5500 TDZE 333 Apt Elev 333

RNAV (GPS) RWY 23
WATERVILLE ROBERT LAFLEUR (WVL)

T Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 L (CTAF)



CATEGORY	A	B	C	D
LPV DA	583-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	800-1 467 (500-1)		800-1¼ 467 (500-1¼)	800-1½ 467 (500-1½)
CIRCLING	860-1 527 (600-1)		860-1½ 527 (600-1½)	900-2 567 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AUG	APP CRS	Rwy Idg	5500
111.4	040°	TDZE	309
Chan 51		Apt Elev	333

VOR/DME or GPS RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

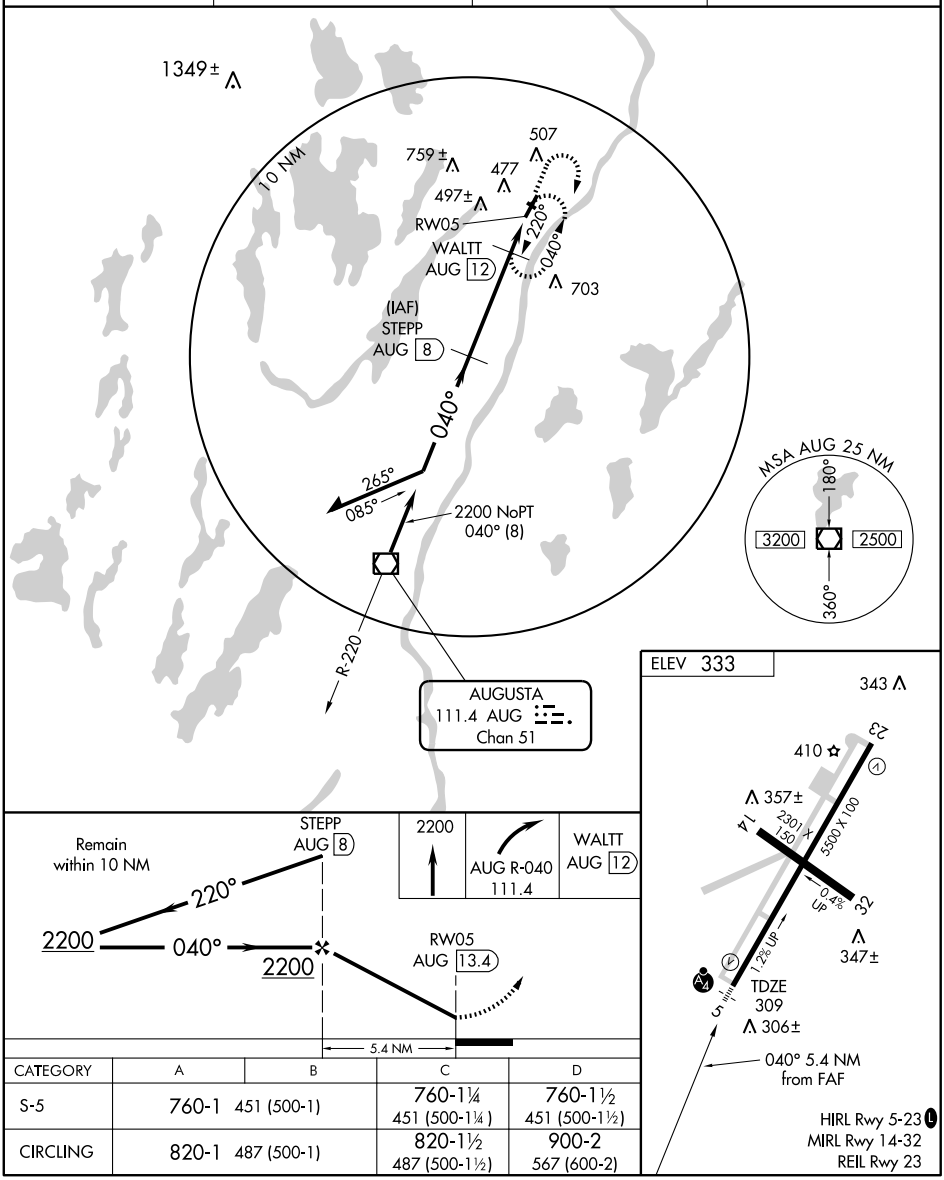
NA — Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2200 then right turn via AUG R-040 to WALTT AUG 12 DME and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 L (CTAF)

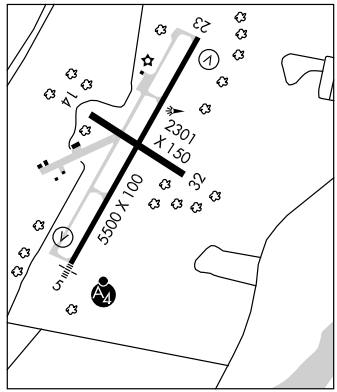
NE-1, 21 OCT 2010 to 18 NOV 2010



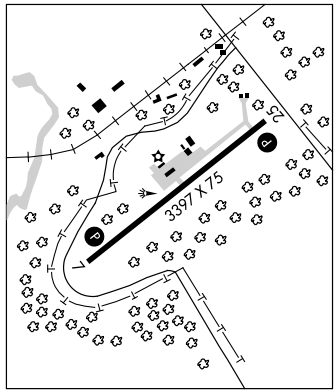
CATEGORY	A	B	C	D
S-5	760-1 451 (500-1)		760-1¼ 451 (500-1¼)	760-1½ 451 (500-1½)
CIRCLING	820-1 487 (500-1)		820-1½ 487 (500-1½)	900-2 567 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23

WATERVILLE ROBERT LAFLEUR (WVL) 2 SW UTC−5(−4DT) N44°32.00′ W69°40.53′ **MONTREAL**
333 B **FUEL** 100LL, JET A NOTAM FILE WVL **H–11D, L–32H**
RWY 05–23: H5500X100 (ASPH) S–40, D–60, 2D–105 HIRL 1.2% up NE **IAP**
RWY 05: MALSF. VASI(V4L)—GA 3.0° TCH 51′.
RWY 23: REIL. VASI(V2L). Tree.
RWY 14–32: H2301X150 (ASH) S–25 MIRL 0.4% up NW
RWY 14: Trees. **RWY 32:** Brush.
AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡, Nov–Apr 1330–2100Z‡. For fuel after hrs 207–314–7730 (fee charged). Numerous seagulls on and within 1½ miles of arpt. Deer on and invof arpt. Wild turkeys within arpt perimeter fence. Rwy 05–23 longitudal cracks and vegetation growing through rwy asphalt. Rwy 14–32 surface is cracked with weeds. Rwy 14 hold position markings missing. Avoid hospital one mile north. Helicopter ops paved areas only. ACTIVATE HIRL Rwy 05–23, MALSF Rwy 05—CTAF, MIRL Rwy 14–32 opr dusk–dawn.
WEATHER DATA SOURCES: AWOS–3 118.375 (207) 877–0519.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 124.6
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 040° 13.8 NM to fld. 349/18W.
BRACY NDB (MHW/LOM) 399 RL N44°27.61′ W69°44.09′ 048° 5.1 NM to fld. NDB/LOM unusable byd 15 NM.
ILS/DME 110.5 I–RLU Chan 42 Rwy 05. Class IB. LOM BRACY NDB. Glide slope unusable byd 9 NM and unusable byd 5° left and rgt side of course. BRACY LOM/NDB unusable byd 15 NM.



WISCASSET (IWI) 3 SW UTC−5(−4DT) N43°57.69′ W69°42.75′ **NEW YORK**
70 B S3 **FUEL** 100LL, JET A TPA—1070(1000) NOTAM FILE IWI **L–32H**
RWY 07–25: H3397X75 (ASPH) S–22 MIRL **IAP**
RWY 07: PAPI(P4L)—GA 4.0°TCH 40′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡. 24 hr credit card fuel opr. Deer on and invof arpt. Noise sensitive area southeast off end of Rwy 07. Arpt has noise abatement procedures ctc arpt manager 207–449–3172. ACTIVATE MIRL Rwy 07–25; PAPI Rwys 07 and 25; REIL Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–A 135.725 (207) 882–8094.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PORTLAND APP/DEP CON** 120.4 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun, and holidays)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun, and holidays)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUG.
AUGUSTA (L) VOR/DME 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 188° 21.8 NM to fld. 349/18W.
COMM/NAV/WEATHER REMARKS: Clnc del ctc Brunswick Apch during normal opr hours on phone 1–800–545–8883.



RNAV (GPS) RWY 7

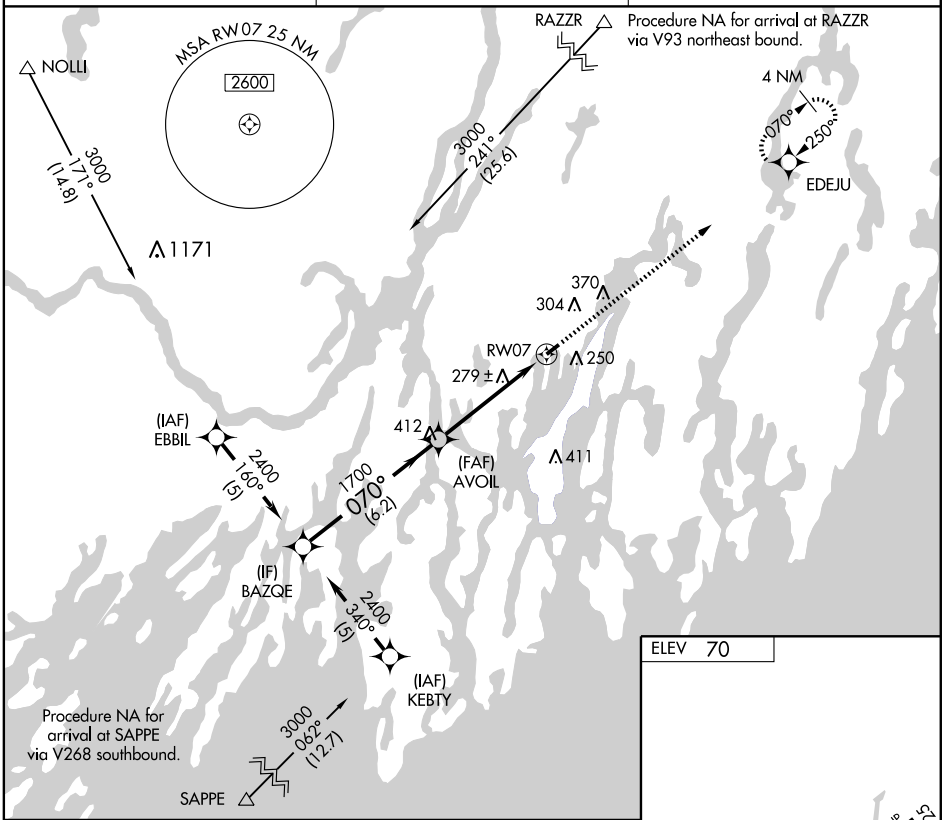
WISCASSET (IWI)

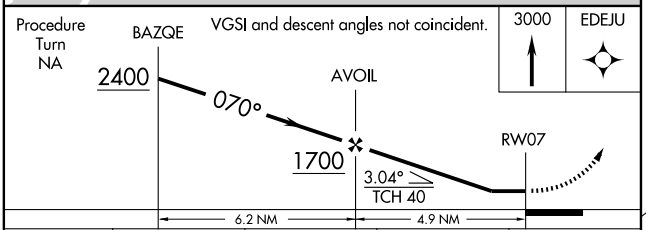
APP CRS	Rwy Idg	3397
070°	TDZE	70
	Apt Elev	70

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

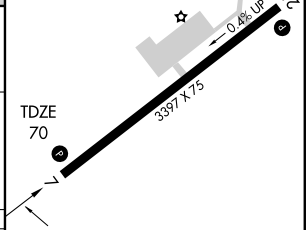
MISSED APPROACH: Climb to 3000 direct EDEJU and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	120.4 299.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 490 (500-1)		NA	
CIRCLING	640-1 570 (600-1)		NA	



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3397
250°	TDZE	67
	Apt Elev	70

RNAV (GPS) RWY 25

WISCASSET (IWI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climb to 3000 direct BAZQE and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	120.4 299.2	122.8 (CTAF) L

Procedure NA for arrival at RAZZR via V93 northeast bound and via V302 northwest bound.

RAZZR

3000 199° (5)

NOLLI

3400 106° (12)

1329

TEKTE

3000 107° (12.1)

(IAF) GEMIN

2400 160° (5)

(IF) EDEJU

Procdure NA for arrival at NOLLI via V3-39 southwest bound.

1700 250° (6.2)

2400 340° (5)

370 304

(FAF) OMDOW

(IAF) CEZAC

RW25

ITUXY 1.8 NM to RW25

250

RADAR required for arrivals at CEZAC.

MSA RW 25 25 NM

2600

411

BAZQE

070°

250°

4 NM

ELEV 70

250° to RW25

0.4% UP

TDZE 67

3397 X 75

3000 BAZQE

EDEJU

2400

OMDOW

ITUXY 1.8 NM to RW25

250°

Procedure Turn NA

RW25

760

3.54° TCH 40

1700

1.8 NM 2.5 NM 6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	513 (600-1)	NA	
CIRCLING	640-1	570 (600-1)	NA	

MIRL Rwy 7-25 L

REIL Rwy 25 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

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NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

21 OCT 2010 to 18 NOV 2010

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

21 OCT 2010 to 18 NOV 2010

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PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA)

ELEV **100**

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

21 OCT 2010 to 18 NOV 2010

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

21 OCT 2010 to 18 NOV 2010

LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

21 OCT 2010 to 18 NOV 2010

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

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SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010

ALTON BAY SPB (B18) 2 N UTC−5(−4DT) N43°28.66′ W71°14.22′ **NEW YORK**

504 NOTAM FILE BGR

WATERWAY 01–19: 2600X100 (WATER)

WATERWAY 01: Tree. **WATERWAY 19:** Ground.

SEAPLANE REMARKS: Unattended. Ice in winter plowed to approximately 2300′. Check NOTAMS for ice rwy conditions. Rwy 01 thld 100′ north of floating bandstand. All tkfs and ldgs must be north of the bandstand. All travel south of the bandstand must not exceed headway speed. Waterway 01–19 P–line marked with orange balls 1000 ft S of thld at S end, less than 30 ft height along roadway.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

BERLIN RGNL (BML) 7 N UTC−5(−4DT) N44°34.52′ W71°10.56′ **MONTREAL**

1161 B S2 **FUEL** 100LL, JET A NOTAM FILE BML **H–11D, L–32H**

RWY 18–36: H5200X100 (ASPH) S–53, D–82, 2S–104, 2D–140 HIRL 0.5% up N **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 65′. Tree.

RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. For Jet A after hours call 603–449–2168; 100LL charge card system. Wildlife on and invof arpt. ACTIVATE HIRL Rwy 18–36, REIL Rwy 18, and REIL Rwy 36, PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (603) 449–3328. **HIWAS** 110.4 BML.

COMMUNICATIONS: CTAF/UNICOM 122.7

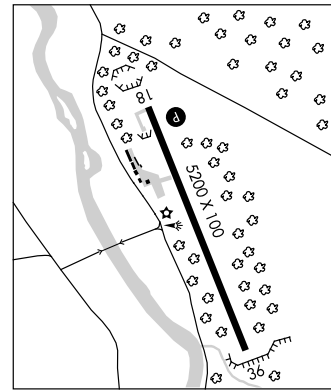
RCO 122.35 (BANGOR RADIO)

CLNC DEL 122.35 (BANGOR FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE BML.

(T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 190° 3.5 NM to fld. 1731/17W. **HIWAS.**

VOR/DME unusable 120°–130° below 6500′; 160°–180° below 6000′; 295°–305° below 6000′.



BLNAP N43°32.20′ W71°32.22′ NOTAM FILE LCI. **NEW YORK**

NDB (MHW/LOM) 328 LC 083° 5.6 NM to Laconia Muni. **L–32H**

BOIRE FLD (See NASHUA)

BRISTOL

NEWFOUND VALLEY (2N2) 1 W UTC−5(−4DT) N43°35.52′ W71°45.09′ **NEW YORK**

510 NOTAM FILE BGR

RWY 03–21: H1900X40 (ASPH)

RWY 03: Tree. **RWY 21:** Tree.

AIRPORT REMARKS: Unattended. Rwy plowed Dec thru Mar—Call arpt manager in winter for current conditions 603–744–8334.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CHERN N42°49.40′ W71°36.13′ NOTAM FILE ASH. **NEW YORK**

NDB (MHW/LOM) 359 AS 139° 4.6 NM to Boire Fld. **L–32H, 33C, 34J**

APP CRS	Rwy Idg	5200
191°	TDZE	1161
	Apt Elev	1161

RNAV (GPS) RWY 18

BERLIN RGNL (BML)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L

Procedure NA for arrivals at PLOTT via V447 southwestbound, at UMUMY via V322 northbound, BML VOR/DME airway radials 310 CW 071, GMA NDB bearing 353° CW 114°.

HURDS 5800 106° (23)

(IAF) UMUMY

5000 NoPT 146° (13.2)

MSA BIISN 25 NM 7500

CONDOR 1 MOA

4 NM

3400

191° 011°

3500

(IF/IAF) ELSEQ

191° 4400 (3.5)

3740

PIPPO 2.5 NM to ACCOW

3900 (2.5)

2213± (FAF) ACCOW

3520

5800 087° (44.8)

PLOTT

3661

191°

5800 to ELSEQ 010° (10.5)

1879± BERLIN BML

HELNO 2.4 NM to BIISN

2800

3800

(MAP) BIISN

5800 to ELSEQ 054° (33.4)

MAHN GMA

YANKEE 1 MOA

4180

2262

ELEV 1161

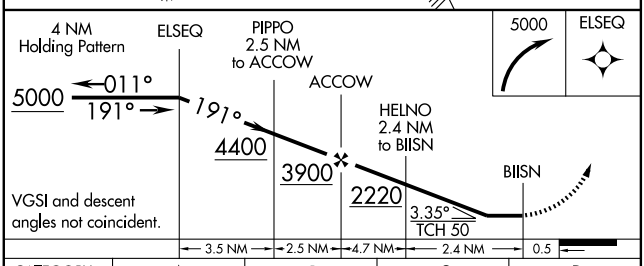
TDZE 1161

18

0.5% DOWN

5200 X 100

36



CATEGORY	A	B	C	D
LNAV MDA	2040-1 879 (900-1)	2040-1¼ 879 (900-1¼)	2040-2½ 879 (900-2½)	2040-2¾ 879 (900-2¾)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

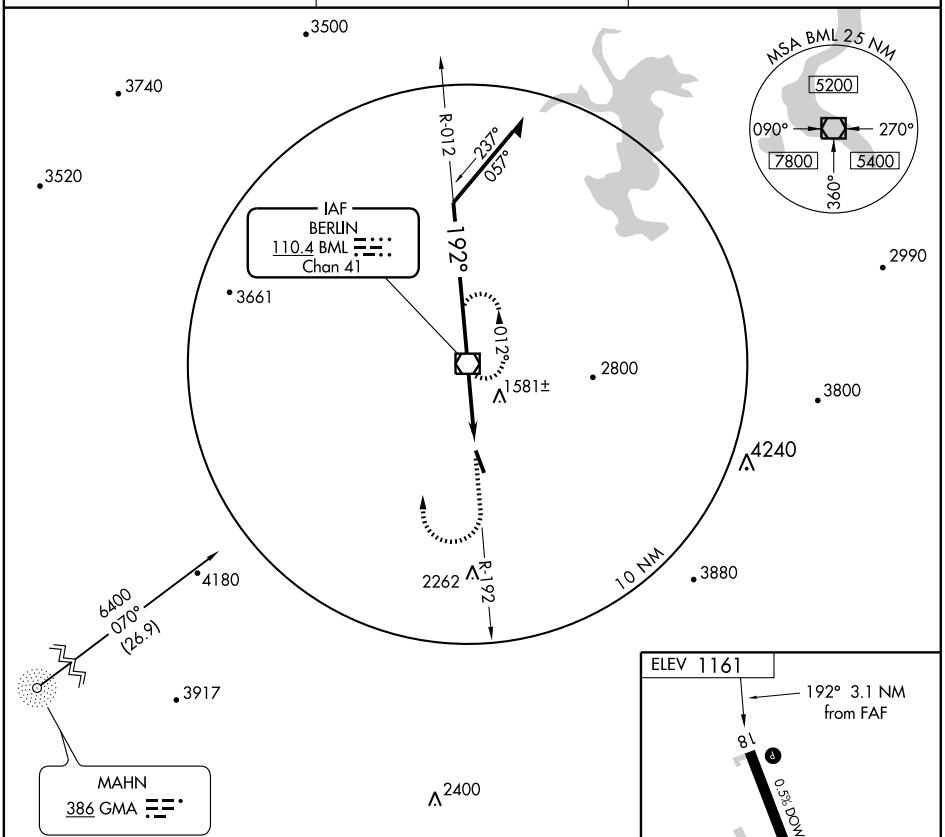
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

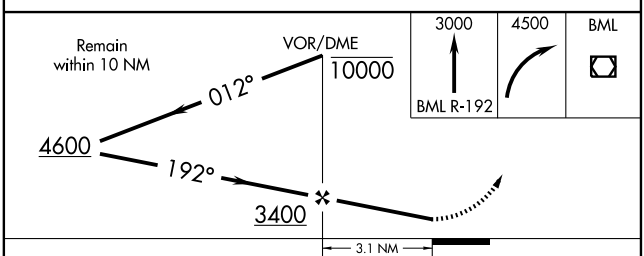
VOR/DME BML	APP CRS	Rwy Idg	N/A
110.4	192°	TDZE	N/A
Chan 41		Apt Elev	1161

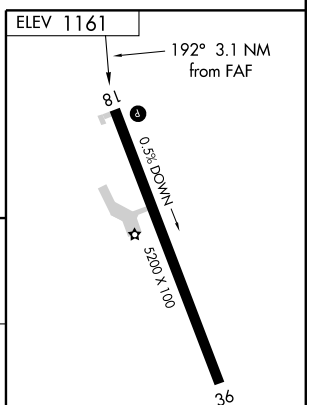
VOR-B
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L







HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1099 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

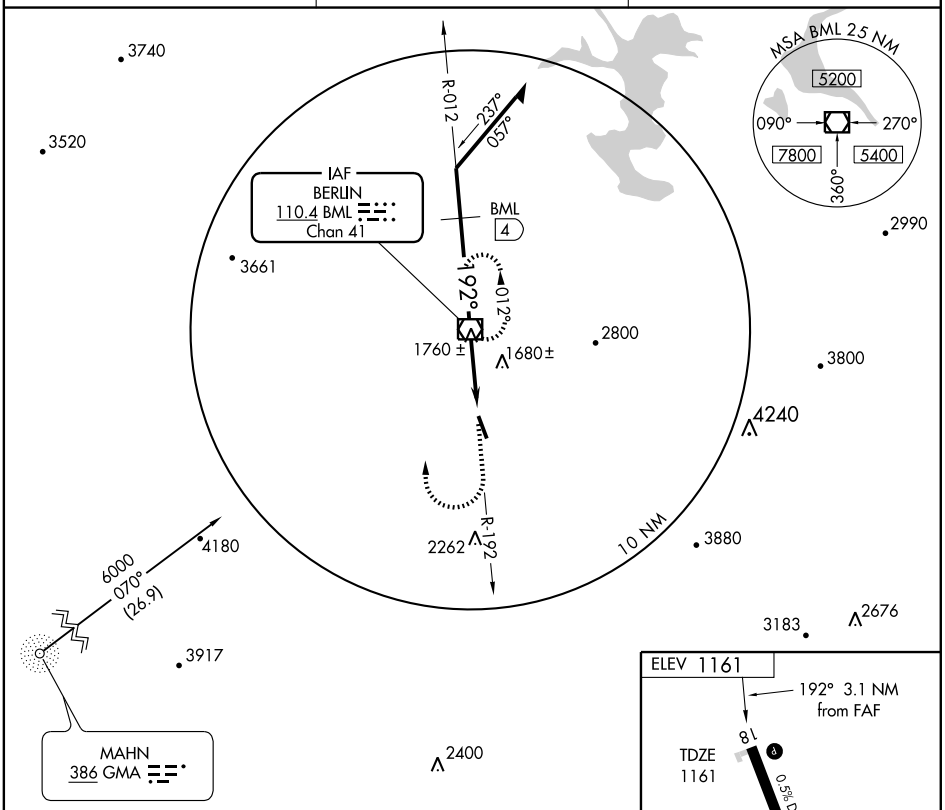
VOR/DME BML 110.4 Chan 41	APP CRS 192°	Rwy Idg 5200 TDZE 1161 Apt Elev 1161

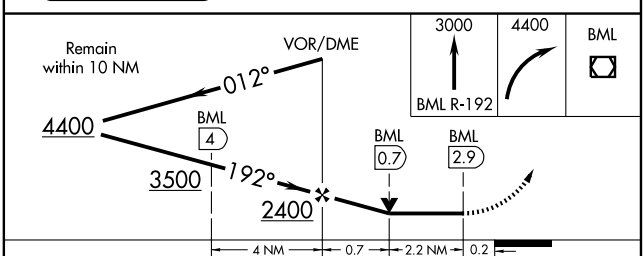
VOR/DME RWY 18

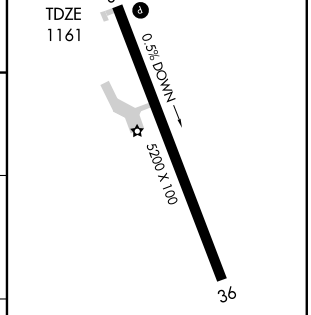
BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

ASOS	BANGOR RADIO	UNICOM
135.175	122.35	122.7 (CTAF) L





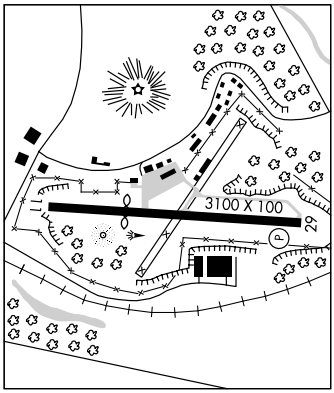


CATEGORY	A	B	C	D
S-18	1940-1 779 (800-1)	1940-1¼ 779 (800-1¼)	1940-2¼ 779 (800-2¼)	1940-2½ 779 (800-2½)
CIRCLING	2180-1¼ 1019 (1100-1¼)	2260-1½ 1099 (1100-1½)	2260-3 1099 (1100-3)	2360-3 1199 (1200-3)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

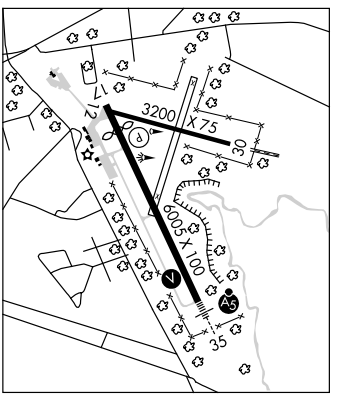
CLAREMONT MUNI (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′ **NEW YORK**
545 B S2 **FUEL** 100LL NOTAM FILE BGR **L–32G**
RWY 11–29: H3100X100 (ASPH) S–30 MIRL 0.3% up E **IAP**
RWY 11: Thld dsplcd 1055′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.
AIRPORT REMARKS: Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 134.7 **CLNC DEL** 122.4 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.
NDB (MHW) 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.
Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.



COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′ **MONTREAL**
1010 NOTAM FILE BGR
RWY 04–22: 2450X75 (TURF)
RWY 04: Thld dsplcd 300′. Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CONCORD MUNI (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′ **NEW YORK**
342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON **H–11D, 12K, L–32H**
RWY 17–35: H6005X100 (ASPH) S–43, D–60 HIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.
RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 122.2 (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
(L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS**.
VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′
EPSOM NDB (MHW/LOM) 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.
ILS 108.7 I–CON Rwy 35. LOM EPSOM NDB.



DEAN MEM (See HAVERHILL)

APP CRS	Rwy Idg	3100
289°	TDZE	544
	Apt Elev	545

GPS RWY 29
CLAREMONT MUNI (CNH)

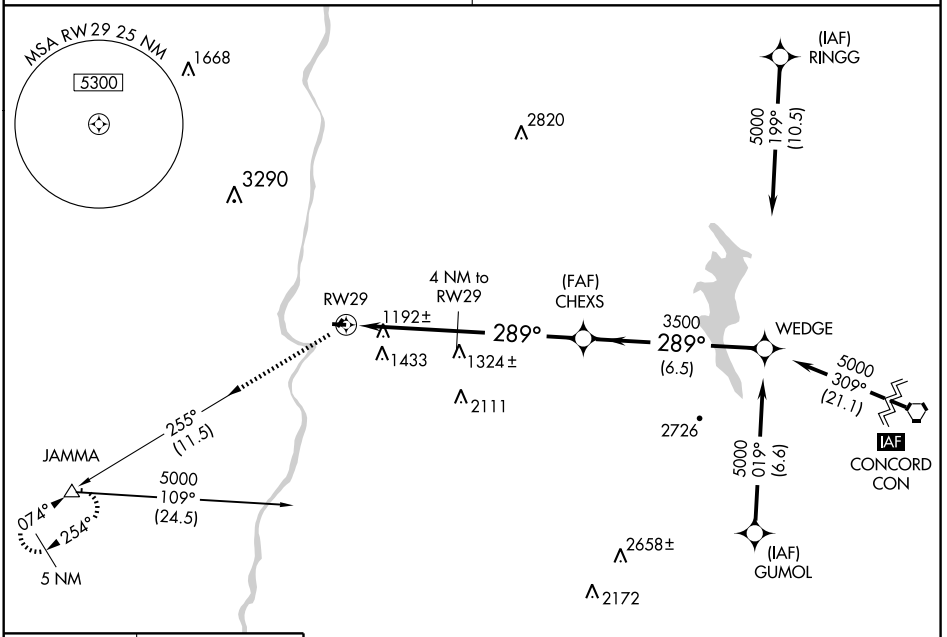
T
NA

IAF ARM APPROACH MODE PRIOR TO IAF. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

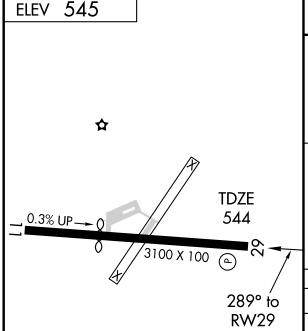
BOSTON CENTER
134.7 381.4

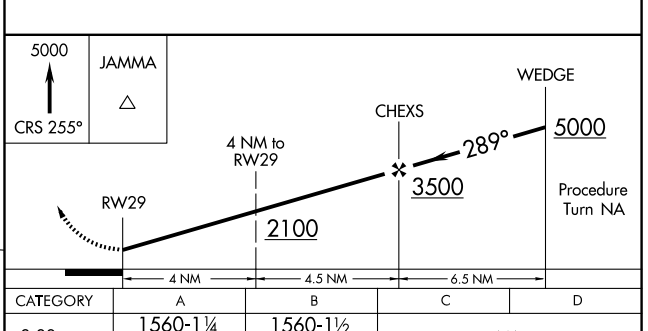
UNICOM
122.7 (CTAF) L



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-29	1560-1¼ 1016 (1100-1¼)	1560-1½ 1016 (1100-1½)	NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1600-1½ 1055 (1100-1½)	NA	
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1580-1¼ 1036 (1100-1¼)	1580-1½ 1036 (1100-1½)	NA	
CIRCLING	1580-1¼ 1035 (1100-1¼)	1620-1½ 1075 (1100-1½)	NA	

REIL Rwy 29 L
MIRL Rwy 11-29 L

NDB CNH 233	APP CRS 048°	Rwy Idg N/A TDZE N/A Apt Elev 545

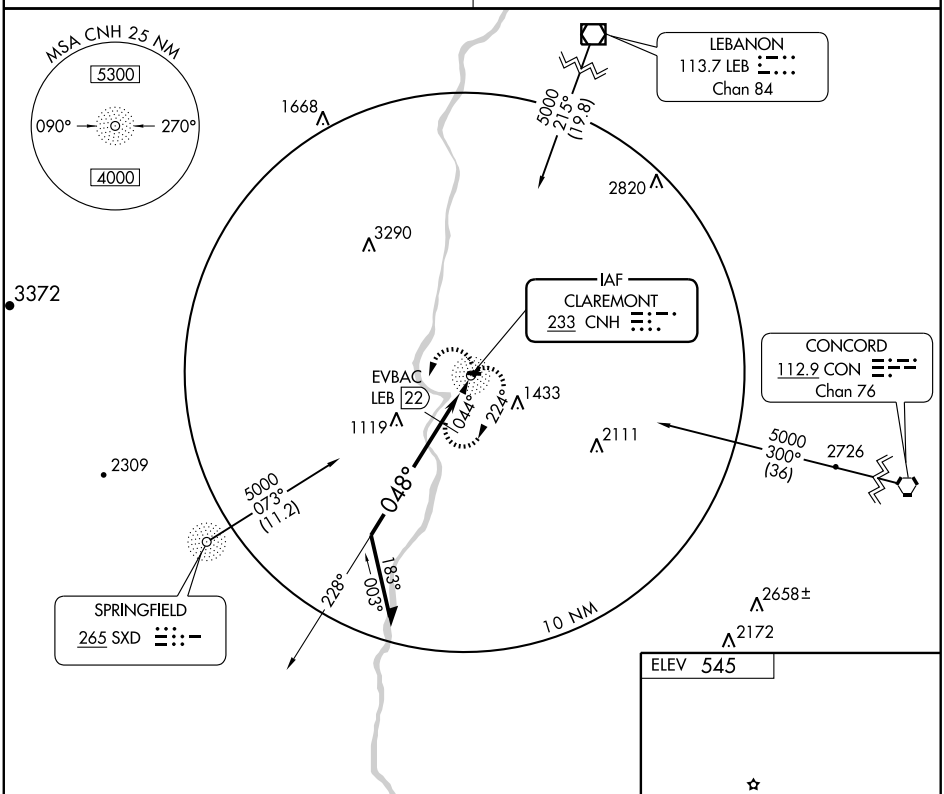
NDB-A
CLAREMONT MUNI (CNH)

Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.

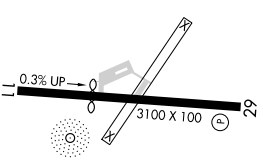
NA

MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.

BOSTON CENTER	UNICOM
134.7 381.4	122.7 (CTAF) L



ELEV 545



048° to CNH NDB

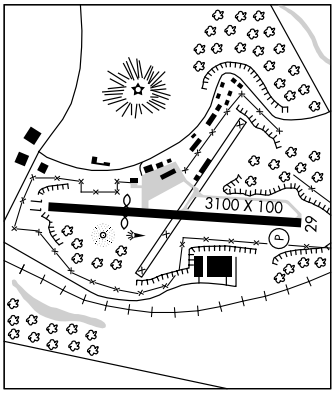
REIL Rwy 29 L
MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
CIRCLING	2040-1¼ 1495 (1500-1¼)	2040-1½ 1495 (1500-1½)	NA	
EVBAC DME MINIMUMS				
CIRCLING	1520-1¼ 975 (1000-1¼)	1600-1½ 1055 (1100-1½)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

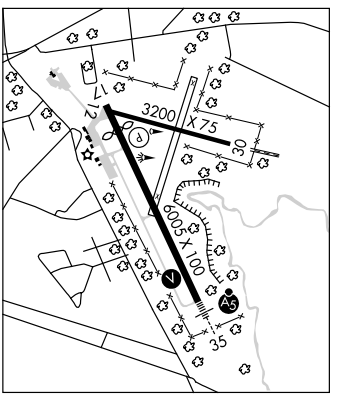
CLAREMONT MUNI (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′ **NEW YORK**
545 B S2 **FUEL** 100LL NOTAM FILE BGR **L–32G**
RWY 11–29: H3100X100 (ASPH) S–30 MIRL 0.3% up E **IAP**
RWY 11: Thld dsplcd 1055′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.
AIRPORT REMARKS: Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (BANGOR RADIO)
BOSTON CENTER APP/DEP CON 134.7 **CLNC DEL** 122.4 (Bangor RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.
NDB (MHW) 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.
Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.



COLEBROOK

GIFFORD FLD (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′ **MONTREAL**
1010 NOTAM FILE BGR
RWY 04–22: 2450X75 (TURF)
RWY 04: Thld dsplcd 300′. Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

CONCORD MUNI (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′ **NEW YORK**
342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON **H–11D, 12K, L–32H**
RWY 17–35: H6005X100 (ASPH) S–43, D–60 HIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.
RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 12–30: H3200X75 (ASPH) S–30 MIRL
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 122.2 (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
(L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS**.
VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′
EPSOM NDB (MHW/LOM) 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.
ILS 108.7 I–CON Rwy 35. LOM EPSOM NDB.



DEAN MEM (See HAVERHILL)

LOC I-CON	APP CRS	Rwy Idg	6005
108.7	351°	TDZE	336
		Apt Elev	346

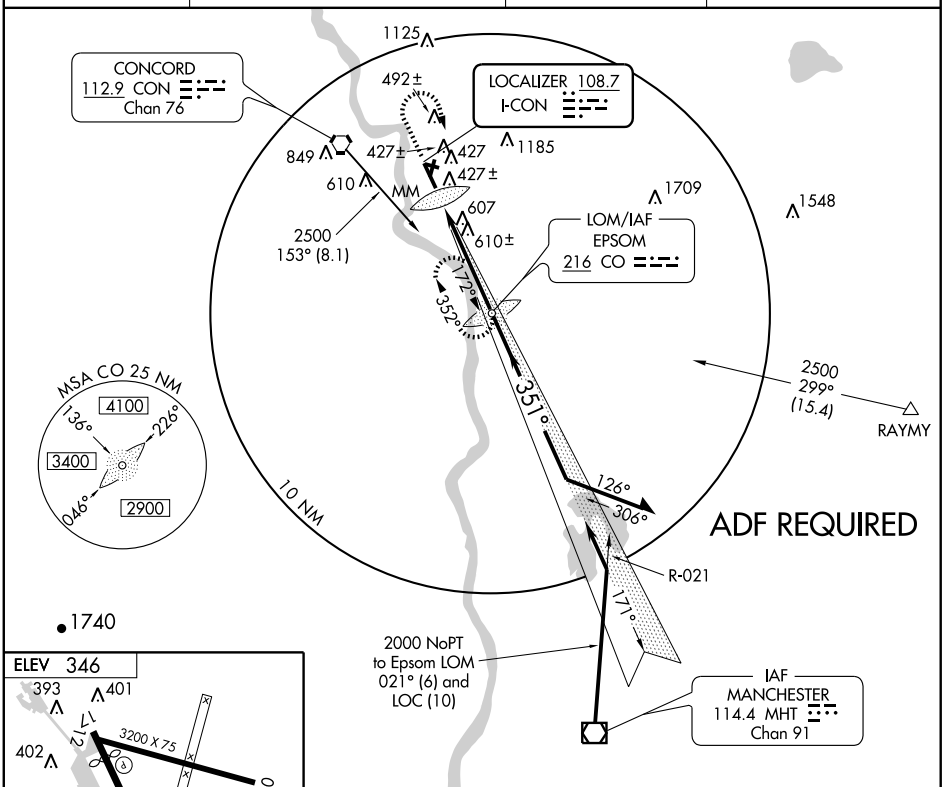
ILS RWY 35
CONCORD MUNI (CON)

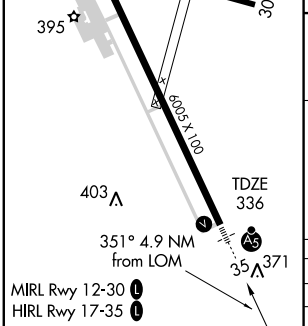
NA — Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.

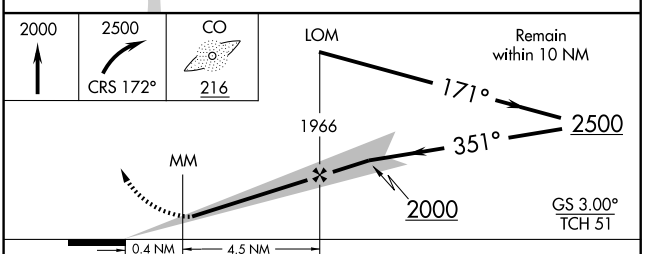
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 35	586-1	250 (300-1)		
S-LOC 35	860-1	524 (600-1)		860-1¼ 524 (600-1¼)
CIRCLING	920-1 574 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1100-2½ 754 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

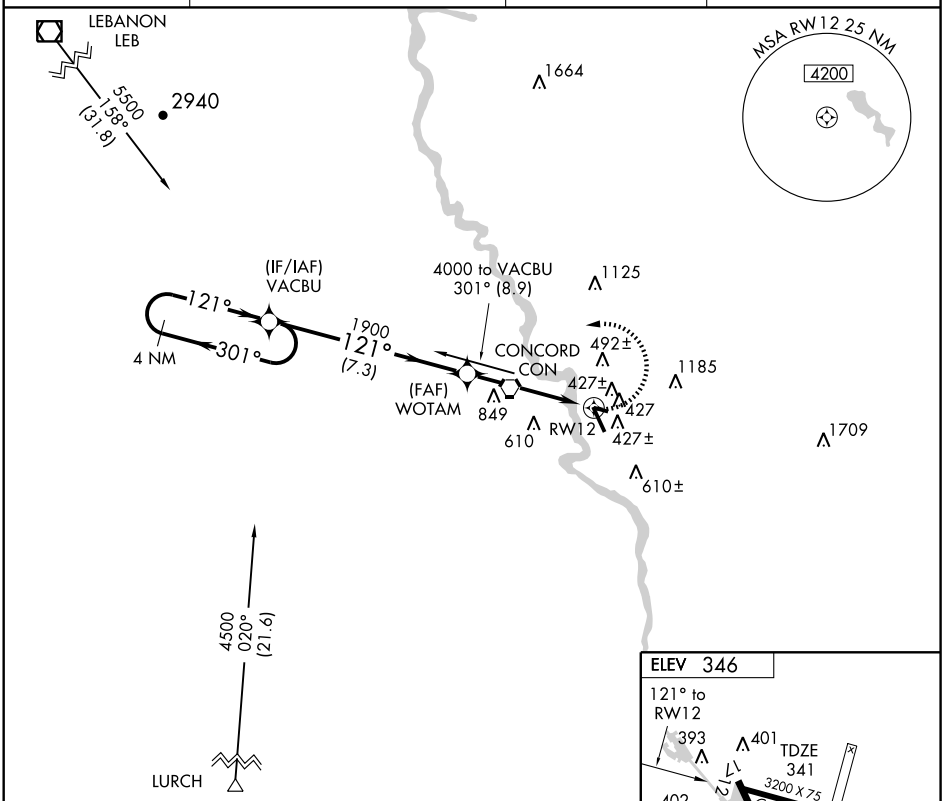
APP CRS		
121°	Rwy Idg	3200
	TDZE	341
	Apt Elev	346

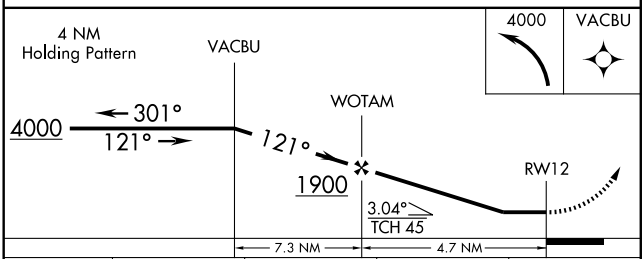
RNAV (GPS) RWY 12
CONCORD MUNI (CON)

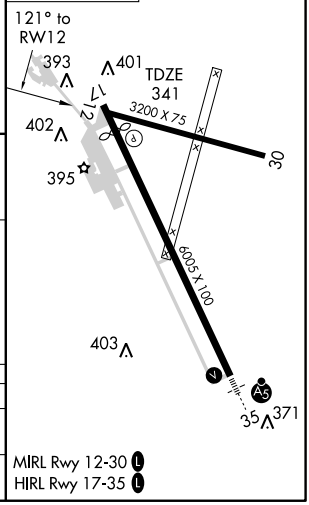
Straight-in/circling Rwy 12 NA at night. Circling to Rwy 17 and 30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 819 (900-1)	1160-1¼ 819 (900-1¼)	1160-2½ 819 (900-2½)	1160-2¾ 819 (900-2¾)
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

MIRL Rwy 12-30 L
HIRL Rwy 17-35 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

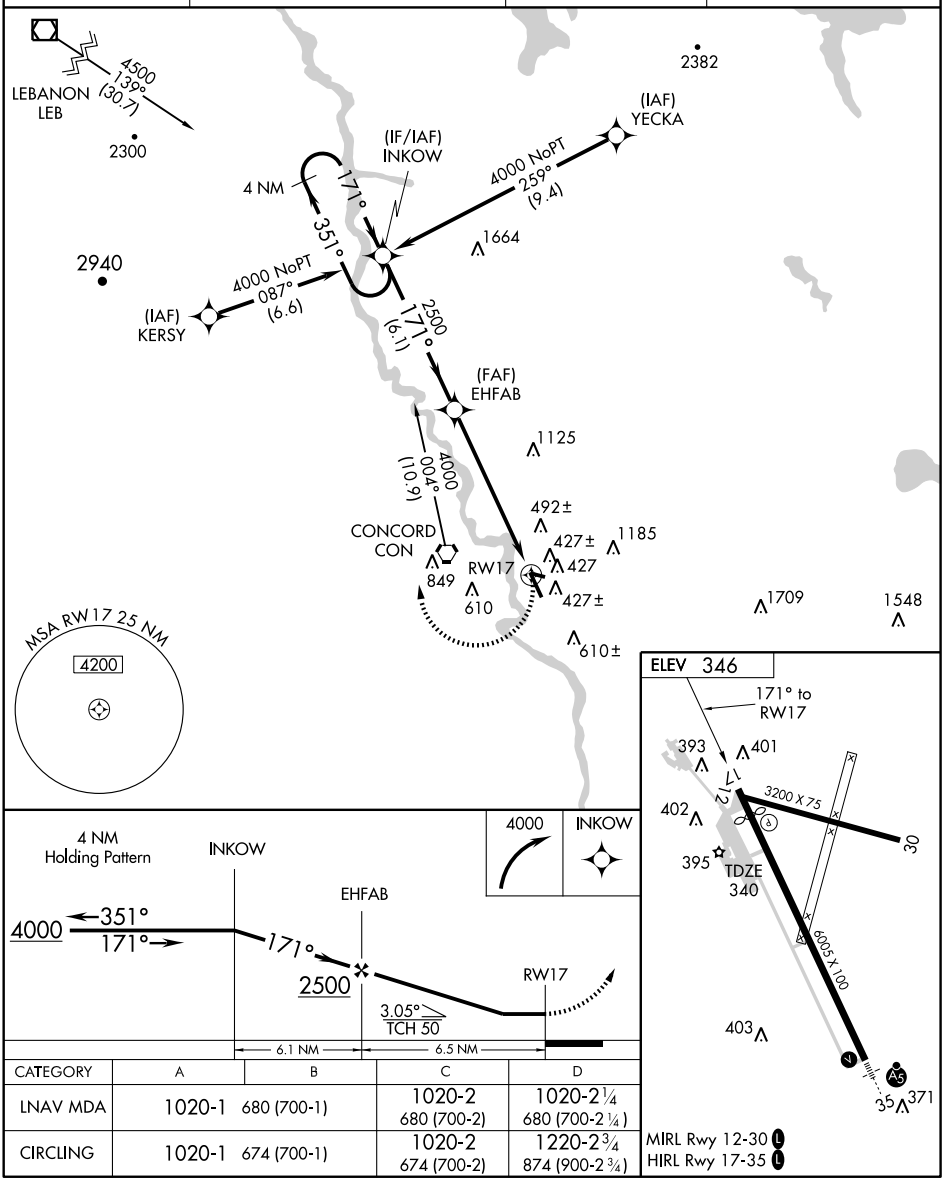
CONCORD MUNI (CON)

APP CRS	Rwy Idg	5364
171°	TDZE	340
	Apt Elev	346

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	680 (700-1)	1020-2 680 (700-2)	1020-2¼ 680 (700-2¼)
CIRCLING	1020-1	674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6005
Ch 90112	351°	TDZE	336
W35A		Apt Elev	346

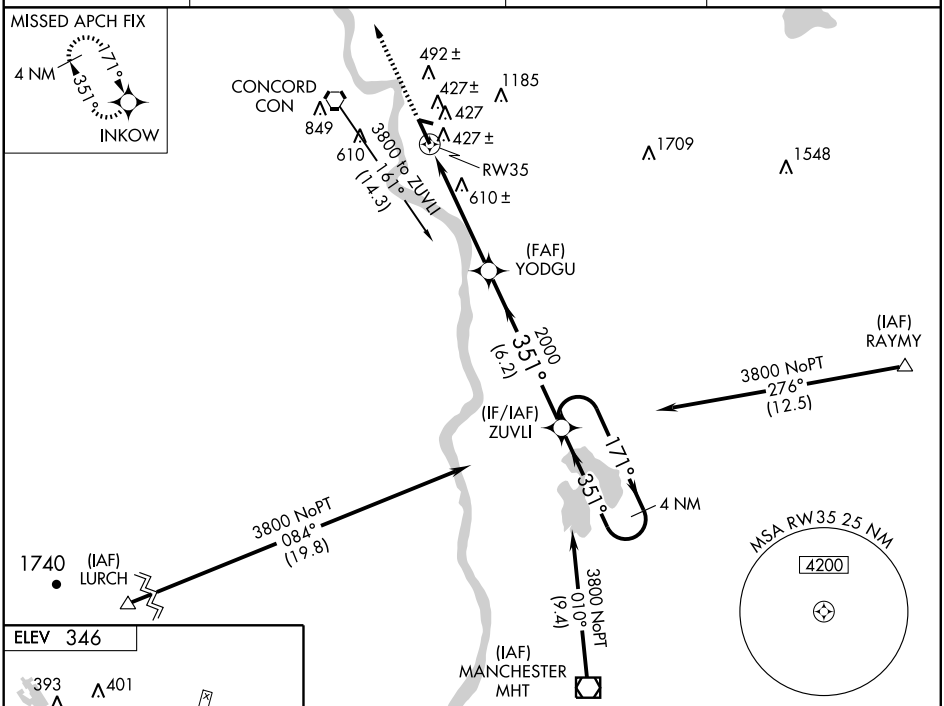
RNAV (GPS) RWY 35
CONCORD MUNI (CON)

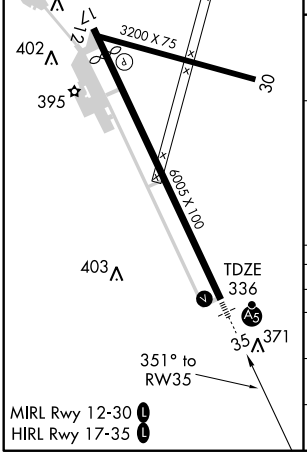
DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.

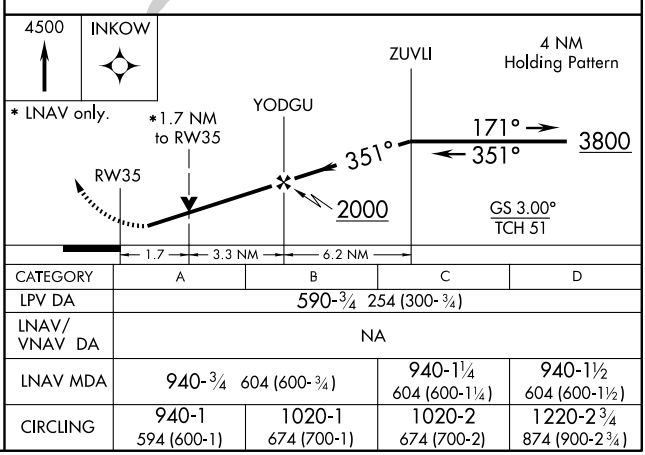
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	590-¾ 254 (300-¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	940-¾ 604 (600-¾)		940-1¼ 604 (600-1¼)	940-1½ 604 (600-1½)
CIRCLING	940-1 594 (600-1)	1020-1 674 (700-1)	1020-2 674 (700-2)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

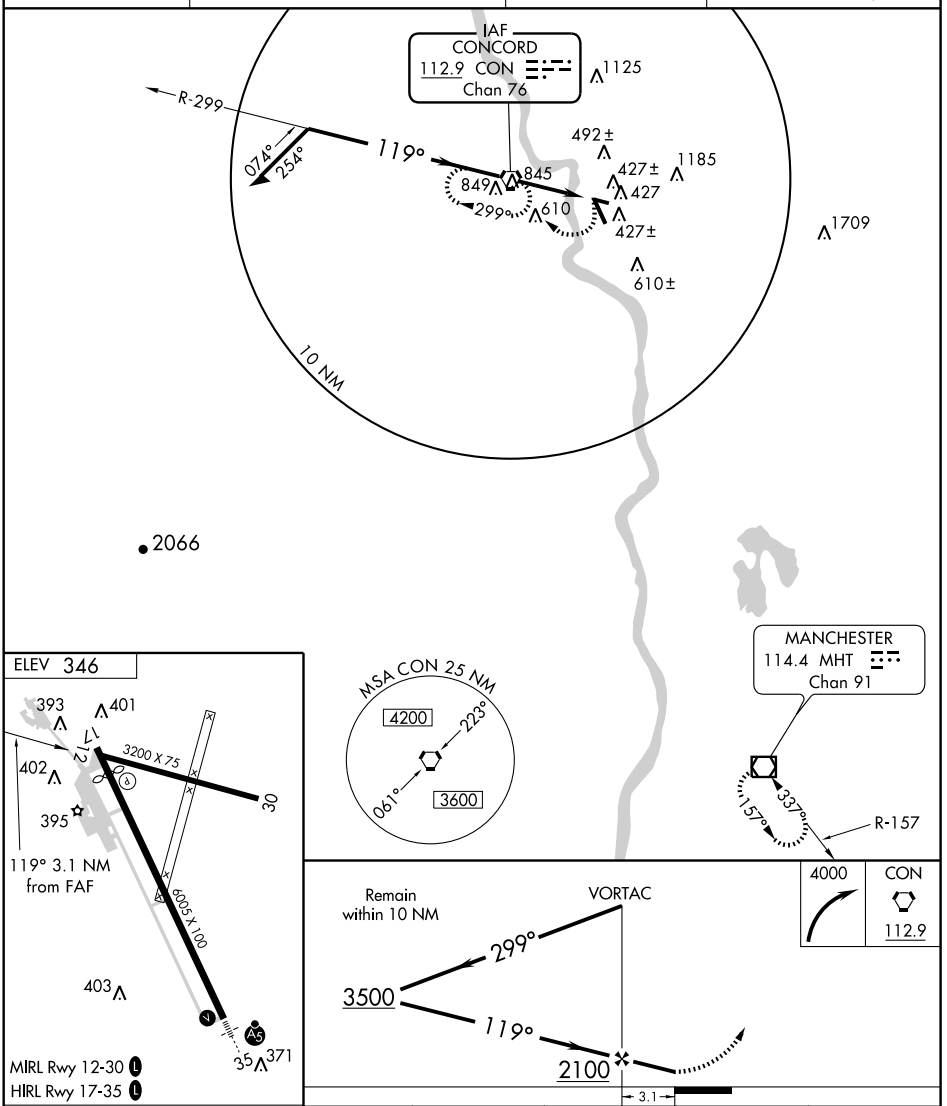
VORTAC CON	APP CRS	Rwy Idg	N/A
112.9	119°	TDZE	N/A
Chan 76		Apt Elev	346

VOR-A
CONCORD MUNI (CON)

Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

ASOS	BOSTON APP CON	CLNC DEL	UNICOM
132.32	127.35 269.075	133.65	122.7 (CTAF) L



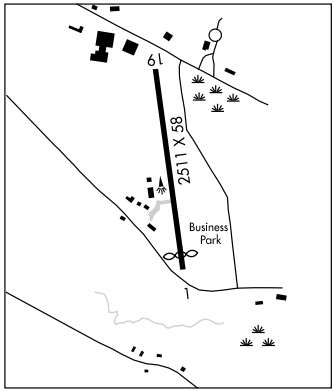
FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	1160-1 814 (900-1)	1160-1¼ 814 (900-1¼)	1160-2½ 814 (900-2½)	1220-2¾ 874 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HAVERHILL

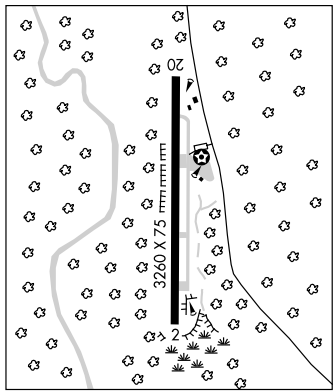
DEAN MEM (5B9) 3 NE UTC−5(−4DT) N44°04.81′ W72°00.47′ **MONTREAL**
582 **FUEL** 100LL NOTAM FILE BGR **L–32H**
RWY 01–19: H2511X58 (ASPH) S–8.5 LIRL (NSTD) 1.4% up S **IAP**
RWY 01: Thld dsplcd 185′. Tree. **RWY 19:** Pole.
AIRPORT REMARKS: Attended irregularly. For winter conditions call 603–787–6256 or 603–989–5845 24 hours before use. Rwy 19 38 ft building 100 ft left 300 ft from rwy end. Rwy 01–19 NSTD LIRL; first 185 ft Rwy 01 not lgtd. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 107° 19.1 NM to fld. 2080/16W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 1–866–295–3835.



HAWTHORNE–FEATHER AIRPARK (See HILLSBORO)

HILLSBORO

HAWTHORNE–FEATHER AIRPARK (8B1) 3 S UTC−5(−4DT) N43°04.00′ W71°53.97′ **NEW YORK**
600 B **FUEL** 100LL NOTAM FILE BGR **L–32H, 33B**
RWY 02–20: H3260X75 (ASPH) S–8 MIRL
RWY 02: Road. **RWY 20:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Prior to using arpt call 603–588–6868 for arpt conditions. Self serve fuel avbl 24 hrs by credit card system. Rwy surface uneven with large open cracks. ACTIVATE Rotating beacon, MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 252° 16.9 NM to fld. 715/15W. **HIWAS**
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



APP CRS	Rwy Idg	2511
188°	TDZE	582
	Apt Elev	582

RNAV (GPS) RWY 19

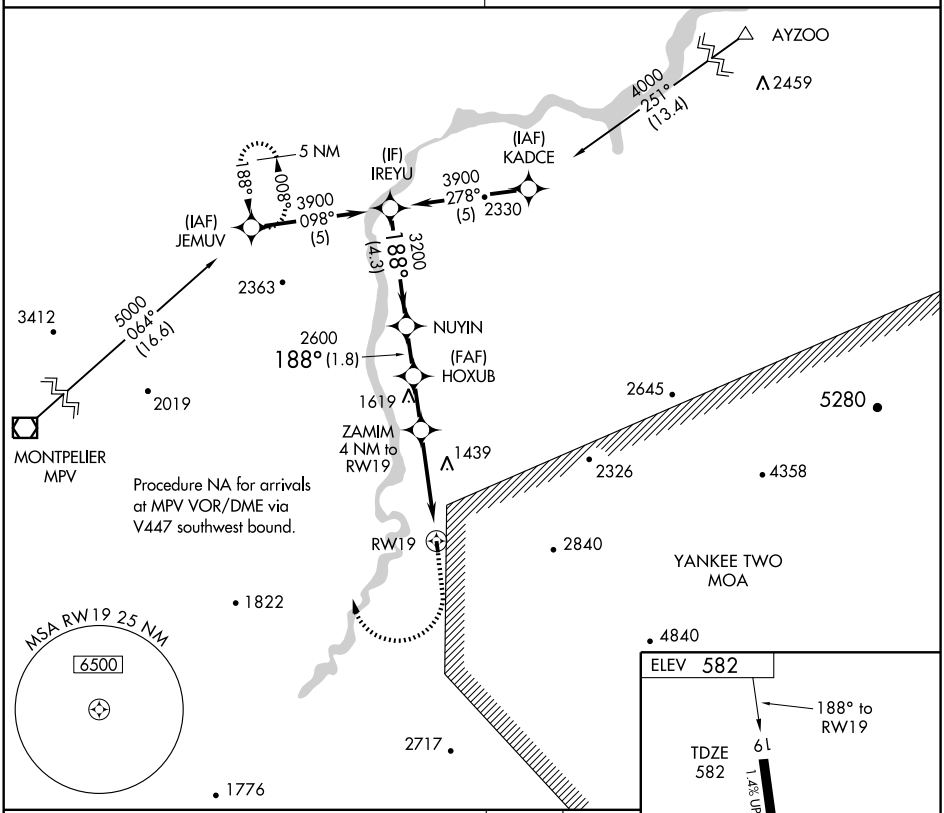
HAVERHILL/DEAN MEMORIAL (5B9)

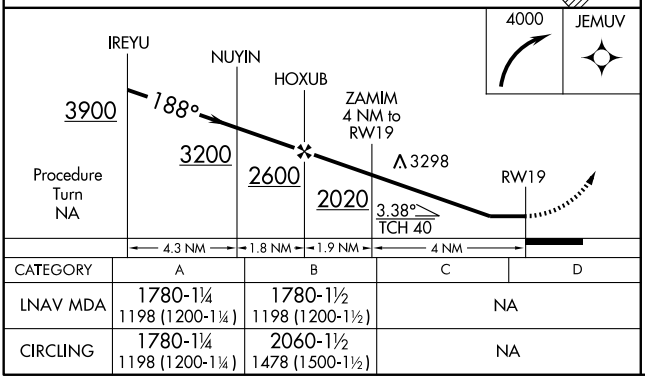
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

NA

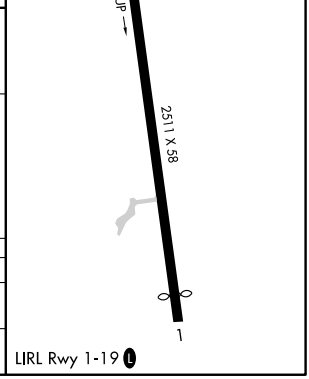
MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS	UNICOM
118.65	122.8 (CTAF)



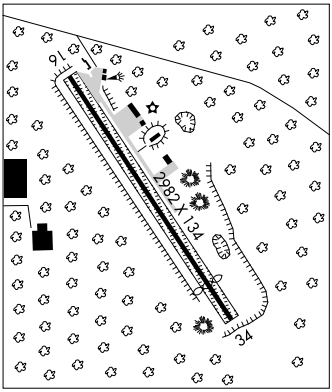


CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ (1198 (1200-1¼))	1780-1½ (1198 (1200-1½))	NA	
CIRCLING	1780-1¼ (1198 (1200-1¼))	2060-1½ (1478 (1500-1½))	NA	



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

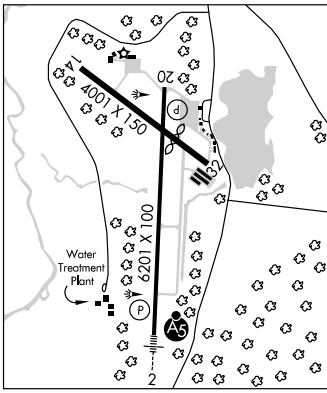
JAFFREY ARPT-SILVER RANCH (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
RWY 16–34: H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
RWY 16: Tree. **RWY 34:** Thld dsplcd 582′. Ground.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



KEENE N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
(L) VORTAC 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
RCO 122.1R 109.4T (BANGOR RADIO)

KEENE

DILLANT–HOPKINS (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
RWY 02–20: H6201X100 (ASPH) D–60 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 14–32: H4001X150 (ASPH) S–25 MIRL 0.3% up SE
RWY 14: Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
WEATHER DATA SOURCES: AWOS–3 119.025 (603) 358–6424.
COMMUNICATIONS: CTAF/UNICOM 123.0
KEENE RCO 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.
KEENE (L) VORTAC 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
ILS 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 121.6



VOR/DME GDM 110.6 Chan 43	APP CRS 023°	Rwy Idg N/A TDZE N/A Apt Elev 1040

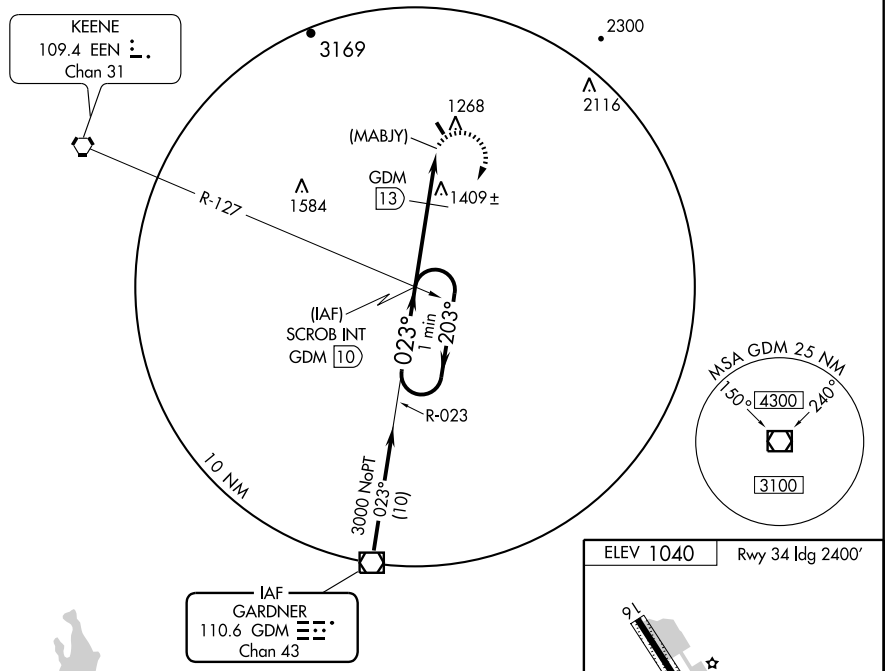
VOR or GPS-A

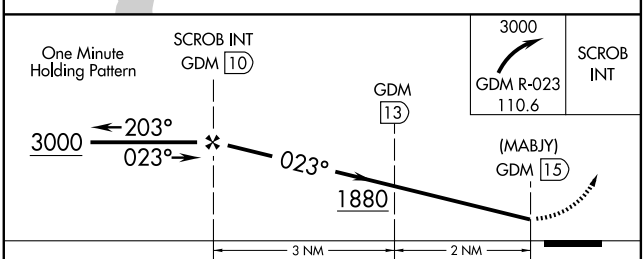
JAFFREY AIRPORT-SILVER RANCH (AFN)

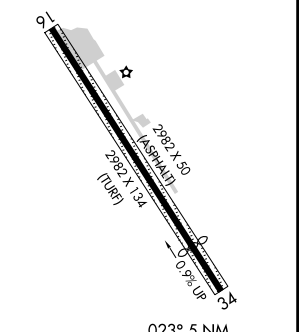
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.875	123.75 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1880-1 840 (900-1)	1880-1¼ 840 (900-1¼)	NA	
DME MINIMUMS				
CIRCLING	1720-1 680 (700-1)		NA	

FAF to MAP 5 NM

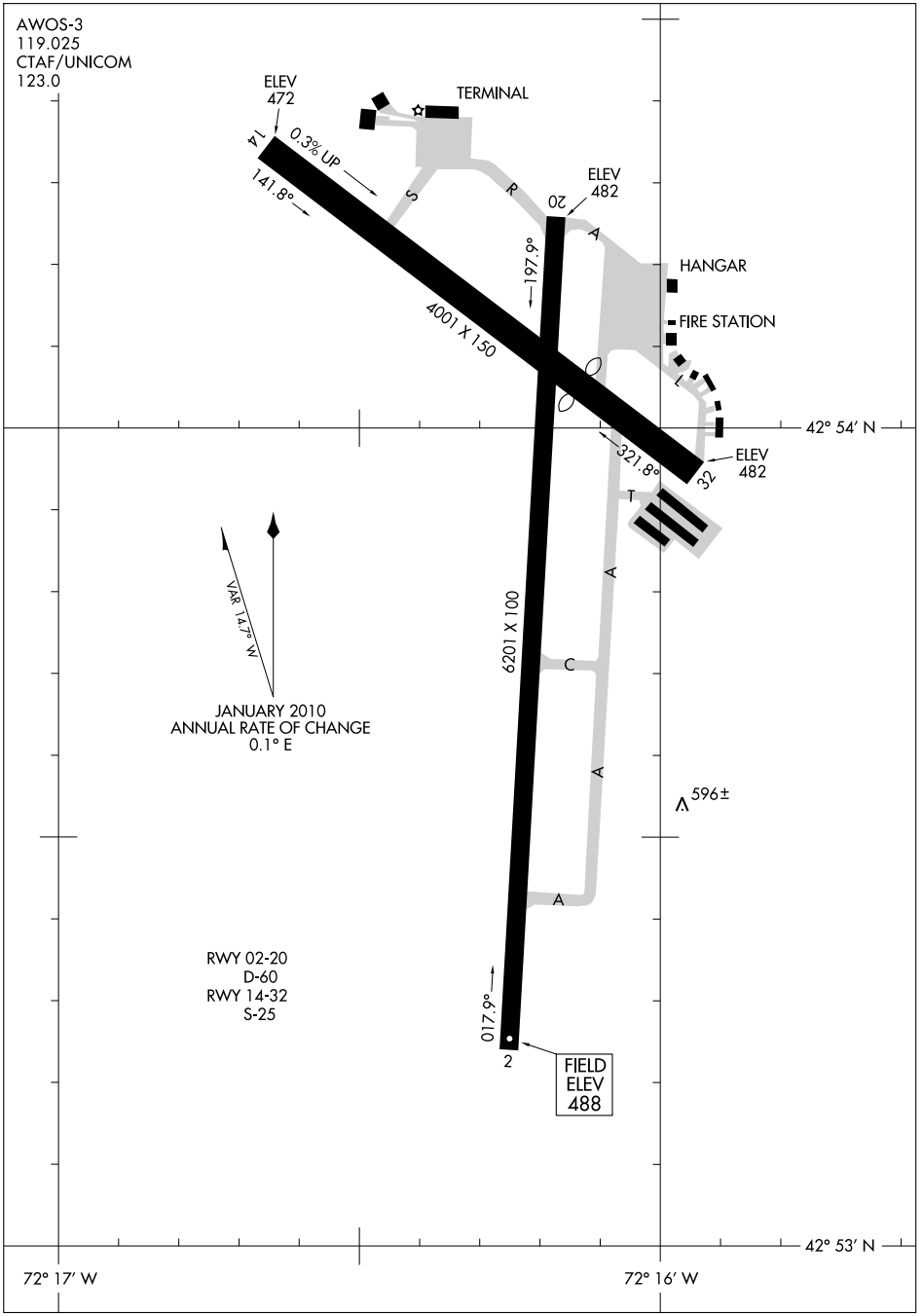
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE



NE-1, 21 OCT 2010 to 18 NOV 2010

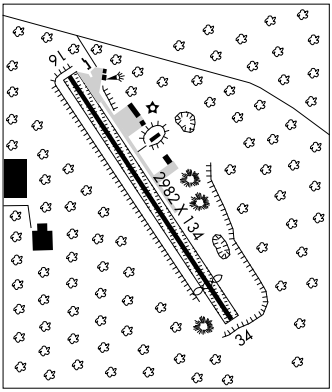
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KEENE, NEW HAMPSHIRE
KEENE / DILLANT-HOPKINS (EEN)

10210

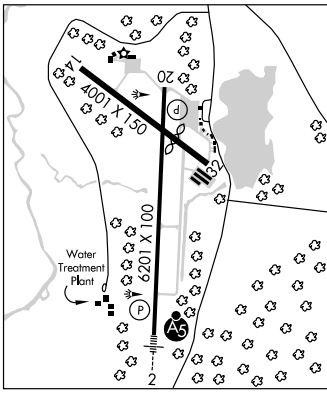
JAFFREY ARPT-SILVER RANCH (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
RWY 16–34: H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
RWY 16: Tree. **RWY 34:** Thld dsplcd 582′. Ground.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
WEATHER DATA SOURCES: ASOS 135.875 (603) 532–6195.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



KEENE N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
(L) VORTAC 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
RCO 122.1R 109.4T (BANGOR RADIO)

KEENE

DILLANT–HOPKINS (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
RWY 02–20: H6201X100 (ASPH) D–60 HIRL **IAP, AD**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 14–32: H4001X150 (ASPH) S–25 MIRL 0.3% up SE
RWY 14: Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
WEATHER DATA SOURCES: AWOS–3 119.025 (603) 358–6424.
COMMUNICATIONS: CTAF/UNICOM 123.0
KEENE RCO 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.
KEENE (L) VORTAC 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
ILS 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 121.6



LOC I-EEN	APP CRS	Rwy Idg	6201
108.9	018°	TDZE	488
		Apt Elev	488

ILS or LOC RWY 2

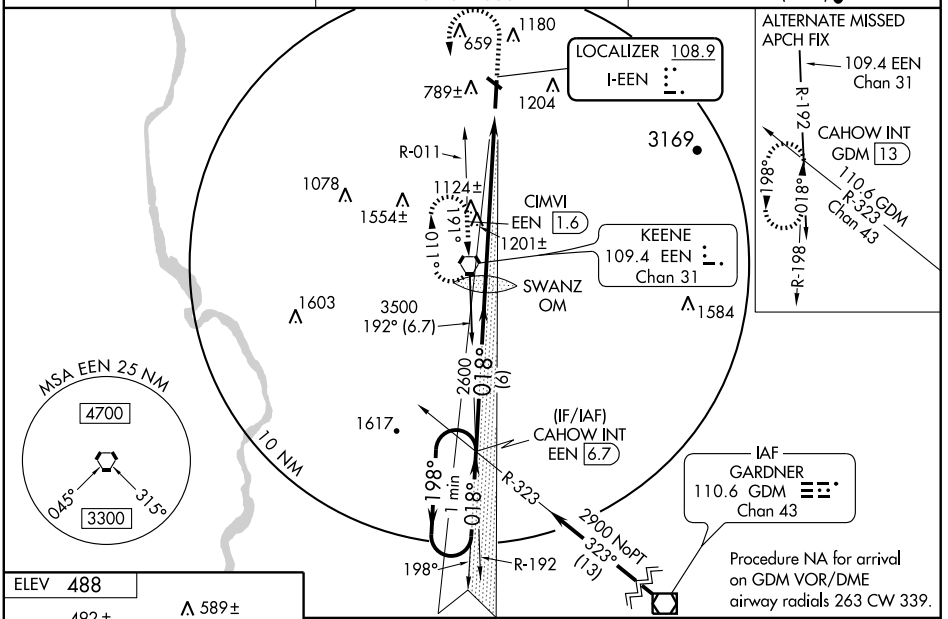
KEENE/DILLANT-HOPKINS (EEN)

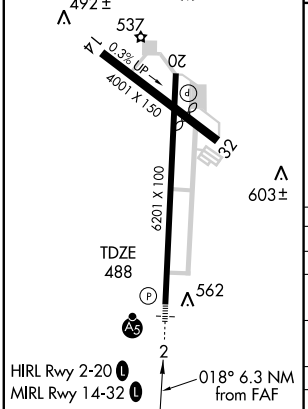
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase CIMVI FIX minimums S-LOC Cats C and D visibility ¼ mile. For inoperative MALSR when using Orange altimeter setting, increase S-ILS all Cats visibility to 1½ mile, and increase S-LOC Cat B visibility to 1½ mile. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½ mile. CIMVI FIX minimums inoperative table does not apply to S-LOC Cat A. For inoperative MALSR when using CIMVI FIX minimums, increase S-LOC Cat B visibility to 1¼ mile. For CIMVI FIX minimums, for inoperative MALSR when using Orange altimeter setting, increase S-LOC Cat B visibility to 1¼ mile.

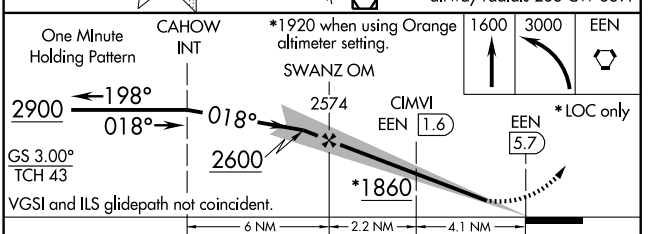
MALSR (A5)

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF) L







FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-ILS 2	859-1 371 (400-1)			
S-LOC 2	1860-1¼ 1372 (1400-1¼)		1860-2½ 1372 (1400-2½)	
CIRCLING	1860-1¼ 1372 (1400-1¼)	1860-1½ 1372 (1400-1½)	1860-3 1372 (1400-3)	
CIMVI FIX MINIMUMS				
S-LOC 2	1260-1 772 (800-1)		1260-1¾ 772 (800-1¾)	1260-2 772 (800-2)
CIRCLING	1380-1¼ 892 (900-1¼)	1500-1½ 1012 (1100-1½)	1500-3 1012 (1100-3)	1680-3 1192 (1200-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65708 W02A	APP CRS 018°	Rwy Idg 6201 TDZE 488 Apt Elev 488

RNAV (GPS) RWY 2

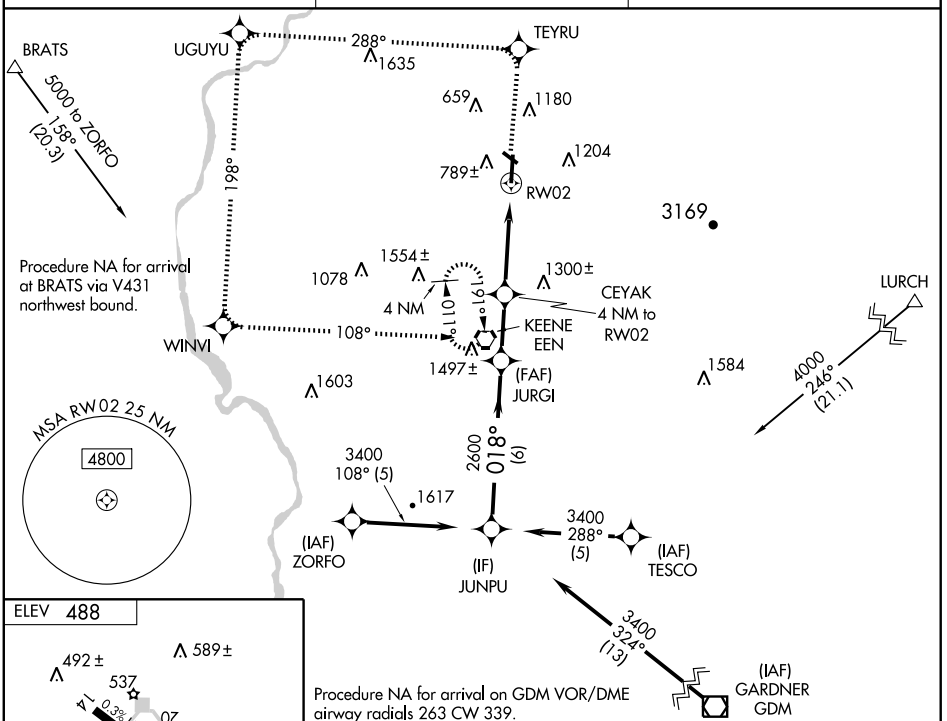
KEENE/DILLANT-HOPKINS (EEN)

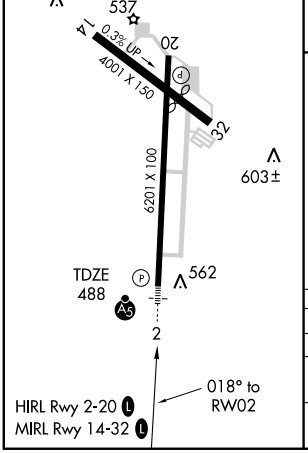
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALSR, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

MALSR

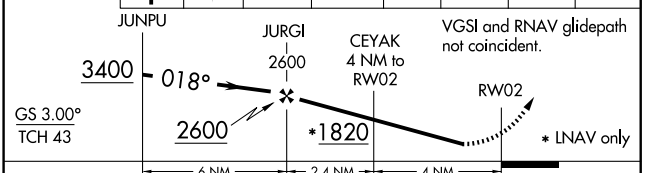
MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF)





Procedure Turn NA	3000	TEYRU	288° track	UGUYU	198° track	WINVI	108° track	EEN



CATEGORY	A	B	C	D
LPV DA	884-1 396 (400-1)			
LNAV MDA	1380-1 892 (900-1)		1380-2¼ 892 (900-2¼)	1380-2½ 892 (900-2½)
CIRCLING	1380-1¼ 892 (900-1¼)	1480-1½ 992 (1000-1½)	1480-3 992 (1000-3)	1640-3 1152 (1200-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC EEN 109.4 Chan 31	APP CRS 024°	Rwy Idg 6201 TDZE 488 Apt Elev 488

VOR RWY 2

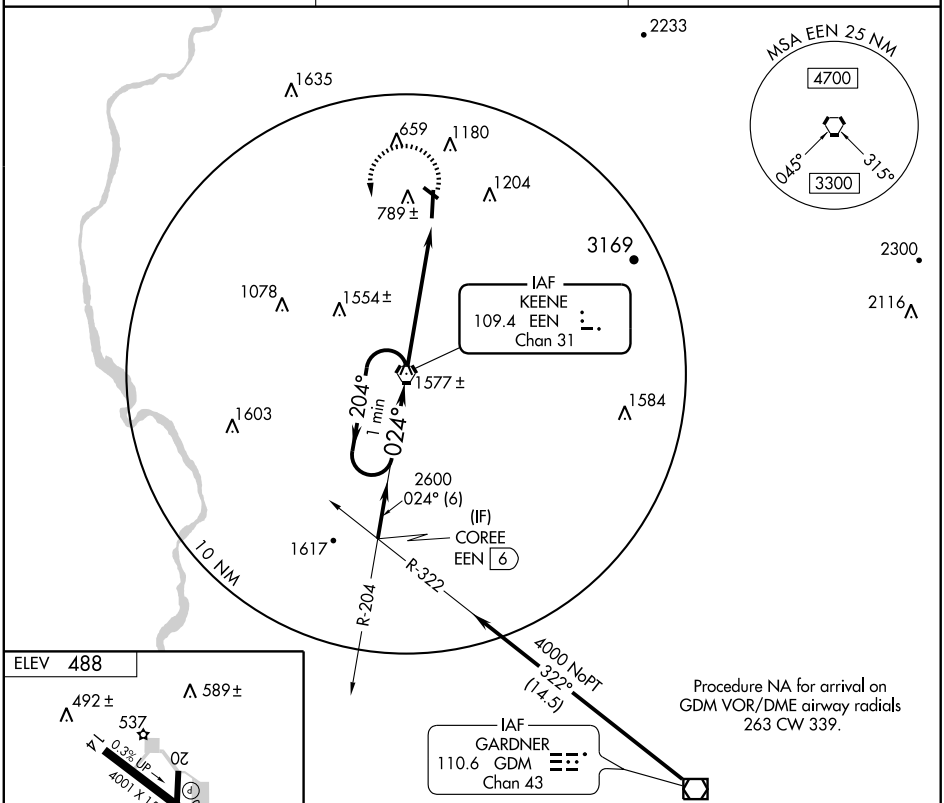
KEENE/DILLANT-HOPKINS (EEN)

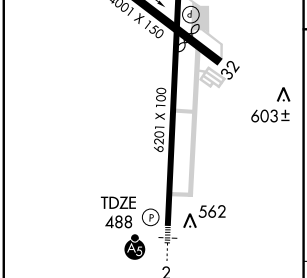
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter not received, use Orange altimeter setting and increase all MDA 60 feet

MALSR

MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	123.75 338.2	123.0 (CTAF)

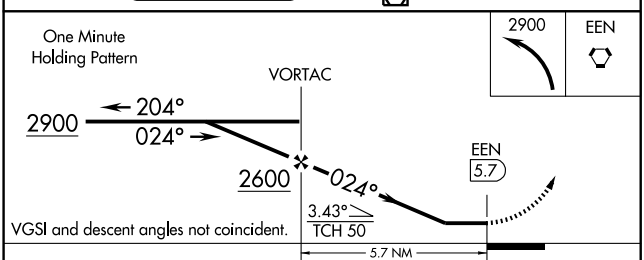




HIRL Rwy 2-20 L
MIRL Rwy 14-32 L

024° 5.7 NM from FAF

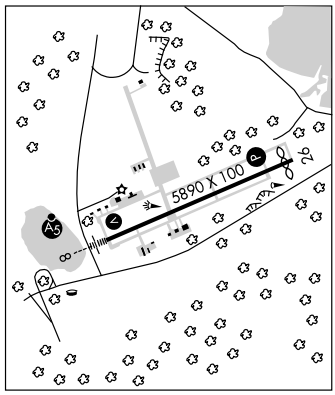
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



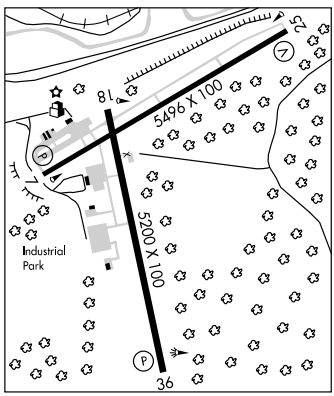
CATEGORY	A	B	C	D
S-2	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)
CIRCLING	2100-1¼ 1612 (1700-1¼)	2100-1½ 1612 (1700-1½)	2100-3	1612 (1700-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LACONIA MUNI (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
RWY 08–26: H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286
AIRPORT REMARKS: Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (603) 524–5134.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
BLNAP NDB (MHW/LOM) 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.



LEBANON MUNI (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
RWY 25: REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
RWY 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
RWY 18: REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
AIRPORT REMARKS: Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
WEATHER DATA SOURCES: ASOS 118.65 (603) 298–8780. LAWRS.
COMMUNICATIONS: CTAF 125.95 **ATIS** 118.65 **UNICOM** 122.95
RCO 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
TOWER 125.95 (1100–0300Z‡). **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
(L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
HANOVER NDB (MHW) 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld. NDB unusable byd 20 NM.
WHITE RIVER NDB (MHW) 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
COMM/NAV/WEATHER REMARKS: 121.5 not available at tower.



LOC/DME I-LCI	APP CRS	Rwy Idg 5646
108.5	084°	TDZE 545
Chan 22		Apt Elev 545

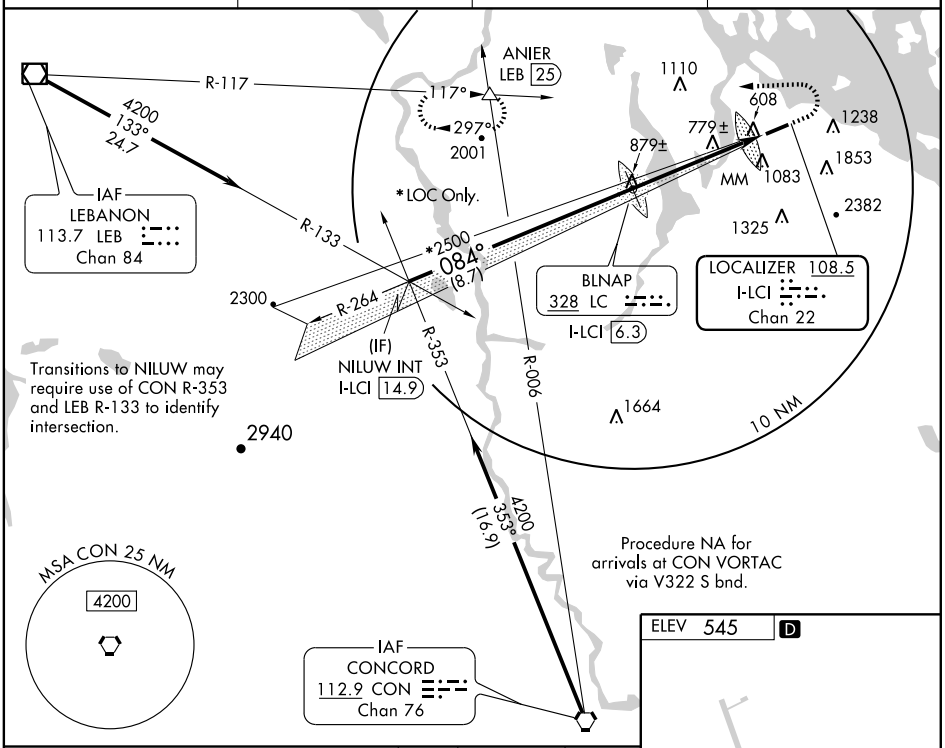
ILS or LOC RWY 8
LACONIA MUNI (LCI)

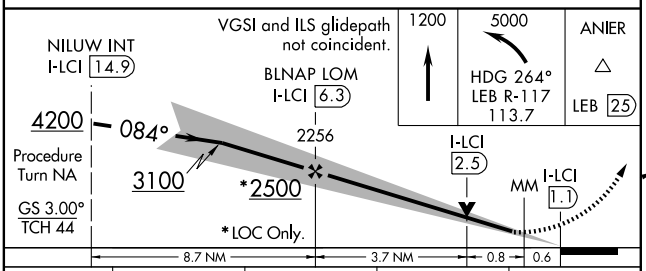
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

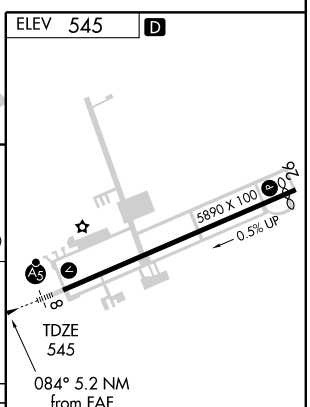
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 8	825-½ 280 (300-½)			
S-LOC 8	1040-½ 495 (500-½)		1040-¾ 495 (500-¾)	1040-1 495 (500-1)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:10	3:26	2:35	2:04	1:43

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOM LC	APP CRS	Rwy Idg	5646
328	083°	TDZE	545
		Apt Elev	545

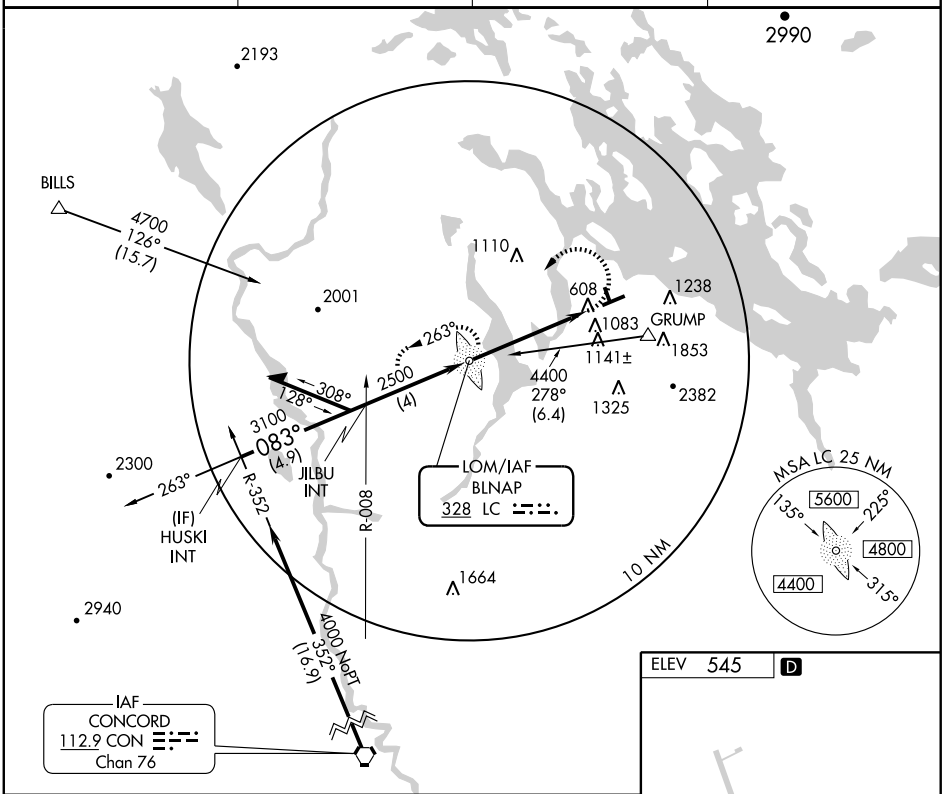
NDB RWY 8
LACONIA MUNI (LCI)

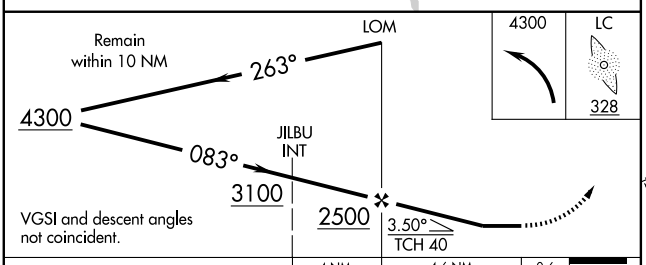
If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1¼.

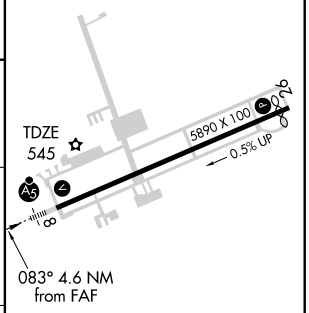
MALSR

MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-8	1460-¾ 915 (1000-¾)		1460-2¼ 915 (1000-2¼)	1460-2¾ 915 (1000-2¾)
CIRCLING	1460-1¼ 915 (1000-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:34	3:03	2:17	1:50	1:31

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 73003 W08A	083°	Rwy Idg	5646
		TDZE	545
		Apt Elev	545

RNAV (GPS) RWY 8

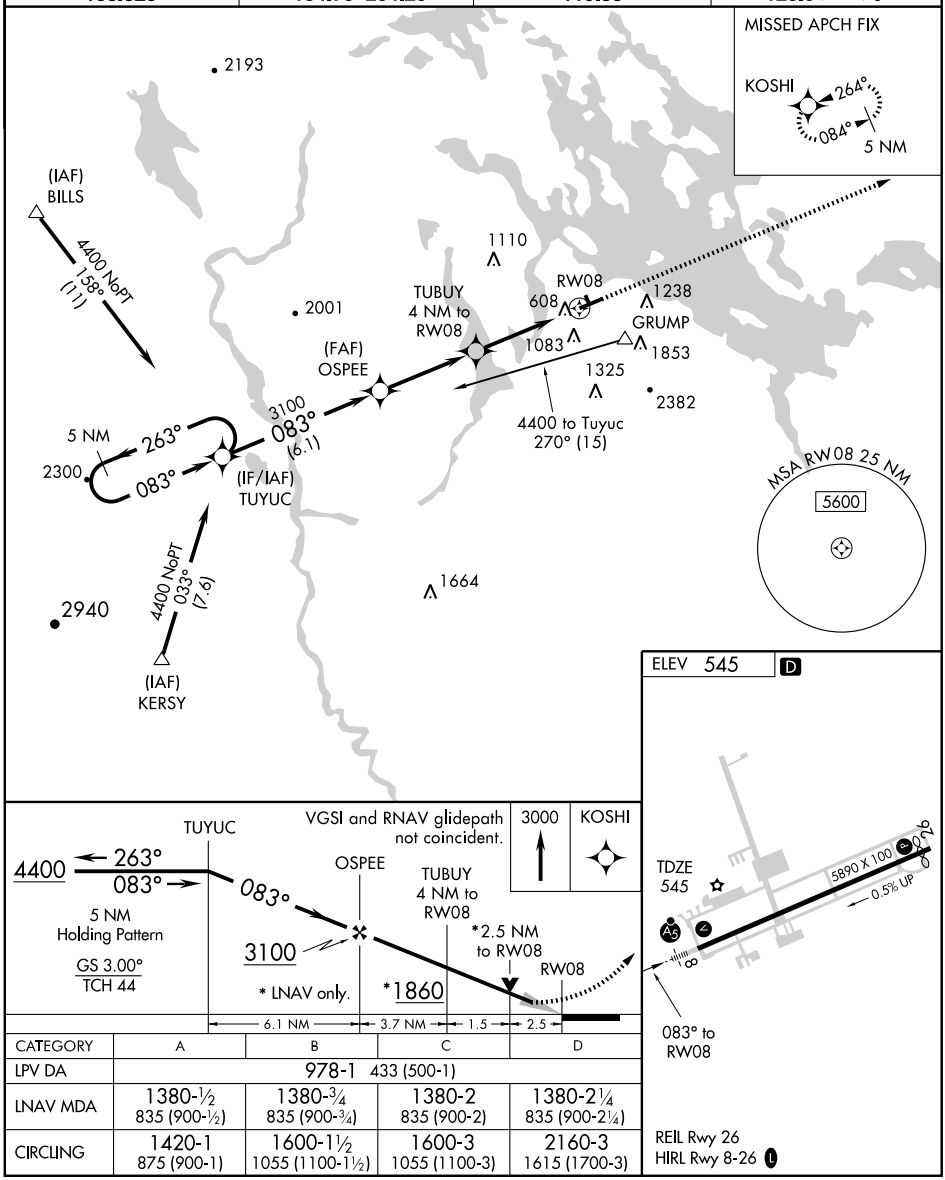
LACONIA MUNI (LCI)

For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	978-1 433 (500-1)			
LNAV MDA	1380-½ 835 (900-½)	1380-¾ 835 (900-¾)	1380-2 835 (900-2)	1380-2¼ 835 (900-2¼)
CIRCLING	1420-1 875 (900-1)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

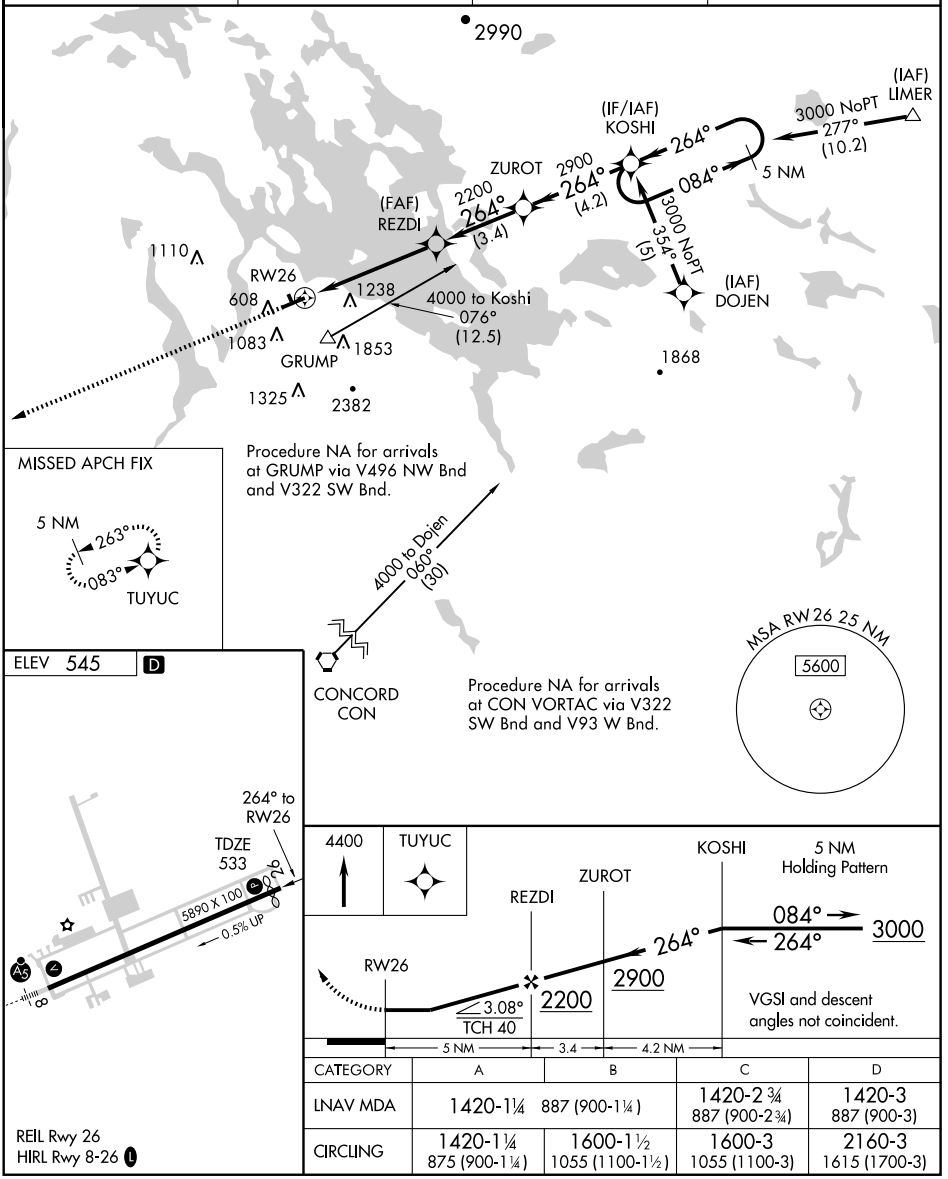
APP CRS	Rwy Idg	5286
264°	TDZE	533
	Apt Elev	545

RNAV (GPS) RWY 26
LACONIA MUNI (LCI)

If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

AWOS-3	BOSTON APP CON	CLNC DEL	UNICOM
133.525	134.75 254.25	119.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1¼ 887 (900-1¼)		1420-2¾ 887 (900-2¾)	1420-3 887 (900-3)
CIRCLING	1420-1¼ 875 (900-1¼)	1600-1½ 1055 (1100-1½)	1600-3 1055 (1100-3)	2160-3 1615 (1700-3)

REIL Rwy 26
HIRL Rwy 8-26 L

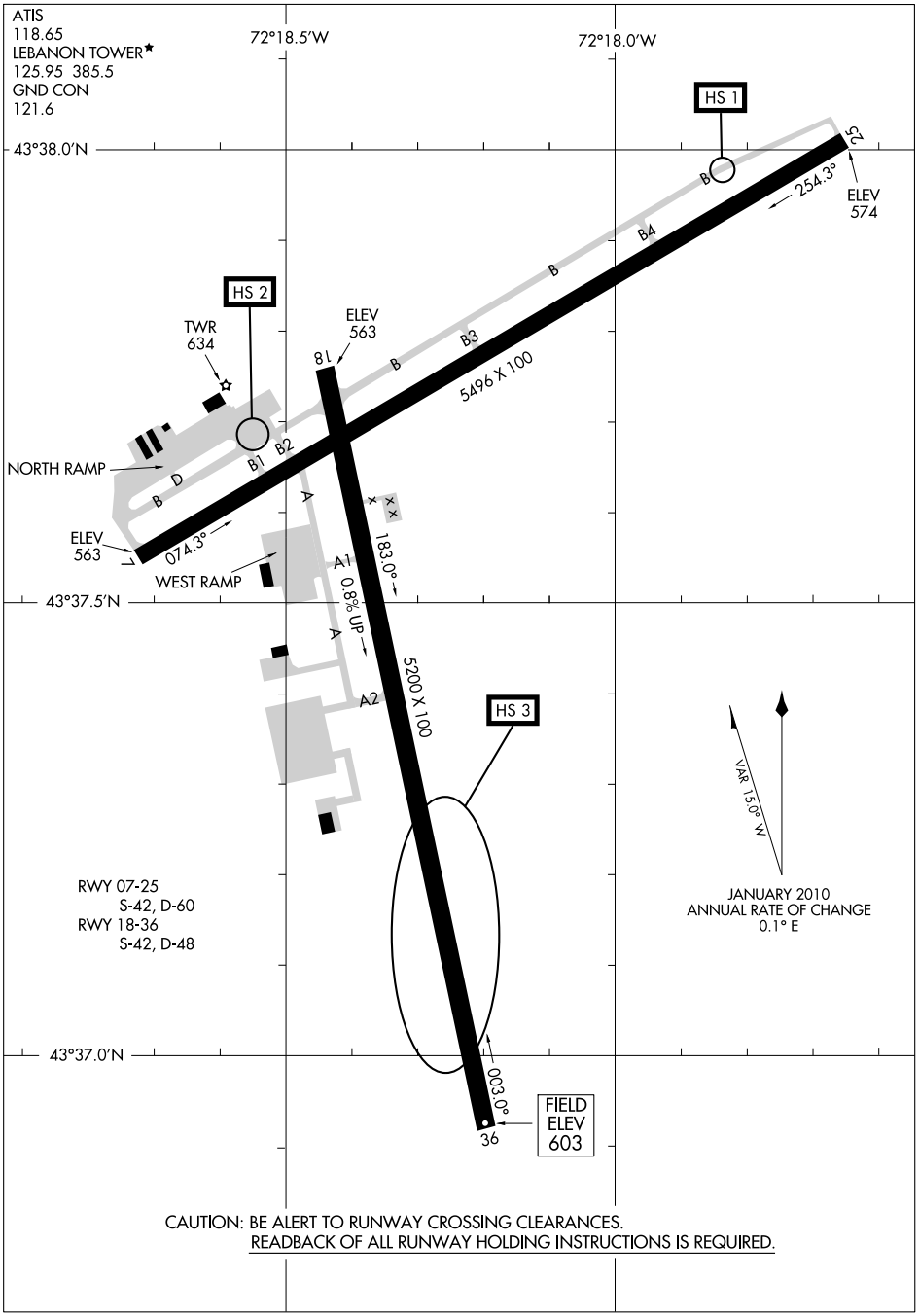
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-859 (FAA)

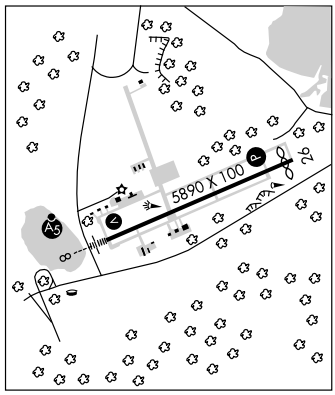
LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE

NE-1, 21 OCT 2010 to 18 NOV 2010

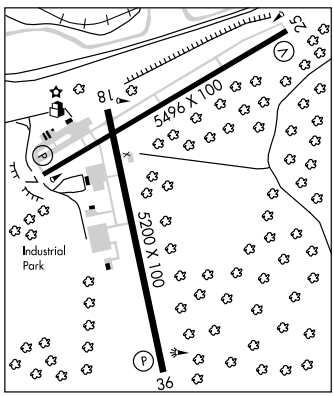


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LACONIA MUNI (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
RWY 08–26: H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
RWY 08: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–5890 TODA–5890 ASDA–5646 LDA–5646
RWY 26: TORA–5890 TODA–5890 ASDA–5530 LDA–5286
AIRPORT REMARKS: Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (603) 524–5134.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
BLNAP NDB (MHW/LOM) 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
ILS/DME 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.



LEBANON MUNI (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
RWY 07–25: H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
RWY 25: REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
RWY 18–36: H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
RWY 18: REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
AIRPORT REMARKS: Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
WEATHER DATA SOURCES: ASOS 118.65 (603) 298–8780. LAWRS.
COMMUNICATIONS: CTAF 125.95 **ATIS** 118.65 **UNICOM** 122.95
RCO 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
TOWER 125.95 (1100–0300Z‡). **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
(L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
HANOVER NDB (MHW) 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld. NDB unusable byd 20 NM.
WHITE RIVER NDB (MHW) 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
ILS/DME 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
COMM/NAV/WEATHER REMARKS: 121.5 not available at tower.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

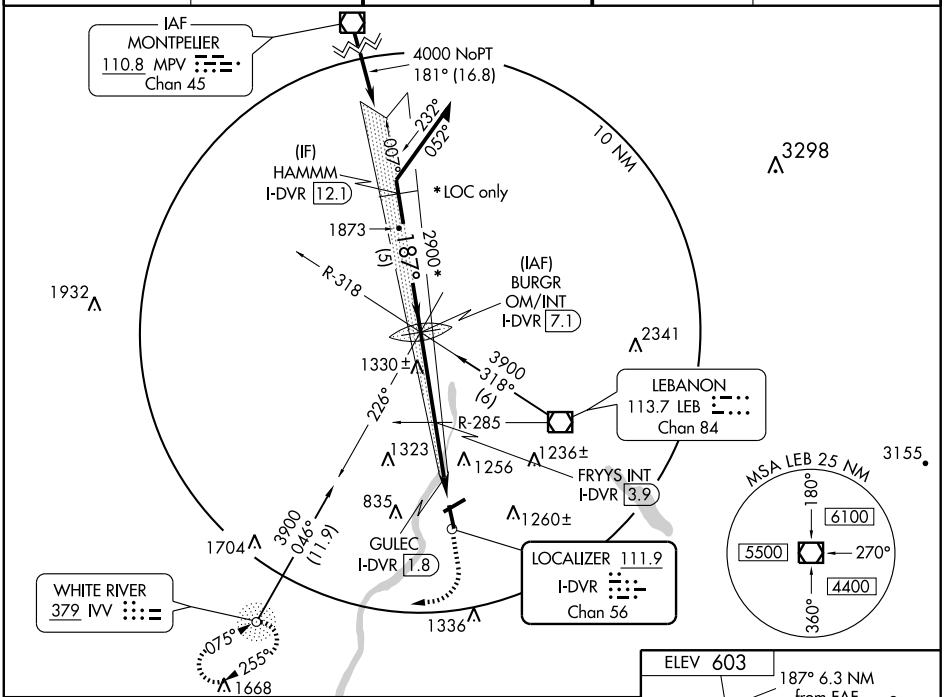
LOC/DME I-DVR	APP CRS	Rwy Idg 5200
111.9	187°	TDZE 573
Chan 56		Apt Elev 603

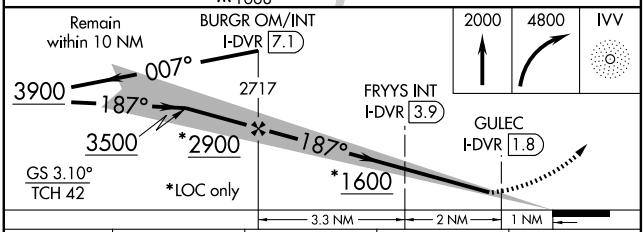
ILS or LOC RWY 18
LEBANON MUNI (LEB)

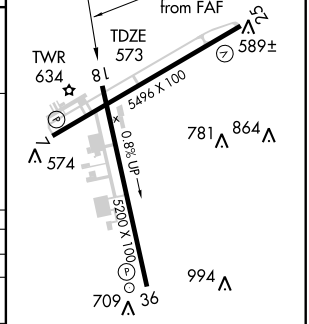
ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 18	955-1¼ 382 (400-1¼)			
S-LOC 18	1600-1¼ 1027 (1000-1¼)	1600-1½ 1027 (1000-1½)	1600-3 1027 (1000-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	
FRYYS INT MINIMUMS				
S-LOC 18	1020-1¼ 447 (500-1¼)			1020-1½ 447 (500-1½)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1137 (1200-1½)	1880-3 1277 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

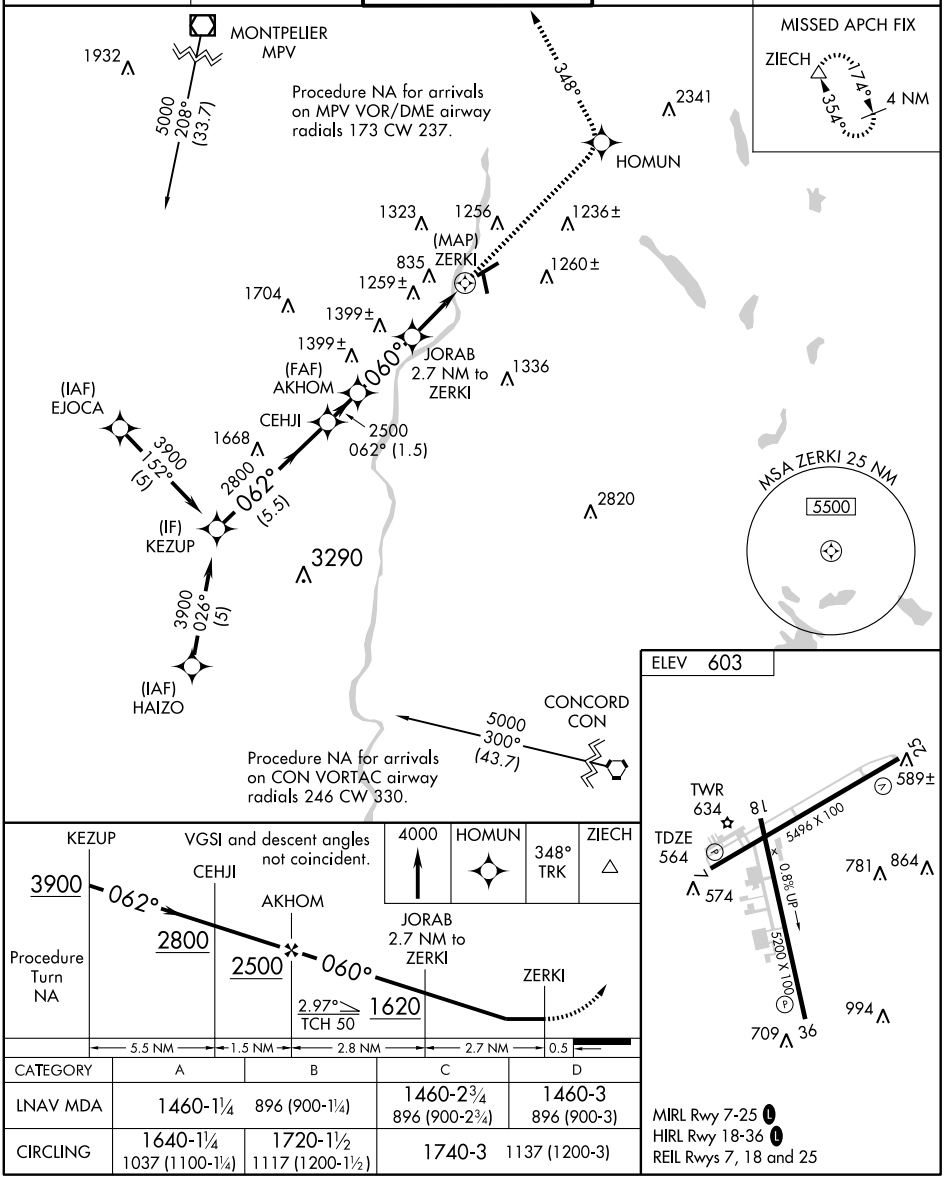
LEBANON MUNI (LEB)

APP CRS		
060°	Rwy Idg	5496
	TDZE	564
	Apt Elev	603

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1460-1¼	896 (900-1¼)	1460-2¾ 896 (900-2¾)	1460-3 896 (900-3)
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

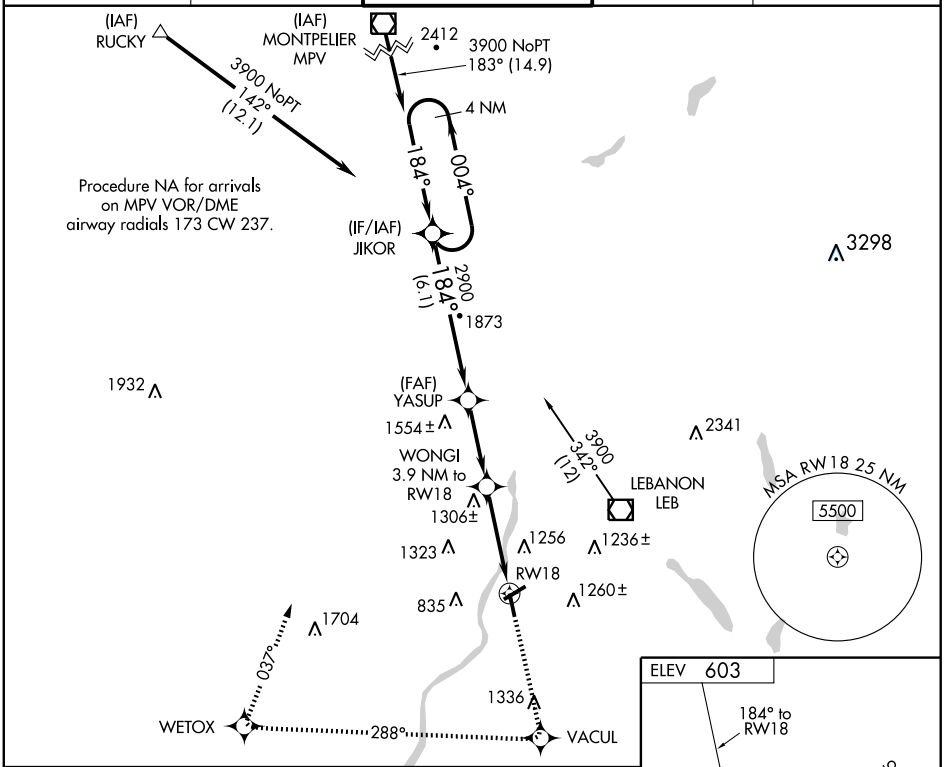
WAAS	APP CRS	Rwy Idg	5200
CH 93710	184°	TDZE	573
W18A		Apt Elev	603

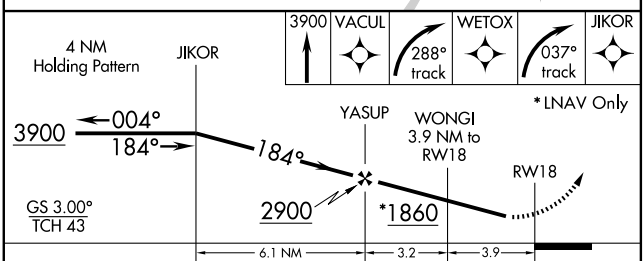
RNAV (GPS) RWY 18
LEBANON MUNI(LEB)

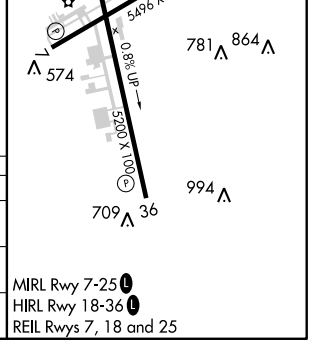
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1006-1½ 443 (500-1½)			
LNAV MDA	1620-1¼ 1047 (1100-1¼)	1620-1½ 1047 (1100-1½)	1620-3 1047 (1100-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

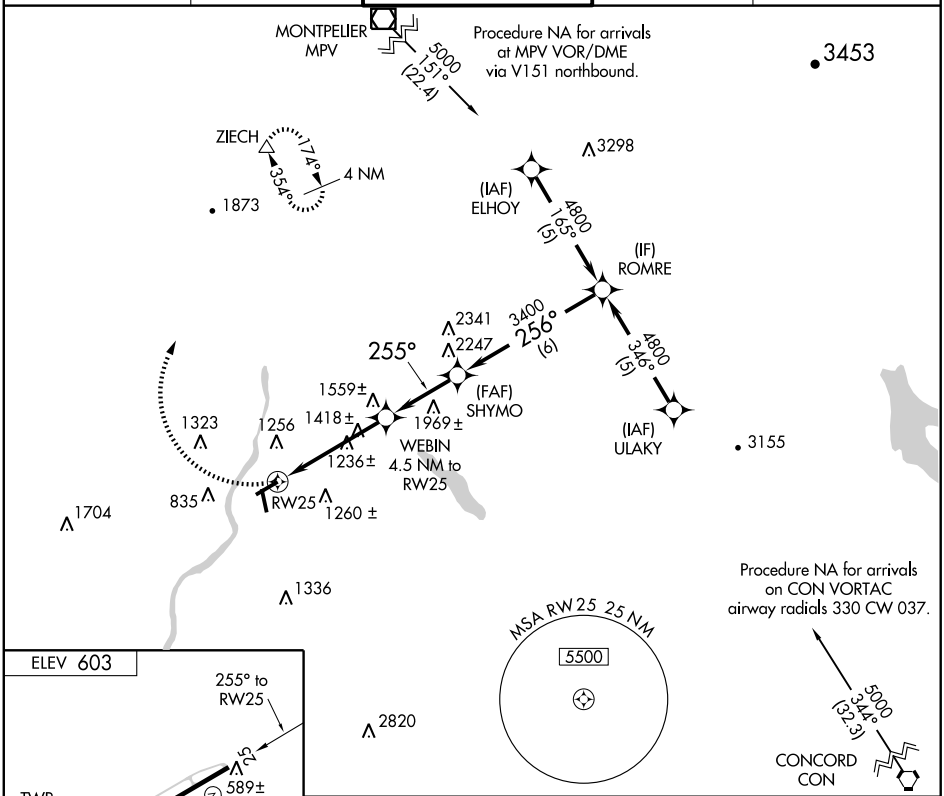
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

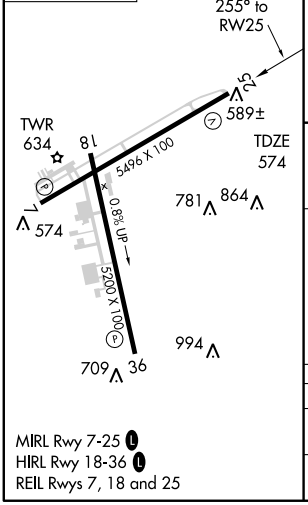
APP CRS	Rwy Idg	5496
255°	TDZE	574
	Apt Elev	603

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

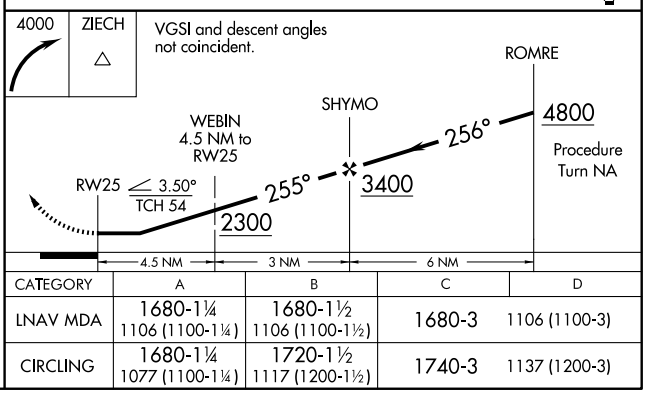
MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3	1106 (1100-3)
CIRCLING	1680-1¼ 1077 (1100-1¼)	1720-1½ 1117 (1200-1½)	1740-3	1137 (1200-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

LEBANON MUNI (LEB)

APP CRS	Rwy Idg	5200
019°	TDZE	603
	Apt Elev	603

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95

MISSED APCH FIX

ZIECH 174° 354° 4 NM

014°
UCEKA
2341
1323
1256
1236±
3155
835
1260±
1704
(MAP)
OSICE
019°
1549±
1668
(FAF)
ZULAR
1579±
2820
2600
036°
(6.1)
3290
(IF)
HIRER
Procedure NA for arrivals at JAMMA via V542 southwest bound.
Procedure NA for arrivals at UNKER via V151 southbound.
3500
064°
(13.7)
3500
329°
(6.6)
(IAF)
JAMMA
(IAF)
UNKER
Procedure NA for arrivals at CON VORTAC airway radials 246 CW 330.
CONCORD
CON
2726
5000
301°
(30.3)
MSA OSICE 25 NM
5500

ELEV 603

TWR
634
18
7
589±
5496 X 100
0.8% UP
781
864
574
25
5200 X 100
994
709
36
TDZE
603

4000	UCEKA	014° track	ZIECH

HIRER
3500
ZULAR
036°
2600
OSICE
019°
3.16°
TCH 55
Procedure Turn NA
0.5
5.3 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	
CIRCLING	1740-1¼ 1137 (1200-1¼)	1740-1½ 1137 (1200-1½)	1740-3 1137 (1200-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

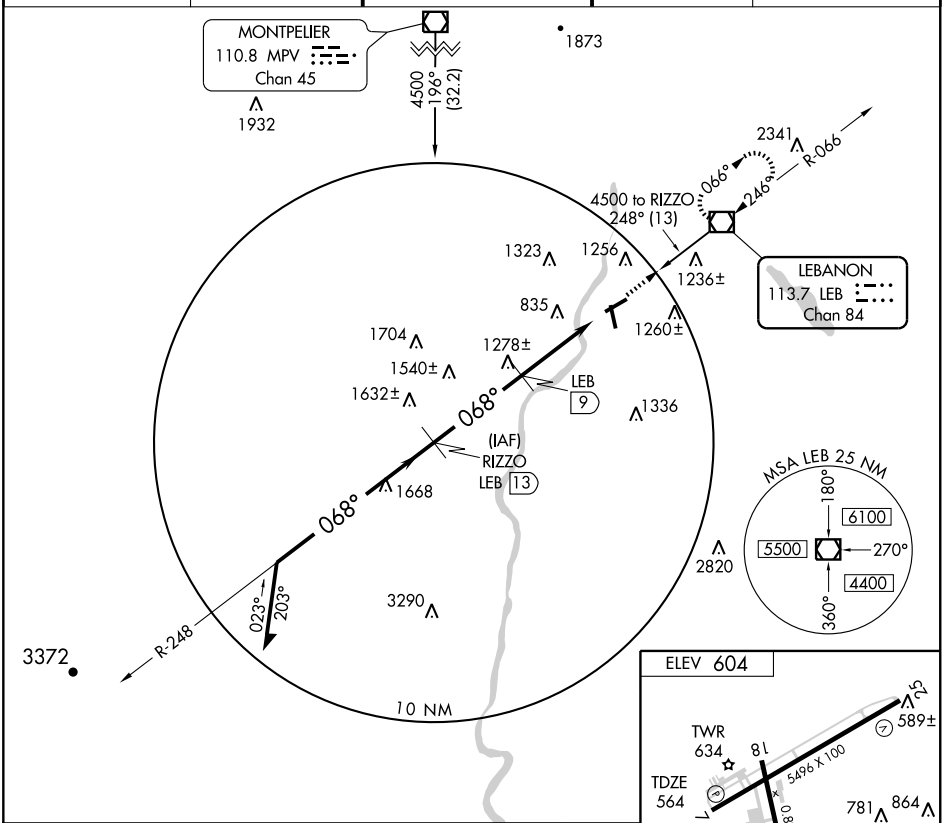
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

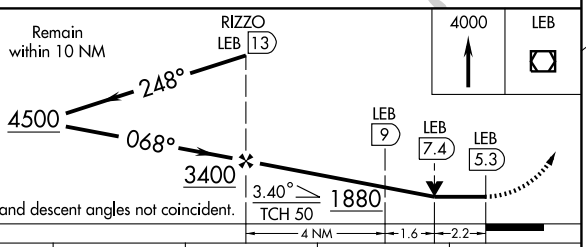
VOR/DME LEB	APP CRS	Rwy Idg 5496
113.7	068°	TDZE 564
Chan 84		Apt Elev 604

VOR/DME RWY 7
LEBANON MUNI (LEB)

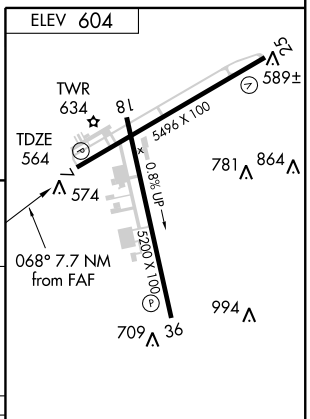
MISSED APPROACH: Climb to 4000 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95





VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-7	1540-1¼ 976 (1000-1¼)	1540-1½ 976 (1000-1½)	1540-3 976 (1000-3)	
CIRCLING	1640-1¼ 1037 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

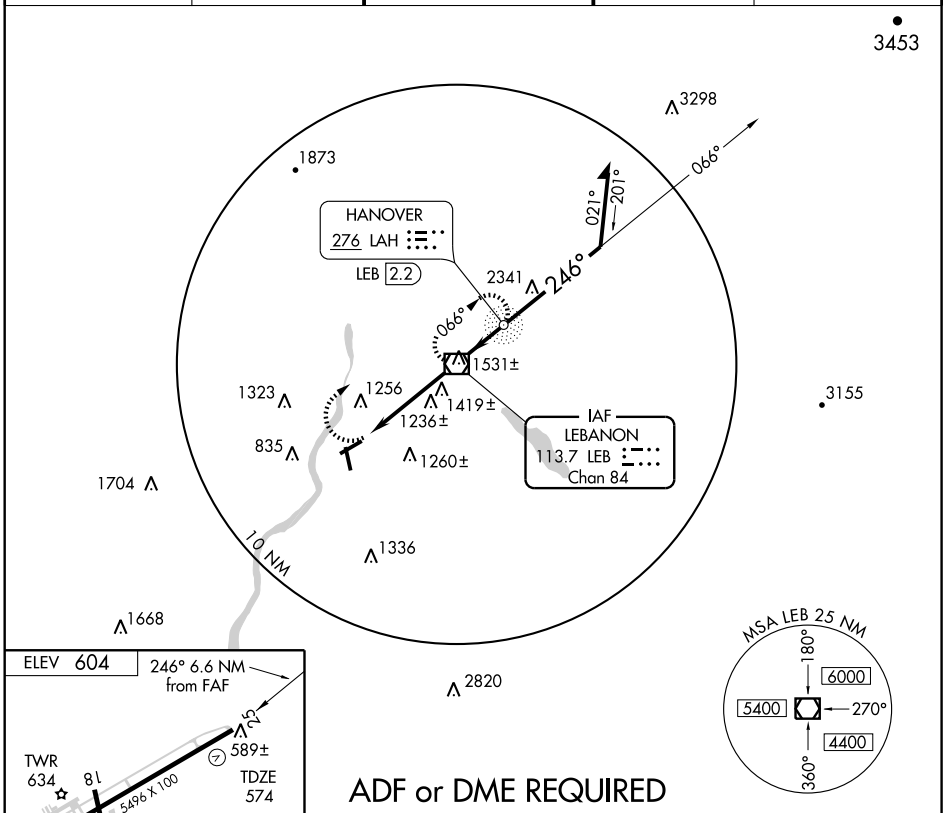
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LEB	APP CRS	Rwy Idg 5496
113.7	246°	TDZE 574
Chan 84		Apt Elev 604

VOR RWY 25
LEBANON MUNI (LEB)

MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.

ATIS	BOSTON CENTER	LEBANON TOWER ★	GND CON	UNICOM
118.65	134.7 381.4	125.95 (CTAF) L 235.775	121.6	122.95



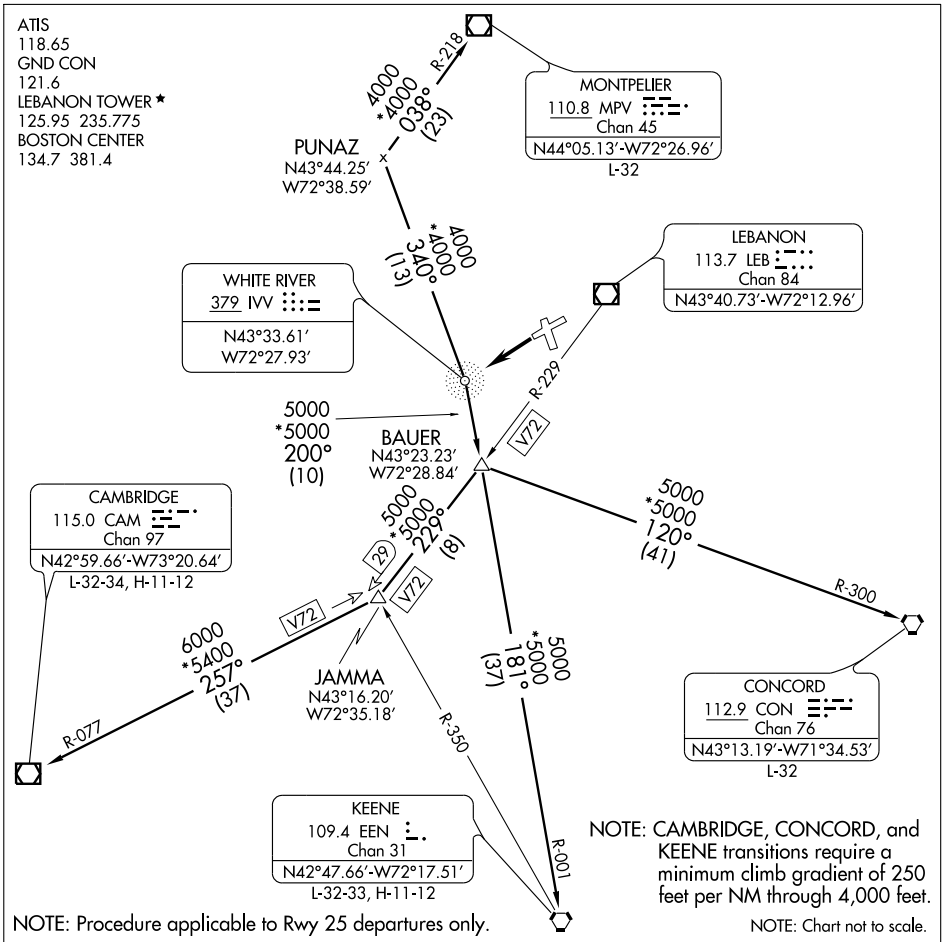
MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

	A	B	C	D
S-25	1680-1¼ 1106 (1100-1¼)	1680-1½ 1106 (1100-1½)	1680-3 1106 (1100-3)	
CIRCLING	1680-1¼ 1076 (1100-1¼)	1740-1½ 1136 (1200-1½)	1880-3 1276 (1300-3)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WHITE RIVER ONE DEPARTURE

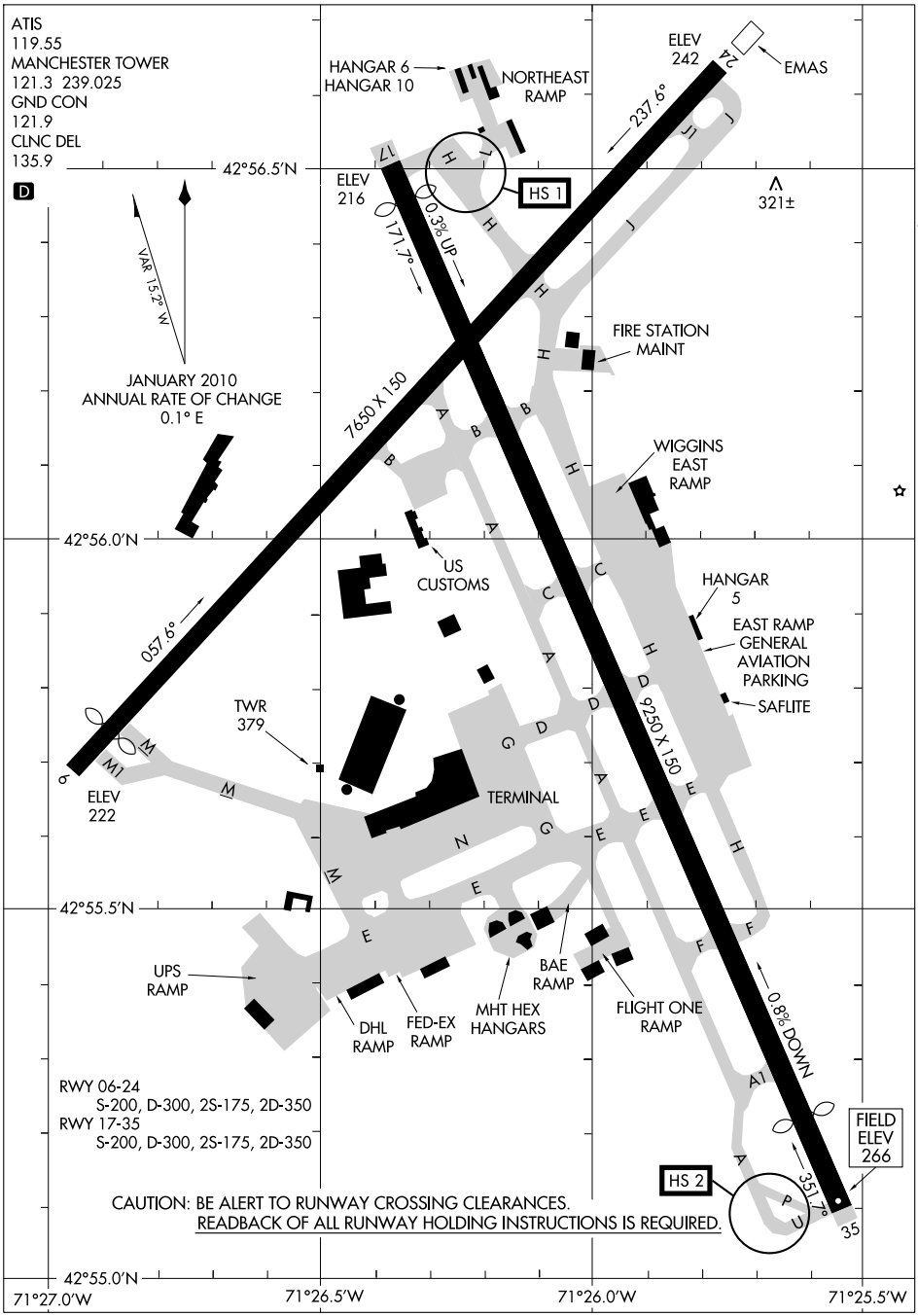


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.
CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.
KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

MAHN N44°21.74′ W71°41.16′ NOTAM FILE HIE. **MONTREAL L–32H**

NDB (MHW) 386 GMA 104° 6.1 NM to Mt Washington Rgnl. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′

MANCHESTER (MHT) 3 S UTC−5(−4DT) N42°55.97′ W71°26.14′ **NEW YORK H–11D, 12K, L–32H, 33D IAP, AD**

266 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index C
NOTAM FILE MHT

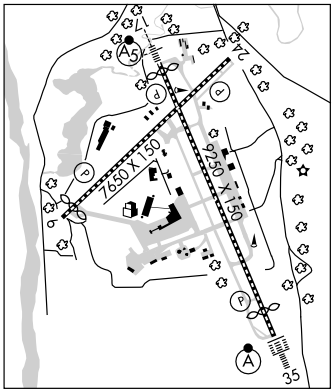
RWY 17–35: H9250X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
RWY 17: MALSR. TDZL. PAPI(P4R)—GA 3.1° TCH 49′. Thld dsplcd 336′. Pole. 0.3% up.
RWY 35: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 850′. Building. 0.8% down.

RWY 06–24: H7650X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 442′. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7650	TODA–7650	ASDA–7650	LDA–7208
RWY 17:	TORA–9250	TODA–9250	ASDA–9250	LDA–8914
RWY 24:	TORA–7650	TODA–7650	ASDA–6850	LDA–6850
RWY 35:	TORA–9250	TODA–9250	ASDA–8500	LDA–7650

ARRESTING GEAR/SYSTEM
RWY 06: EMAS



AIRPORT REMARKS: Attended continuously. No touch and go ldgs during snow removal opr. Noise abatement procedures: Turbojet acft should expect a right turn when departing Rwy 17. Twy A safety area S of Twy E to Twy P is 65′ on the west side. Twy C clsd W of Twy A due to construction indef. Jet acft taxiing westbound across Rwy 17–35 at Twy C, Twy D and Twy E must use caution low settings due to lgt acft parked on the east ramp. No taxiing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy G or Twy N. Air carrier acft only permitted to oper on airline terminal ramp. Air carriers excluded from Twy L. Rwy 35 touchdown, midfield and rollout runway visual range avbl. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Rwy 17 touchdown, midfield and rollout runway visual range avbl. Ldg fee. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS 119.55 (603) 668–8992. LAWRS.

COMMUNICATIONS: ATIS 119.55 603–626–6902 **UNICOM** 122.95
RCO 122.1R 114.4T (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.9
TOWER 121.3 **GND CON** 121.9 **CLNC DEL** 135.9

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
(L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 338° 4.8 NM to fld. 469/15W.
FITZY NDB (LOM) 209 MJ N42°51.85′ W71°31.73′ 061° 5.8 NM to fld.
ILS 109.95 I–MJE Rwy 06. Class IT. LOM FITZY NDB.
ILS/DME 109.1 I–MNA Chan 28 Rwy 17. Class IE.
ILS/DME 109.1 I–MHT Chan 28 Rwy 35. Class IIIE.

COTEE TWO DEPARTURE (RNAV)

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

TAKE-OFF MINIMUMS

Rwy 6: STANDARD. ATC Climb of 320′ per NM to 3000.
Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277′ per NM to 600. ATC Climb of 320′ per NM to 3000.
Rwy 24: STANDARD with minimum obstacle climb of 320′ to 700. ATC Climb of 320′ per NM to 3000.
Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253′ per NM to 500. ATC Climb of 320′ per NM to 3000.

PPORT
PEASE
PSM
RAYMY
099° (9)
(5)
198°
SHOEL
216° (10)
RBELA
216° (22)
COTEE
17000 *3100 271° (74)
17000 *1700 216° (5)
BARNES BAF
JJIMY
17000 *2800 264° (75)
NELIE
17000 *2500 232° (64)
NORWICH ORW
17000 *2600 240° (52)
CALVERTON CCC

NOTE: For TURBOJETS Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010

COTEE TWO DEPARTURE (RNAV)
(COTEE2.COTEE) 09295

MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)

COTEE TWO DEPARTURE (RNAV)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):
CALVERTON TRANSITION (COTEE2.CCC):
NELIE TRANSITION (COTEE2.NELIE):

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.

Rwy 17: Trees, Poles, and Buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL.
Sign, Poles, Trees and Buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.

Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.

Rwy 35: Tree and Poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and Trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-MNA	APP CRS	Rwy Idg 8914
109.1	173°	TDZE 229
Chan 28		Apt Elev 266

ILS or LOC/DME RWY 17

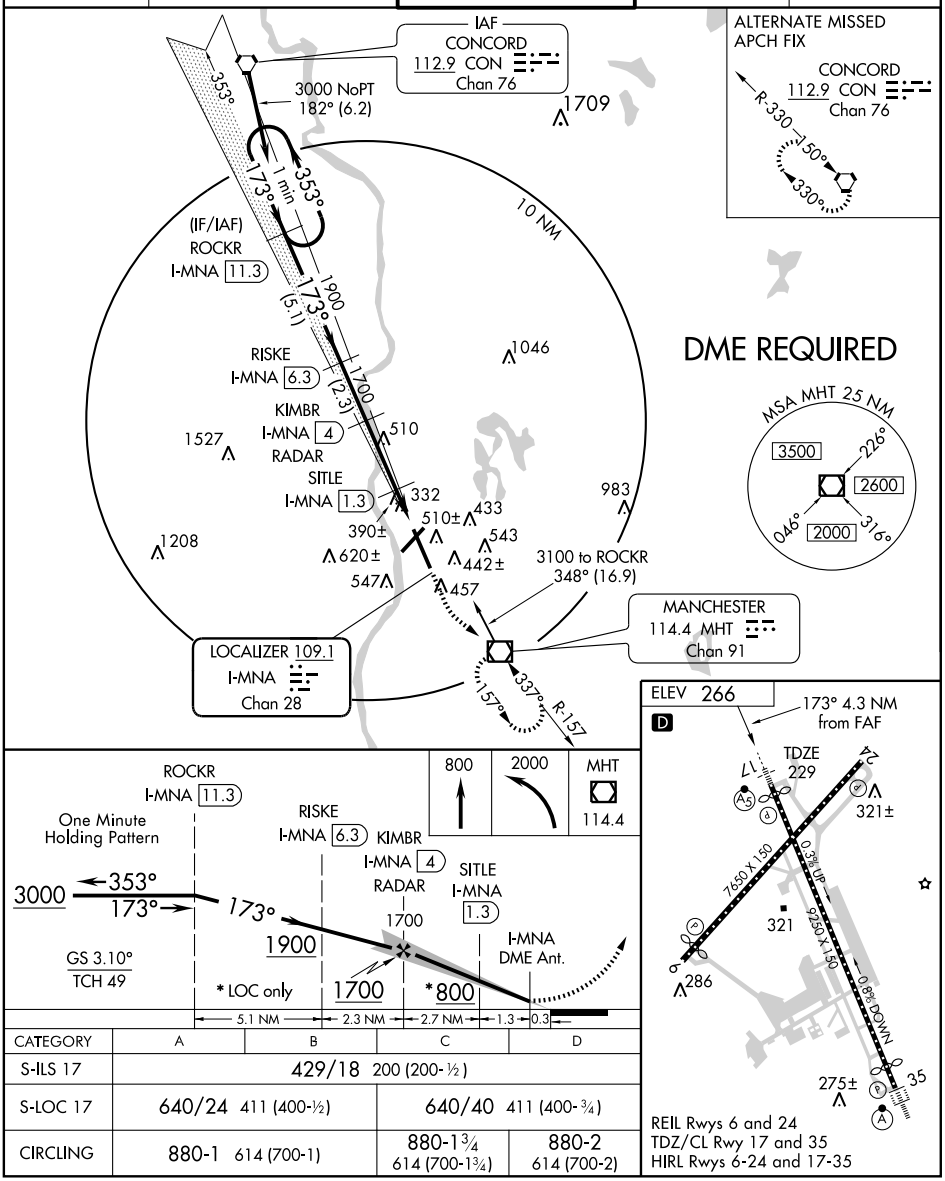
MANCHESTER (MHT)

When local altimeter setting not received, use Boire Field altimeter setting and increase DA to 461 and all MDA 40 feet; increase S-LOC 17 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



CATEGORY	A	B	C	D
S-ILS 17	429/18 200 (200-½)			
S-LOC 17	640/24 411 (400-½)		640/40 411 (400-¾)	
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

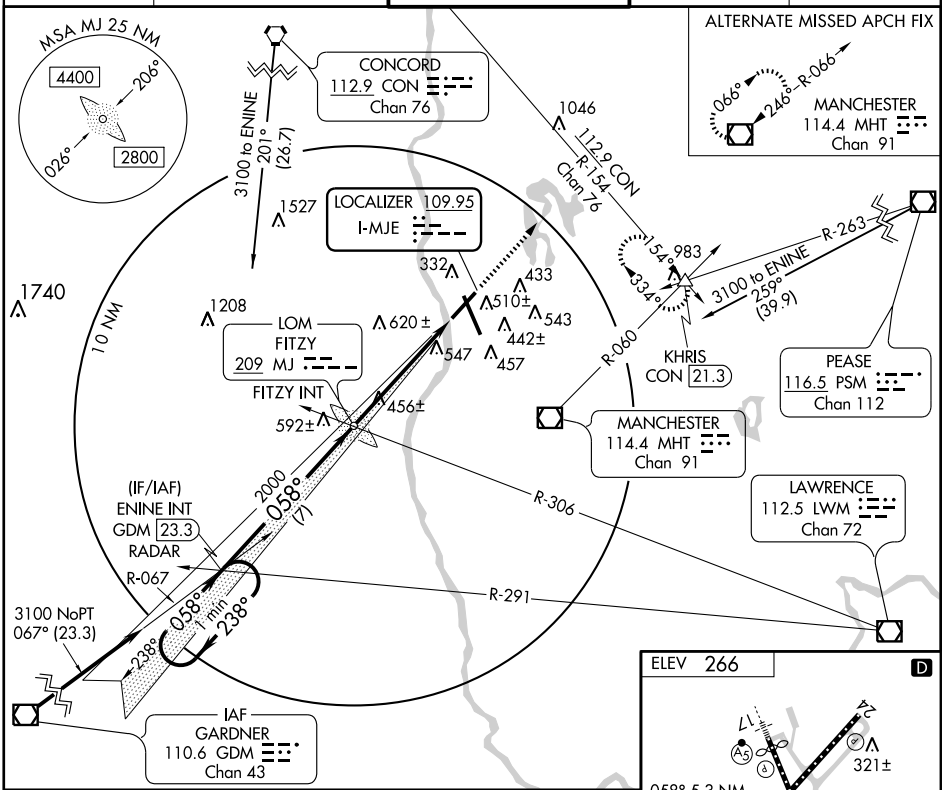
LOC I-MJE	APP CRS	Rwy Idg	7208
109.95	058°	TDZE	224
		Apt Elev	266

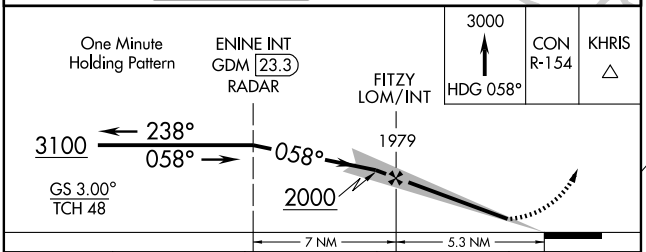
ILS or LOC RWY 6
MANCHESTER (MHT)

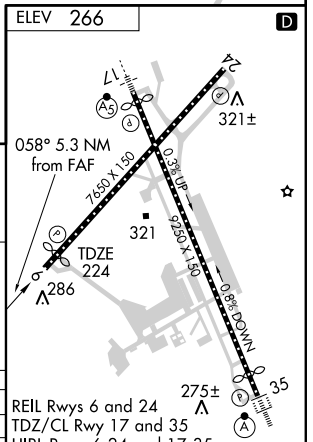
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 6	474/40 250 (300-¾)			
S-LOC 6	820/50 596 (600-1)		820/1½ 596 (600-1½)	820-1¾ 596 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MHT	APP CRS	Rwy ldg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

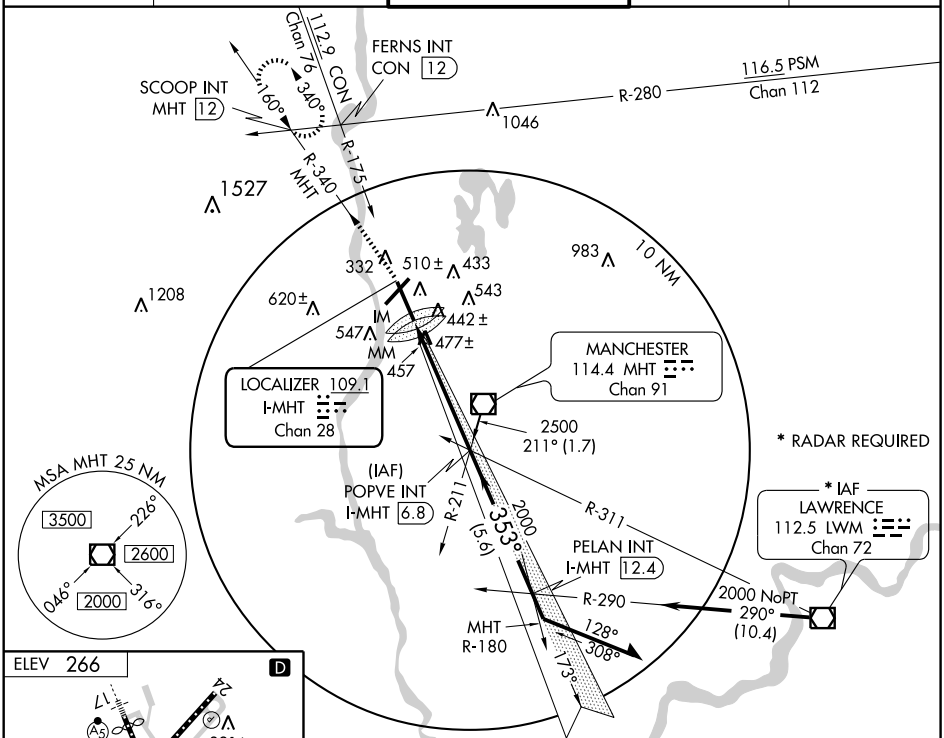
ILS or LOC RWY 35

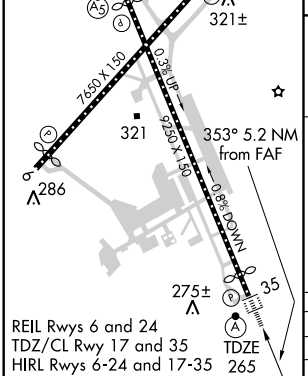
MANCHESTER (MHT)

ALSF-2

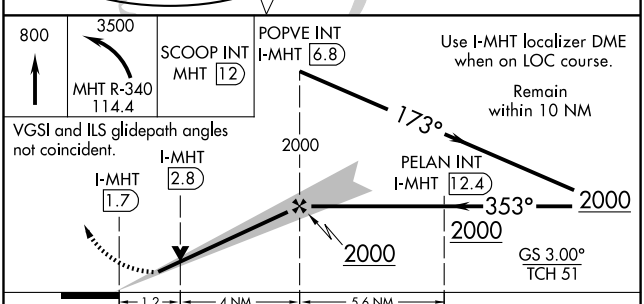
MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 35	465/18 200 (200-½)			
S-LOC 35	700/24 435 (500-½)		700/40 435 (500-¾)	700/50 435 (500-1)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MHT	APP CRS	Rwy Idg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

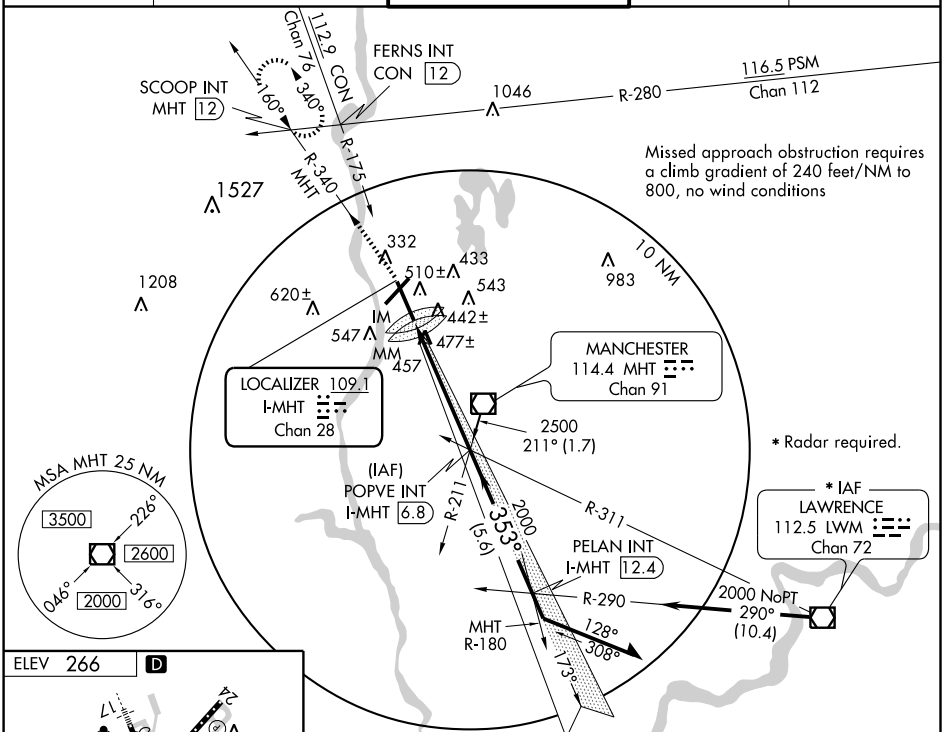
ILS RWY 35 (CAT II)

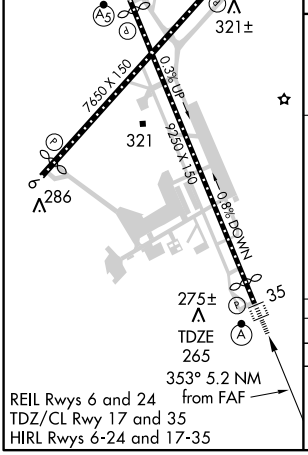
MANCHESTER (MHT)

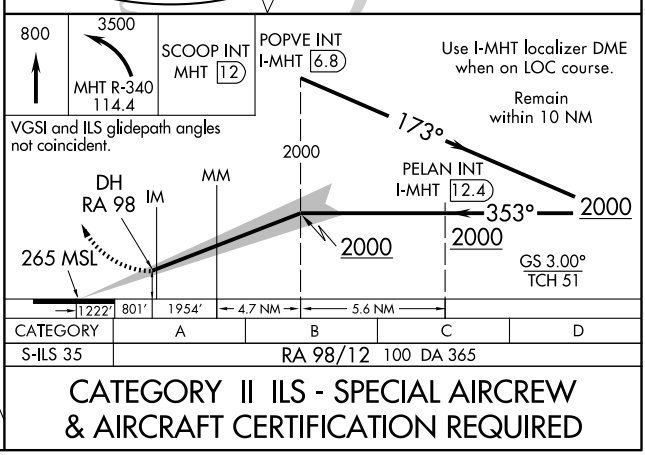
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-ILS 35	RA 98/12 100 DA 365			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

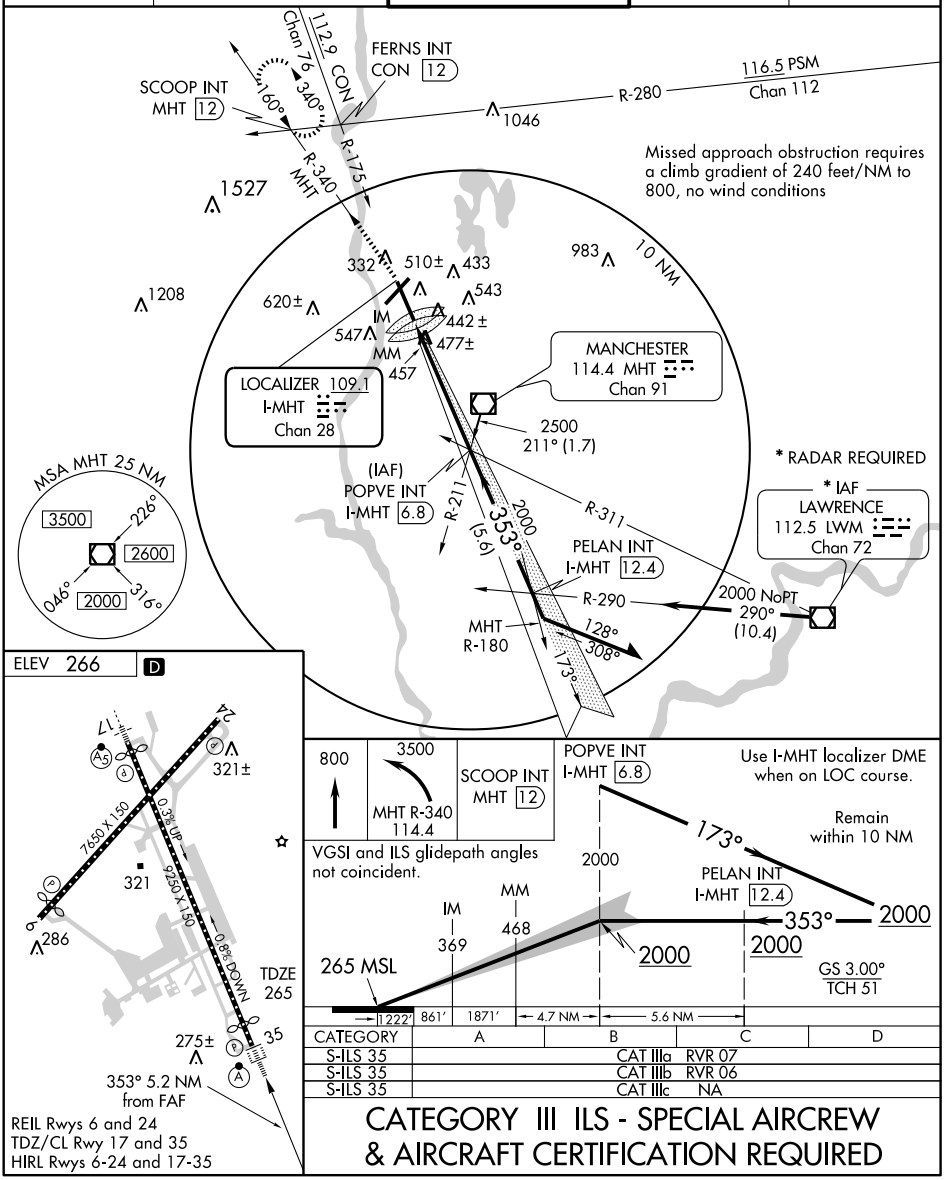
LOC/DME I-MHT	APP CRS	Rwy Idg	7650
109.1	353°	TDZE	265
Chan 28		Apt Elev	266

ILS RWY 35 (CAT III)
MANCHESTER (MHT)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



CATEGORY	A	B	C	D
S-ILS 35	CAT IIIa RVR 07			
S-ILS 35	CAT IIIb RVR 06			
S-ILS 35	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

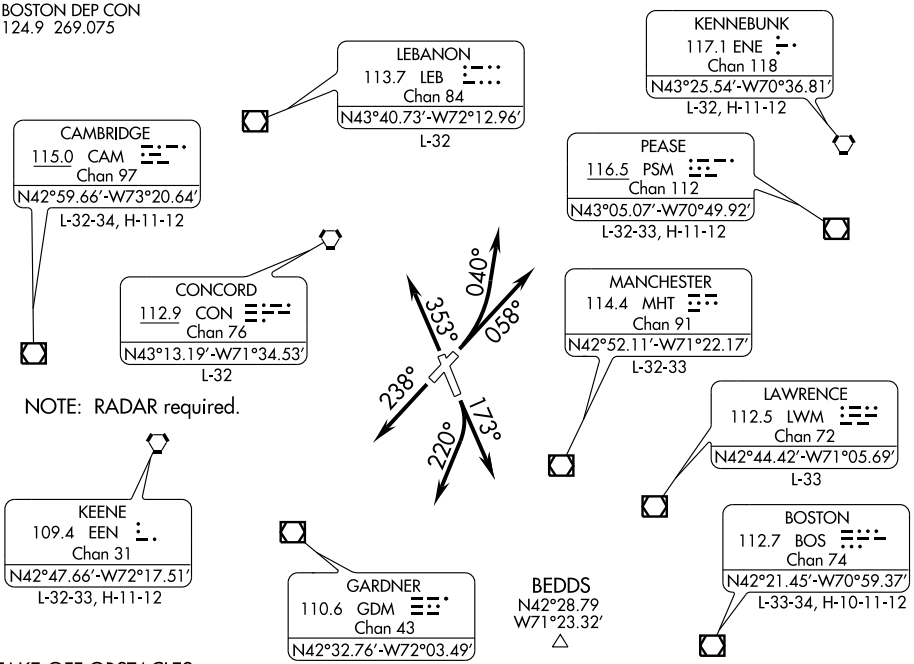
MANCHESTER FIVE DEPARTURE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6, Standard with minimum climb of 206′ per NM to 1000.
Rwy 17, 300-1¼ or Standard with minimum climb of 277′ per NM to 600.
Rwy 24, Standard with minimum climb of 320′ per NM to 800.
Rwy 35, Standard with minimum climb of 253′ per NM to 2000.



TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.
Rwy 17: Trees, poles and buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL
Sign, poles, trees, and buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.
Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.
Rwy 35: Tree and poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence . . . .

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearence to filed altitude /flight level 5 minutes after departure.

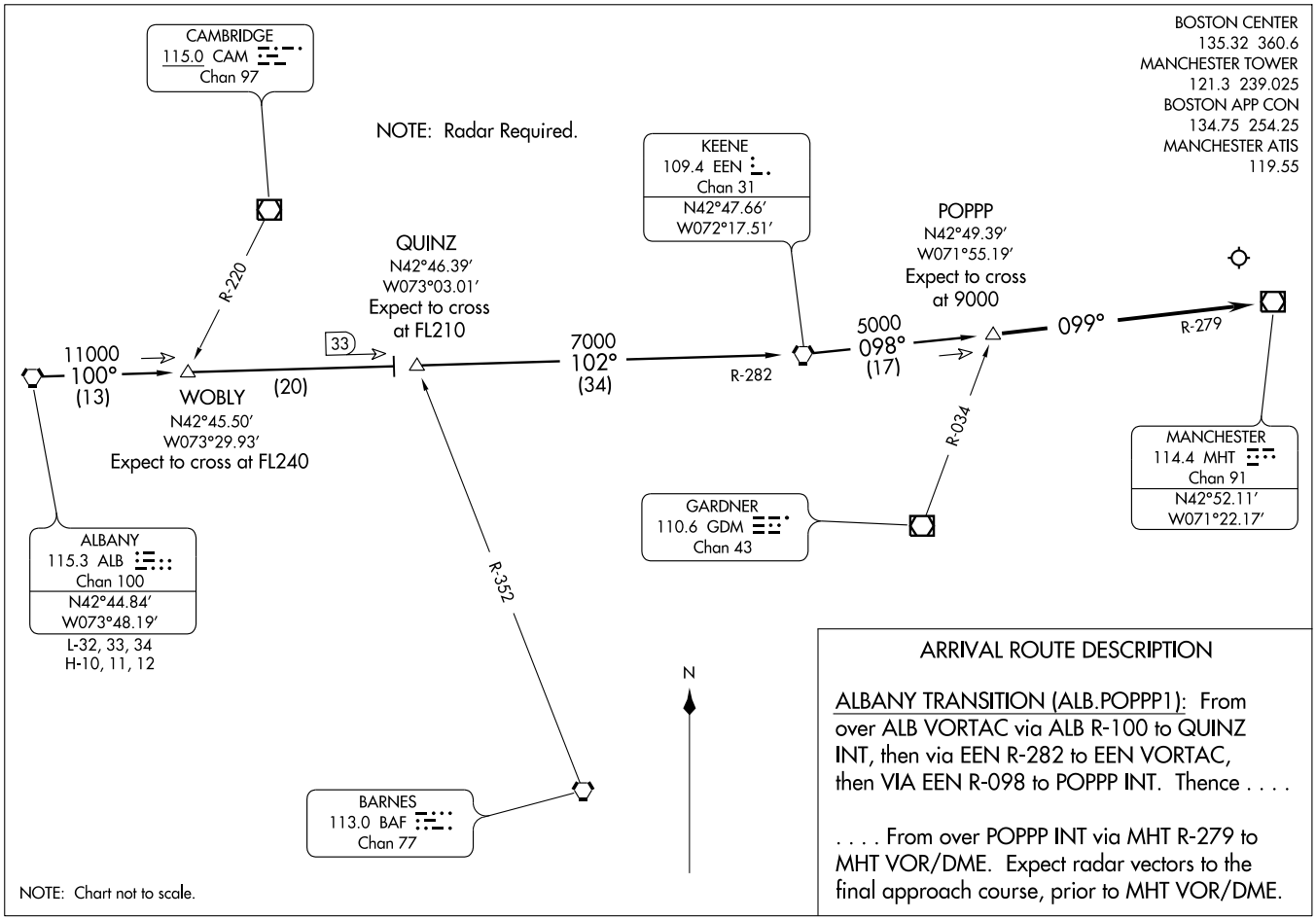
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

POPP ONE ARRIVAL

(POPP.POPPP1) 10266

MANCHESTER, NEW HAMPSHIRE

MANCHESTER



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.POPPP1): From over ALB VORTAC via ALB R-100 to QUINZ INT, then via EEN R-282 to EEN VORTAC, then VIA EEN R-098 to POPPP INT. Thence . . . .

. . . . From over POPPP INT via MHT R-279 to MHT VOR/DME. Expect radar vectors to the final approach course, prior to MHT VOR/DME.

(POPP.POPPP1) 10266

POPP ONE ARRIVAL

ST-246 (FAA)

MANCHESTER, NEW HAMPSHIRE

MANCHESTER

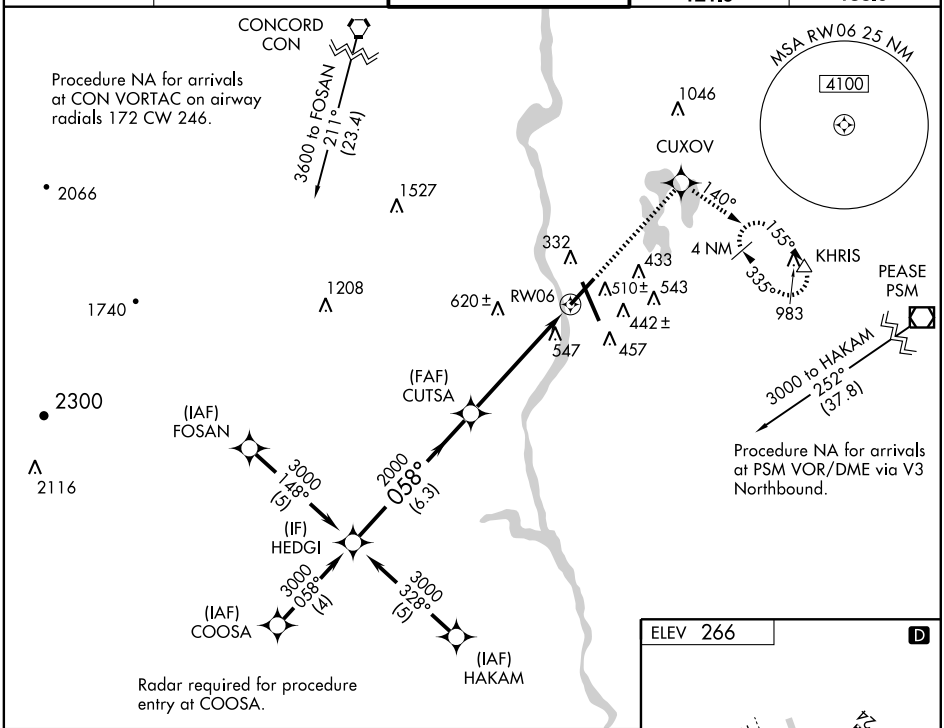
WAAS	APP CRS	Rwy Idg	7208
CH 58214	058°	TDZE	224
W06A		Apt Elev	266

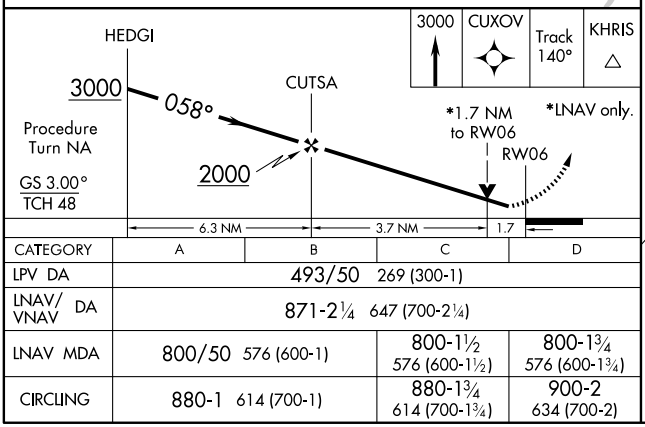
RNAV (GPS) RWY 6
MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

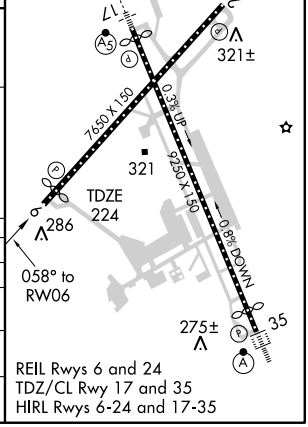
MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9





CATEGORY	A	B	C	D
LPV DA	493/50 269 (300-1)			
LNAV/ VNAV DA	871-2¼ 647 (700-2¼)			
LNAV MDA	800/50 576 (600-1)		800-1½ 576 (600-1½)	800-1¾ 576 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

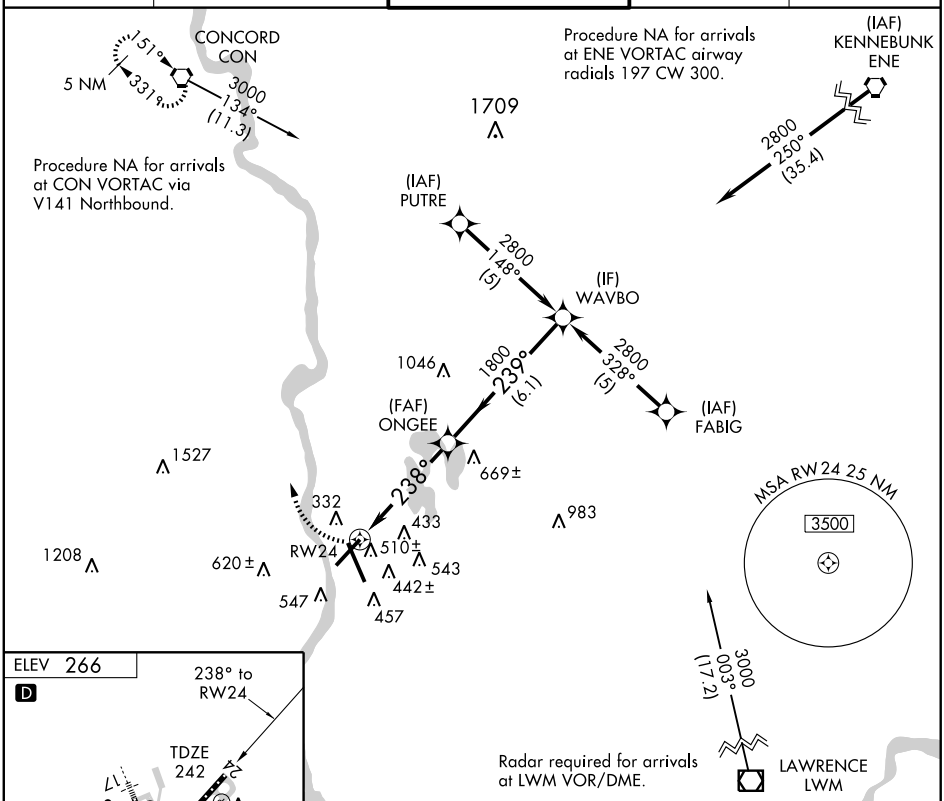
APP CRS	Rwy Idg	6850
238°	TDZE	242
	Apt Elev	266

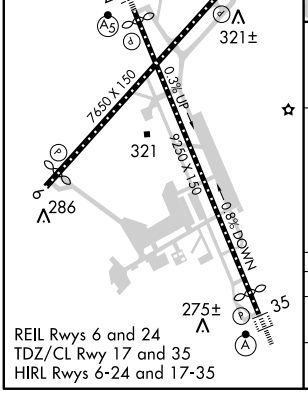
RNAV (GPS) RWY 24
MANCHESTER (MHT)

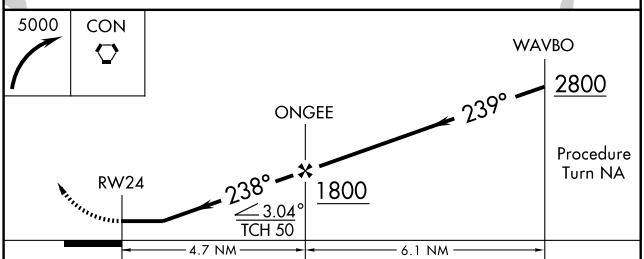
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
LNAV MDA	880/50 638 (700-1)		880-1¾ 638 (700-1¾)	880-2 638 (700-2)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

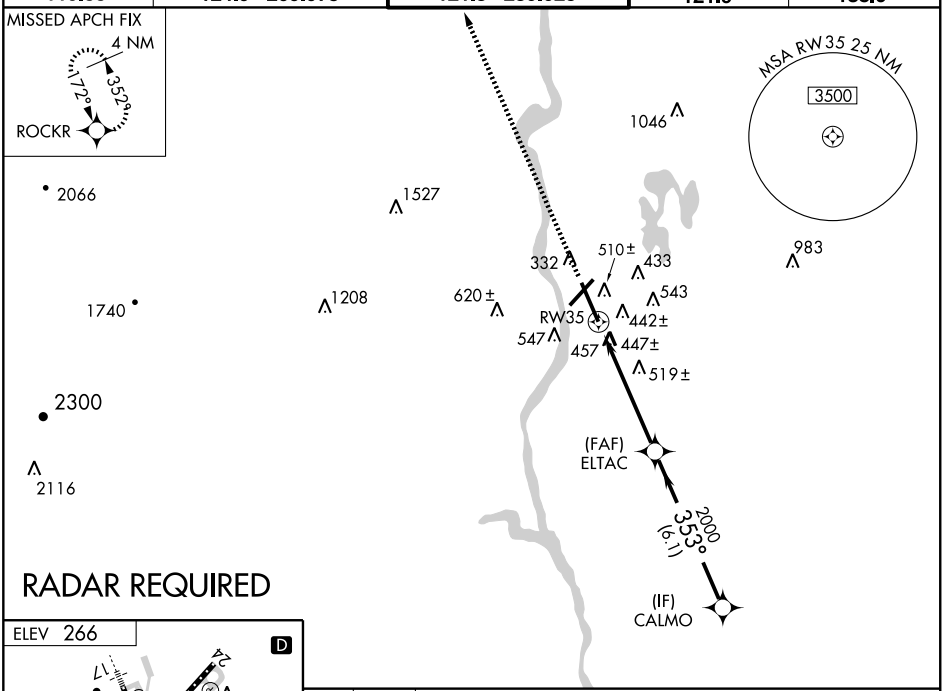
WAAS	APP CRS	Rwy Idg	7650
CH 99614	353°	TDZE	265
W35A		Apt Elev	266

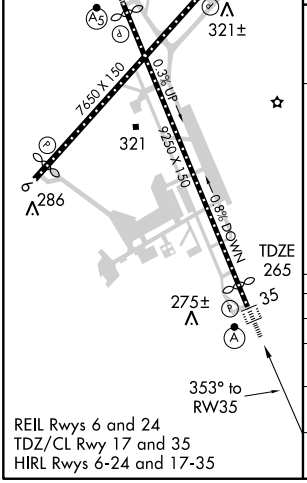
RNAV (GPS) RWY 35
MANCHESTER (MHT)

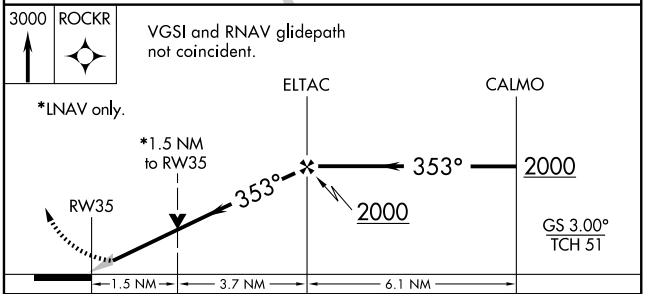
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROCKR and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
LPV DA	465/24 200 (200-1)			
LNAV/VNAV DA	739/60 474 (500-1¼)			
LNAV MDA	820/24 555 (600-½)		820/50 555 (600-1)	820/60 555 (600-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	900-2 634 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93807 W17A	APP CRS 172°	Rwy Idg 8914 TDZE 229 Apt Elev 266

RNAV (GPS) Y RWY 17

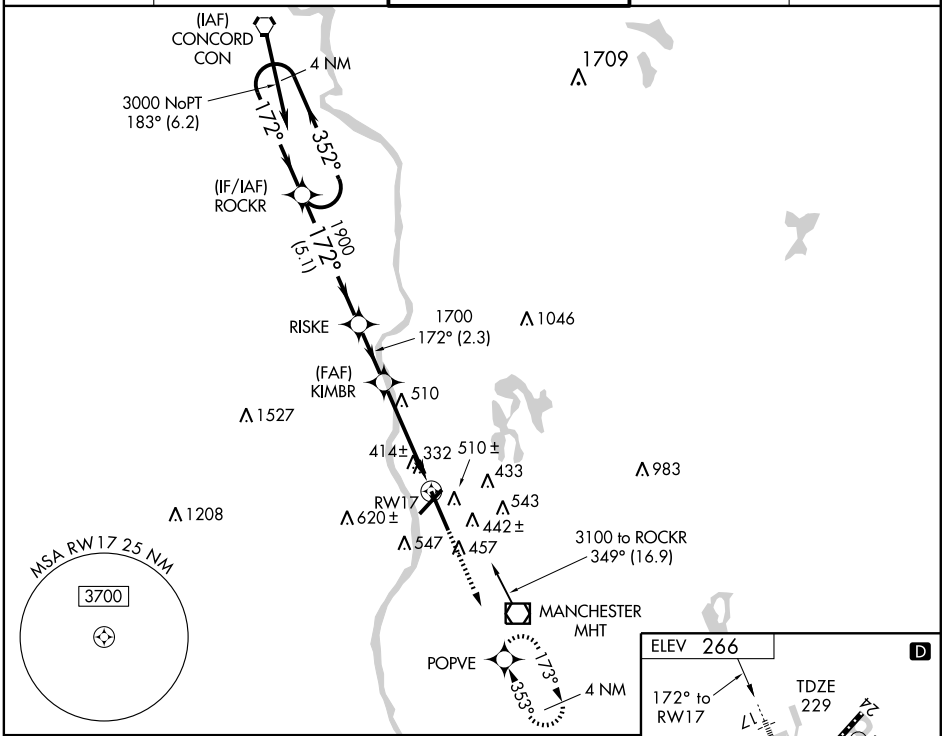
MANCHESTER (MHT)

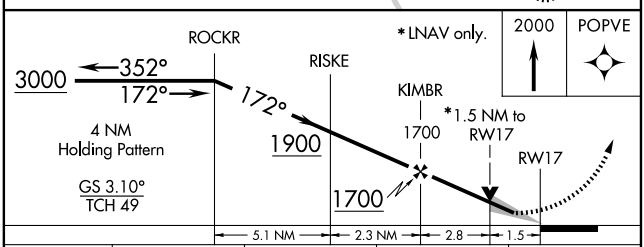
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

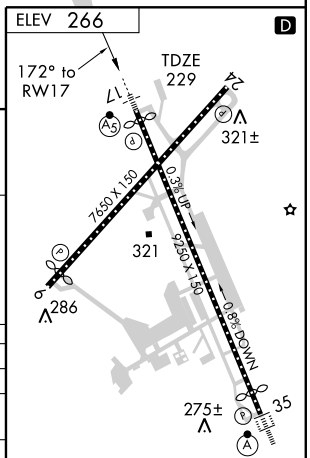
MALSR

MISSED APPROACH: Climb to 2000 direct POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
LPV DA	429/24 200 (200-½)			
LNAV/VNAV DA	772-1½ 543 (600-1½)			
LNAV MDA	760/24 531 (500-½)		760/50 531 (500-1)	760/60 531 (500-1¼)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 17

MANCHESTER (MHT)

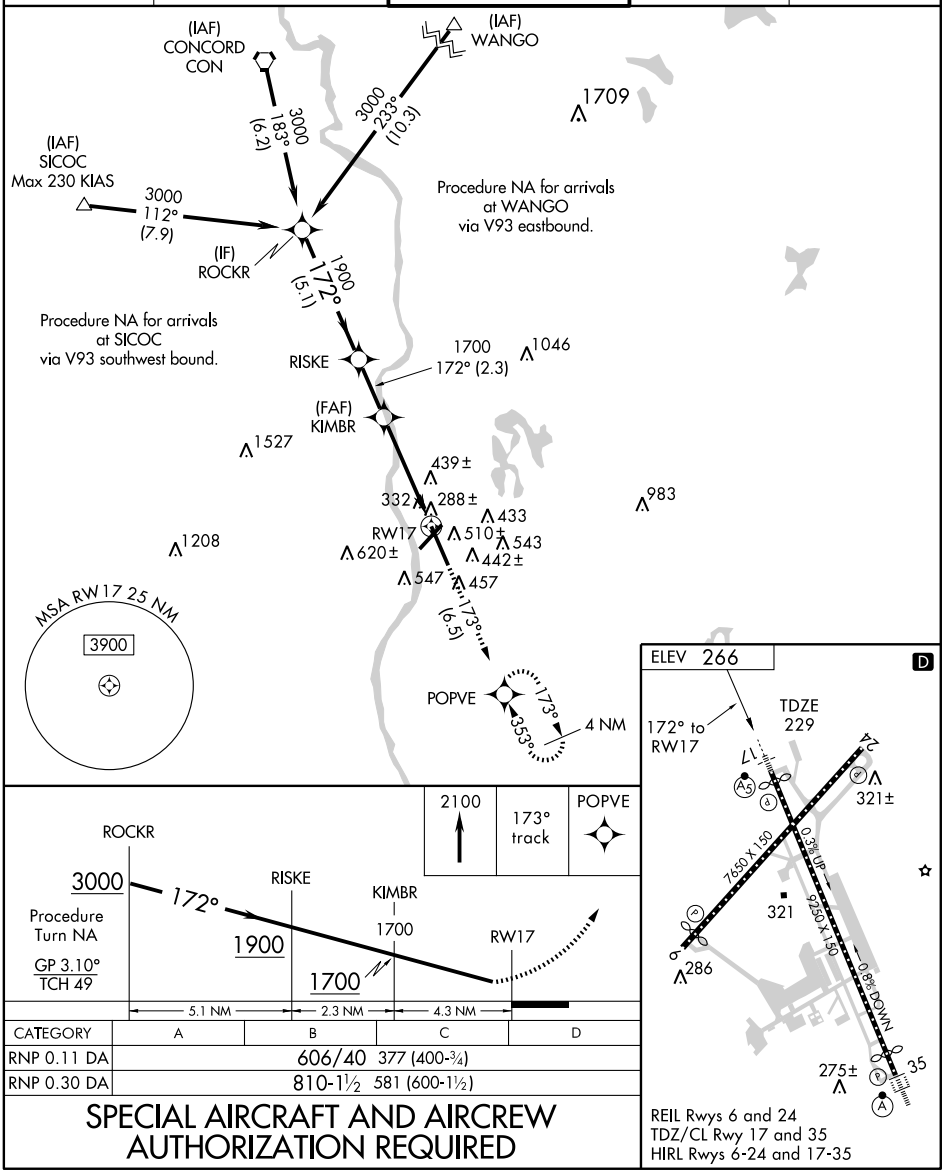
APP CRS	Rwy Idg	8914
172°	TDZE	229
	Apt Elev	266

NA — For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2100 via 173° track to POPVE and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



CATEGORY	A	B	C	D
RNP 0.11 DA	606/40 377 (400-¾)			
RNP 0.30 DA	810-1½ 581 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CON	APP CRS	Rwy Idg 8914
112.9	175°	TDZE 229
Chan 76		Apt Elev 242

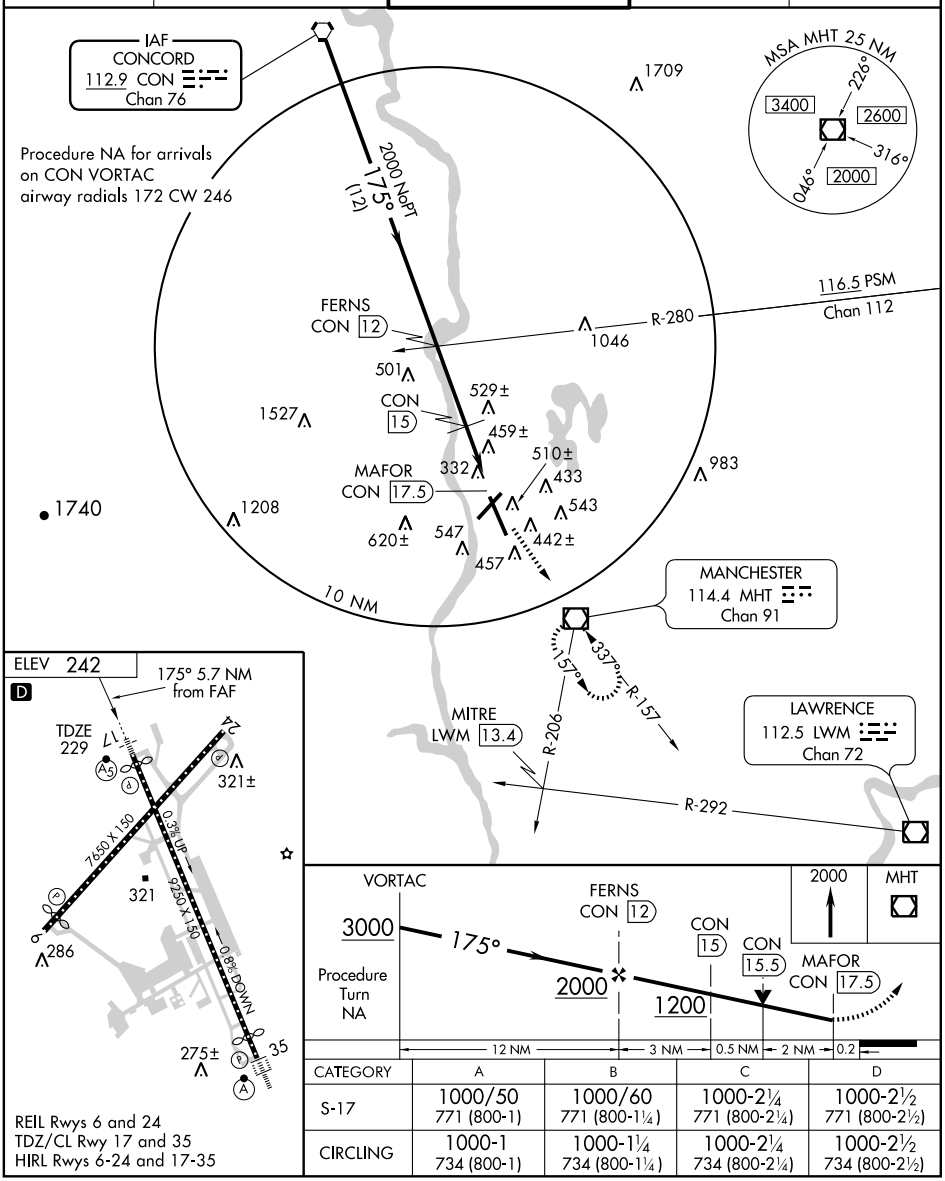
VOR/DME RWY 17
MANCHESTER (MHT)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9



CATEGORY	A	B	C	D
S-17	1000/50 771 (800-1)	1000/60 771 (800-1¼)	1000-2¼ 771 (800-2¼)	1000-2½ 771 (800-2½)
CIRCLING	1000-1 734 (800-1)	1000-1¼ 734 (800-1¼)	1000-2¼ 734 (800-2¼)	1000-2½ 734 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHT	APP CRS	Rwy Idg 7650
114.4	335°	TDZE 265
Chan 91		Apt Elev 266

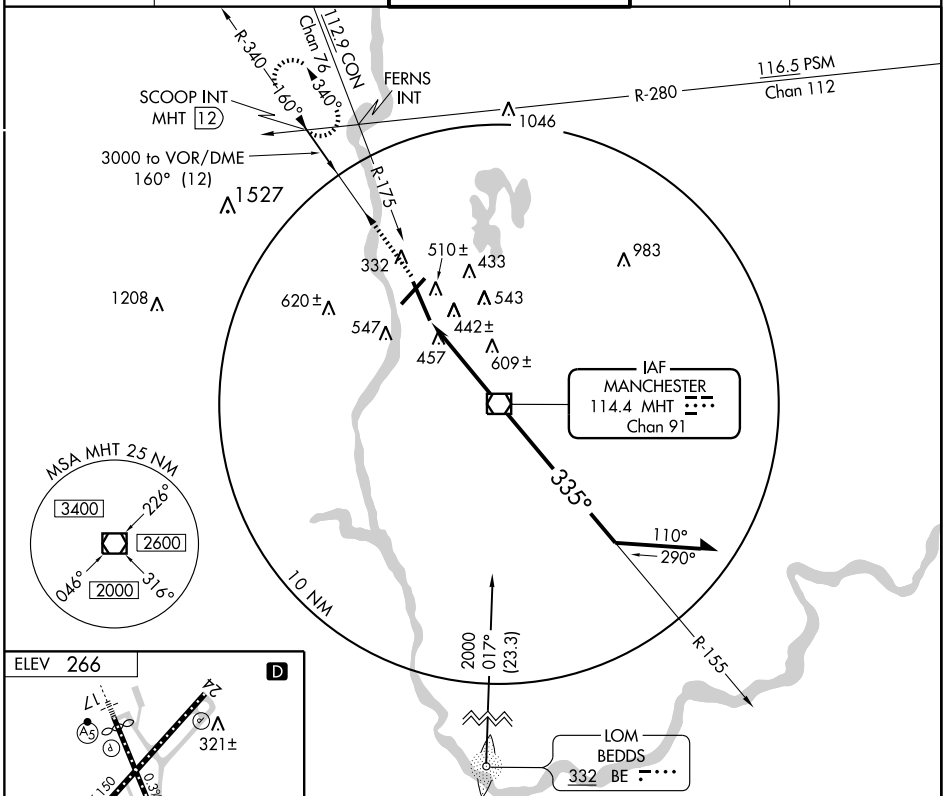
VOR RWY 35
MANCHESTER (MHT)

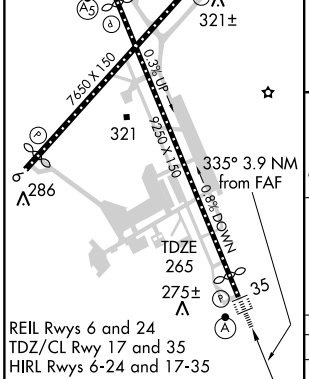
Inoperative table does not apply to CATs C and D. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.

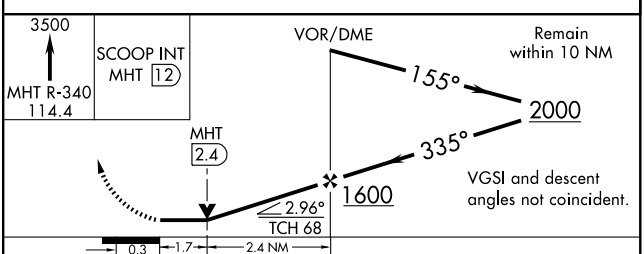
ALSF-2

MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

ATIS	BOSTON APP CON	MANCHESTER TOWER	GND CON	CLNC DEL
119.55	124.9 269.075	121.3 239.025	121.9	135.9







CATEGORY	A	B	C	D
S-35	860/40 595 (600-¾)		860-1½ 595 (600-1½)	860-1¾ 595 (600-1¾)
CIRCLING	880-1 614 (700-1)		880-1¾ 614 (700-1¾)	880-2 614 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5036 (FAA)

NASHUA / BOIRE FIELD (ASH)
NASHUA, NEW HAMPSHIRE

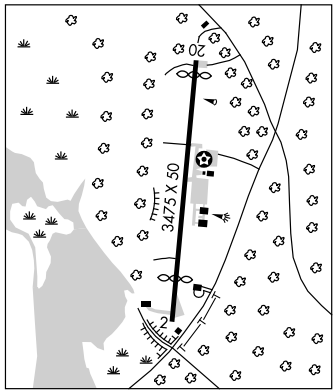
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NASHUA, NEW HAMPSHIRE
NASHUA / BOIRE FIELD (ASH)

10210

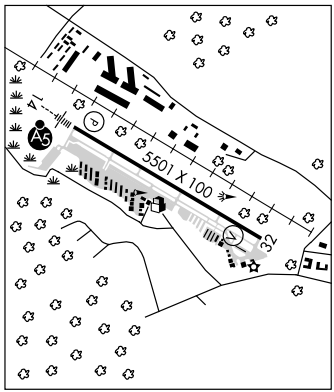
MOULTONBORO (5M3) 1 NE UTC−5(−4DT) N43°46.11′ W71°23.21′ **NEW YORK**
571 B S4 **FUEL** 100LL NOTAM FILE BGR **L–32H**
RWY 02–20: H3475X50 (ASPH) S–8 LIRL (NSTD)
RWY 02: Thld dsplcd 440′. Tree.
RWY 20: Thld dsplcd 145′. Trees.
AIRPORT REMARKS: Attended May–Nov, Mon–Fri 1400–2300Z‡. 24 hr self–service fuel avbl with credit card. Wildlife on and invof arpt. Rwy 02 p–line along road marked with red balls. Rwy 02–20 NSTD LIRL: lgts are 4 ft high; lgtd only between dsplcd thlds; variable spacing; 2890 ft of rwy lgtd. Rwy thld lighting NSTD. Clear lenses only. Rwy 02 NSTD rwy and dsplcd thld area markings. Rwy 20 NSTD rwy markings, no dsplcd thld area markings. ACTIVATE NSTD LIRL Rwy 02–20, windsock lgt and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CON.
CONCORD (L) VORTACW 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 029° 33.9 NM to fld. 715/15W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



MOUNT WASHINGTON RGNL (See WHITEFIELD)

NASHUA

BOIRE FLD (ASH) 3 NW UTC−5(−4DT) N42°46.91′ W71°30.89′ **NEW YORK**
199 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks **H–11D, 12K, L–33C**
NOTAM FILE ASH **IAP, AD**
RWY 14–32: H5501X100 (ASPH) S–62, D–80, 2S–102, 2D–133 HIRL.
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Tree.
RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 47′. Tree.
AIRPORT REMARKS: Attended 1200–0200Z‡. Migratory birds and wildlife on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 14–32, REIL Rwy 32 and MALSR Rwy 14 after hrs—CTAF. TPA for light acft is 1199 (1000) and for jet and heavy acft is 1699 (1500). Arpt has noise abatement procedures contact arpt manager 603–882–0661.
WEATHER DATA SOURCES: ASOS 125.1 (603) 578–0473.
COMMUNICATIONS: CTAF 133.2 **ATIS** 125.1
Ⓡ **BOSTON APP/DEP CON** 124.9 **GND CON** 121.8 (When twr clsd)
CLNC DEL 121.8 (When twr clsd)
NASHUA TOWER 133.2 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 121.8
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 246° 8.3 NM to fld. 469/15W.
CHERN NDB (MHW/LOM) 359 AS N42°49.40′ W71°36.13′ 139° 4.6 NM to fld.
ILS 109.7 I–ASH Rwy 14. Class IA. LOM CHERN NDB.



NEWFOUND VALLEY (See BRISTOL)

LOC I-ASH	APP CRS	Rwy Idg	5501
109.7	139°	TDZE	200
		Apt Elev	200

ILS or LOC RWY 14

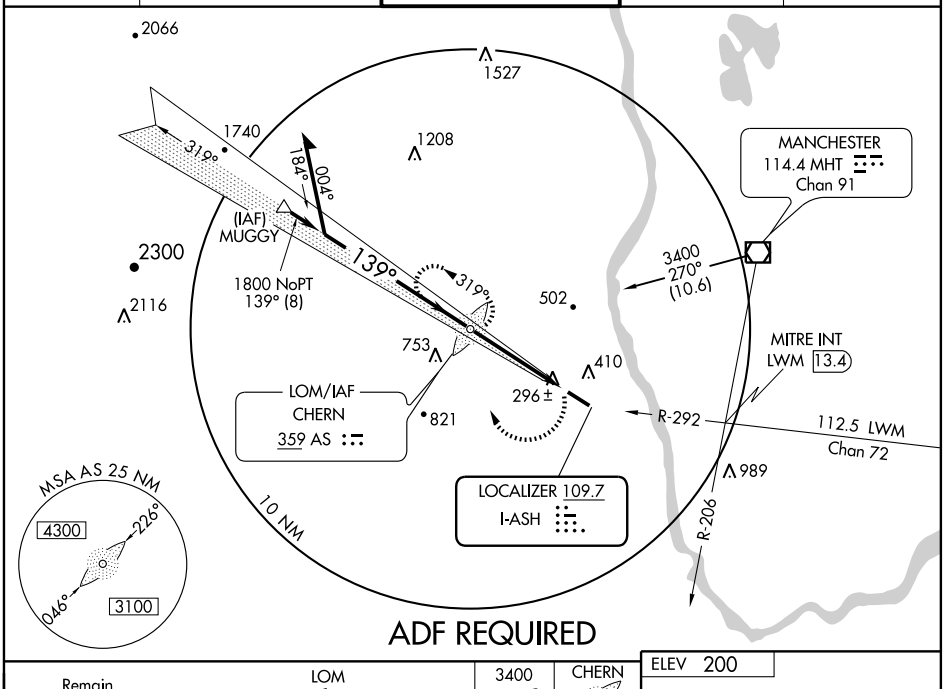
NASHUA/ BOIRE FIELD (ASH)

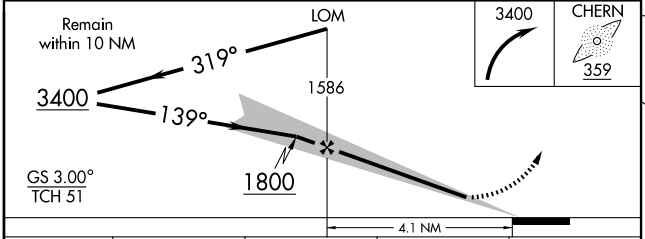
When local altimeter not received, use Manchester altimeter setting.

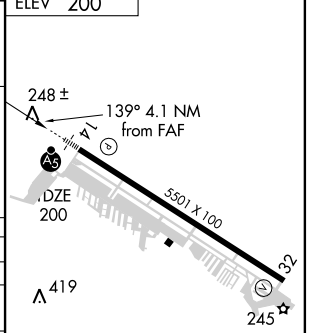
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-ILS 14	400-½ 200 (200-½)			
S-LOC 14	560-½ 360 (400-½)			560-¾ 360 (400-¾)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTINGS MINIMUMS				
S-ILS 14	428-½ 228 (300-½)			
S-LOC 14	580-½ 380 (400-½)			580-¾ 380 (400-¾)
CIRCLING	840-1 640 (700-1)	860-1 660 (700-1)	860-1¾ 660 (700-1¾)	860-2 660 (700-2)

HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOM AS	APP CRS	Rwy Idg	5501
359	139°	TDZE	200
		Apt Elev	200

NDB or GPS RWY 14

NASHUA/ BOIRE FIELD (ASH)

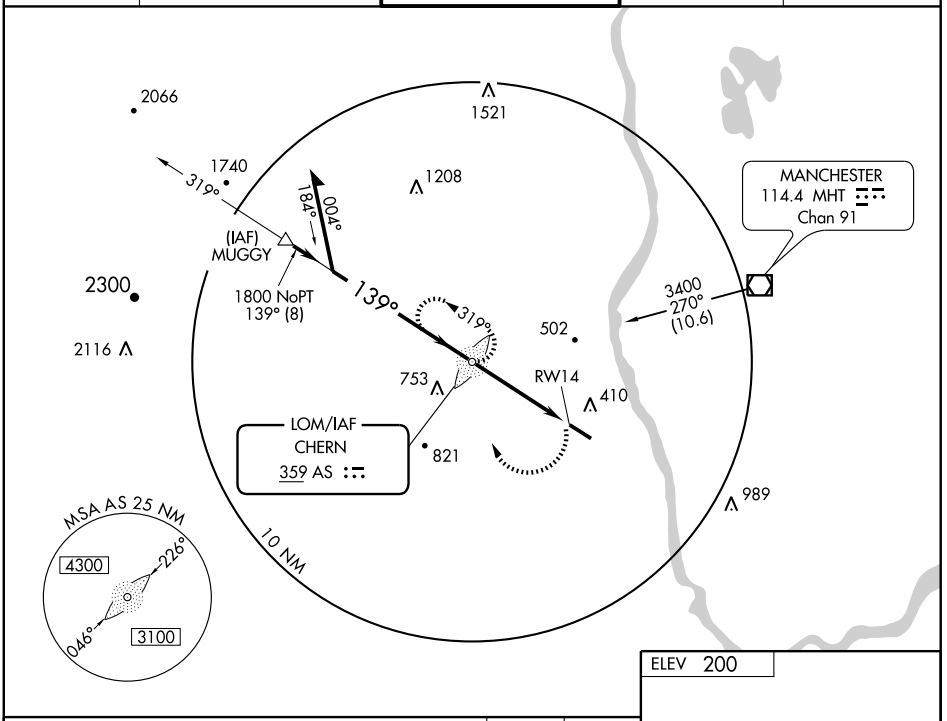
When local altimeter not received, use Manchester altimeter setting.

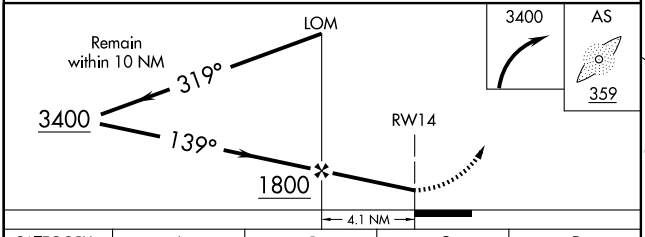
NA

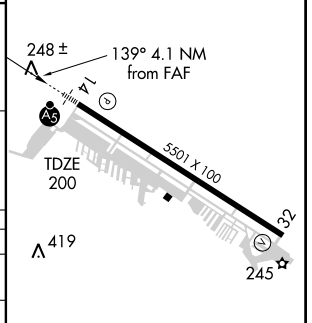
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







HIRL Rwy 14-32 L

REIL Rwy 32 L

CATEGORY	A	B	C	D
S-14	840-¾ 640 (700-¾)		840-1¼ 640 (700-1¼)	840-1¾ 640 (700-1¾)
CIRCLING	840-1 640 (700-1)		840-1¾ 640 (700-1¾)	840-2 640 (700-2)
MANCHESTER ALTIMETER SETTING MINIMUMS				
S-14	860-¾ 660 (700-¾)		860-1¼ 660 (700-1¼)	860-1¾ 660 (700-1¾)
CIRCLING	860-1 660 (700-1)		860-1¾ 660 (700-1¾)	860-2 660 (700-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5501
CH 86402	319°	TDZE	192
W32A		Apt Elev	199

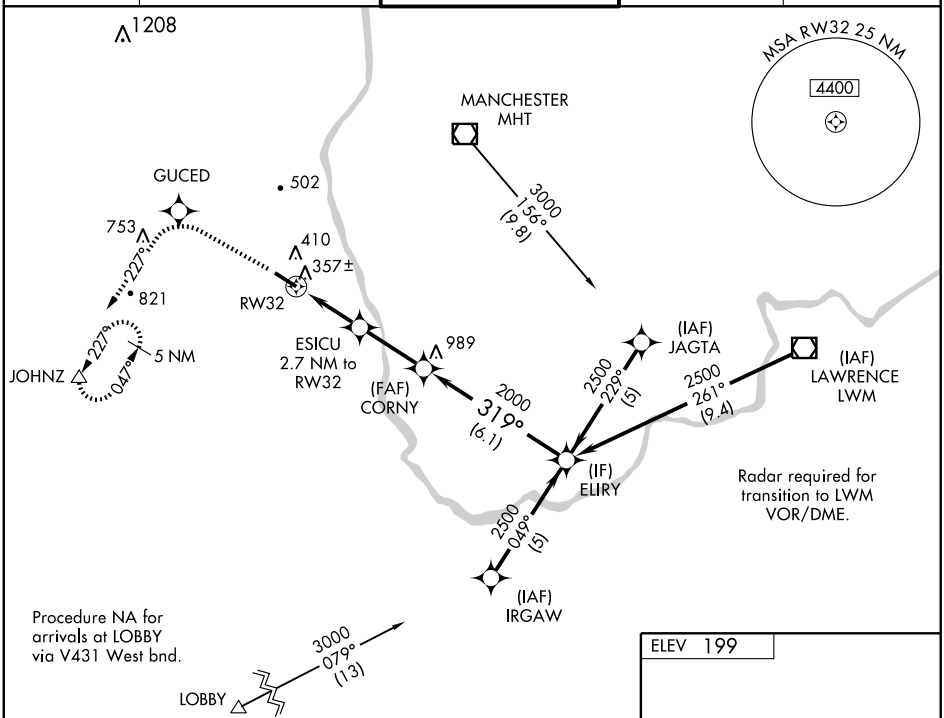
RNAV (GPS) RWY 32

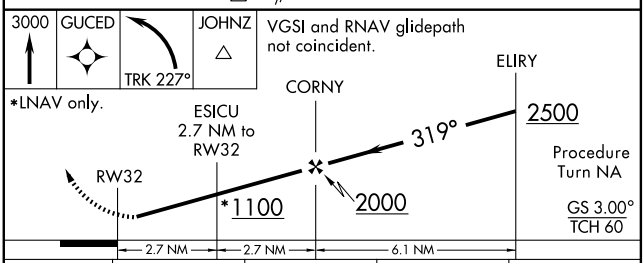
NASHUA/ BOIRE FIELD (ASH)

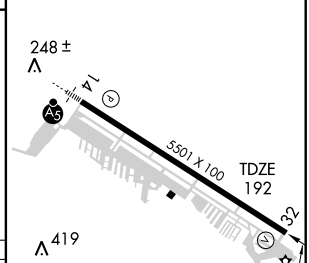
Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
LPV DA	528-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	617-1½ 425 (500-1½)			
LNAV MDA	660-1 468 (500-1)		660-1¼ 468 (500-1¼)	660-1½ 468 (500-1½)
CIRCLING	800-1½ 601 (700-1½)		820-1¾ 621 (700-1¾)	820-2 621 (700-2)

HIRL Rwy 14-32 L
REIL Rwy 32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHT	APP CRS	Rwy Idg	N/A
114.4	246°	TDZE	N/A
Chan 91		Apt Elev	200

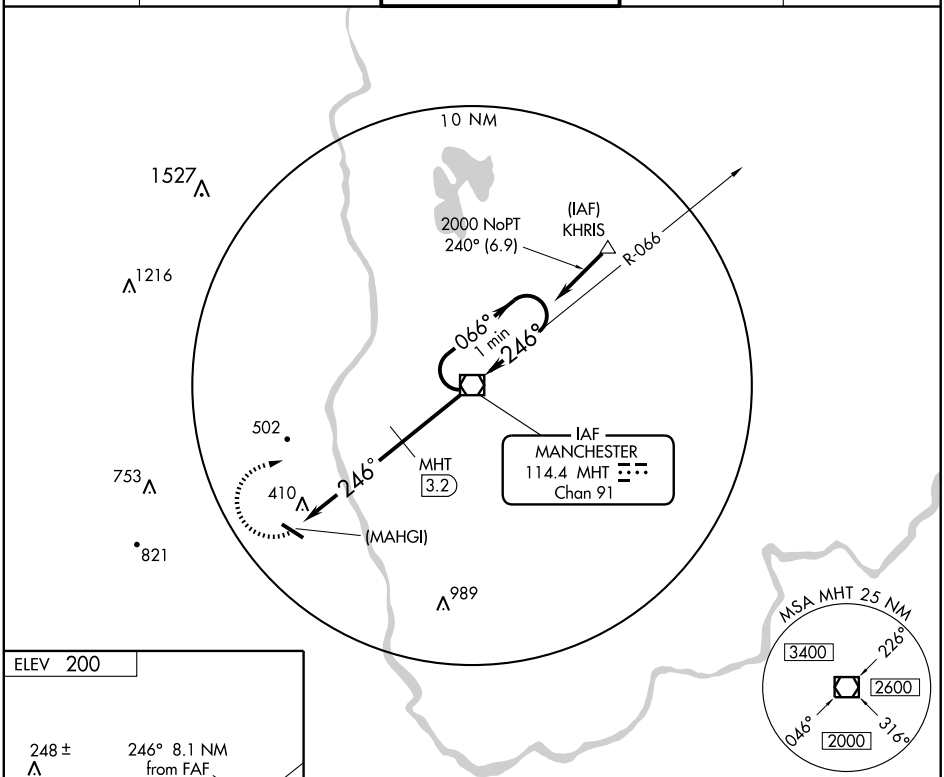
VOR or GPS-A

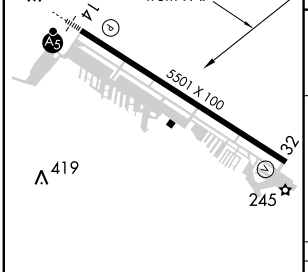
NASHUA/ BOIRE FIELD (ASH)

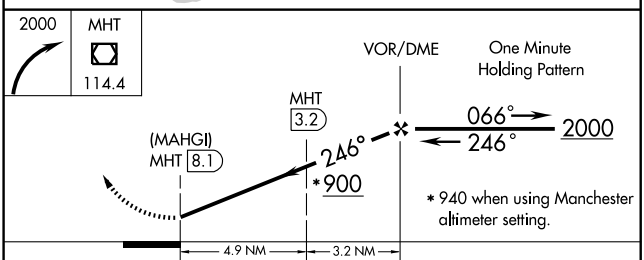
When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8







HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

CATEGORY	A	B	C	D
CIRCLING	900-1 700 (700-1)		900-2 700 (700-2)	900-2 ¼ 700 (700-2 ¼)
DME MINIMUMS				
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1 ¾ 640 (700-1 ¾)	840-2 640 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWM	APP CRS	Rwy Idg	5501
112.5	292°	TDZE	193
Chan 72		Apt Elev	200

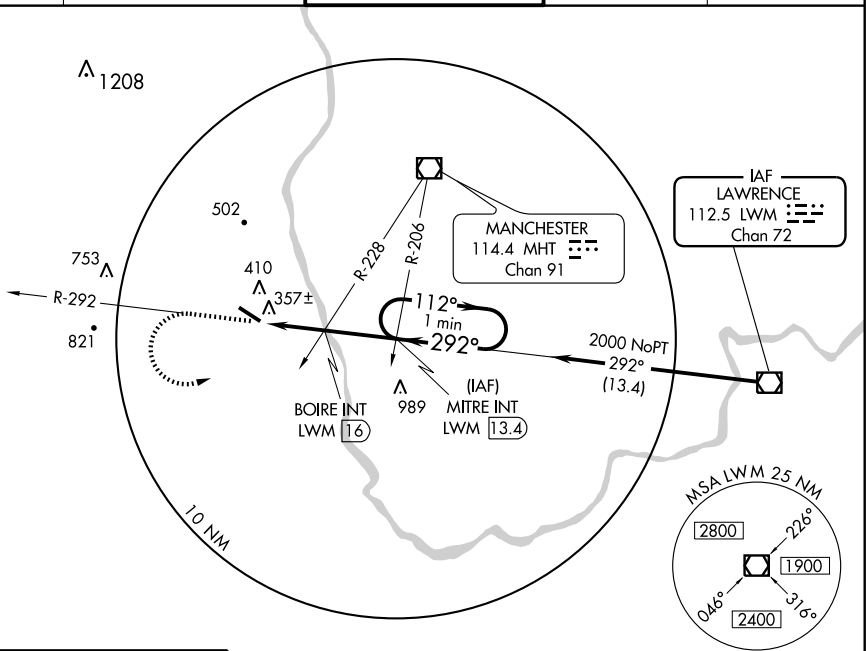
VOR RWY 32

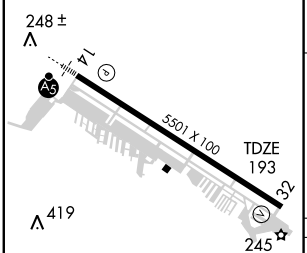
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

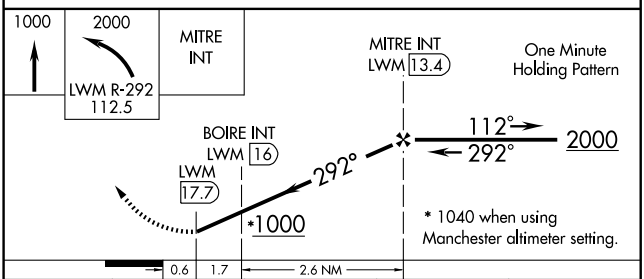
ATIS	BOSTON APP CON	NASHUA TOWER ★	GND CON	CLNC DEL
125.1	124.9 269.075	133.2 (CTAF) L	121.8	121.8





HIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



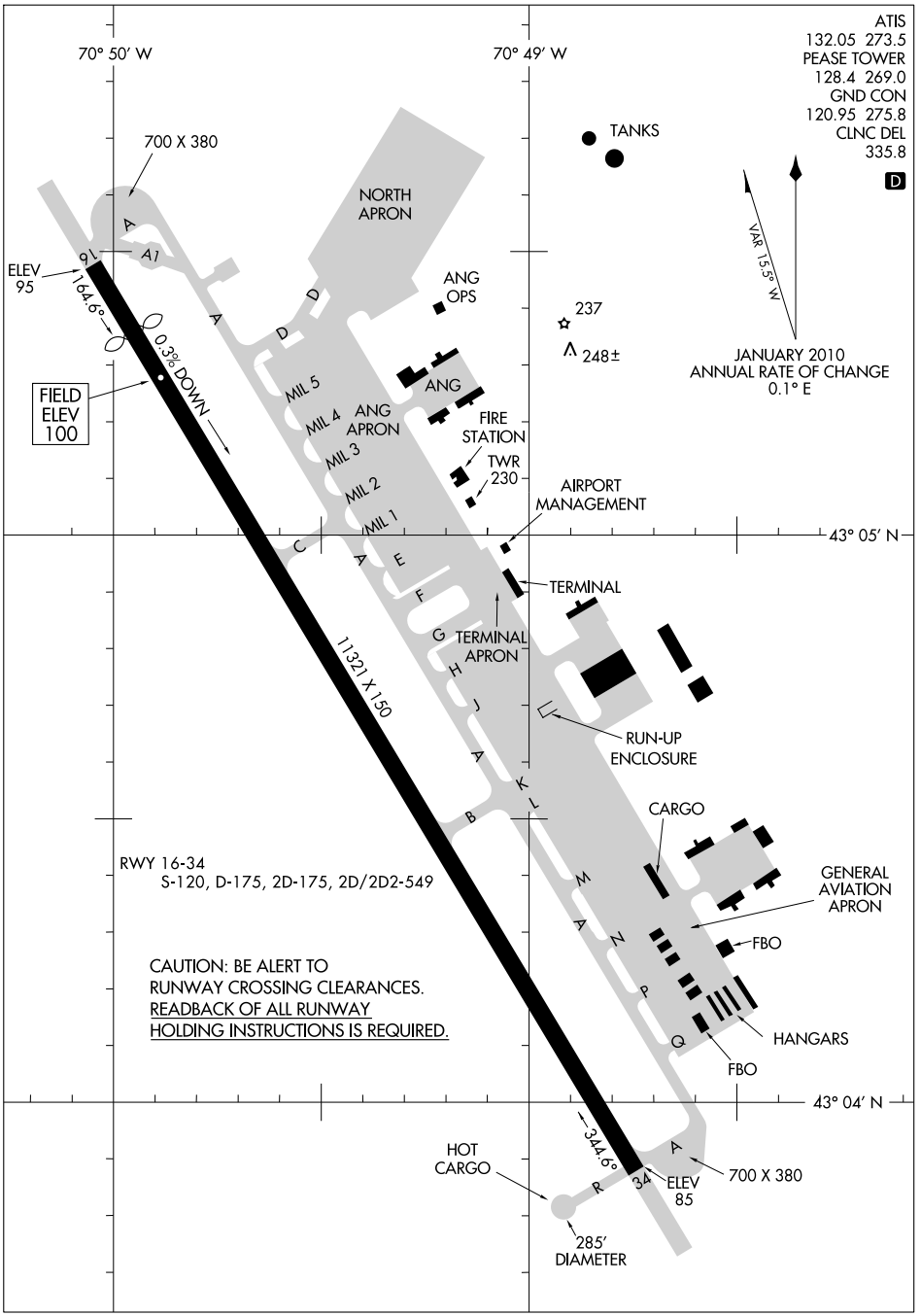
CATEGORY	A	B	C	D
S-32	1000-1 807 (800-1)	1000-1¼ 807 (800-1¼)	1000-2¼ 807 (800-2¼)	1000-2½ 807 (800-2½)
CIRCLING	1000-1 800 (800-1)	1000-1¼ 800 (800-1¼)	1000-2¼ 800 (800-2¼)	1000-2½ 800 (800-2½)
BOIRE INT MINIMUMS				
S-32	620-1 427 (500-1)		620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	800-1 600 (600-1)	840-1 640 (700-1)	840-1¾ 640 (700-1¾)	840-2 640 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)

10210

PORTSMOUTH

PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′

NEW YORK
H–11D, 12K, L–32H, 33D
IAP, AD

100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA
Class I, ARFF Index E NOTAM FILE PSM

RWY 16–34: H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL

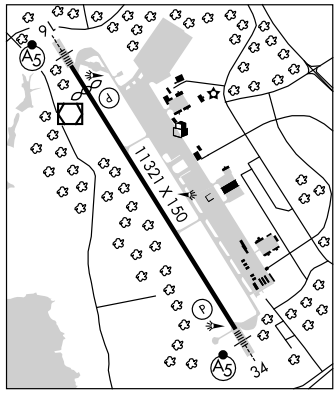
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518

RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

COMMUNICATIONS: ATIS 132.05 (603) 430–3232 **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 125.05 125.825

TOWER 128.4 **GND CON** 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VOR/DME 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.

ILS 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.

ILS 110.1 I–PSM Rwy 34.

ROCHESTER

SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′

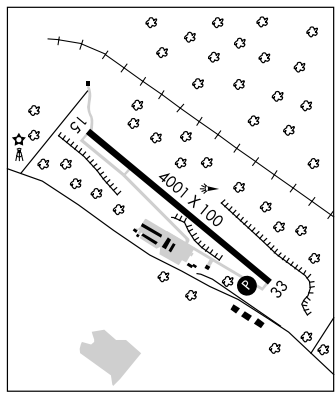
NEW YORK
L–32H
IAP

322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW

RWY 15–33: H4001X100 (ASPH) S–30 MIRL 0.5% up SE

RWY 15: Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.

COMMUNICATIONS: CTAF/UNICOM 122.7

BOSTON APP/DEP CON 125.05

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.

ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.

SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

COMM/NAV/WEATHER REMARKS: Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

LOC I-PGQ	APP CRS	Rwy Idg	10518
110.1	165°	TDZE	100
		Apt Elev	100

ILS or LOC RWY 16

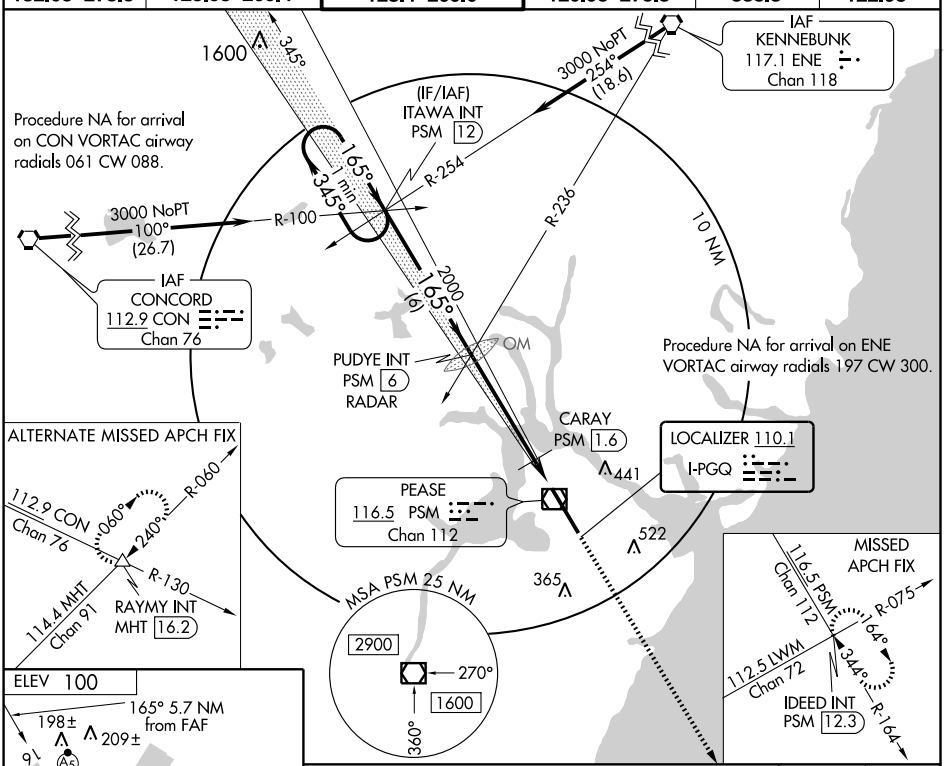
PORTSMOUTH INTL AT PEASE (PSM)

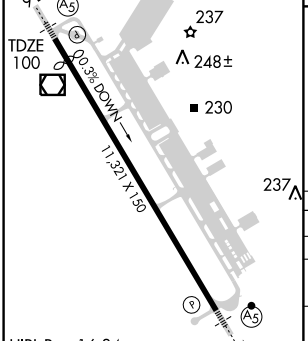
T A ASR — Circling NA East of Rwy 16-34.**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat E visibility to RVR 6000.

MALSR

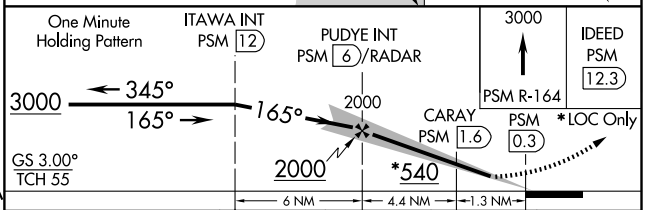
MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 16	**300/24 200 (200-½)				
S-LOC 16	540/24 440 (500-½)		540/40 440 (500-¾)	540/50 440 (500-1)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)
CARAY FIX MINIMUMS					
S-LOC 16	460/24 360 (400-½)			460/40 360 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (700-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

LOC I-PSM	APP CRS	Rwy Idg	TDZE	Apt Elev
110.1	345°	11321	84	100

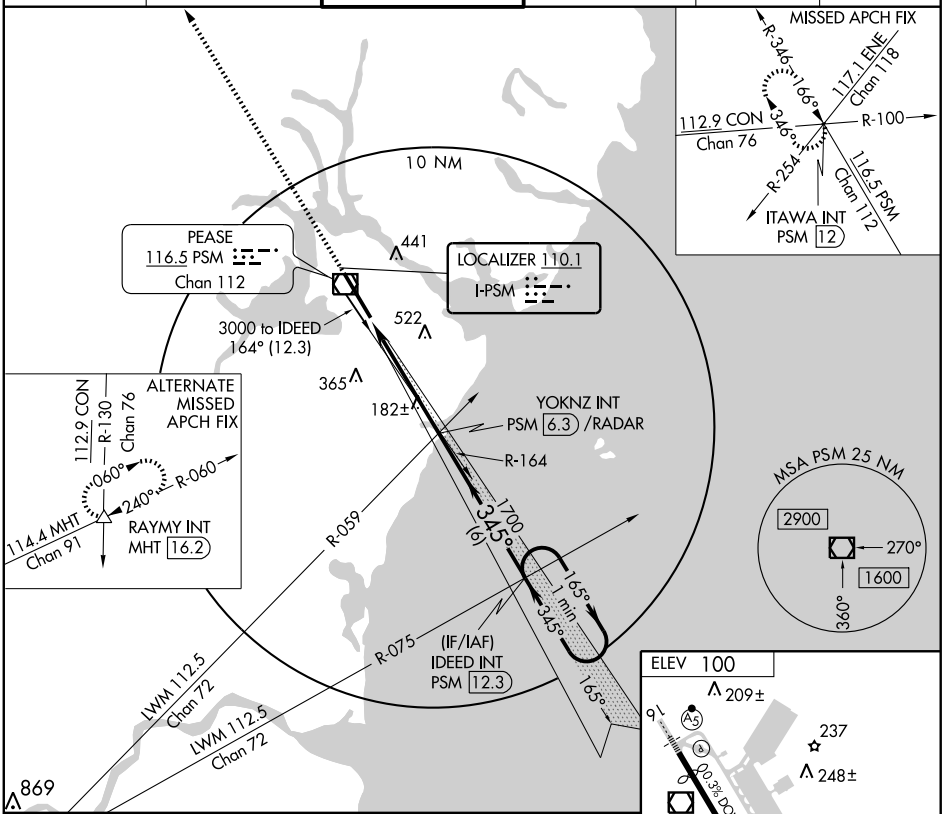
ASR

Circling NA East of Rwy 16-34.
For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-346 to ITAWA INT/PSM VOR/DME 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95



CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	440/24 356 (400-½)			440/40 356 (400-¾)	
CIRCLING	480-1 380 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

FAF to MAP 4.8 NM

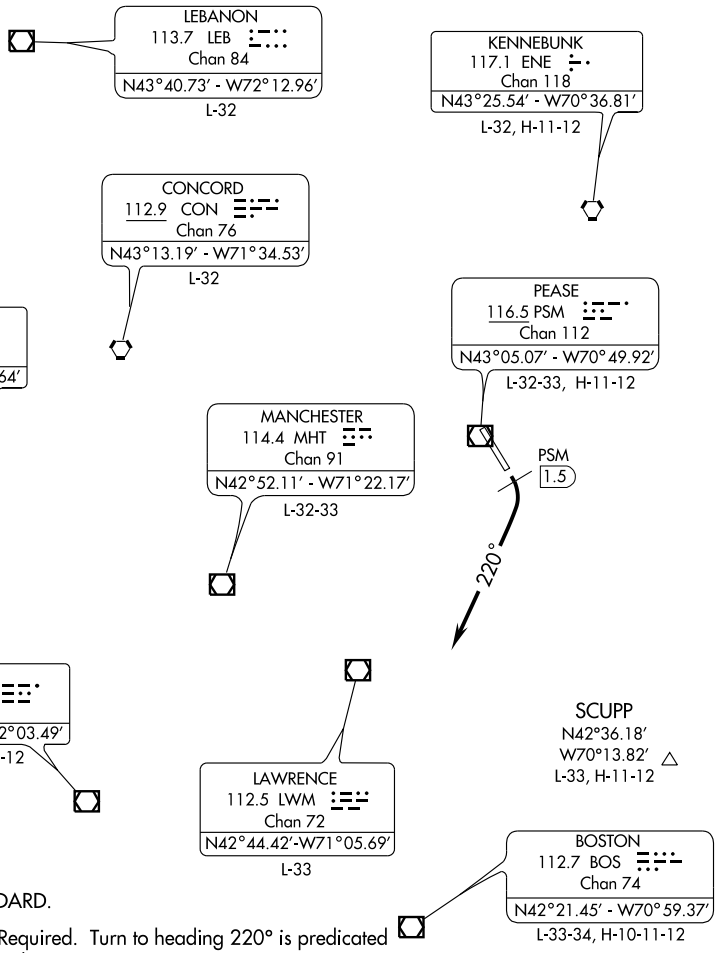
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PEASE TWO DEPARTURE

SL-678 (FAA)

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4



TAKE-OFF MINIMUMS:
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500′ MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190′ from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10′ AGL/105′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500′, turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500′ or above by PSM 1.5 DME continue on 165° course, Thence . . . .
TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . . .
. . . . Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

PEASE TWO DEPARTURE
(PSM2.PSM) 08213
PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10518
Ch 40012	165°	TDZE	100
W16A		Apt Elev	100

RNAV (GPS) RWY 16

PORTSMOUTH INTL AT PEASE (PSM)

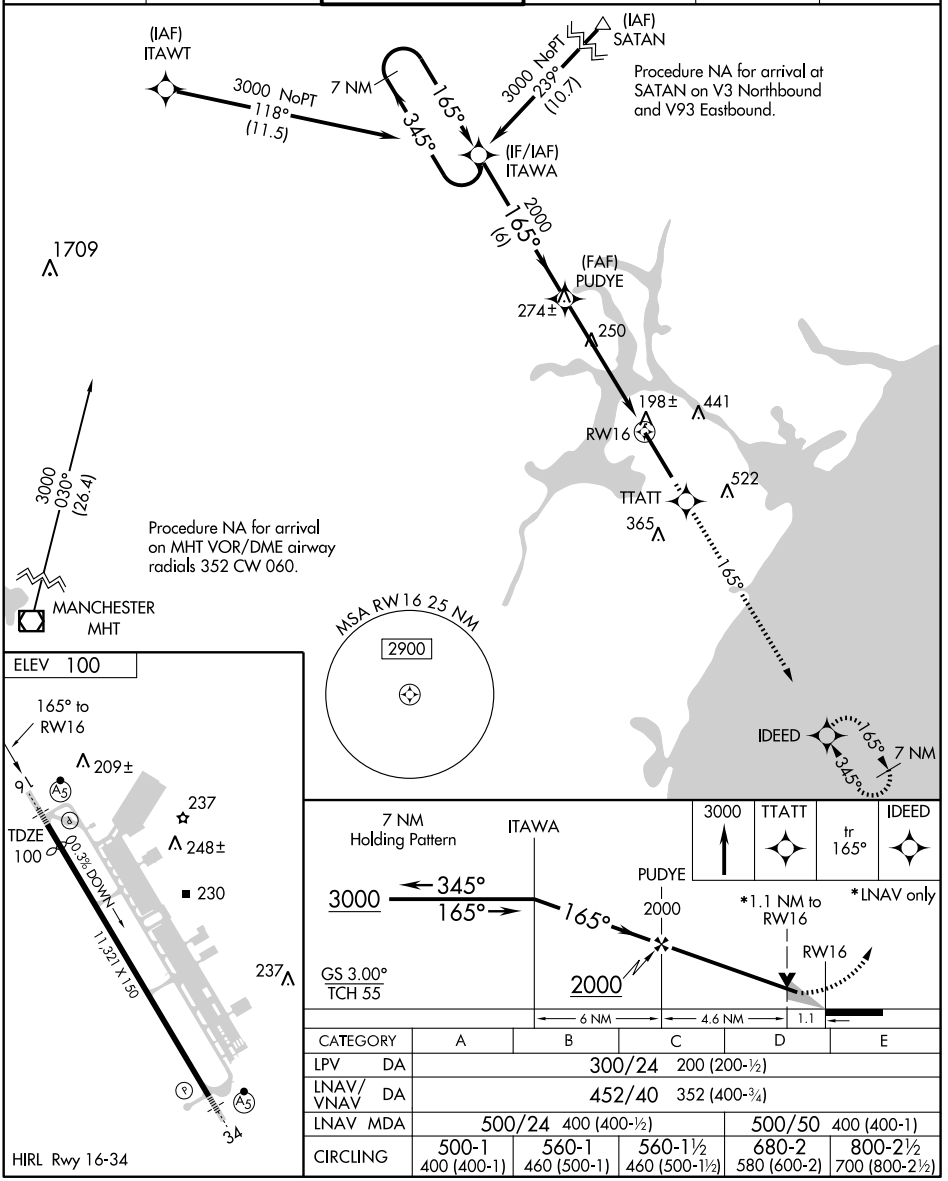
ASR

Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and on track 165° to IDEED and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95



CATEGORY	A	B	C	D	E
LPV DA	300/24 200 (200-½)				
LNAV/VNAV DA	452/40 352 (400-¾)				
LNAV MDA	500/24 400 (400-½)			500/50 400 (400-1)	
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11321
Ch 97323	345°	TDZE	84
W34A		Apt Elev	100

RNAV (GPS) RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

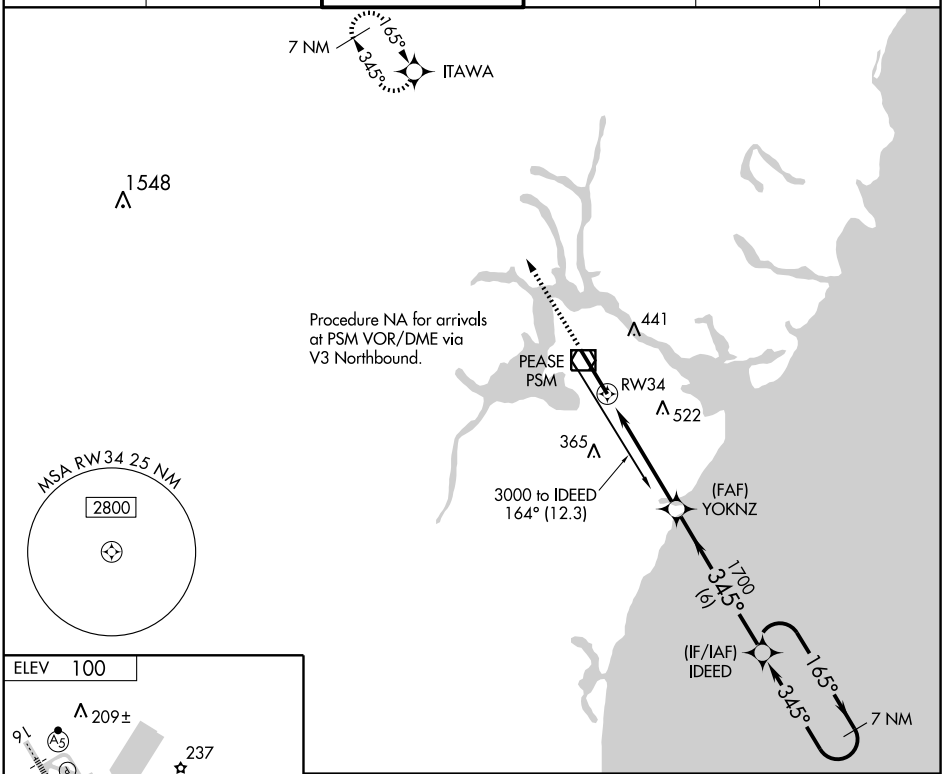
ASR

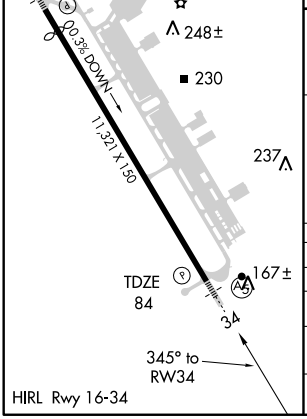
Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles.

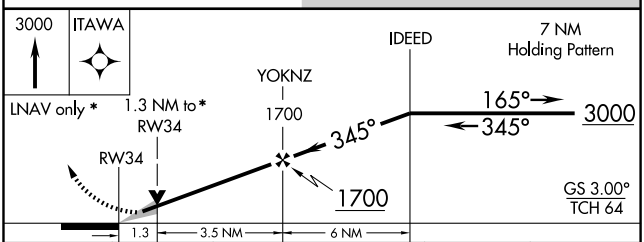
MALSR

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95





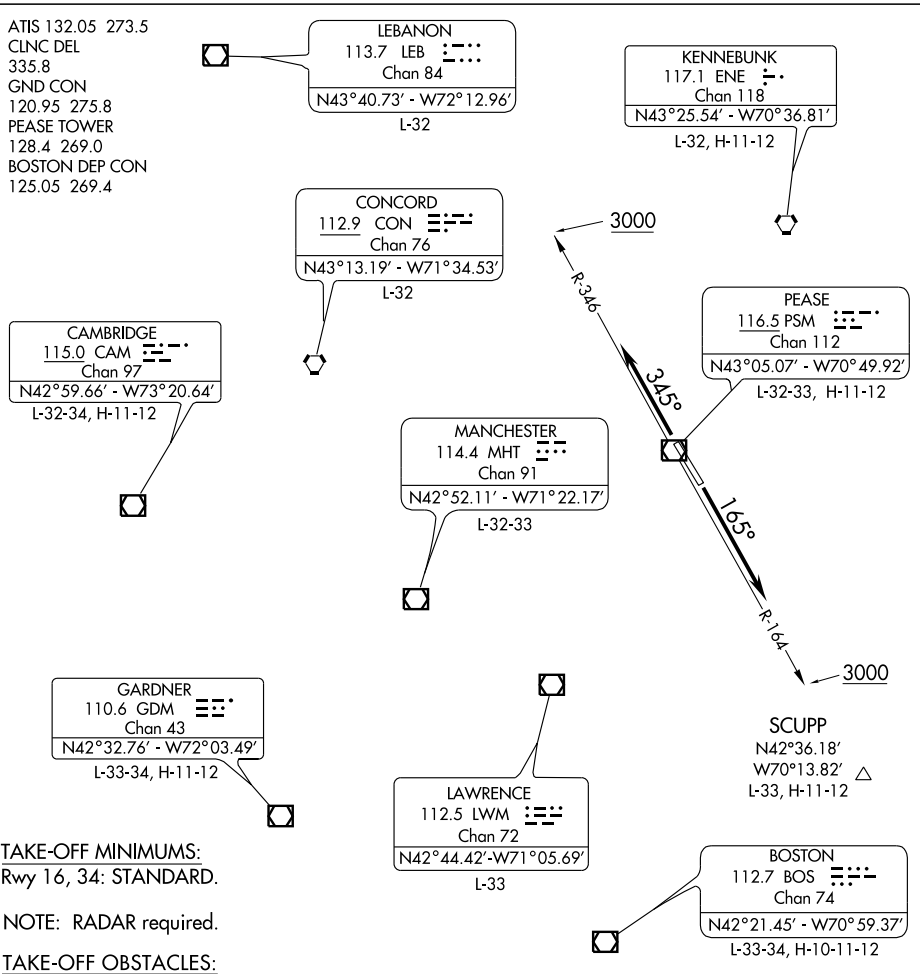


CATEGORY	A	B	C	D	E
LPV DA	284/24 200 (200-½)				
LNAV/VNAV DA	530/50 446 (500-1)				
LNAV MDA	560/24 476 (500-½)		560/40 476 (500-¾)	560/50 476 (500-1)	560/60 476 (500-1¼)
CIRCLING	560-1 460 (500-1)		560-1½ 460 (500-1½)	680-2 580 (600-2)	800-2½ 700 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TANKER ONE DEPARTURE

SL-678 (FAA)



TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519' from DER, 439' right of centerline, 15' AGL/115' MSL.
Trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .
TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM	APP CRS	Rwy Idg	10518
116.5	174°	TDZE	101
Chan 112		Apt Elev	101

VOR RWY 16

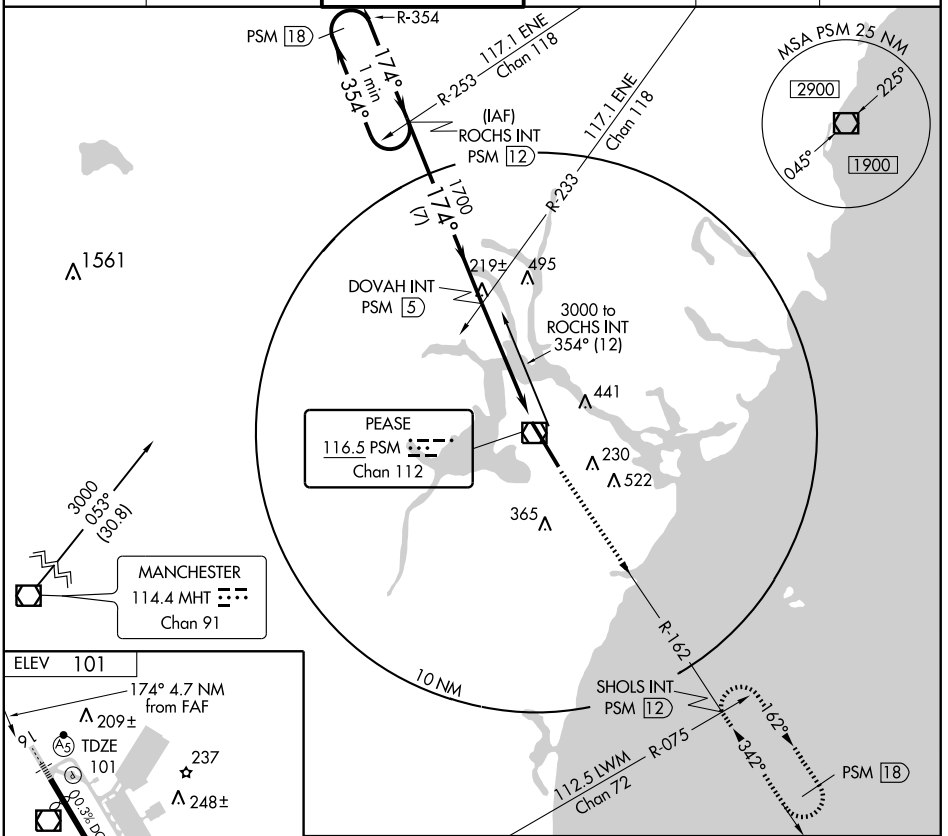
PORTSMOUTH INTL AT PEASE (PSM)

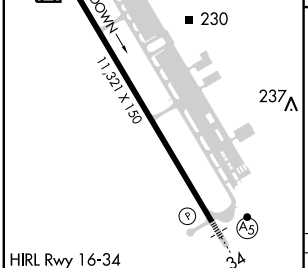
ASR — Circling not authorized east of Rwys 16 and 34. For inoperative MALSR, increase S-16 Cat D & E visibilities to 1¼.

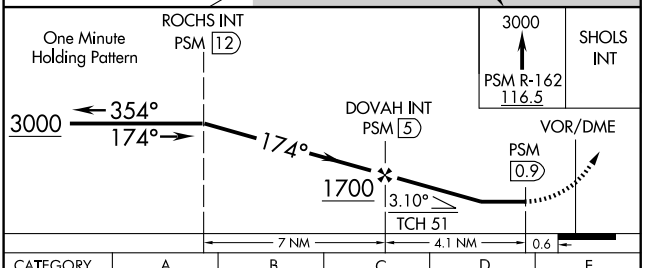
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-16	460/24 359 (400-½)			460/50 359 (400-1)	
CIRCLING	480-1 379 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2 579 (600-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM	APP CRS	Rwy Idg	11321
116.5	342°	TDZE	85
Chan 112		Apt Elev	101

VOR RWY 34

PORTSMOUTH INTL AT PEASE (PSM)

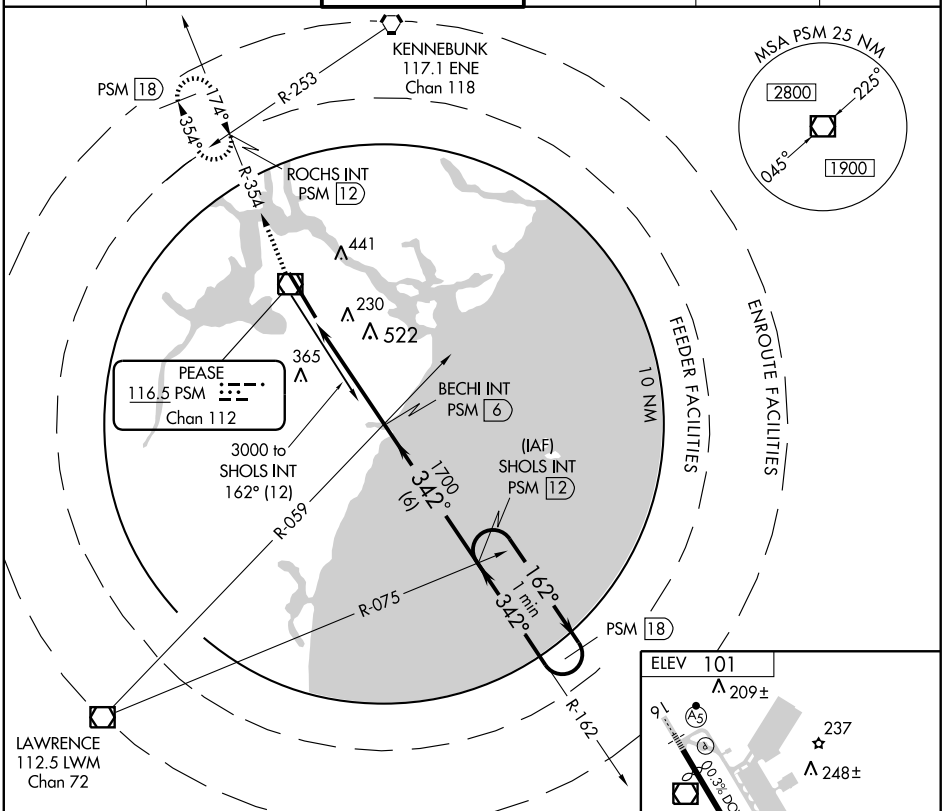
ASR

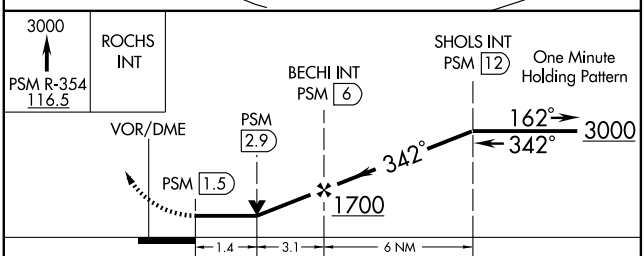
Circling not authorized east of Rwy 16 and 34.

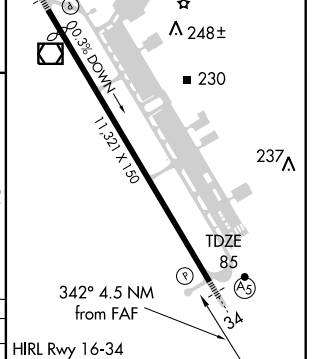
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

ATIS	BOSTON APP CON	PEASE TOWER	GND CON	CLNC DEL	UNICOM
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8	335.8	122.95







CATEGORY	A	B	C	D	E
S-34	520/24	435 (500-½)	520/40 435 (500-¾)	520/50	435 (500-1)
CIRCLING	520-1 419 (500-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	680-2	579 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′

NEW YORK
H–11D, 12K, L–32H, 33D
IAP, AD

100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA
Class I, ARFF Index E NOTAM FILE PSM

RWY 16–34: H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL

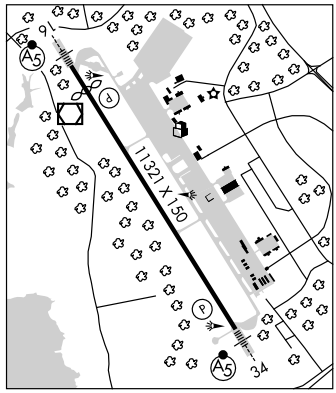
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.

RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–11321 TODA–11321 ASDA–11321 LDA–10518

RWY 34: TORA–11321 TODA–11321 ASDA–11321 LDA–11321



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

COMMUNICATIONS: ATIS 132.05 (603) 430–3232 **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 125.05 125.825

TOWER 128.4 **GND CON** 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VOR/DME 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.

ILS 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.

ILS 110.1 I–PSM Rwy 34.

ROCHESTER

SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′

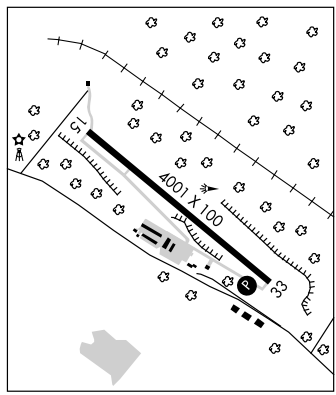
NEW YORK
L–32H
IAP

322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW

RWY 15–33: H4001X100 (ASPH) S–30 MIRL 0.5% up SE

RWY 15: Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 135.275 (603) 332–7814.

COMMUNICATIONS: CTAF/UNICOM 122.7

BOSTON APP/DEP CON 125.05

RADIO AIDS TO NAVIGATION: NOTAM FILE PSM.

PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.

ROLLINS NDB (MHW) 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.

SANFD NDB (LOM) 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

COMM/NAV/WEATHER REMARKS: Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

LOM SF	APP CRS	Rwy Idg	N/A
349	251°	TDZE	N/A
		Apt Elev	322

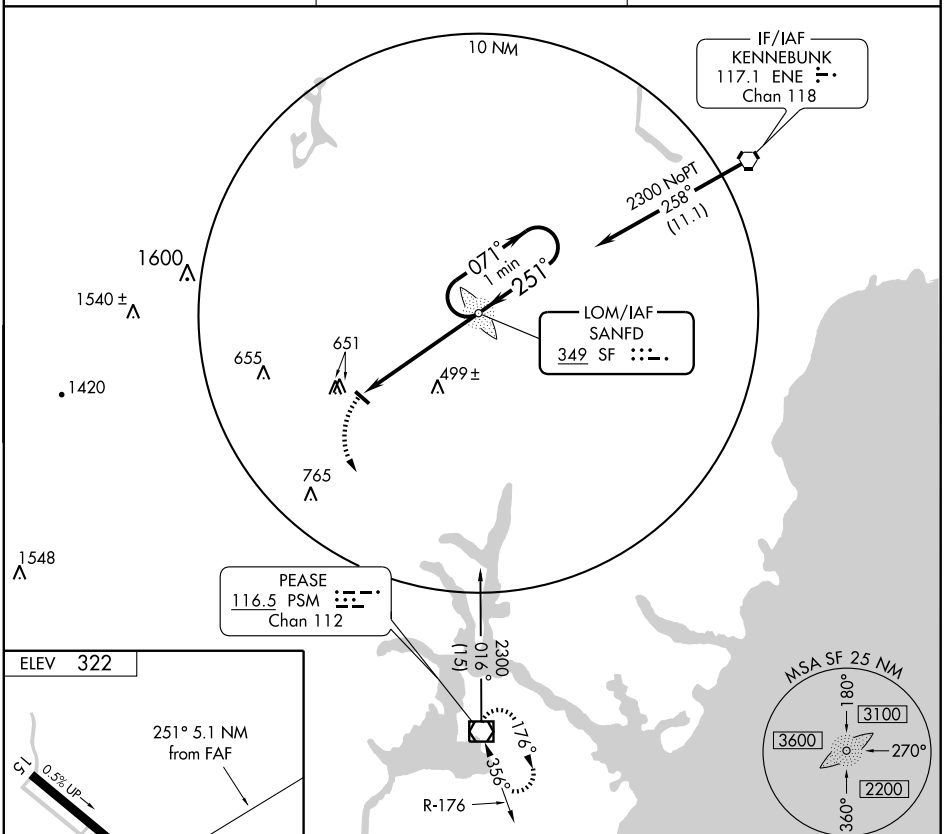
NDB-B

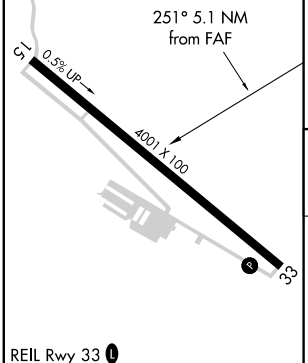
ROCHESTER/ SKYHAVEN (DAW)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase MDA 80 feet and visibility Cat. B/C ¼ mile.

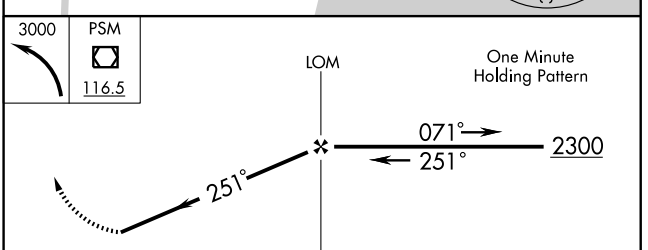
MISSED APPROACH: Climbing left turn to 3000 direct PSM VOR/DME and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L





REIL Rwy 33 L
MIRL Rwy 15-33 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2	NA
			698 (700-2)	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB ESG	APP CRS	Rwy Idg	4001
260	327°	TDZE	322
		Apt Elev	322

NDB RWY 33

ROCHESTER/SKYHAVEN (DAW)

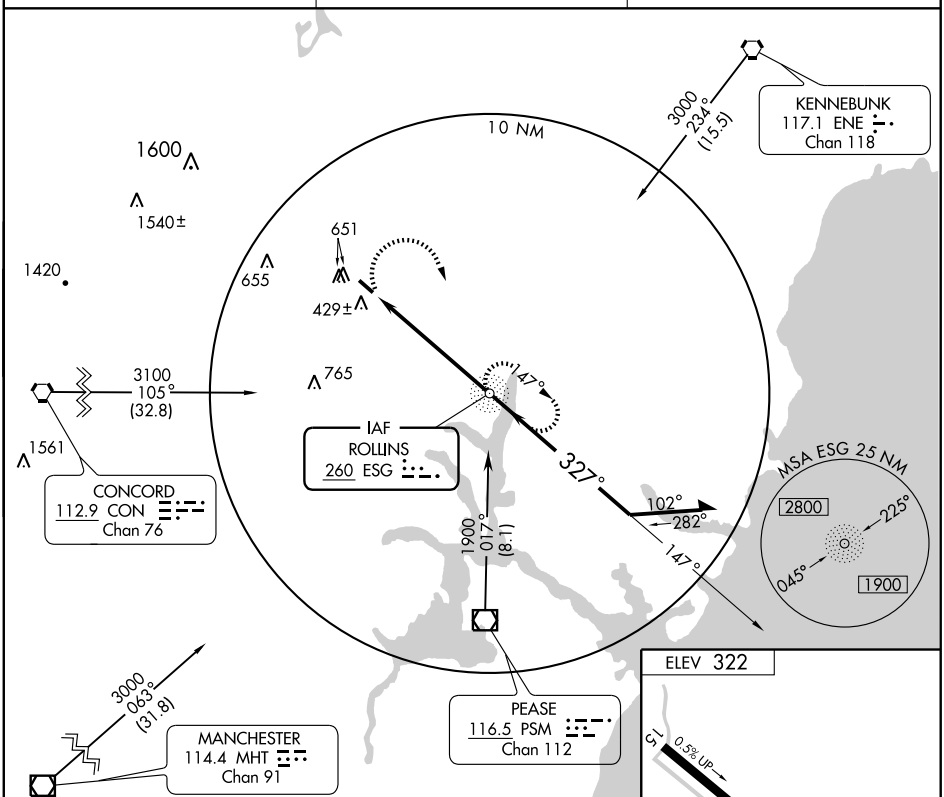
When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

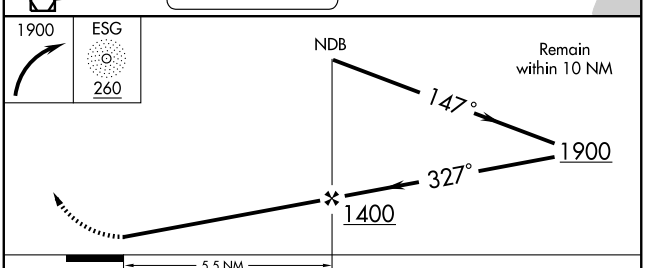
NA

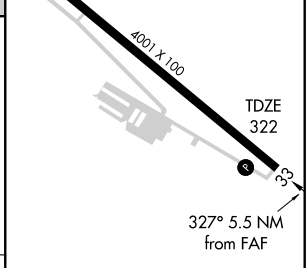
MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L

NE-1, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-33	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

WAAS	APP CRS	Rwy Idg	4001
CH 72715	327°	TDZE	322
W33A		Apt Elev	322

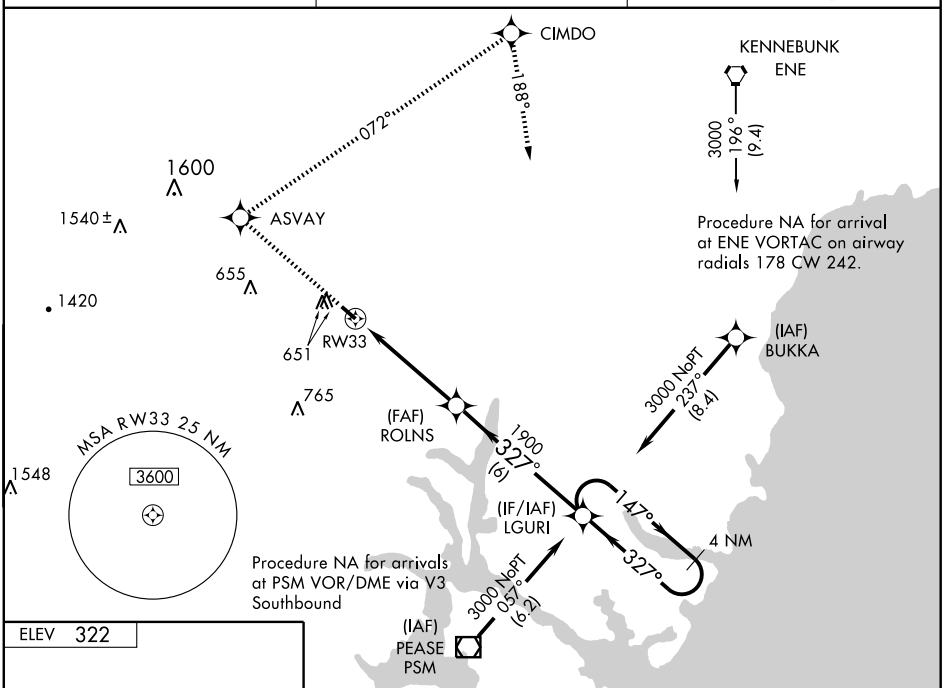
RNAV (GPS) RWY 33

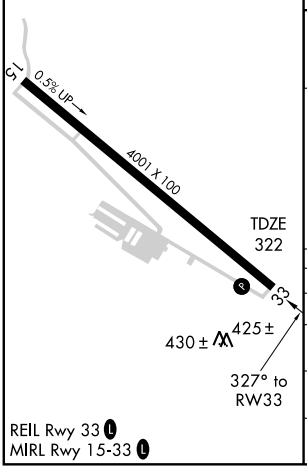
ROCHESTER/ SKYHAVEN (DAW)

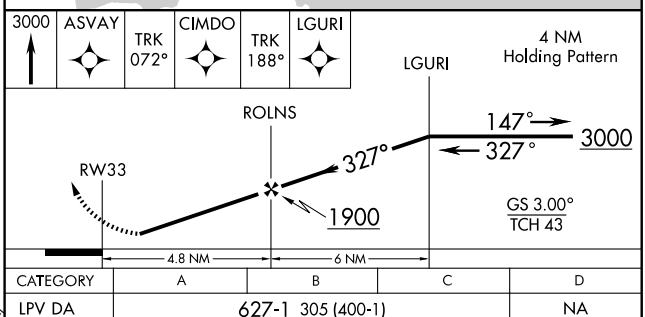
Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all DA 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. B-C ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to LGURI and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	627-1 305 (400-1)			NA
LNAV/VNAV DA	695-1¼ 373 (400-1¼)			NA
LNAV MDA	860-1 538 (600-1)		860-1½ 538 (600-1½)	NA
CIRCLING	1020-1 698 (700-1)		1020-2 698 (700-2)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PSM	APP CRS	Rwy Idg N/A
116.5	356°	TDZE N/A
Chan 112		Apt Elev 322

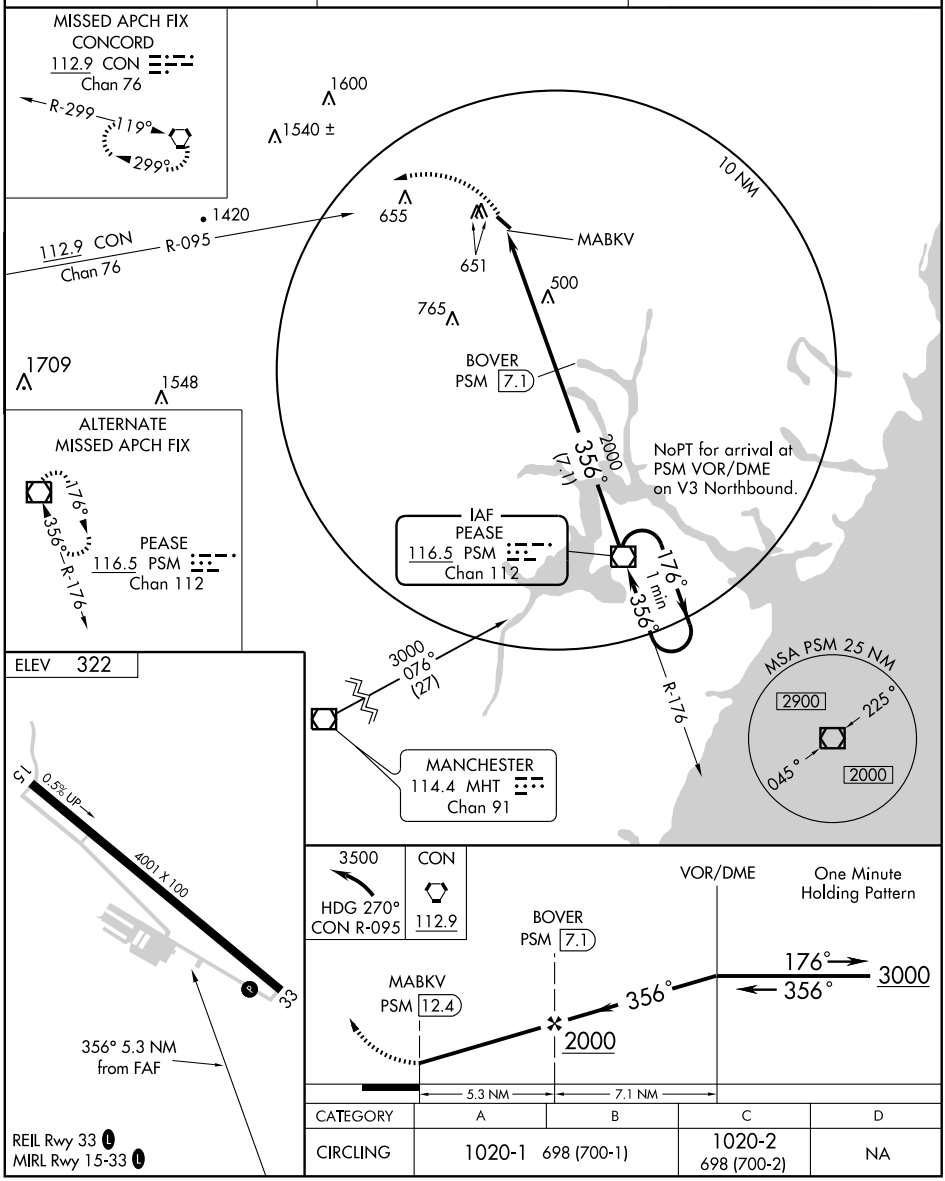
VOR/DME-A

ROCHESTER/ SKYHAVEN (DAW)

When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat. B-C ¼ mile.

MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

ASOS	BOSTON APP CON	UNICOM
135.275	125.05 269.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2	NA
			698 (700-2)	

REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

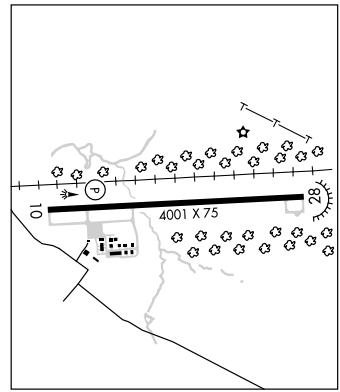
ROLLINS N43°13.22′ W70°49.70′ NOTAM FILE BGR. NEW YORK
NDB (MHW) 260 ESG 327° 5.9 NM to Skyhaven. Unusable byd 10 NM. L–32H, 33D

SKYHAVEN (See ROCHESTER)

TWIN MOUNTAIN (8B2) 1 SW UTC−5(−4DT) N44°15.84′ W71°32.80′ MONTREAL
1459 NOTAM FILE BGR L–32H
RWY 09–27: H2660X60 (ASPH) S–8.5 RWY LGTS (NSTD)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Acft are requested to stay on paved surfaces only. Advance notice rqr for rwy lgts call 1–603–846–5505. Rwy 09–27 rwy lgts 15–20′ from rwy edge. Arpt not plowed in winter. For winter conditions call 603–846–5505.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 090° 40.4 NM to fld. 2080/16W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 1–866–295–3835.

WHITEFIELD

MOUNT WASHINGTON RGNL (HIE) 3 E UTC−5(−4DT) N44°22.06′ W71°32.67′ MONTREAL
1074 B S4 **FUEL** 100LL TPA—2000(926) NOTAM FILE HIE L–32H
RWY 10–28: H4001X75 (ASPH) S–30 MIRL 0.6% up E. IAP
RWY 10: REIL. PAPI(P4L)—GA 3.5° TCH 45′. Trees.
RWY 28: REIL. Tree. Rgt tfc. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡. Self–serve fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (603) 837–2769.
COMMUNICATIONS: CTAF/UNICOM 122.8
WHITEFIELD RCO 122.4 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 082° 42.6 NM fld. 2080/16W.
MAHN NDB (MHW) 386 GMA N44°21.74′ W71°41.16′ 104° 6.1 NM to fld. NOTAM FILE HIE. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′
ILS 109.5 I–HIE RWY 10. LOC only.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bangor FSS 122.4 1–866–295–3835.



WHITEFIELD N44°21.94′ W71°33.15′ MONTREAL
RCO 122.4 (BANGOR RADIO) L–32H

WHITE RIVER N43°33.61′ W72°27.93′ NOTAM FILE LEB. NEW YORK
NDB (MHW) 379 IVY 077° 8.1 NM to Lebanon Muni. L–32G

LOC I-HIE	APP CRS	Rwy Idg	4001
109.5	104°	TDZE	1057
		Apt Elev	1074

LOC/NDB RWY 10

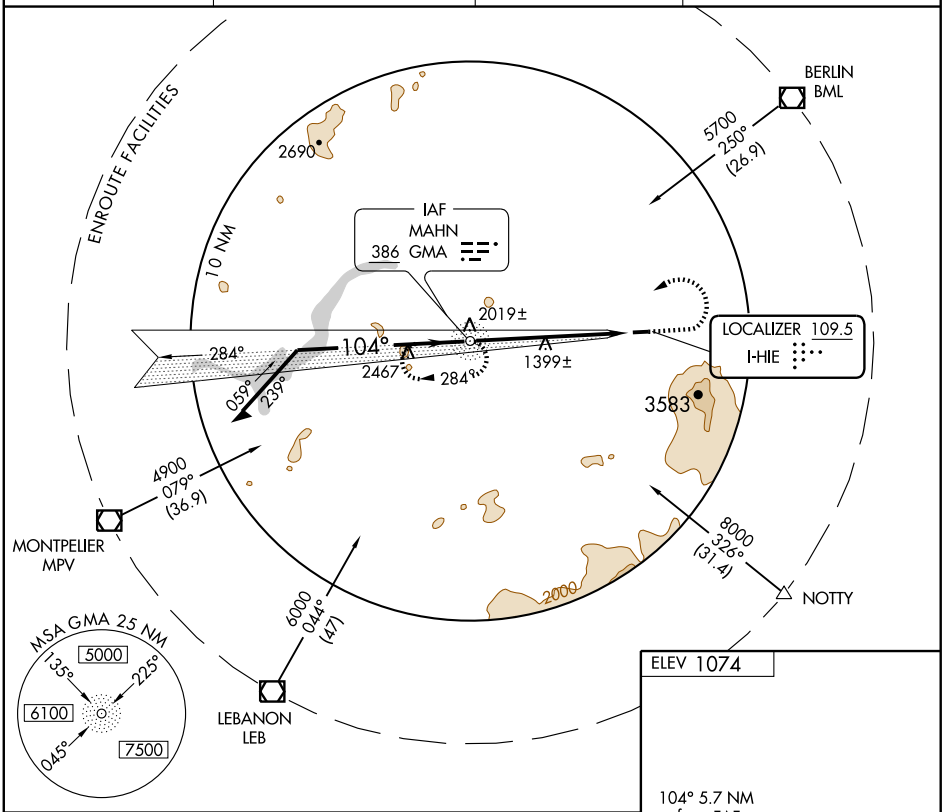
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

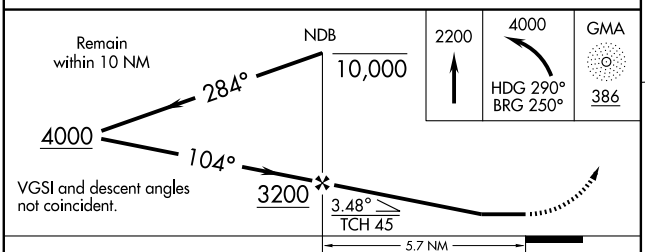
T
A NA

Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-10	1740-1	683 (700-1)	1740-2 683 (700-2)	NA
CIRCLING	1740-1	666 (700-1)	1740-2 666 (700-2)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
104°	TDZE	1057
	Apt Elev	1074

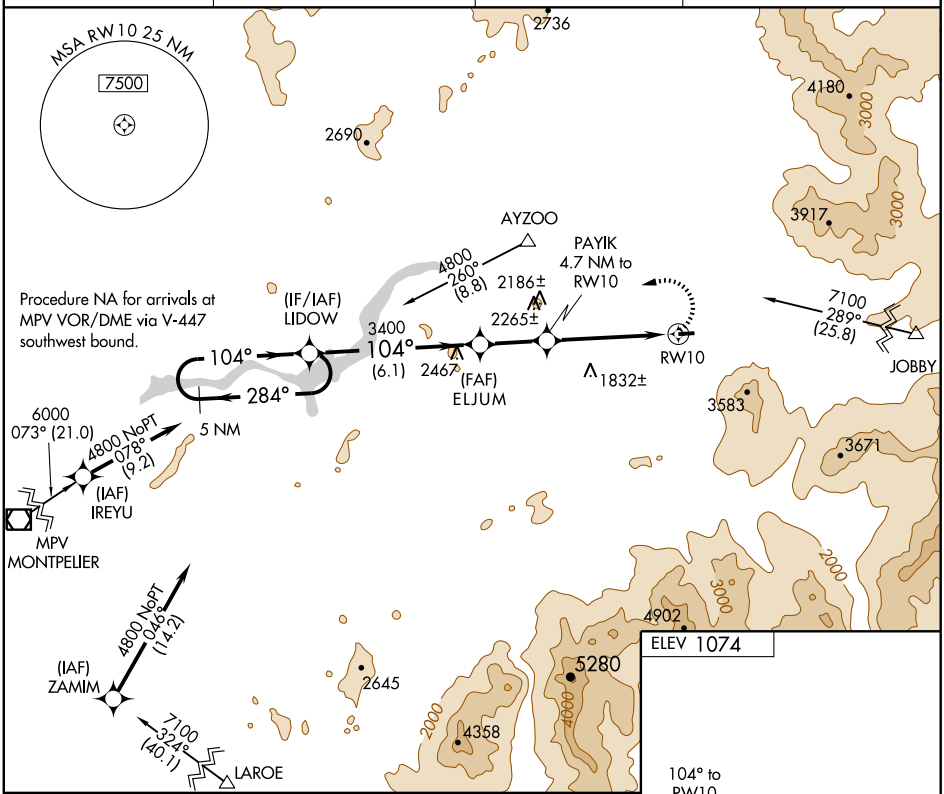
RNAV (GPS) Y RWY 10

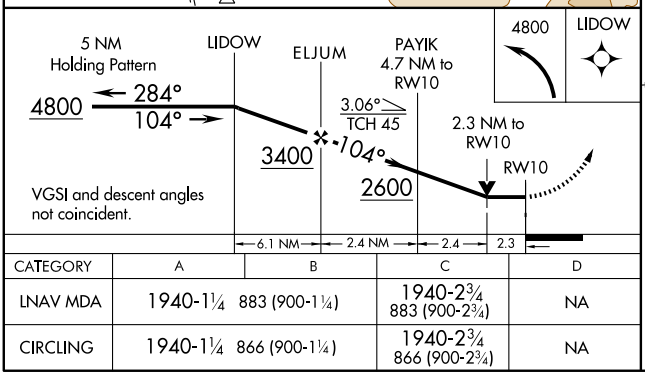
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

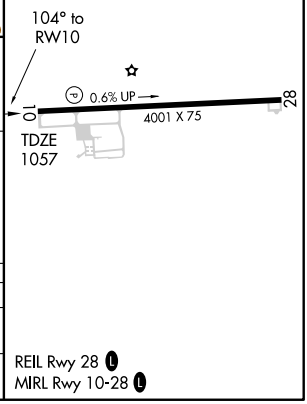
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1940-1¼ 883 (900-1¼)		1940-2¾ 883 (900-2¾)	NA
CIRCLING	1940-1¼ 866 (900-1¼)		1940-2¾ 866 (900-2¾)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53512 W10A	APP CRS 104°	Rwy Idg 4001 TDZE 1057 Apt Elev 1074

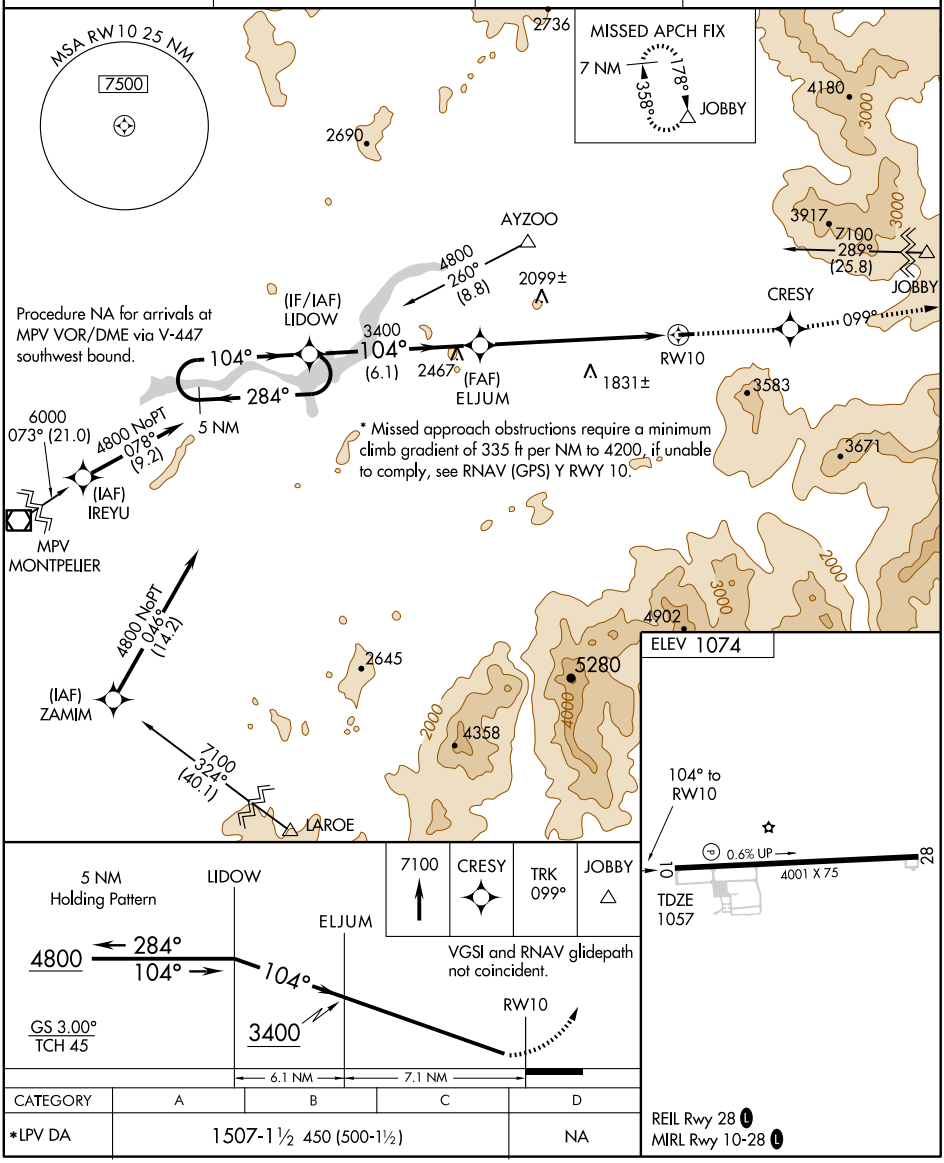
RNAV (GPS) Z RWY 10

WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
118.525	135.7 282.2	122.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
*LPV DA	1507-1½ 450 (500-1½)			NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Y Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Y Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16**[1]
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 34[2]
VOR/DME Rwy 28[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY ..... **LOC Rwy 22**[1]
RNAV (GPS) Rwy 22[2]

Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME	ALTERNATE MINIMUMS

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**

Categories A,B, 1100-2,Categories C,D, 1100-3.

DANSVILLE, NY

DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2¾.

ELMIRA, NY

ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY

REPUBLIC ..... **ILS or LOC Rwy 14**[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

GLENS FALLS, NJ

FLOYD BENNET MEMORIAL ..... **ILS or LOC Rwy 1**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19

NA when local weather not available.
[1]Category D, 800-2¼.

ISLIP, NY

LONG ISLAND MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

ITHACA, NY

ITHACA TOMPKINS RGNL ..... **ILS or LOC Rwy 32[12]**
RNAV (GPS) Y Rwy 14[3]
RNAV (GPS) Z Rwy 14
RNAV (GPS) Rwy 32[4]
VOR Rwy 14[3]
VOR Rwy 32[5]

NA when local weather not available.
[1]ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/ JAMESTOWN ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2¼.
NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONTGOMERY, NY

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MONTICELLO, NY

SULLIVAN COUNTY INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NDB Rwy 15

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F. KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

21 OCT 2010 to 18 NOV 2010

NAME — ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5**[1]
VOR or GPS Rwy 9[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
NDB Rwy 22

NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS or LOC Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY ..... **ILS or LOC Rwy 16**[12]
ILS or LOC Rwy 34[2]
NDB Rwy 16[234]
RNAV (GPS) Y Rwy 16[2]
RNAV (GPS) Y Rwy 34[2]
VOR/DME-A[3]

[1]Categories A, B, C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

21 OCT 2010 to 18 NOV 2010

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

RADAR (E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[1 3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)
	18[3]	3.0°/51/950	ABCDE	**323**-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	**329**-¾	200	(200-¾)
	24[2 3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

21 OCT 2010 to 18 NOV 2010

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 **ELEV 690**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

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CALDWELL, NJ

ESSEX COUNTY (CDW)

AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)

AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY
COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.
NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY
LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY
ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.
NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

21 OCT 2010 to 18 NOV 2010

JAMESTOWN, NY
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY
FULTON COUNTY (NY0)
AMDT 2 10266 (FAA)
NOTE: **Rwy 10,** trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL. Trees beginning 206' from DER, 176' right of centerline, up to 43' AGL/922' MSL. **Rwy 28,** trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL. Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

21 OCT 2010 to 18 NOV 2010

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

21 OCT 2010 to 18 NOV 2010

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

21 OCT 2010 to 18 NOV 2010

NEWBURGH, NY

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.
NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.
DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.
NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.
NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.
NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY
BROOKHAVEN (HWV)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.
NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

21 OCT 2010 to 18 NOV 2010

TETERBORO, NJ
TETERBORO (TEB)
AMDT 6 09267 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.
NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY
TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ
ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)
NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ
TRENTON MERCER (TTN)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ
RED LION (N73)
AMDT 1 09071 (FAA)
NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ
KROELINGER (29N)
AMDT 1 94062 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY
WATERTOWN INTL (ART)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.
NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY
WHITFORDS (B16)
ORIG 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

21 OCT 2010 to 18 NOV 2010

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

21 OCT 2010 to 18 NOV 2010

AEROFLEX–ANDOVER (See ANDOVER)

ALEXANDRIA (See PITTSTOWN)

ANDOVER

AEROFLEX–ANDOVER (12N) 2 N UTC−5(−4DT) N41°00.52′ W74°44.28′ **NEW YORK**

583 B S4 **FUEL** 100LL TPA—1600(1017) NOTAM FILE 12N **L–33A, 34H**

RWY 03–21: H1981X50 (ASPH) MIRL **IAP**

RWY 03: Trees. Rgt tfc. **RWY 21:** Tree.

AIRPORT REMARKS: Attended Apr–Nov 1400–2300Z‡, Dec–Mar 1300–2200Z‡. Parallel turf rwy restricted use only. No touch and go ldgs. Deer and birds on and invof arpt. PPR required for ngt transients ctc arpt manager 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt restricted to apch category A acft only. Rwy 03–21 lakes at both apch ends. Dirt svc road to terminal area in front of Rwy 03 thld. Noise abatement procedures in effect ctc arpt manager 973–786–5100. ACTIVATE MIRL Rwy 03–21—122.85.

COMMUNICATIONS: CTAF/UNICOM 122.8

STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)

Ⓡ **NEW YORK APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 094° 6.0 NM to fld. 920/11W.

TRINCA (13N) 3 SW UTC−5(−4DT) N40°57.96′ W74°46.90′ **NEW YORK**

600 S2 NOTAM FILE MIV

RWY 06–24: 1924X135 (TURF)

RWY 06: Trees. **RWY 24:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

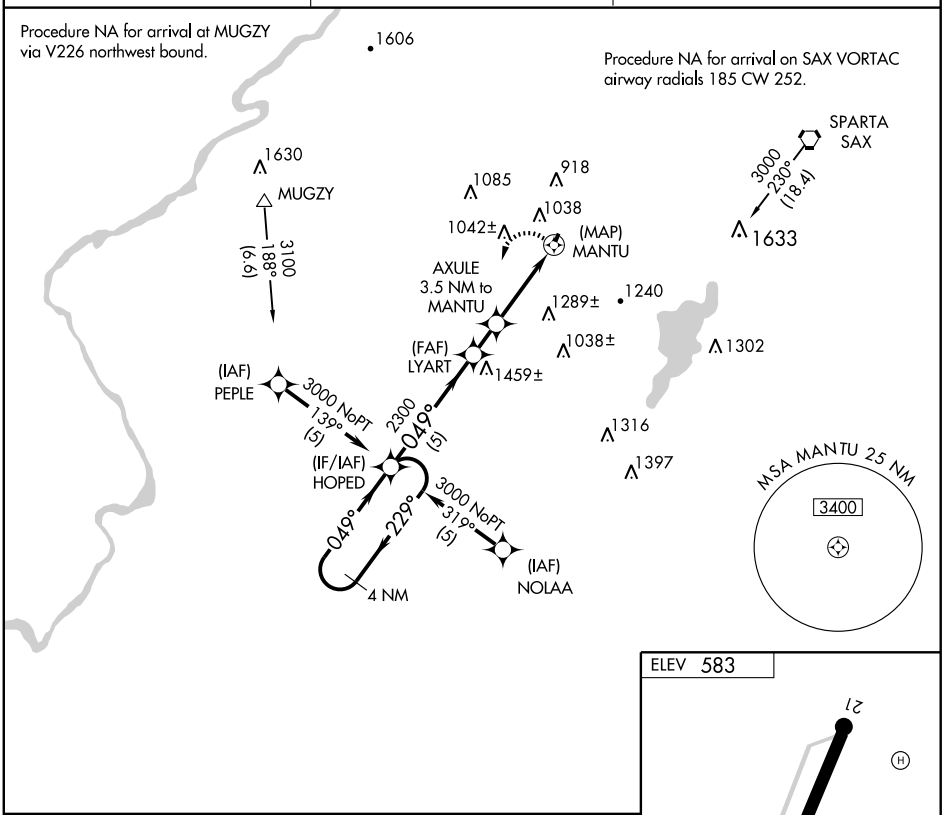
RNAV (GPS) RWY 3

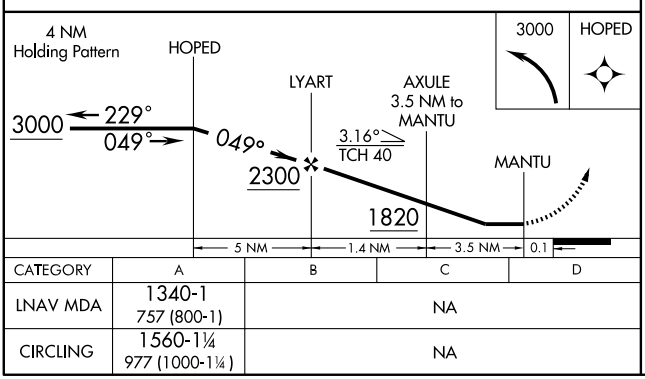
ANDOVER / AEROFLEX-ANDOVER (12N)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

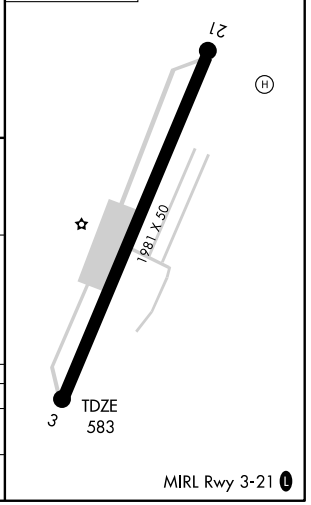
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 757 (800-1)	NA		
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME STW 109.6 Chan 33	APP CRS 094°	Rwy Idg 1981 TDZE N/A Apt Elev 583

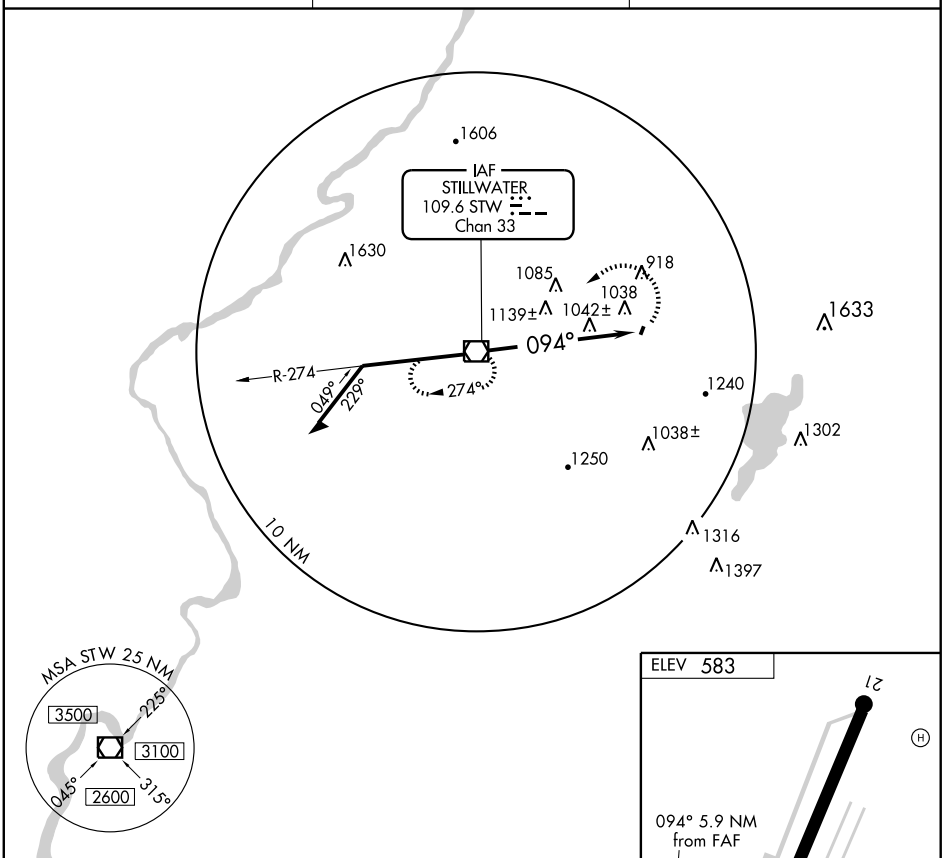
VOR-A

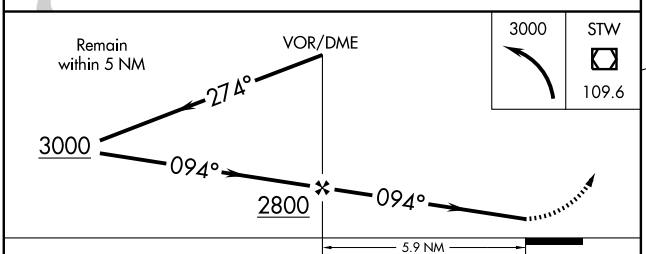
ANDOVER / AEROFLEX-ANDOVER (12N)

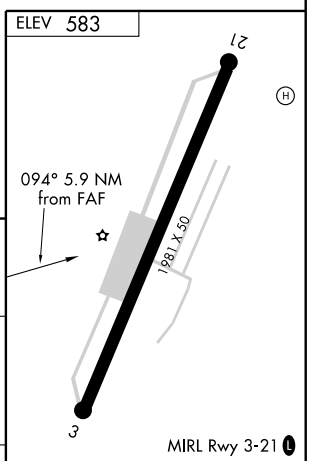
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L





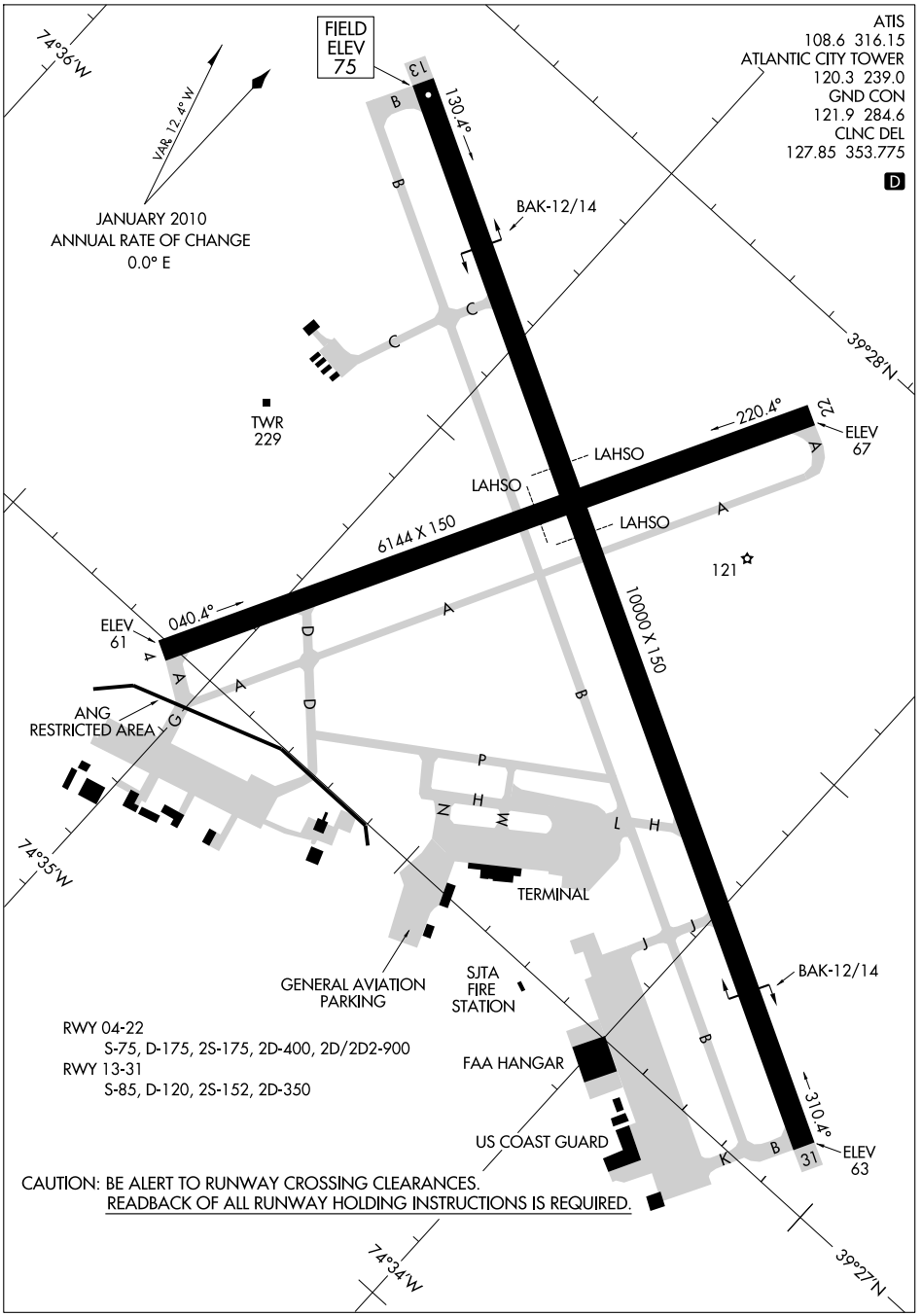


CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

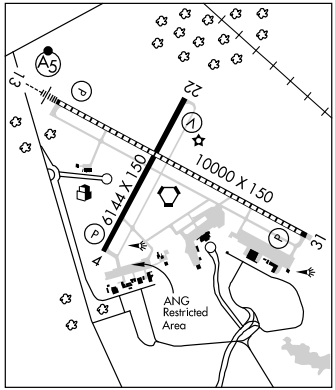
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ATLANTIC CITY INTL (ACY) 9 NW UTC−5(−4DT) N39°27.46′ W74°34.63′ **WASHINGTON**
75 B S3 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index C NOTAM FILE ACY **H–10I, 12J, L–34G**
RWY 13–31: H10000X150 (ASPH–GRVD) S–85, D–120, 2S–152, 2D–350 HIRL CL **IAP, AD**
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Road.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 69′. Antenna.
RWY 04–22: H6144X150 (CONC–ASPH–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D2–900 HIRL
RWY 04: PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 22: VASI(V4L)—GA 3.0°TCH 51′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13–31	3550
RWY 13	04–22	3600
RWY 31	04–22	5750

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 04:	TORA–6144	TODA–6144	ASDA–6144	LDA–6144
RWY 13:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 22:	TORA–6144	TODA–6144	ASDA–6144	LDA–6144
RWY 31:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000

ARRESTING GEAR/SYSTEMS
RWY 13 BAK–14 BAK–12B(B) (1600′)
BAK–14 BAK–12B(B) (1600′) **RWY 31**

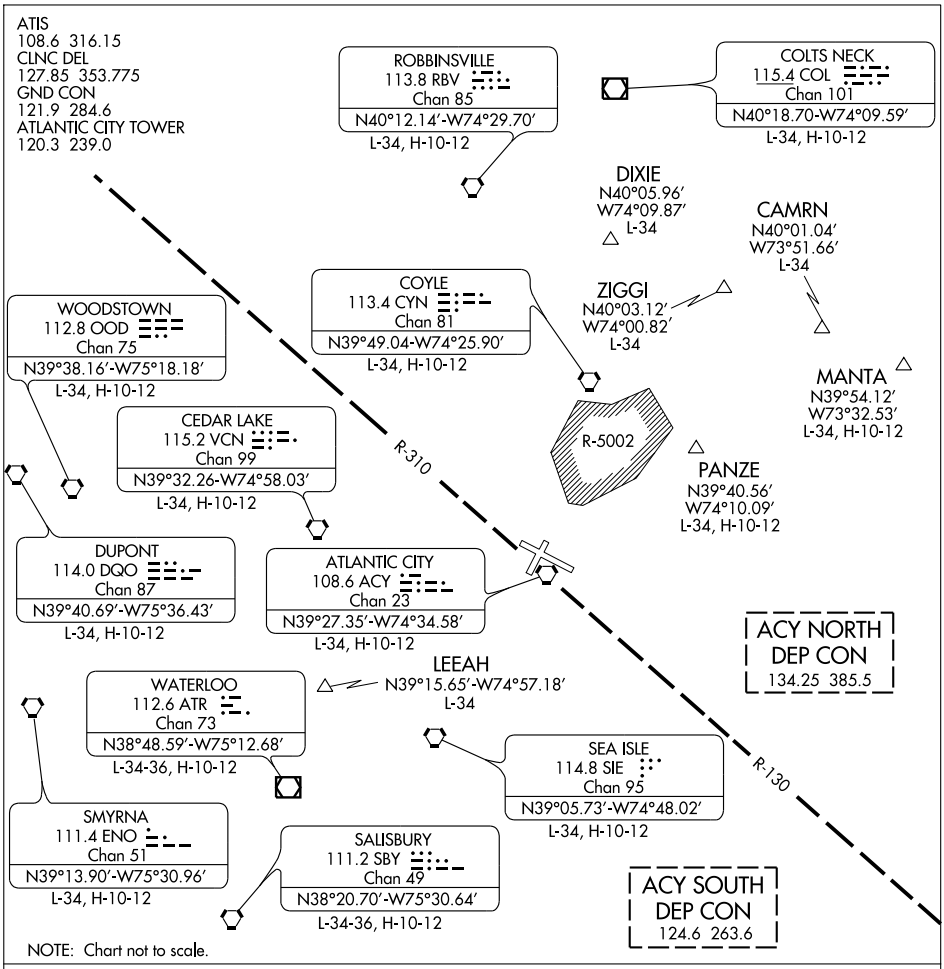
AIRPORT REMARKS: Attended continuously. No training flights 0400–1200Z‡. A-Gear Rwy 31 located 1600 ft from thld, ctc tower for opns. A-Gear Rwy 13 located 1600 ft from thld, ctc tower for opns. Deer, fox and birds on and invof arpt. Rwy 13–31 centerline obscured with rubber. Twy L clsd indef. Twy B has NSTD twy markings between Twy J and Twy K. Taxiway C clsd to dual and double tandem equipped acft. Experimental heliport located on N side of arpt restricted to use of FAA project acft only. High performance military acft operating at arpt. Noise abatement procedures in effect ctc arpt ops at 609–645–7895 extension 2002. Charter ops ctc Airport Operations for reservations; call 609–645–7895 extension 2002. FAA apron PPR call 609–485–6482. US Customs user fee arpt. Customs avbl Mon–Fri 1300–2200Z‡. Provide minimum 24 hr advance notice to arrange for Customs. All calls to Customs Mon–Fri 1300–2200Z‡; phone 609–484–1610. U.S. Customs fax 609–484–1614. Ldg fee. Parking fee.

COMMUNICATIONS: ATIS 108.6 (609–485–4444)
RCO 122.55 (MILLVILLE RADIO)
Ⓡ **APP/DEP CON** 134.25 (310–129°) 124.6 (130–309°)
TOWER 120.3 **GND CON** 121.9 **CLNC DEL** 127.85

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.
(L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ at fld. 70/10W.
VORTAC unusable 290°–300° byd 10 NM blo 4000′.
VOR unusable 301°–355° byd 35 NM blo 2000′
NAADA NDB (LOM) 336 PV N39°29.89′ W74°40.35′ 129° 5.1 NM to fld.
ILS/DME 109.1 I–PVO Chan 28 Rwy 13. Class IT.
ILS/DME 109.1 I–ACY Chan 28 Rwy 31.
ASR

ATLANTIC CITY ONE DEPARTURE



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

LOC/DME I-PVO	APP CRS	Rwy Idg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

COPTER ILS or LOC/DME RWY 13

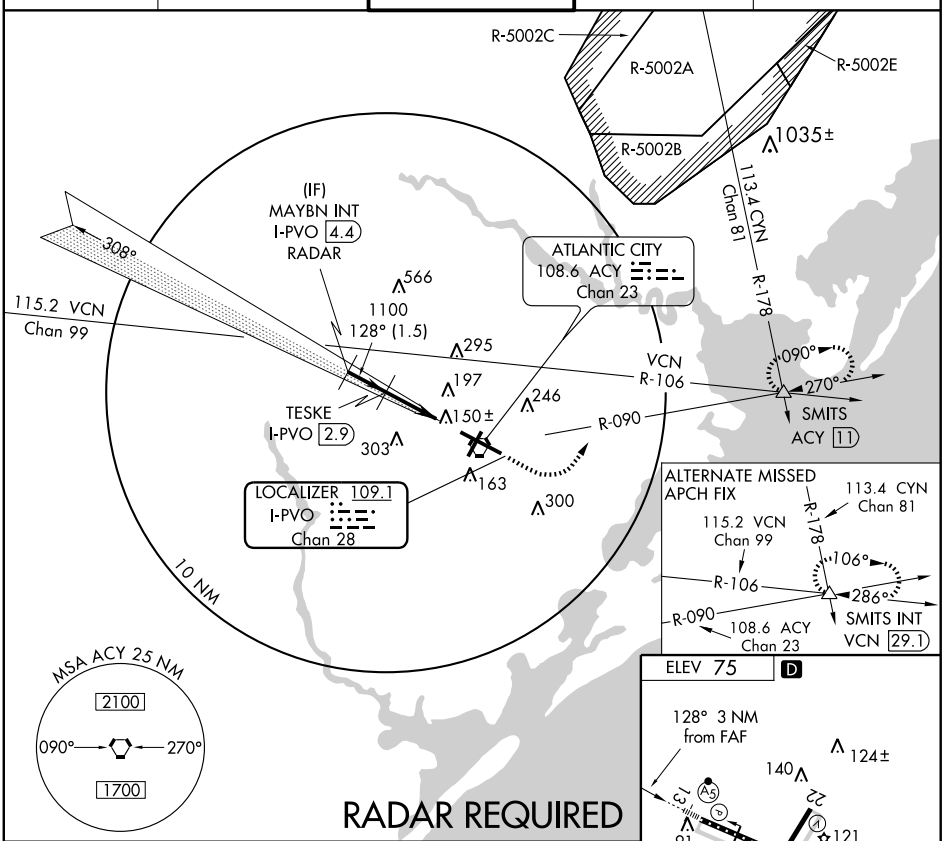
ATLANTIC CITY INTL (ACY)

NA
ASR

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold. R-5002D

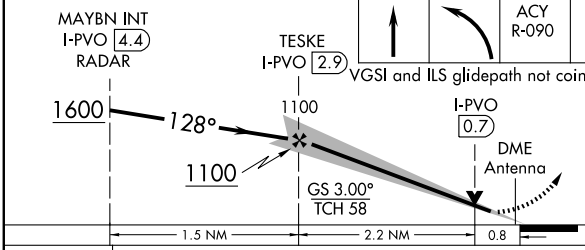
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

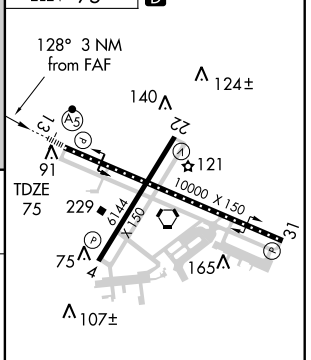


Use I-PVO DME when on the localizer course.

600	2000	ACY R-090	SMITS

VGSI and ILS glidepath not coincident.





TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	COPTER
H-ILS 13	275/12 200 (200-½)
H-LOC 13	400/24 325 (400-½)

FAF to MAP 3 NM					
Knots	45	60	75	90	105
Min:Sec	4:00	3:00	2:24	2:00	1:43

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 13

LOC/DME I-PVO	APCH CRS	Rwy ldg	10,000
109.1	128°	TDZE	75
Chan 28		Arpt Elev	75

JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
* * When ALS inop, increase RVR to 50 and vis to 1 mile.

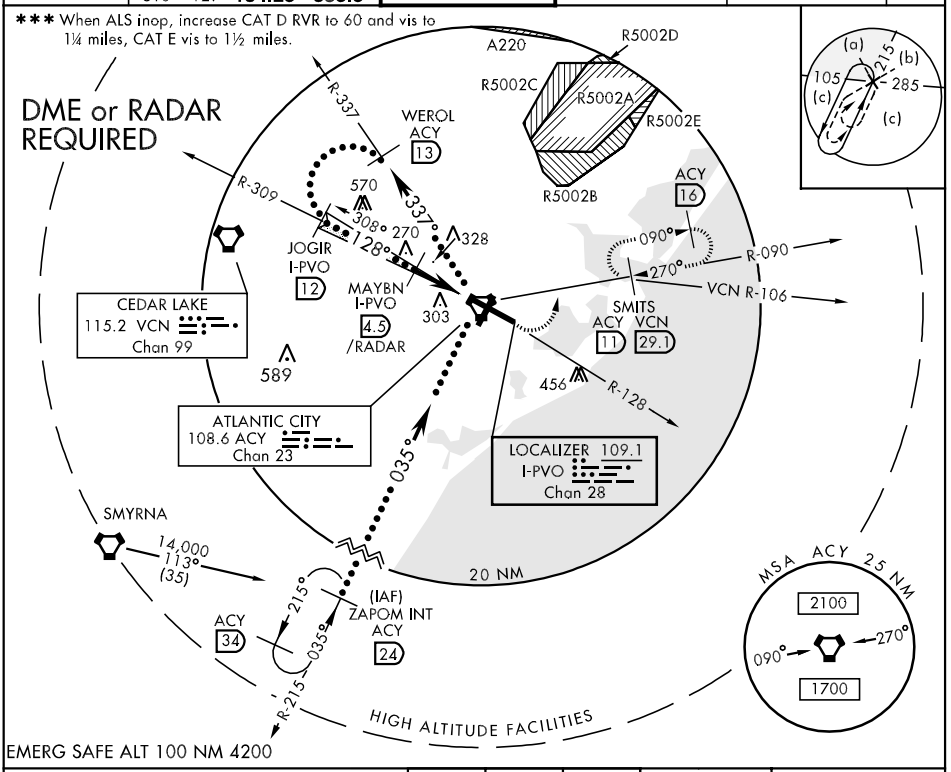
MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

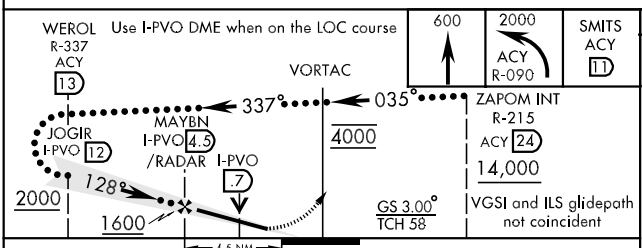
ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	

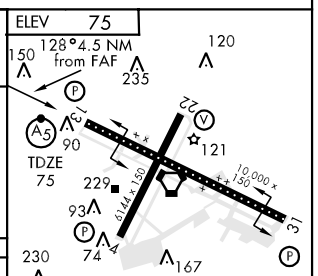
*** When ALS inop, increase CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-ILS 13 *	275/18 200	(200-½)	275/24 200 (200-½)
S-LOC 13**	400/24 325 (400-½)	400/40 325	(400-¾)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
*** S-ASR 13	480/40 405 (500-¾)	480/50 405	(500-1)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

NE-2, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 31

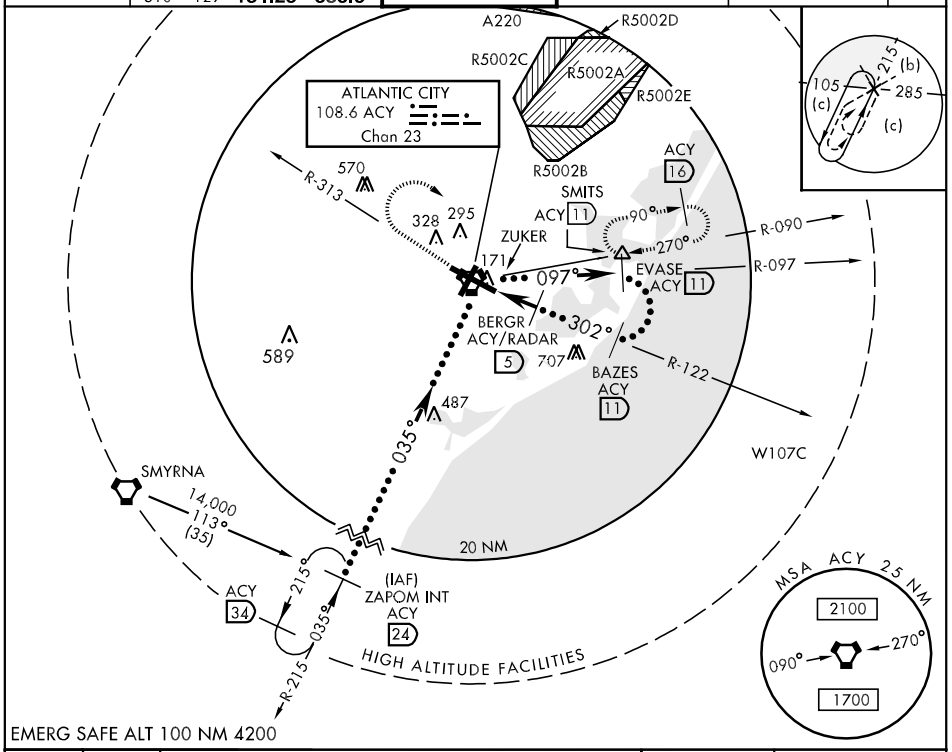
JAL-669 [USAF]

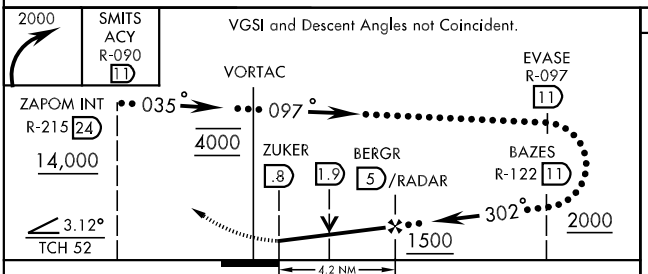
ATLANTIC CITY INTL (KACY)

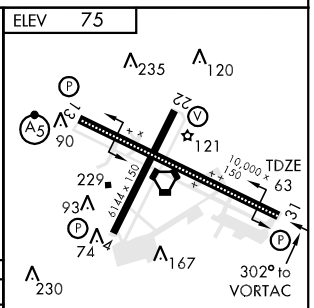
VORTAC ACY	APCH CRS	Rwy Idg 10,000
108.6	302°	TDZE 63
Chan 23		Arpt Elev 75

MISSED APPROACH:
Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	







CATEGORY	C	D	E
S-31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
S-ASR 31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACY	APP CRS	Rwy Idg	10000
109.10	308°	TDZE	63
Chan 28		Apt Elev	75

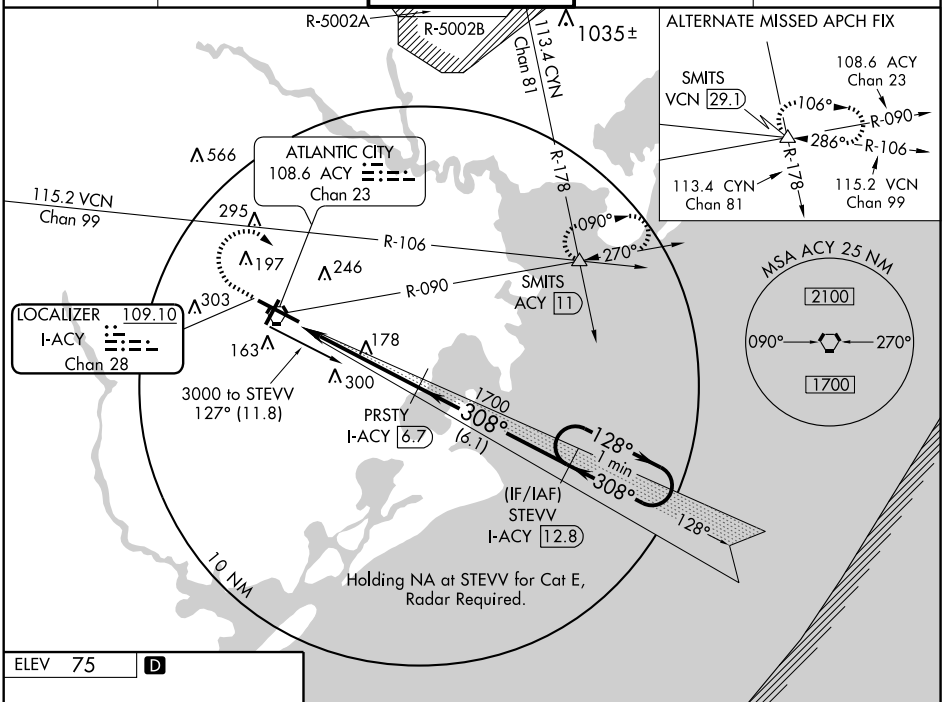
ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

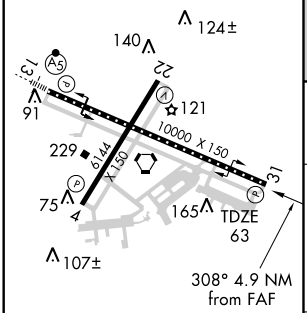
ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



ELEV 75 D

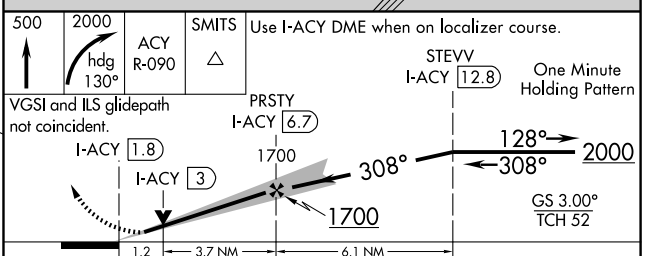


DME REQUIRED

500	2000	ACY R-090	SMITS
	hdg 130°		

Use I-ACY DME when on localizer course.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 31	263-¾ 200 (200-¾)				
S-LOC 31	520-1 457 (500-1)		520-1¼ 457 (500-1¼)	520-1½	457 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PVO	APP CRS	Rwy Idg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

ILS or LOC RWY 13
ATLANTIC CITY INTL (ACY)

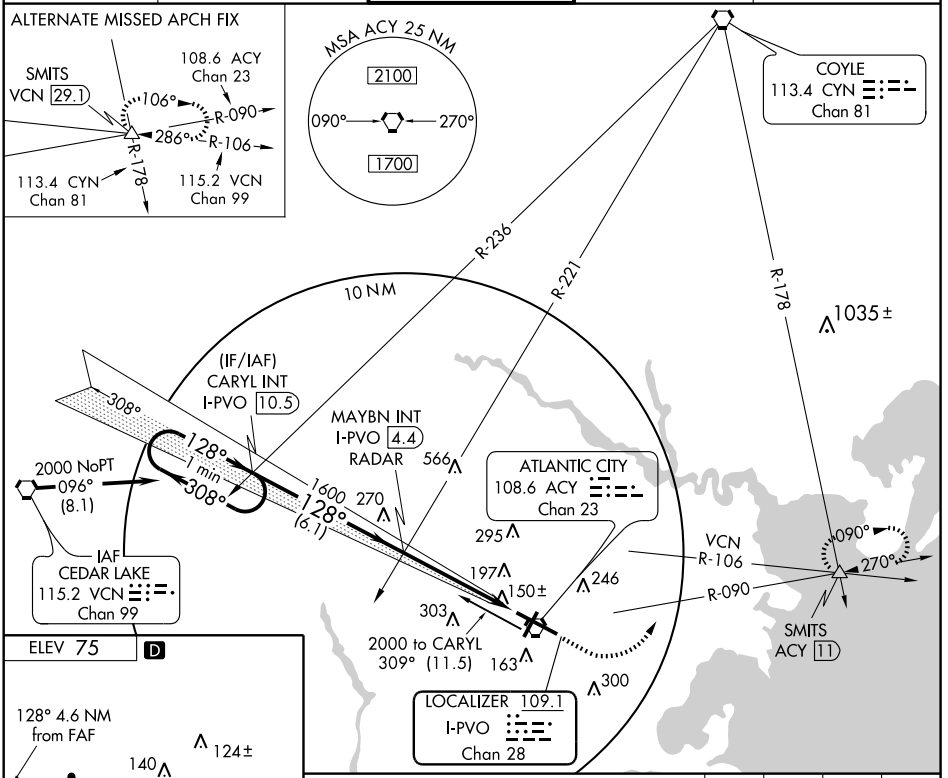
ASR For inoperative MALSR, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.

MALSR

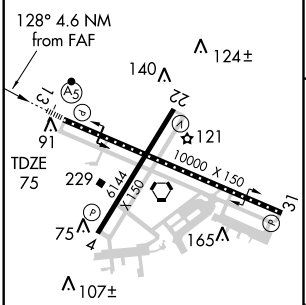
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

NE-2, 21 OCT 2010 to 18 NOV 2010

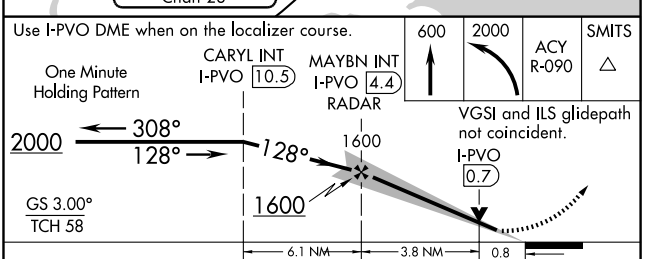


ELEV 75 D



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-½)				275/24 200 (200-½)
S-LOC 13	400/24 325 (400-½)			400/40 325 (400-¾)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

ATLANTIC CITY INTL (ACY)

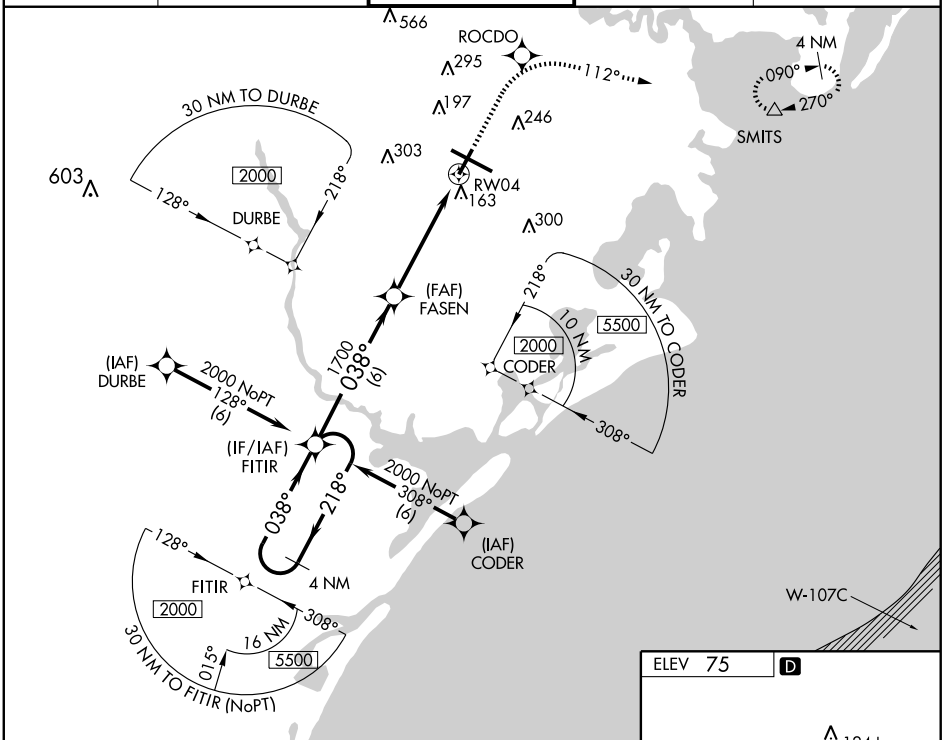
APP CRS	Rwy ldg	6144
038°	TDZE	68
	Apt Elev	75

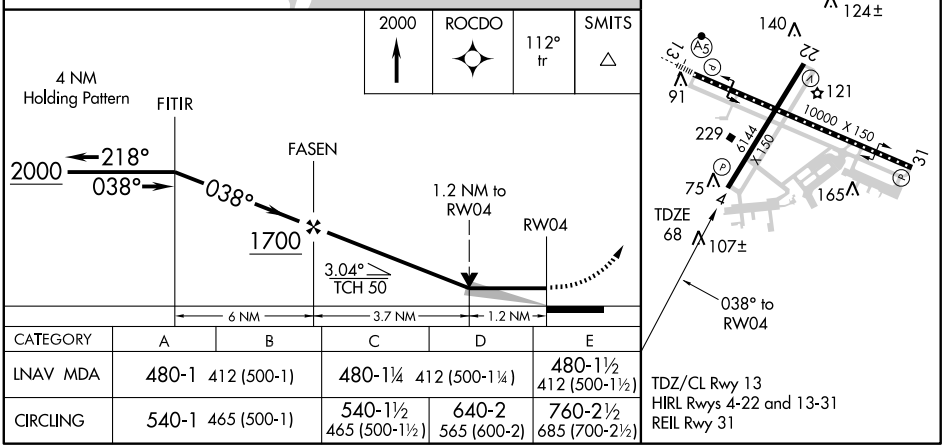
ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ROCDO and via 112° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





CATEGORY	A	B	C	D	E
LNAV MDA	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

ATLANTIC CITY INTL (ACY)

APP CRS	Rwy ldg	6144
218°	TDZE	68
	Apt Elev	75

ASR

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASEN and on track 273° to TUBER and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775

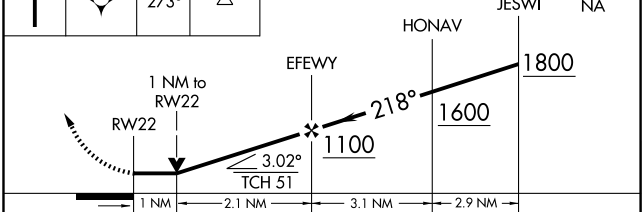
RADAR REQUIRED WHEN R-5002B IS ACTIVE.

R-5002C
R-5002A
R-5002B
(IAF) OSBAW
1800
128°
(6)
1600
218° (2.9)
(IF) JESWI
HONAV
1100
218°
(3.1)
(FAF) EFEWY
RW22
605
566
295
260±
197
246
303
170±
163
300
CEDAR LAKE VCN
1800
079°
(18.3)
Procedure NA for arrivals on VCN VORTAC airway radials 066 CW 115.
MSA RW22 25 NM
2100
TUBER
273°
FASEN
017°
197°
6 NM

ELEV 75 D
218° to RW22
124±
140
TDZE 68
121
91
229
6144 X 150
10000 X 150
75
165
107±
TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

2000	FASEN	tr 273°	TUBER

Procedure Turn NA



CATEGORY	A	B	C	D	E
LNAV MDA	440-1 372 (400-1)			440-1¼ 372 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 10000
CH 45513	128°	TDZE 75
W13A		Apt Elev 75

RNAV (GPS) Y RWY 13

ATLANTIC CITY INTL (ACY)

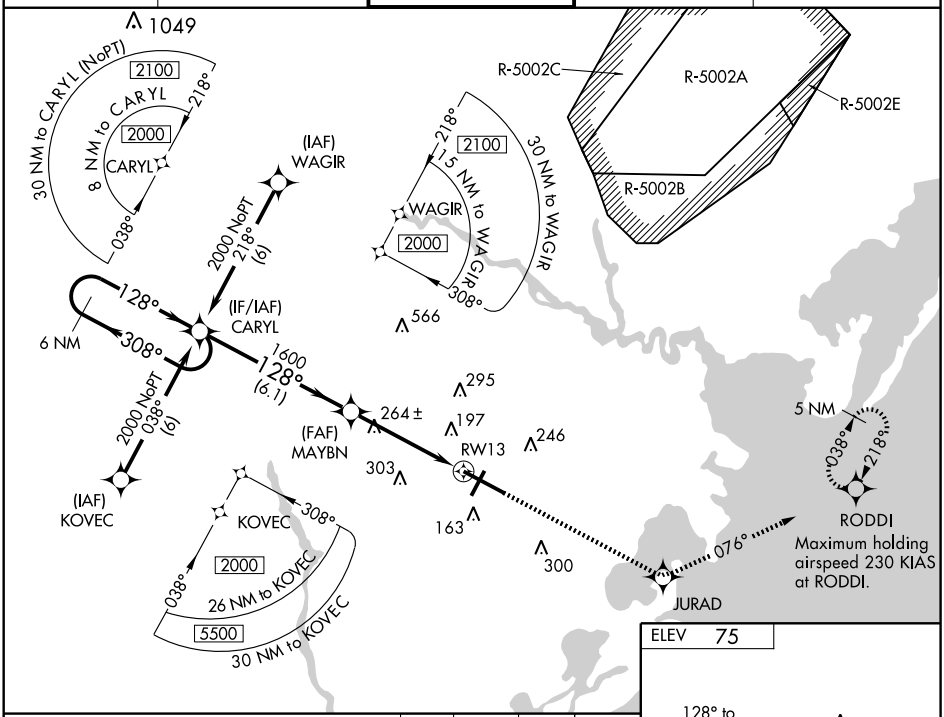
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

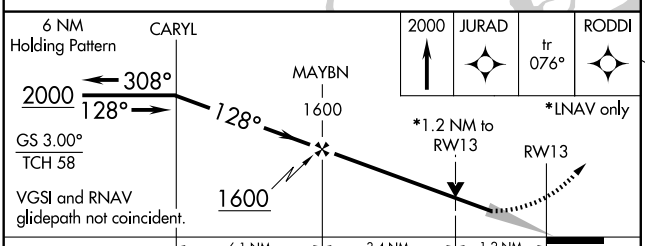
ASR

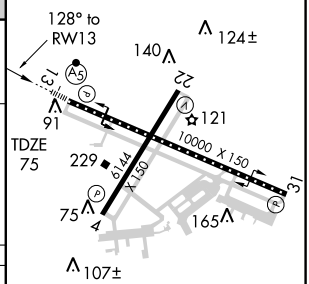
MALSR

MISSED APPROACH: Climb to 2000 direct JURAD and on track 076° to RODDI and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	275/24 200 (200-½)				
LNAV/VNAV DA	475/40 400 (400-¾)				475/50 400 (400-1)
LNAV MDA	520/24 445 (500-½)		520/40 445 (500-¾)	520/50 445 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50113	308°	TDZE	63
W31A		Apt Elev	75

RNAV (GPS) Y RWY 31

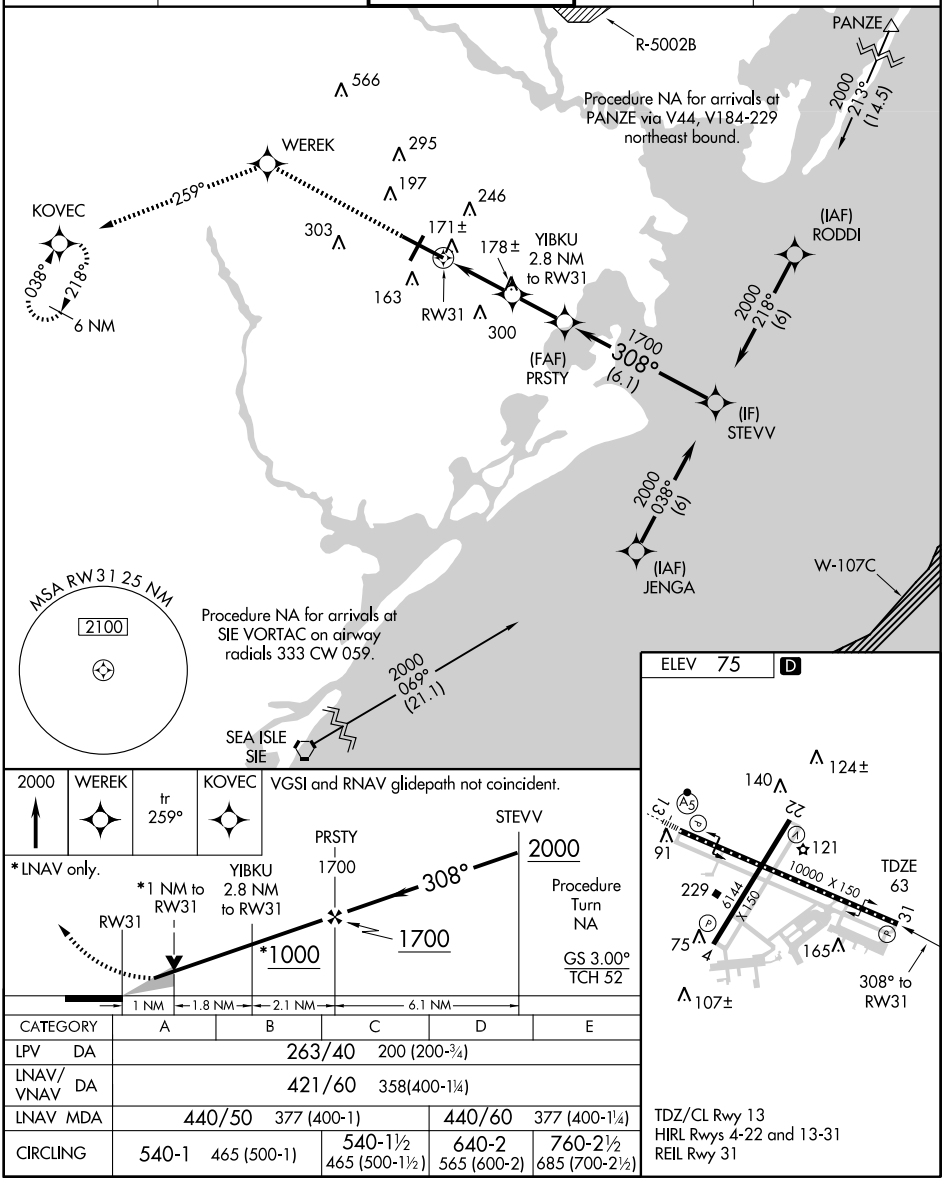
ATLANTIC CITY INTL (ACY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ASR

MISSED APPROACH: Climb to 2000 direct WEREK and on track 259° to KOVEC and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D	E
LPV DA	263/40 200 (200-¾)				
LNAV/VNAV DA	421/60 358(400-1¼)				
LNAV MDA	440/50 377 (400-1)			440/60 377 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 13

ATLANTIC CITY INTL (ACY)

APP CRS	Rwy ldg	10000
128°	TDZE	75
	Apt Elev	75

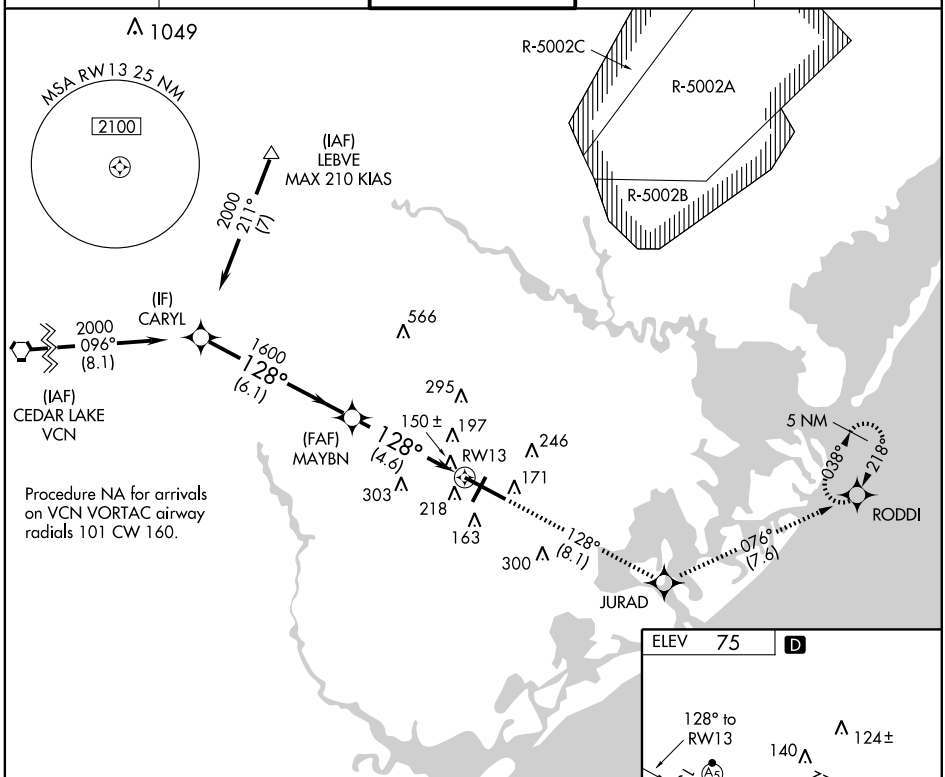
ASR

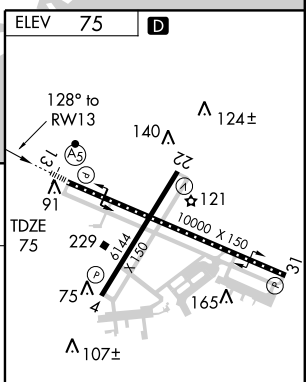
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP-0.30 all Cats visibility to RVR 6000.

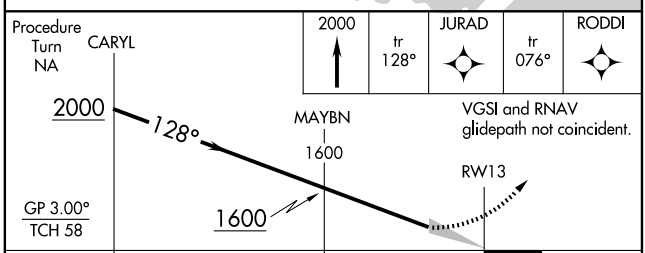
MALSR

MISSED APPROACH: Climb to 2000 on track 128° to JURAD and on track 076° to RODDI and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







2000	tr 128°	JURAD	tr 076°	RODDI

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.30 DA		437/40	362 (400-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 31

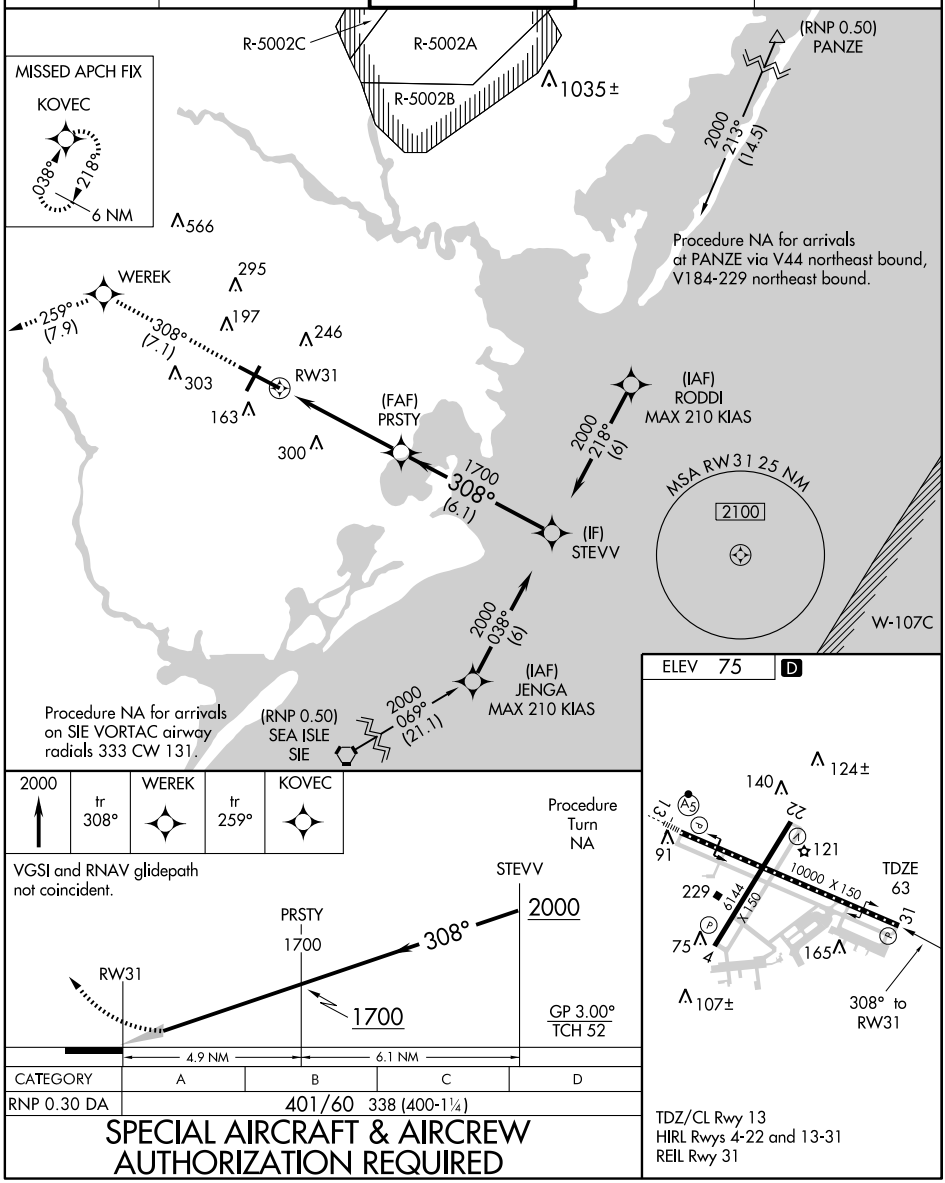
ATLANTIC CITY INTL (ACY)

APP CRS	Rwy ldg	10000
308°	TDZE	63
	Apt Elev	75

ASR: GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 308° to WEREK on track 259° to KOVEC and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D
RNP 0.30 DA	401/60	338 (400-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	207°	TDZE 68
Chan 23		Apt Elev 75

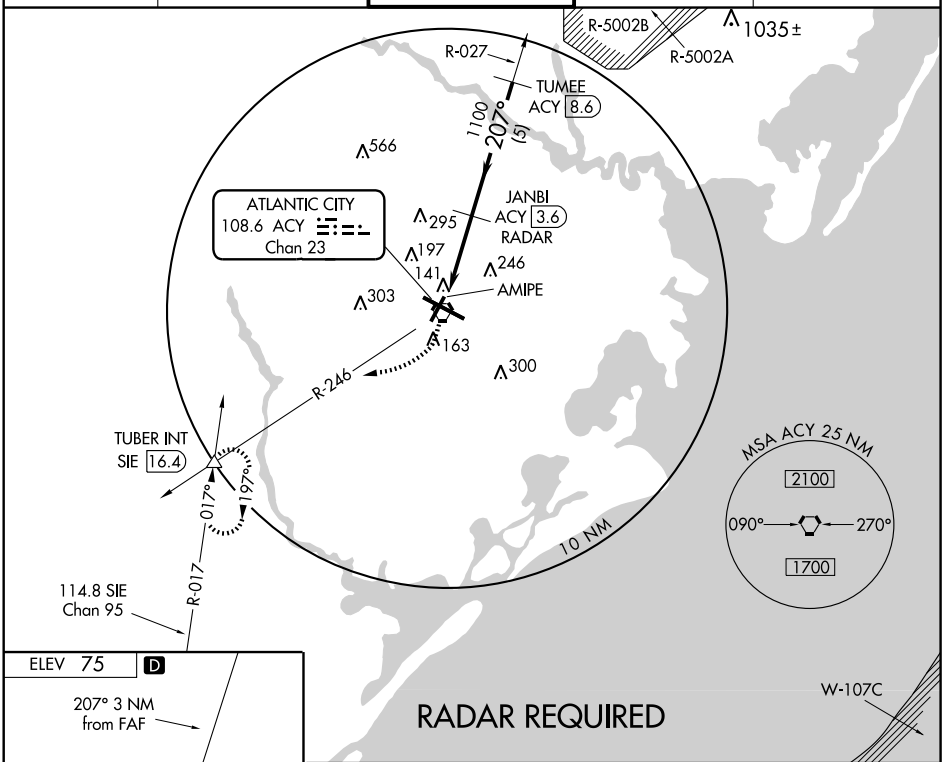
VOR/DME RWY 22

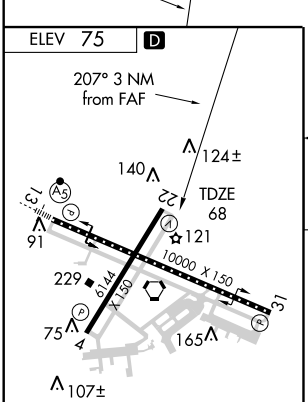
ATLANTIC CITY INTL (ACY)

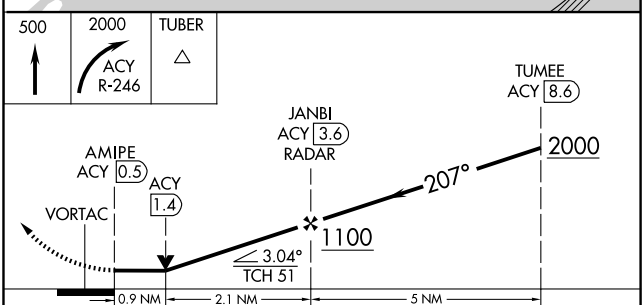
ASR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
S-22	400-1	332 (400-1)			400-1¼ 332 (400-1¼)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

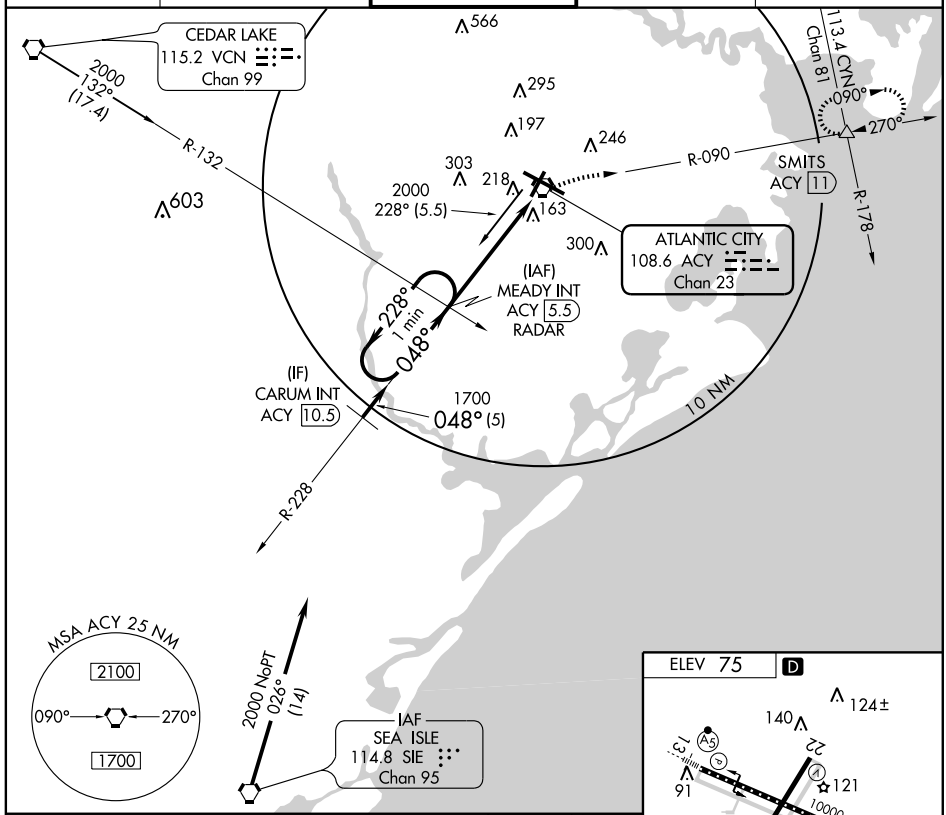
VORTAC ACY	APP CRS	Rwy Idg 6144
108.6	048°	TDZE 68
Chan 23		Apt Elev 75

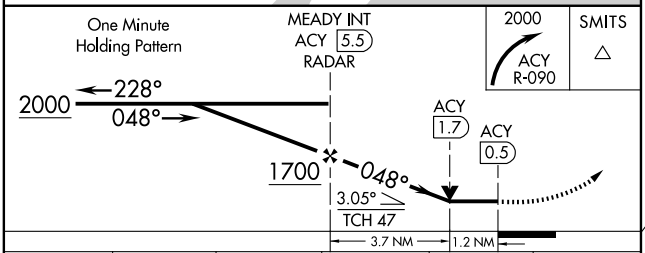
VOR RWY 4
ATLANTIC CITY INTL (ACY)

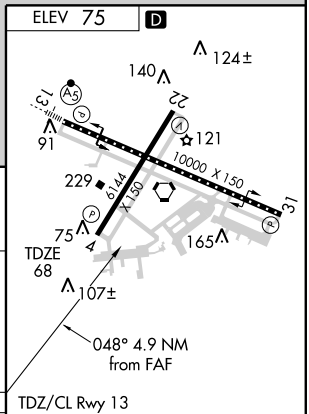
ASR

MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
S-4	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	133°	TDZE 75
Chan 23		Apt Elev 75

VOR RWY 13
ATLANTIC CITY INTL (ACY)

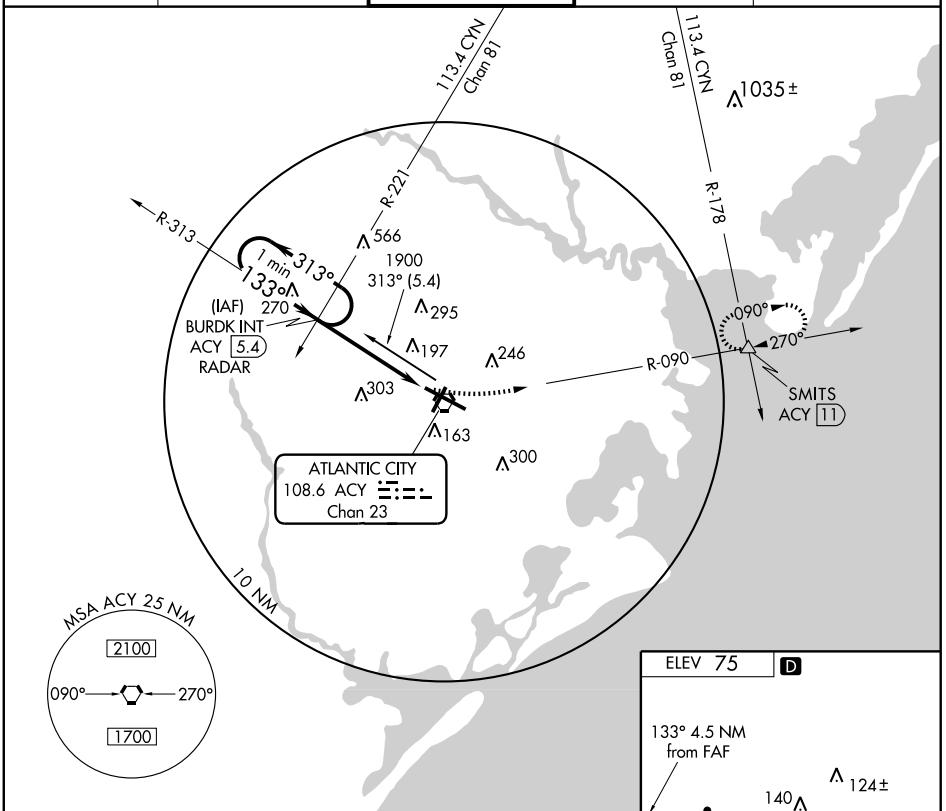
ASR

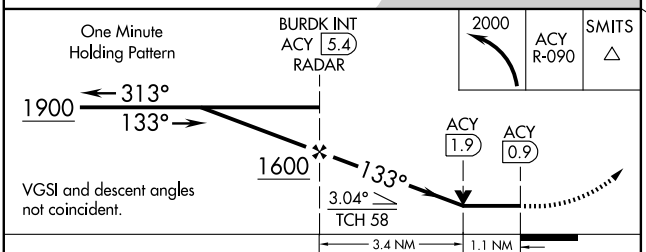
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

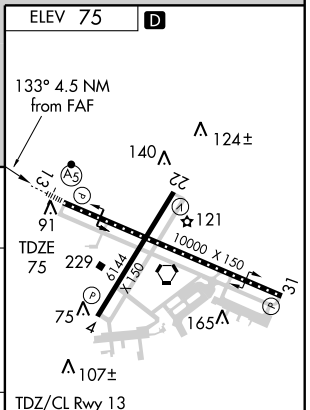
MALSR

MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
S-13	480/24 405 (500-½)		480/40 405 (500-¾)	480/50 405 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

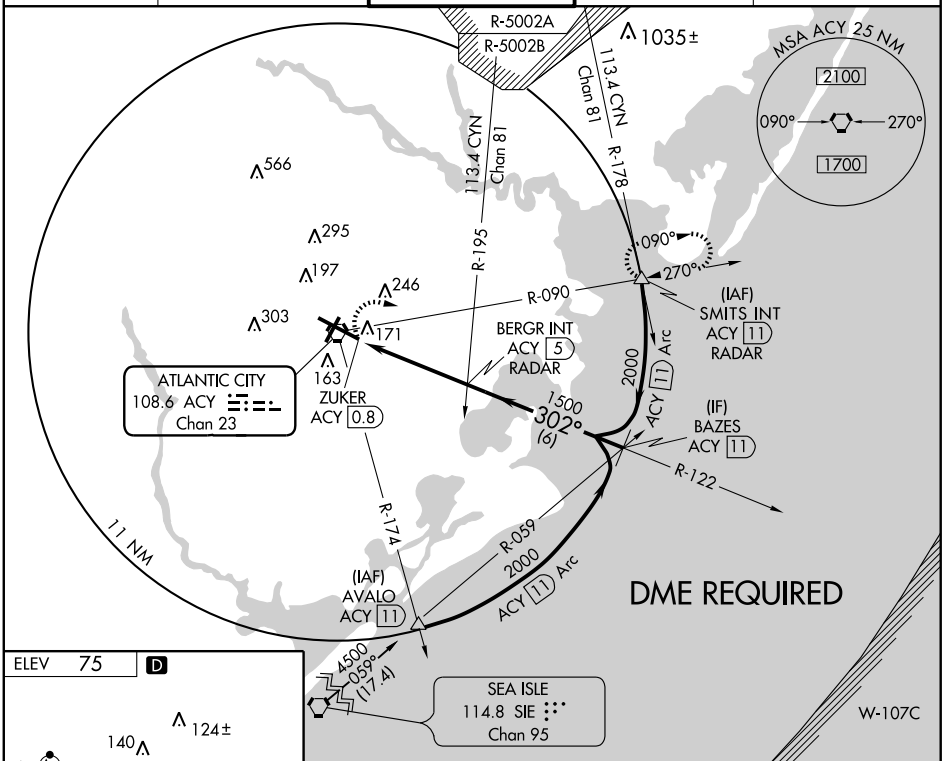
VORTAC ACY	APP CRS	Rwy Idg 10000
108.6	302°	TDZE 63
Chan 23		Apt Elev 75

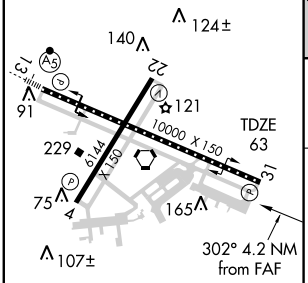
VOR RWY 31
ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



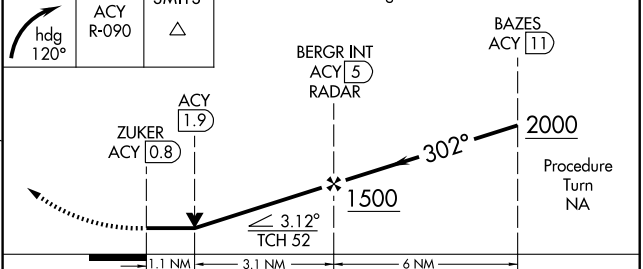


TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

2000 hdg 120°	ACY R-090	SMITS △

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D	E
S-31	480-1 417 (500-1)		480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BELMAR/FARMINGDALE

MONMOUTH EXECUTIVE (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.47′

NEW YORK
H–10I, 12J, L–34H
IAP

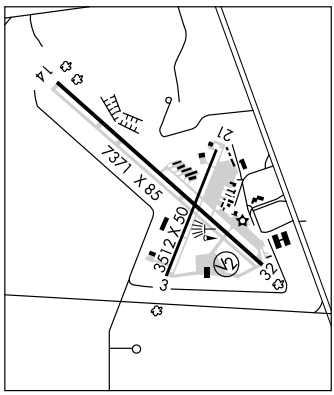
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM

RWY 14–32: H7371X85 (ASPH) MIRL(NSTD) 0.6% up SW

RWY 14: REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.

RWY 03–21: H3512X50 (ASPH)

RWY 03: Trees. **RWY 21:** Tree.



AIRPORT REMARKS: Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 121.625 (732) 938–3330.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

BERLIN

CAMDEN CO (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′

WASHINGTON
L–34G, A
IAP

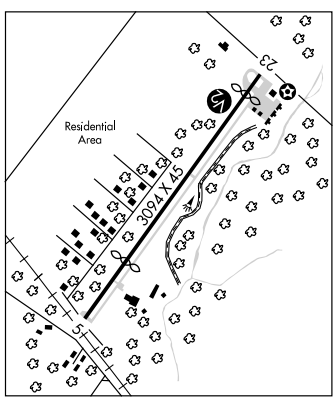
149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV

RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW

RWY 05: REIL. Thld dsplcd 740′. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.

AIRPORT REMARKS: Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.



COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

APP CRS	Rwy Idg	7371
144°	TDZE	159
	Apt Elev	159

GPS RWY 14

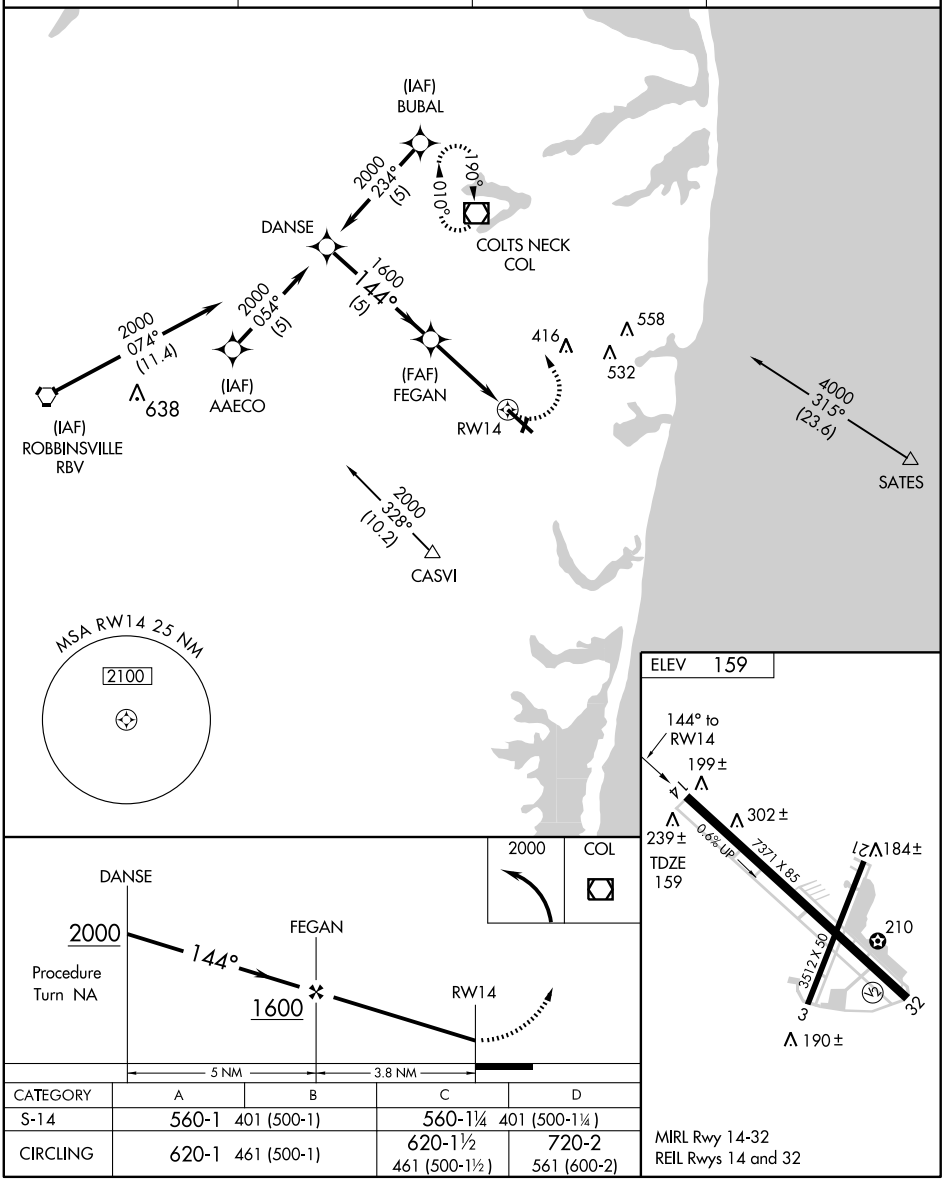
BELMAR / MONMOUTH EXECUTIVE (BLM)

Procedure not authorized at night except by prior arrangement for runway lights.

NA

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

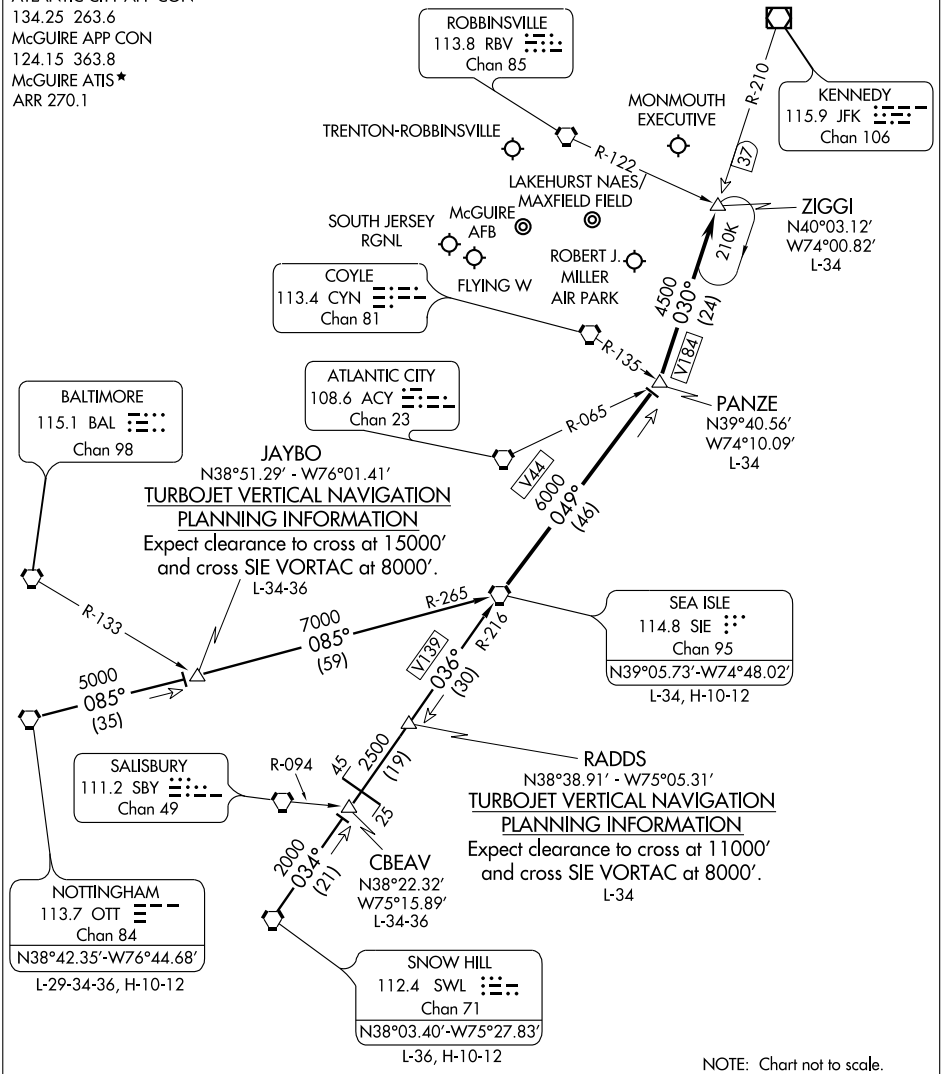
AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)



CATEGORY	A	B	C	D
S-14	560-1 401 (500-1)		560-1¼ 401 (500-1¼)	
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

MIRL Rwy 14-32
REIL Rwys 14 and 32

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RBV 113.8 Chan 85	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 159

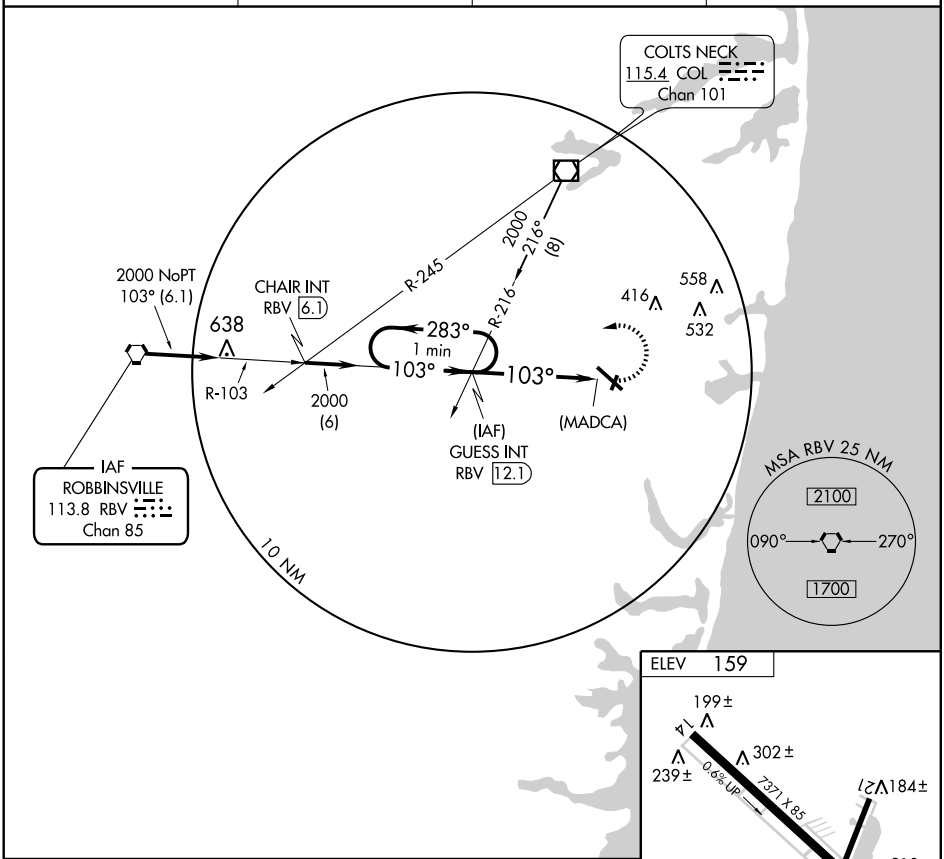
VOR or GPS-A

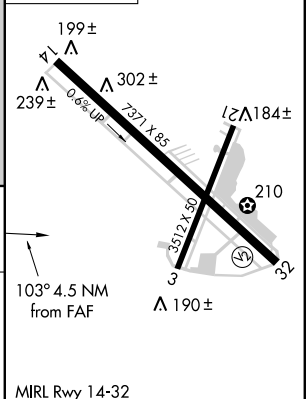
BELMAR / MONMOUTH EXECUTIVE (BLM)

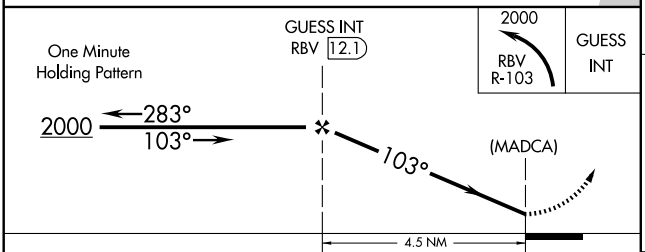
Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 via RBV R-103to GUESS Int and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)







MIRL Rwy 14-32
REIL Rwys 14 and 32

CATEGORY	A	B	C	D
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BELMAR/FARMINGDALE

MONMOUTH EXECUTIVE (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.47′

NEW YORK
H–10I, 12J, L–34H
IAP

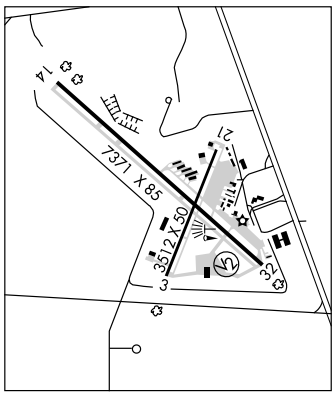
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM

RWY 14–32: H7371X85 (ASPH) MIRL(NSTD) 0.6% up SW

RWY 14: REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.

RWY 03–21: H3512X50 (ASPH)

RWY 03: Trees. **RWY 21:** Tree.



AIRPORT REMARKS: Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 121.625 (732) 938–3330.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

BERLIN

CAMDEN CO (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′

WASHINGTON
L–34G, A
IAP

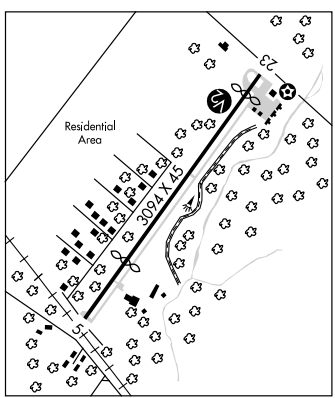
149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV

RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW

RWY 05: REIL. Thld dsplcd 740′. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.

AIRPORT REMARKS: Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.



COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 5

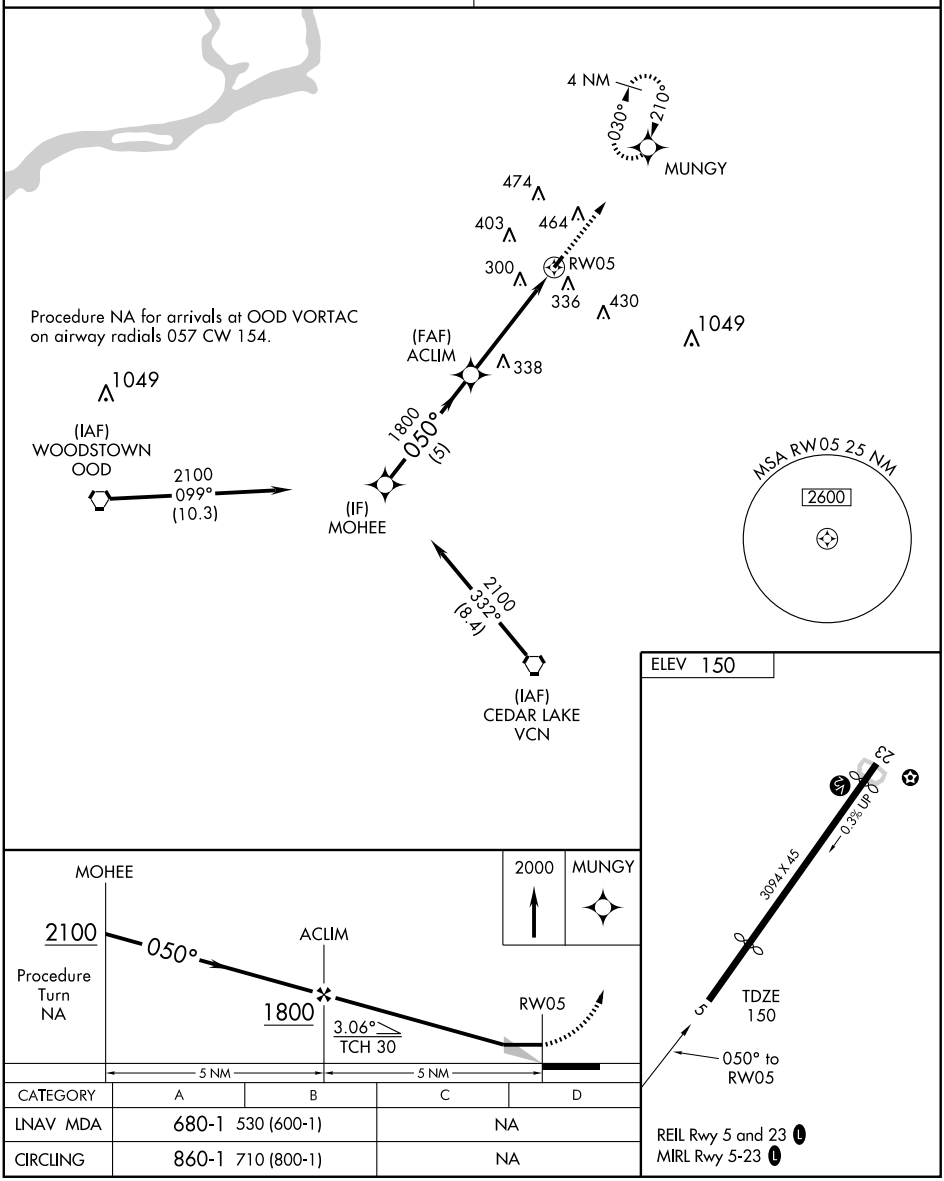
BERLIN / CAMDEN COUNTY (19N)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1 530 (600-1)		NA	
CIRCLING	860-1 710 (800-1)		NA	

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150

RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use
▲ NA Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L

YARDLEY ARD

Procedure NA for arrivals at ARD VOR/DME via V479 Northbound.

2000 171° (12.7)

ROBBINSVILLE RBV

2000 251° (17)

Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 289.

(IAF) COBUS

2000 201° (5.1)

4 NM

021°

(IF) HOLEY

1800 210° (7.8)

MSA RW 23 25 NM

2600

(FAF) MUNGY

474 500 230°

403

300 RW23 336

430 1049

ELEV 150

230° to RW23

TDZE 142

23

5

0.3% UP

3094 X 45

5

2000 HOLEY

HOLEY

MUNGY

2000

210°

Procedure Turn NA

RW23

230°

3.05°

TCH 40

1800

5 NM 7.8 NM

CATEGORY	A	B	C	D
LNAV MDA	840-1	698 (700-1)	NA	
CIRCLING	860-1	710 (800-1)	NA	

REIL Rwy 5 and 23 L

MIRL Rwy 5-23 L

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	013°	TDZE	N/A
Chan 99		Apt Elev	150

VOR-B
BERLIN / CAMDEN COUNTY (19N)

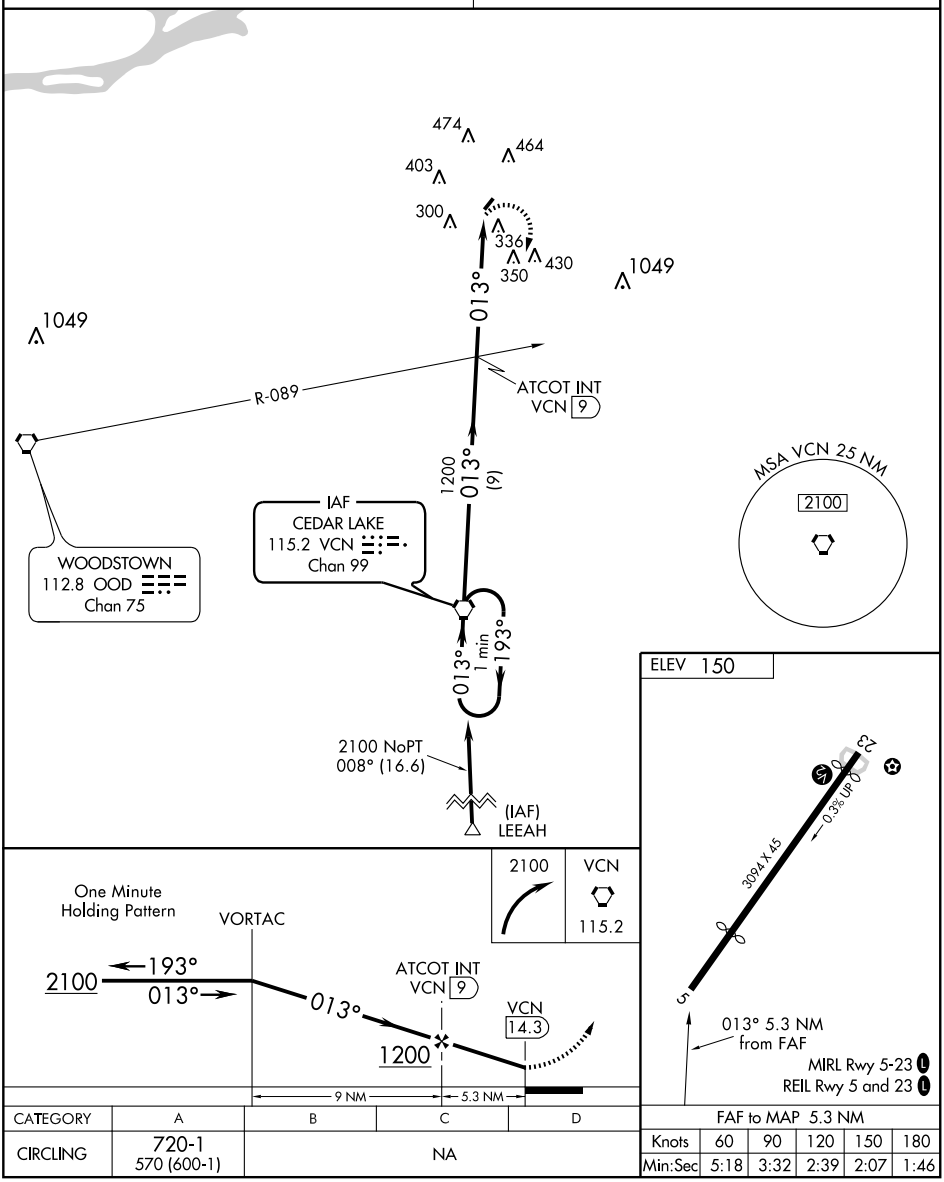
NA

Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) L

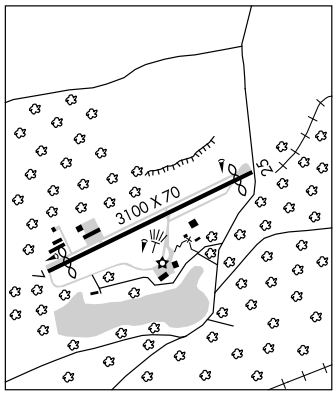


CATEGORY	A	B	C	D
CIRCLING	720-1 570 (600-1)	NA		

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BLAIRSTOWN (1N7) 2 SW UTC−5(−4DT) N40°58.27′ W74°59.85′ **NEW YORK**
372 B S4 **FUEL** 100LL OX2 TPA—1402(1030) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3100X70 (ASPH) MIRL **IAP**
RWY 07: Thld dsplcd 296′. Trees.
RWY 25: Thld dsplcd 246′. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. 24 hr self svc fuel. Hill northeast of arpt may require pilots execute steep apch to Rwy 25. ACTIVATE MIRL Rwy 07–25—CTAF. Gliders opr from turf area just south of Rwy 07–25.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP/DEP CON** 127.6 (From East)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (From West)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 267° 6.0 NM to fld. 920/11W.



BRIDGETON

BUCKS (ØØN) 3 NE UTC−5(−4DT) N39°28.38′ W75°11.07′ **WASHINGTON**
108 TPA—1008(900) NOTAM FILE MIV
RWY 18–36: 1900X150 (TURF) LIRL
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Attended dawn–dusk. For LIRL Rwy 18–36 call 856–451–8666. Arpt CLOSED to all transient acft Jan 1 to Apr 1 because of soft rwy conditions, for PPR call 856–455–3990.
COMMUNICATIONS: CTAF 122.9

LI CALZI (N5Ø) 2 S UTC−5(−4DT) N39°24.51′ W75°14.23′ **WASHINGTON**
42 TPA–800(758) NOTAM FILE MIV
RWY 12–30: 2773X100 (TURF)
RWY 12: Trees. **RWY 30:** Tree.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to all traffic until further notice. Rwy unusable. Turf sfc plowed and furrowed. Ldg fee.
COMMUNICATIONS: CTAF 122.9

BROADWAY N40°47.91′ W74°49.31′ NOTAM FILE MIV. **NEW YORK**
(L) VORW/DME 114.2 BWZ Chan 89 158°12.4 NM to Somerset. 1048/11W. **H–10I, L–33A, 34H**
VOR portion unusable:
125°–240°below 3000′;
125°–180° beyond 15 NM below 5000′
180°–210° beyond 15 NM
210°–235° beyond 15 NM below 5000′
RCO 122.35 (MILLVILLE RADIO)

BUCKS (See BRIDGETON)

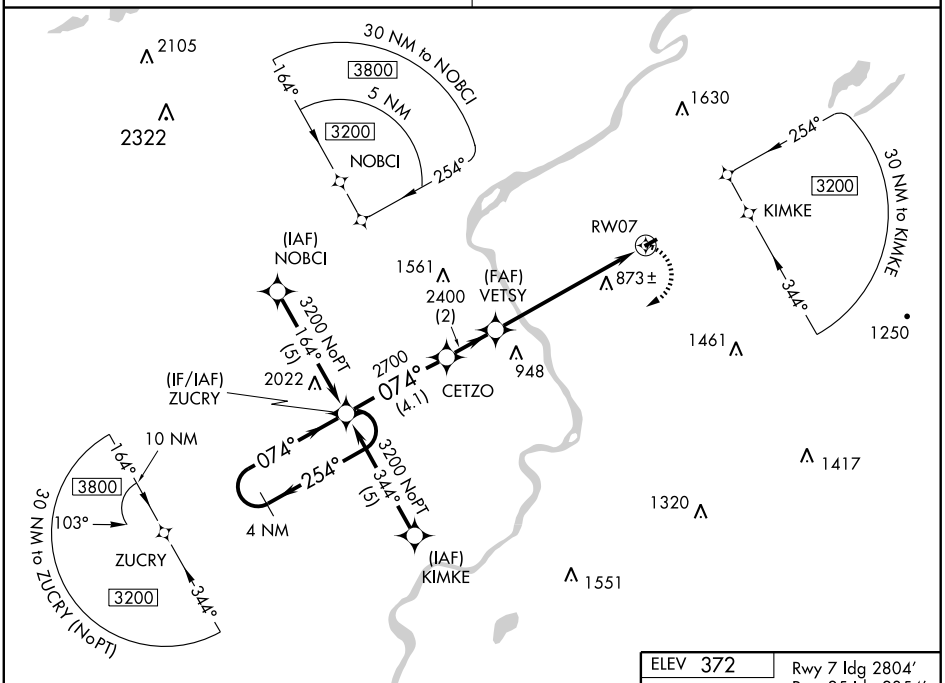
APP CRS		
074°	Rwy Idg	2804
	TDZE	372
	Apt Elev	372

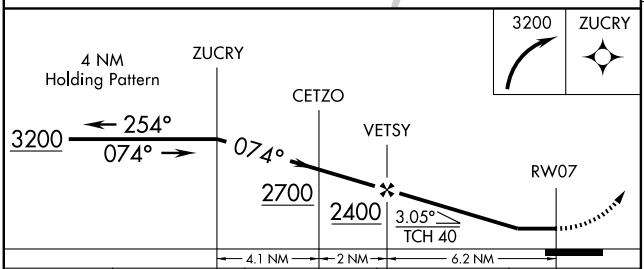
RNAV (GPS) RWY 7
BLAIRSTOWN (1N7)

When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night. DME/DME RNP-0.3 NA.

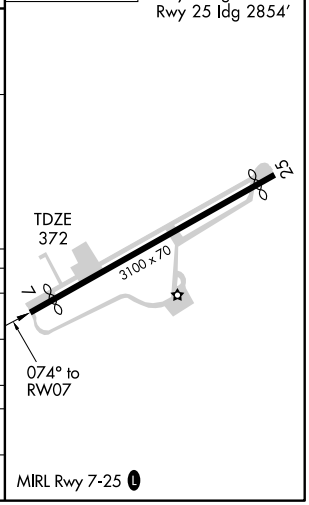
MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA	
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA	
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
254°	Rwy Idg	2854
	TDZE	371
	Apt Elev	372

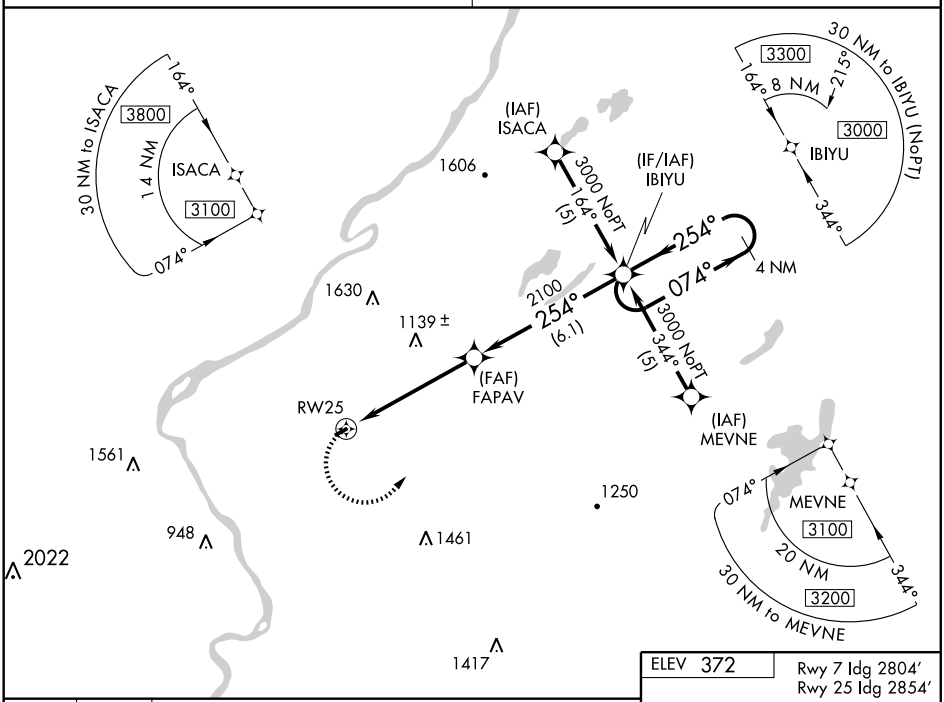
RNAV (GPS) RWY 25

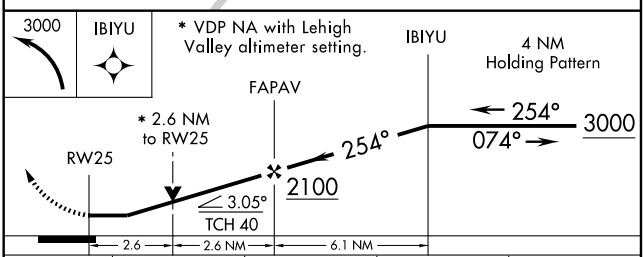
BLAIRSTOWN (1N7)

▼ ▲ NA — When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

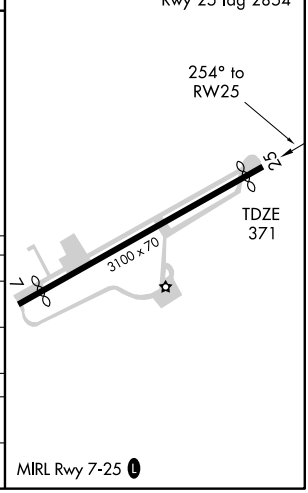
MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 889 (900-1¼)		NA	
CIRCLING	1260-1¼ 888 (900-1¼)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)	NA	
CIRCLING	1540-1¼ 1168 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME STW	APP CRS	Rwy Idg	2854
109.6	267°	TDZE	371
Chan 33		Apt Elev	372

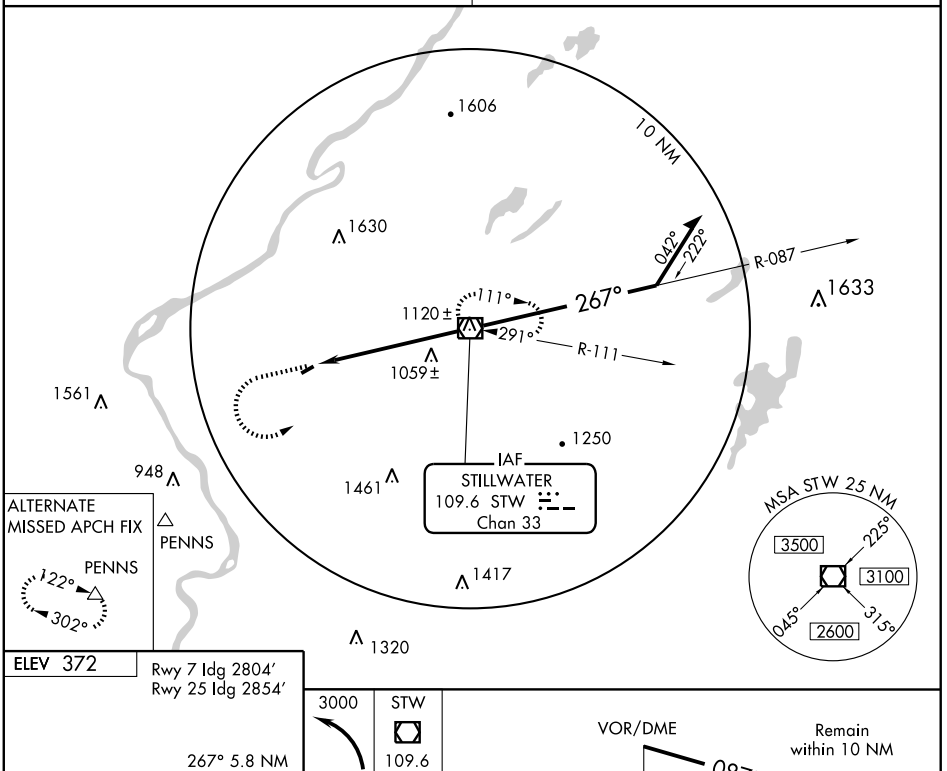
VOR RWY 25
BLAIRSTOWN (1N7)

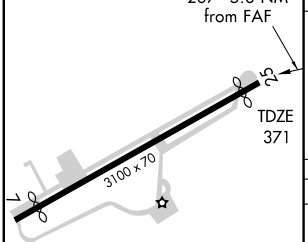
When local altimeter setting not received, use Lehigh Valley altimeter setting.
NA Circling to Rwy 7 NA at night.

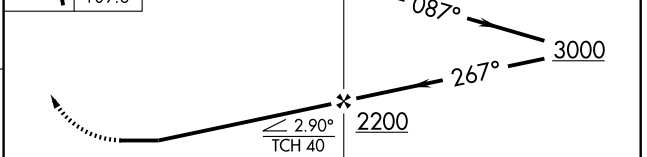
MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	1320-1¼ 949 (1000-1¼)		NA	
CIRCLING	1320-1¼ 948 (1000-1¼)		NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)	NA	
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)	NA	

MIRL Rwy 7-25 L

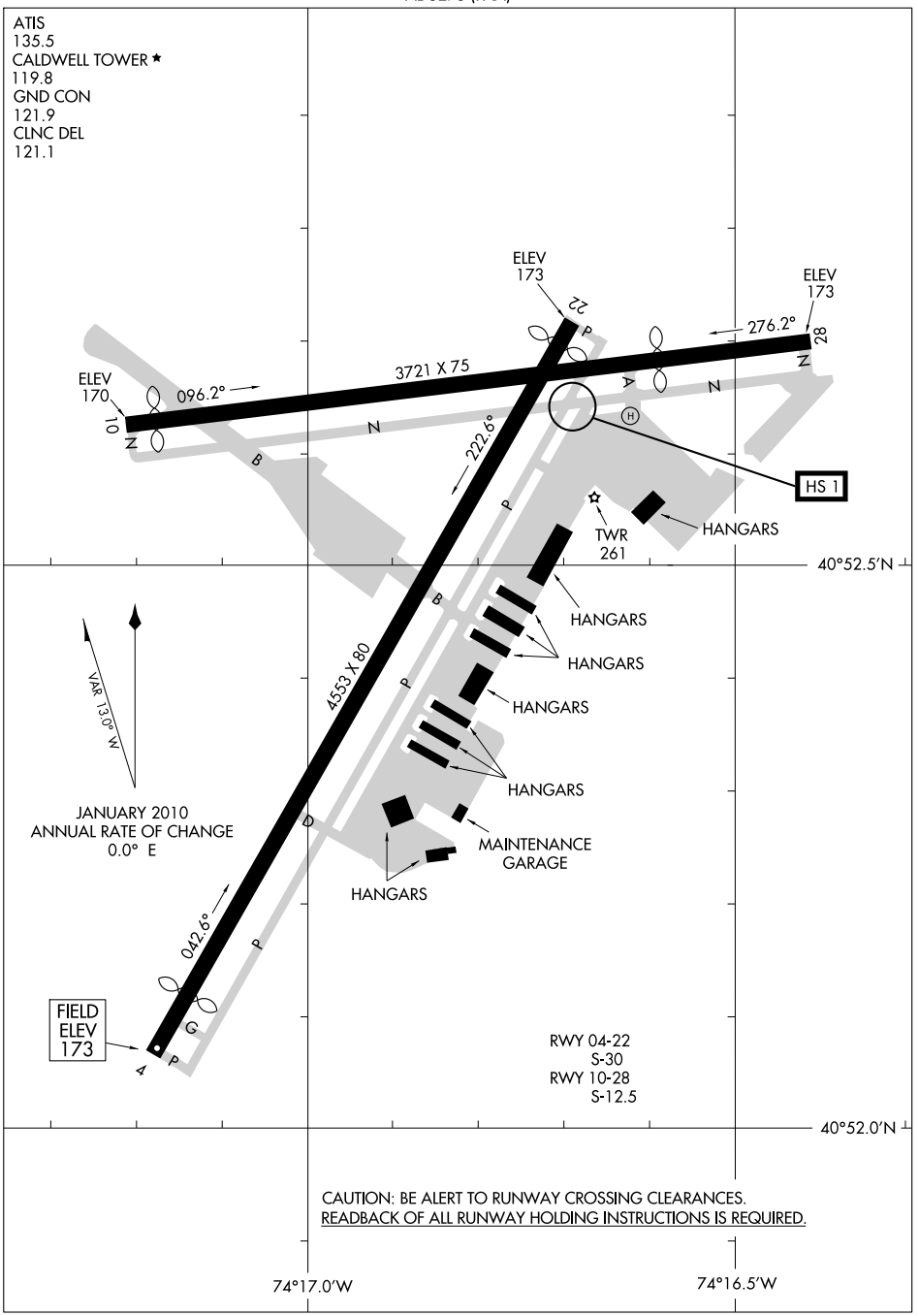
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY

AL-5275 (FAA)



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

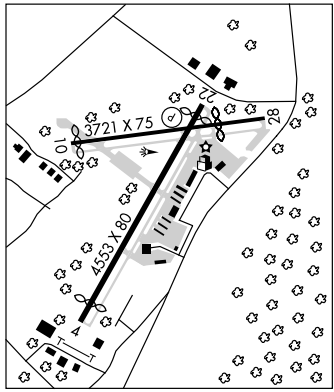
AIRPORT DIAGRAM

CALDWELL, NEW JERSEY
CALDWELL/ ESSEX COUNTY (CDW)

10266

CALDWELL

ESSEX CO (CDW) 2 N UTC−5(−4DT) N40°52.51′ W74°16.88′ NEW YORK
173 B S4 **FUEL** 100LL, JET A OX 4 TPA—See remarks NOTAM FILE CDW COPTER
RWY 04–22: H4553X80 (ASPH) S–30 HIRL L–33A, 34H
RWY 04: Thld dsplcd 371′. Tree. IAP, AD
RWY 22: REIL. PAPI(P4R)—GA 3.0° TCH 42′. Thld dsplcd 135′. Trees. Rgt tfc.
RWY 10–28: H3721X75 (ASPH) S–12.5 MIRL
RWY 10: Thld dsplcd 166′. Trees.
RWY 28: Thld dsplcd 825′. Trees. Rgt tfc.



AIRPORT REMARKS Attended 1200–0400Z‡. Turbo jet acft ldg and tkf restricted to Rwy 04–22, ldg Rwy 10–28 restricted to 12,500 pounds and below. Touch and go landings limited to based aircraft only. Deer and birds on and invof arpt. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. TPA for large and turbojet acft 1700(1527); light acft 1200(1027). Fixed-wing VFR acft departure: Rwy 04—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departng pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 10—from departure end turn left heading 080° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 22—from departure end turn right heading 230° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 28—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Pilots be alert—the Teterboro VOR/DME or GPS–A; the Passaic River visual Rwy 06 and Cedar Grove visual Rwy 01 apchs transit Essex Co arpt CLASS D airspace. Traffic passes north of the arpt descending from 3000 ft MSL to 2000 ft MSL. Pilots be alert—the Morristown ILS and NDB or GPS Rwy 23 apchs transit Essex Co CLASS D airspace. Traffic passes two miles west of the arpt descending through 2000 ft MSL. Rwy 22 PAPI unusable byd 5° right of centerline due to obstruction. When twr clsd MIRL Rwy 10–28 and HIRL Rwy 04–22 preset med ints. REIL Rwy 22 avbl high ints only. ACTIVATE HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Landing fee for all transient acft. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

WEATHER DATA SOURCES: ASOS (973) 575–4417.
COMMUNICATIONS: CTAF 119.8 **ATIS** 135.5 **UNICOM** 122.95
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
CALDWELL TOWER 119.8 (1200–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.1
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.93′ W74°03.74′ 289°10.1 NM to fld. 10/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.07′ 108° 2.4 NM to fld.
PATERSON NDB (MHW) 347 PNJ N40°56.79′ W74°09.05′ 249°7.1 NM to fld. NOTAM FILE MIV. Unusable 260°–040° beyond 15NM.
ILS 109.35 I–CDW Rwy 22. LOC only.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

CAMDEN CO
(See BERLIN)

CAPE MAY CO
(See WILDWOOD)

CEDAR LAKE
N39°32.26′ W74°58.03′ NOTAM FILE MIV. WASHINGTON
(L) VORTAC 115.2 VCN Chan 99 216° 11.3 NM to Millville Muni. 120/10W. H–10I, L–34G, A
RCO 122.1R 115.2T (MILLVILLE RADIO)

CENTRAL JERSEY RGNL
(See MANVILLE)

CHATHAM
N40°44.46′ W74°25.79′ NOTAM FILE MIV. NEW YORK
NDB (MHW) 254 CAT 022°3.6 NM to Morristown Muni. L–33A, 34H

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rwys and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JAIKE TWO ARRIVAL (RNAV)

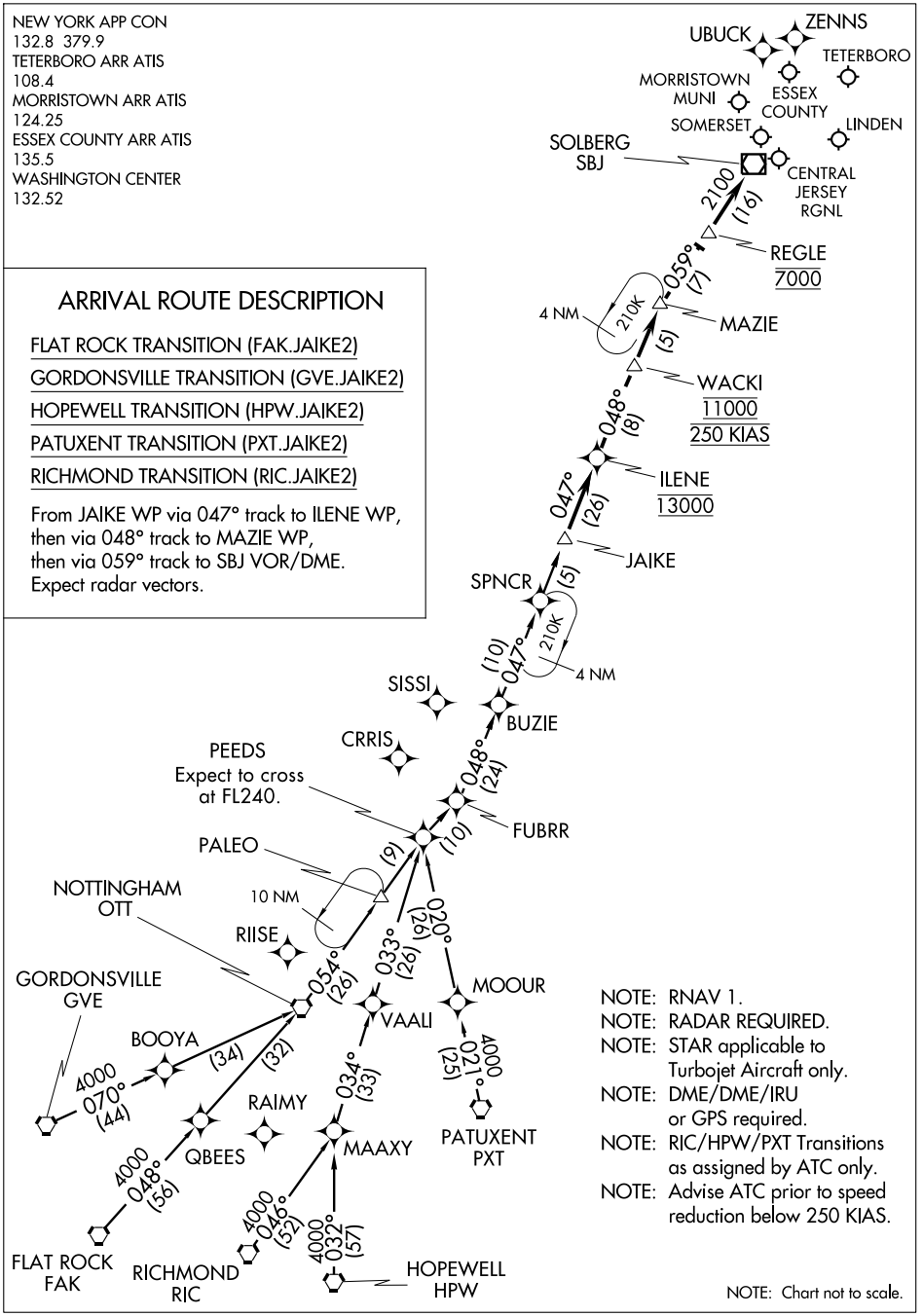
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-CDW	APP CRS	Rwy Idg	4418
109.35	223°	TDZE	173
		Apt Elev	173

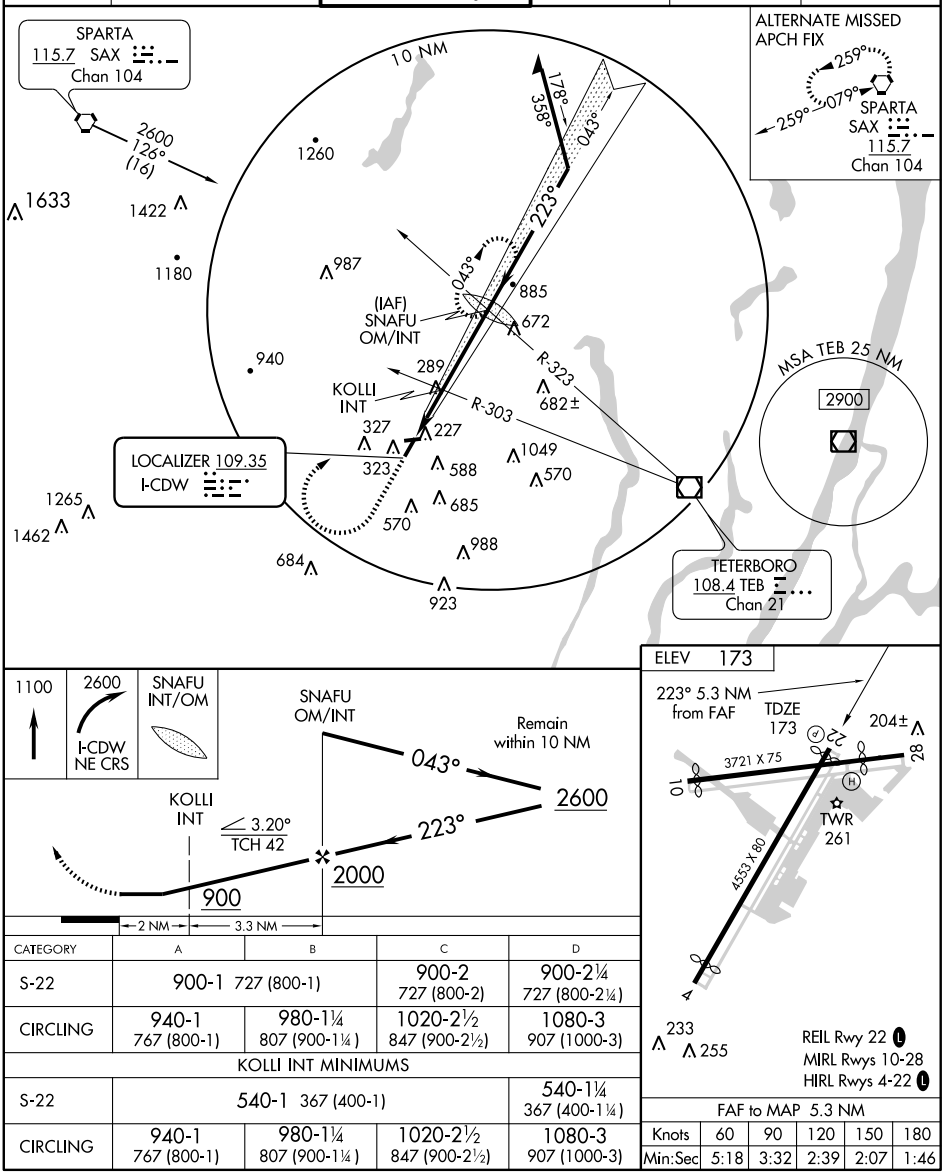
LOC RWY 22

CALDWELL / ESSEX COUNTY (CDW)

When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ¼ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95



REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

CATEGORY	A	B	C	D
S-22	900-1 727 (800-1)		900-2 727 (800-2)	900-2¼ 727 (800-2¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)
KOLLI INT MINIMUMS				
S-22	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOM MM	APP CRS	Rwy Idg	N/A
392	107°	TDZE	N/A
		Apt Elev	173

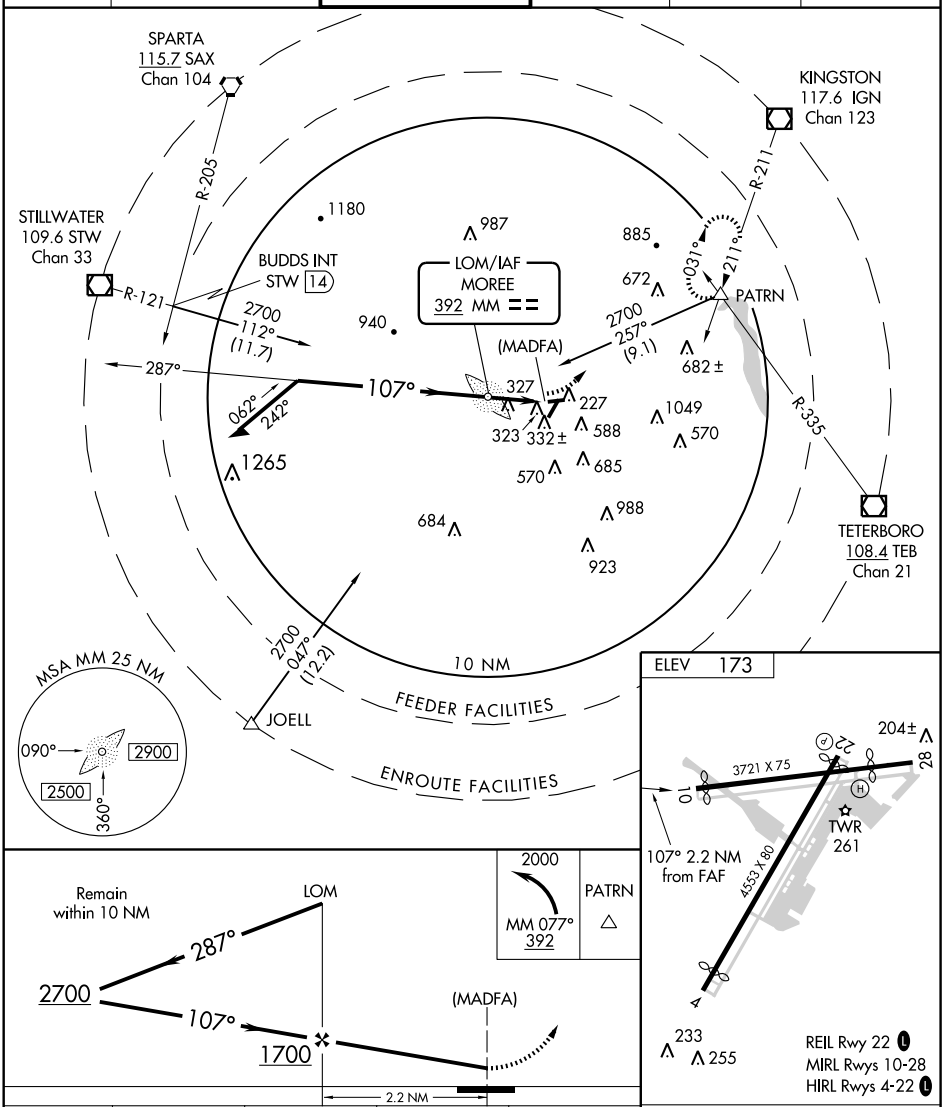
NDB or GPS-A

CALDWELL / ESSEX COUNTY (CDW)

NA

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95



CATEGORY	A	B	C	D
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	1080-3 907 (1000-3)

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4418
223°	TDZE	173
	Apt Elev	173

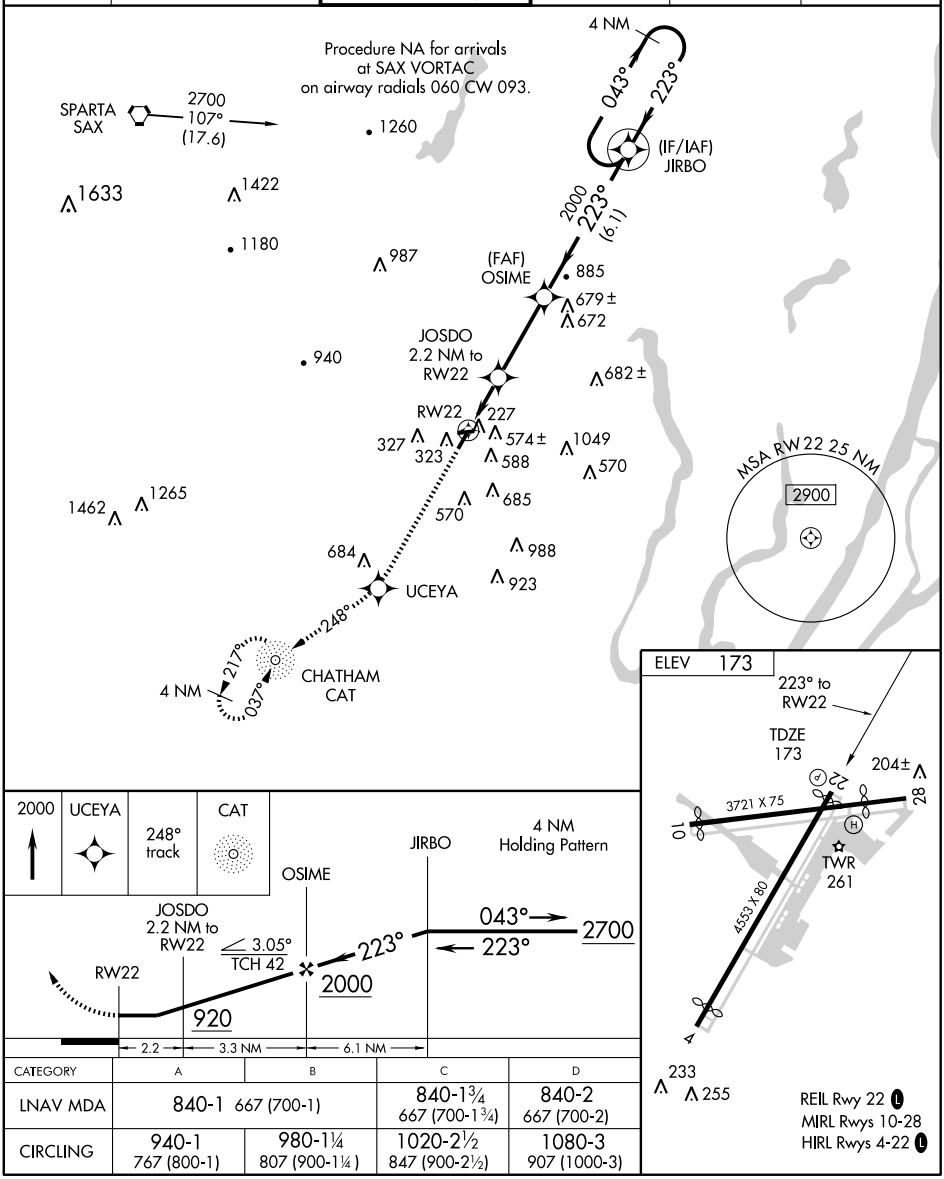
RNAV (GPS) RWY 22

CALDWELL / ESSEX COUNTY (CDW)

When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95



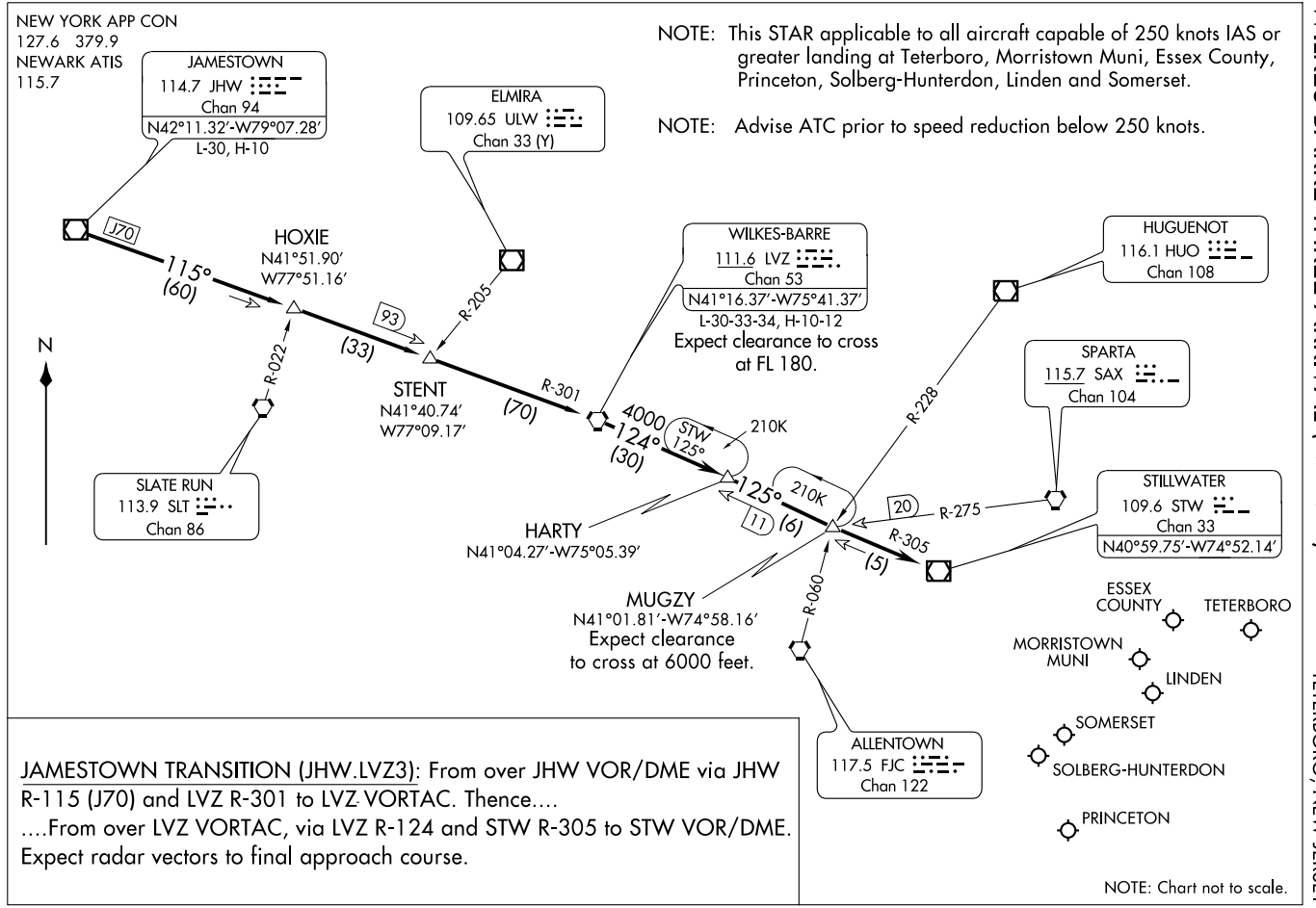
CATEGORY	A	B	C	D
LNAV MDA	840-1 667 (700-1)		840-1¾ 667 (700-1¾)	840-2 667 (700-2)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

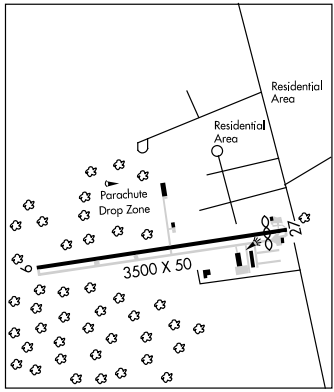
TETERBORO, NEW JERSEY

ST-890 (FAA)

COLTS NECK N40°18.70′ W74°09.58′ NOTAM FILE MIV. NEW YORK
(L) VORW/DME 115.4 COL Chan 101 179° 7.7 NM to Monmouth Executive. 129/11W. H–10I, L–34H
VOR portion unusable:
351°–030° byd 30 NM blo 3000′ 031°–179° byd 15 NM blo 6000′
241°–329° byd 15 NM blo 3000′ and byd 30 NM blo 6000′
RCO 122.3 (MILLVILLE RADIO)

COYLE N39°49.04′ W74°25.90′ NOTAM FILE MIV. WASHINGTON
(H) VORTAC 113.4 CYN Chan 81 054°9.2 NM to Robert J Miller. 210/10W. H–10I, L–34G
RCO 122.1R 113.4T (MILLVILLE RADIO)

CROSS KEYS (17N) 1 S UTC−5(−4DT) N39°42.33′ W75°01.98′ WASHINGTON
162 S4 **FUEL** 100LL TPA—1000(838) NOTAM FILE MIV L–34G, A
RWY 09–27: H3500X50 (ASPH) S–13 LIRL(NSTD) 0.7% up E IAP
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Due to parachute drop zone on north side of arpt all tfc is to remain south of Rwy 09–27. Deer and birds on and invof arpt. Rwy 27 road, fence and trees near app end. Rwy 09–27 asphalt cracked/loose. Rwy 27 dsplcd thld marked with lgts. Rwy 09–27 NSTD LIRL. All lgt spacing NSTD. Rwy 09 no yellow caution zone lgts. Rwy hold markings less than std dsplcmnt from rwy. Arpt windsock located on hangar south of rwy. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 127.35 **CLNC DEL** TF 800–354–9884
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 082° 13.2 NM to fld. 140/10W.



EAGLES NEST (See WEST CREEK)

ESSEX CO (See CALDWELL)

FLYING W (See LUMBERTON)

GREENWOOD LAKE (See WEST MILFORD)

HACKETTSTOWN (NØ5) 3 SW UTC−5(−4DT) N40°49.21′ W74°51.31′ NEW YORK
670 S2 **FUEL** 80, 100LL NOTAM FILE MIV
RWY 05–23: H2200X50 (ASPH) S–5
RWY 05: House. **RWY 23:** Tree.
AIRPORT REMARKS: Attended dawn–dusk.
COMMUNICATIONS: CTAF 122.9

VORTAC OOD	APP CRS	Rwy Idg	3500
112.8	081°	TDZE	162
Chan 75		Apt Elev	162

VOR or GPS RWY 9

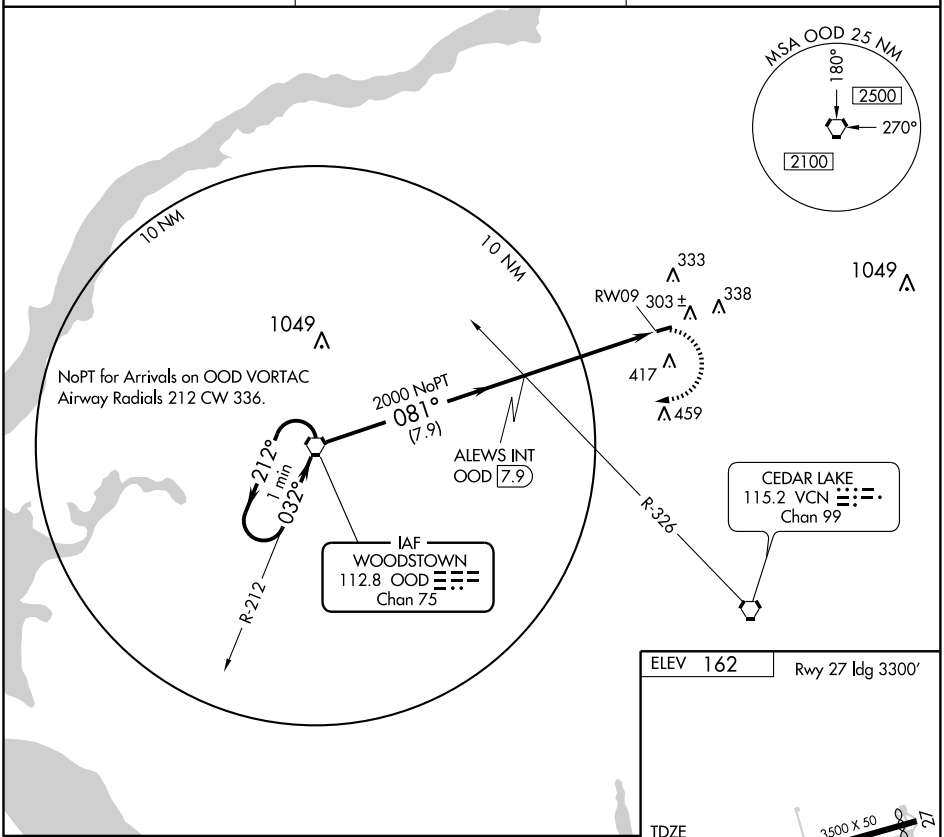
CROSS KEYS (17N)

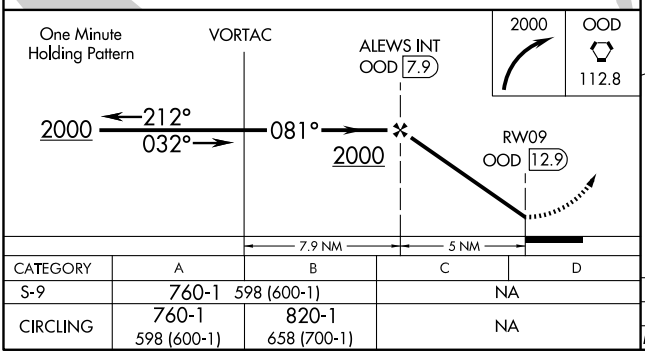
NA

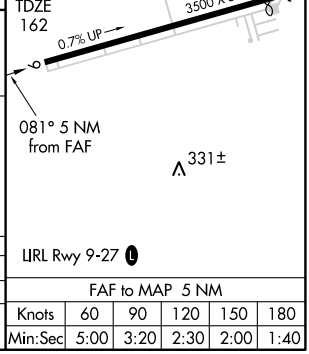
Use Philadelphia Intl Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON	GCO	UNICOM
127.35 317.55	121.725	122.8 (CTAF) L







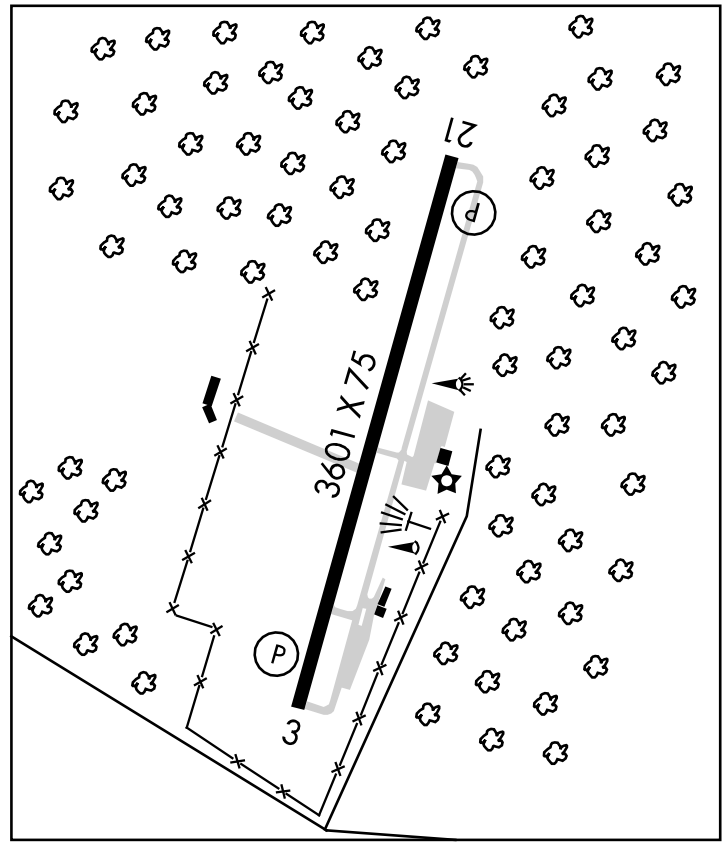
CATEGORY	A	B	C	D
S-9	760-1 598 (600-1)		NA	
CIRCLING	760-1 598 (600-1)	820-1 658 (700-1)	NA	

LIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

HAMMONTON MUNI (N81) 3 NE UTC−5(−4DT) N39°40.05′ W74°45.46′ **WASHINGTON**
65 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
RWY 03–21: H3601X75 (ASPH) S–12 MIRL **IAP**
RWY 03: PAPI(P2L)—GA 3.5° TCH 25′. Trees.
RWY 21: PAPI(P2L)—GA 3.25° TCH 20′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. On–arpt ctc: 609–704–1119. Rwy 03 deep ditch parallel to first 500′ of rwy on right side within 100′ of centerline. Be alert. Deer in vicinity of airport. Arpt has glider operations. Rwy 03 tall trees on approach. Automated unicom ACTIVATE—CTAF. ACTIVATE MIRL Rwy 03–21—123.5. PAPI Rwy 03 and Rwy 21 opr continuous.
COMMUNICATIONS: CTAF/AUNICOM 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 134.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 061° 12.4 NM to fld. 120/10W.



JOBSTOWN

REDWING (2N6) 1 S UTC−5(−4DT) N40°01.59′ W74°41.56′ **NEW YORK**
75 S2 TPA—800(725) NOTAM FILE MIV
RWY 06–24: 1830X50 (TURF)
RWY 06: Tree. **RWY 24:** Road.
RWY 11–29: 1590X70 (TURF) RWY LGTS (NSTD)
RWY 11: Trees. Rgt tfc. **RWY 29:** Tree.
AIRPORT REMARKS: Attended irregularly. Night landings prohibited due to permanent reduction in length of Rwy 11–29. NSTD lighting Rwy 11–29 OTS indef. Rwy 11–29 NSTD edge lgts, brightness adjustable low–high.
COMMUNICATIONS: CTAF 122.9

KROELINGER (See VINELAND)

APP CRS		
029°	Rwy Idg	3601
	TDZE	65
	Apt Elev	65

RNAV (GPS) RWY 3

HAMMONTON MUNI (N81)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Atlantic City altimeter setting; when not received, use Mount Holly altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct MASEE and hold.

ATLANTIC CITY ASOS	ATLANTIC CITY APP CON	UNICOM	
108.6 316.15	134.25 385.5	122.7 (CTAF)	123.5 L

NE-2, 21 OCT 2010 to 18 NOV 2010

1049

RW03

WOKES
2 NM to RW03

325

169±

Procedure NA for arrival on VCN VORTAC airway radials 066 CW160.

(FAF)
CIKSO

CEDAR LAKE
VCN

1900
127°
(7.2)

1600
029°
(6.2)

(IF/IAF)
MASEE

029°

209°

4 NM

MSA RW03 25 NM
2100

VGSI and descent angles not coincident.

1900

MASEE

4 NM
Holding Pattern

MASEE

1900

209°

029°

029°

CIKSO

WOKES
2 NM to RW03

3.04°
TCH 40

RW03

1600

740

6.2 NM — 2.6 NM — 2 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	415 (500-1)	480-1¼ 415 (500-1¼)	NA
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	NA

ELEV 65

21

3601 X 75

TDZE
65

3

029° to
RW03

MIRL Rwy 3-21 L

39°40'N - 74°45'W

HAMMONTON MUNI (N81)
RNAV (GPS) RWY 3

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	061°	TDZE	N/A
Chan 99		Apt Elev	65

VOR-A

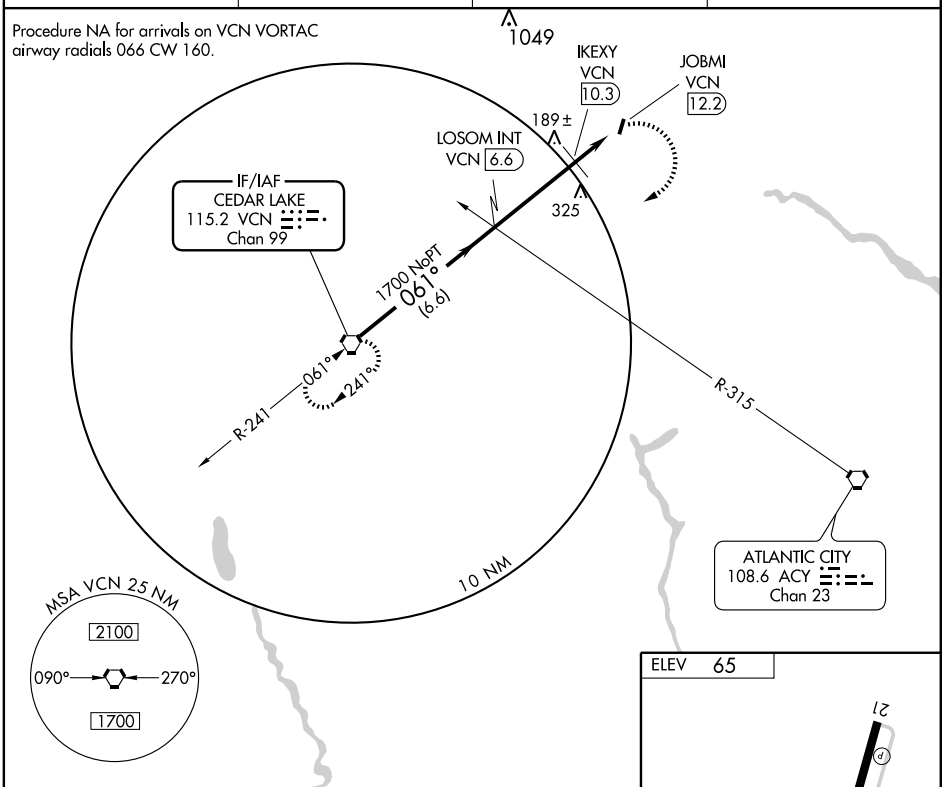
HAMMONTON MUNI (N81)

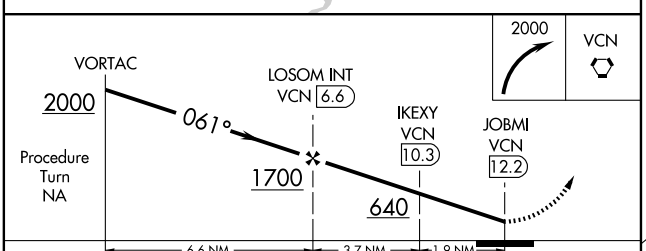
NA — Use Atlantic City altimeter setting; when not received use Mount Holly altimeter setting.

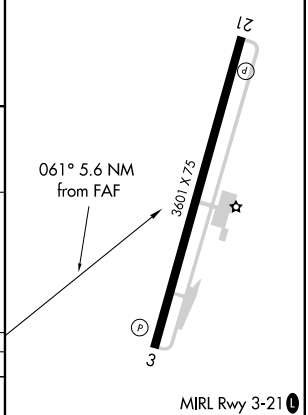
MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY ASOS	ATLANTIC CITY APP CON	UNICOM	
108.6 316.15	134.25 385.5	122.7 (CTAF)	123.5 L

Procedure NA for arrivals on VCN VORTAC airway radials 066 CW 160.







CATEGORY	A	B	C	D
CIRCLING	640-1 575 (600-1)		640-1½ 575 (600-1½)	NA
IKEXY FIX MINIMUMS				
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	NA

MIRL Rwy 3-21 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	240°	TDZE	N/A
Chan 99		Apt Elev	65

VOR-B

HAMMONTON MUNI (N81)

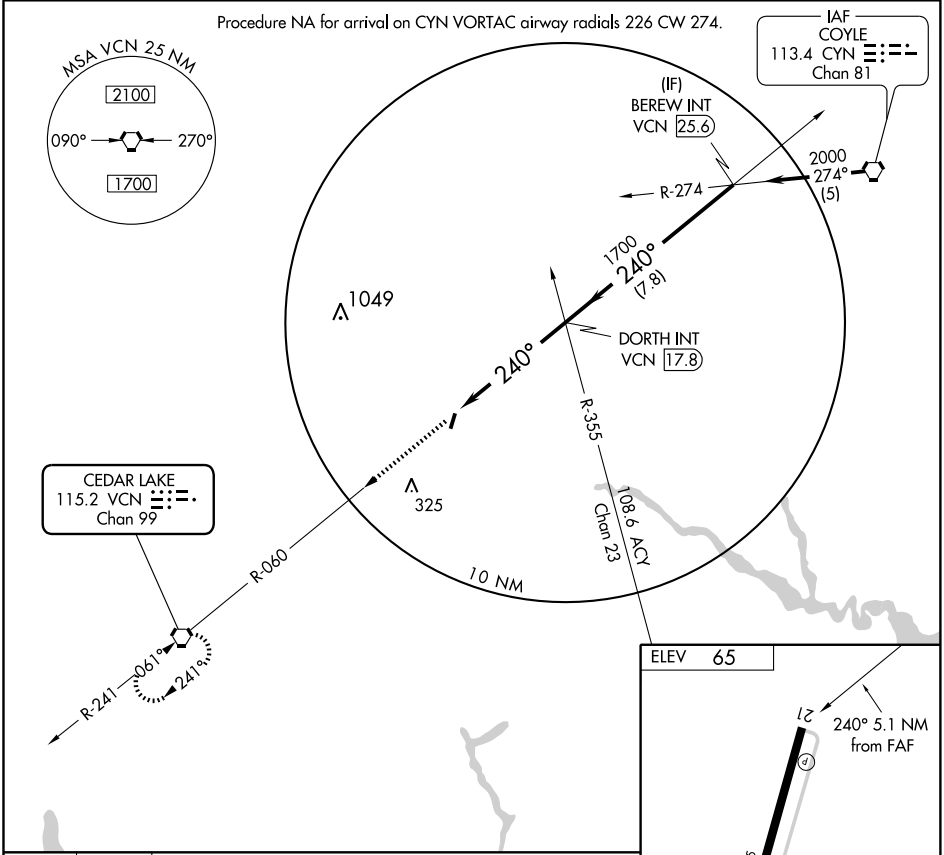
NA

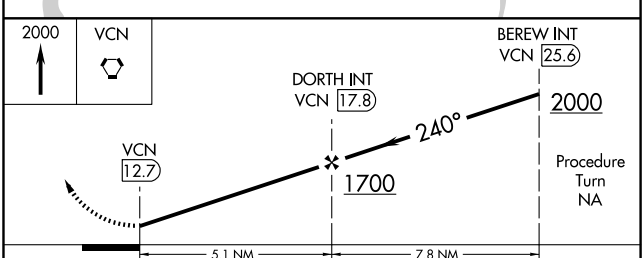
Use Atlantic City altimeter setting, when not received use Mount Holly altimeter setting.

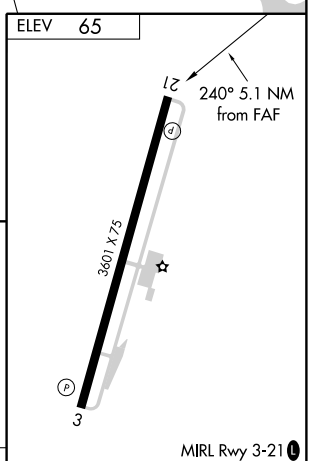
MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY ASOS	ATLANTIC CITY APP CON	UNICOM	
108.6 316.15	134.25 385.5	122.7 (CTAF)	123.5 L

Procedure NA for arrival on CYN VORTAC airway radials 226 CW 274.



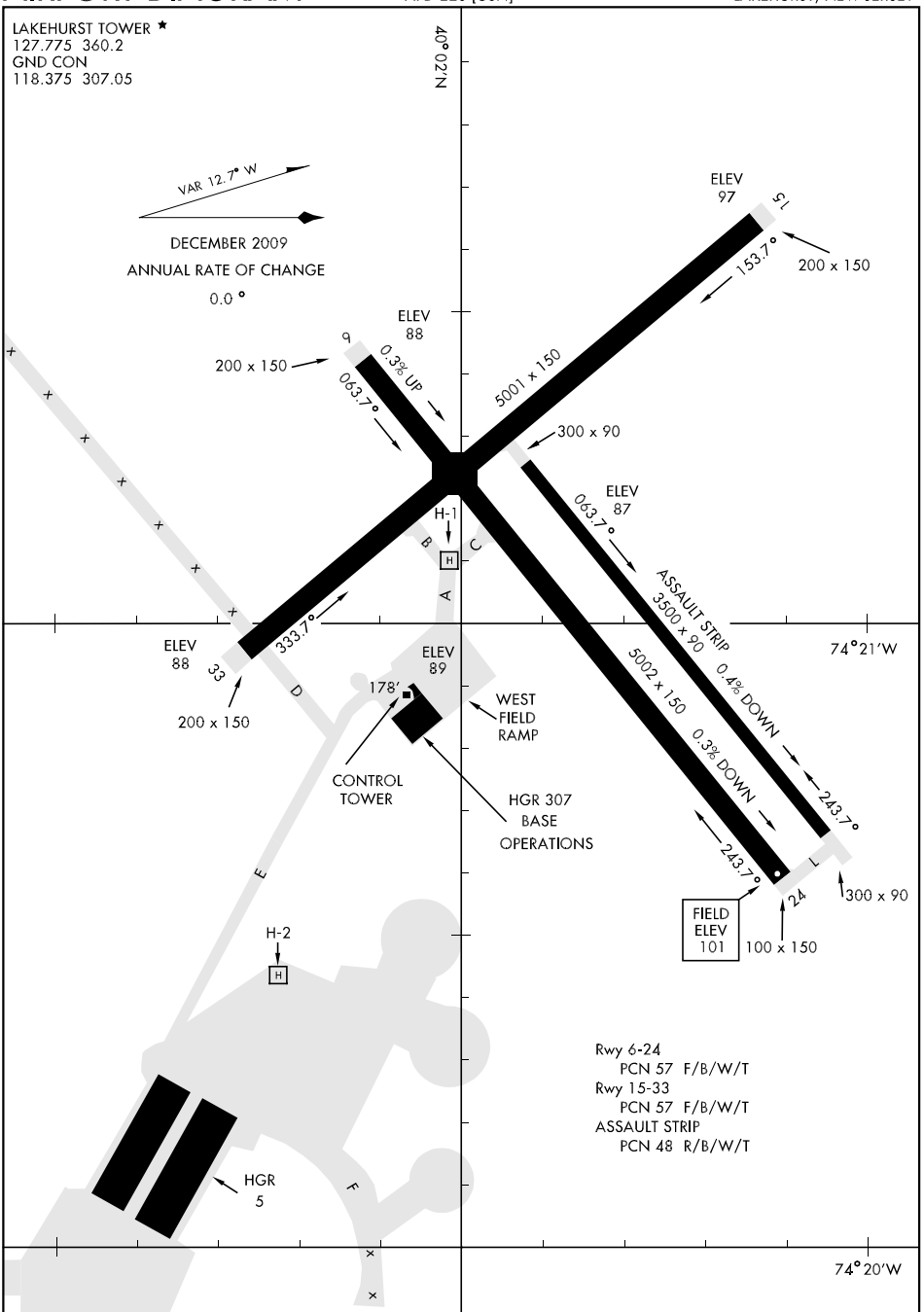




CATEGORY	A	B	C	D
CIRCLING	560-1 495 (500-1)		560-1½ 495 (500-1½)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

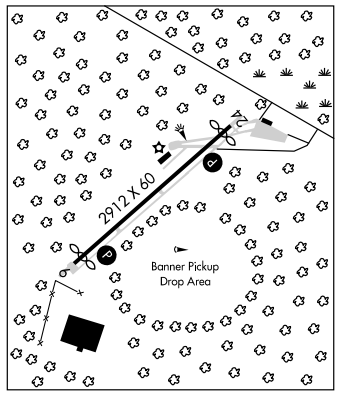
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12J, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
RWY 06–24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
RWY 24: MALSR. PAPI(P4L). Rgt tfc.
RWY 15–33: H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
RWY 15: Rgt tfc. **RWY 33:** PAPI(P4L).
MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
FUEL J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
MILITARY REMARKS: Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
COMMUNICATIONS: SFA
ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
TOWER 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
GNC CON 118.375 307.05
AIRSPACE: CLASS D svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
(T) TACAN Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
NDB (MHW) 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
RWY 06–24: H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
RWY 06: PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
RWY 24: PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.



LI CALZI (See BRIDGETON)

NDB RWY 24

NDB NEL	APCH CRS	Rwy Idg / TDZE / Arpt Elev
396	244°	5002 / 101 / 101

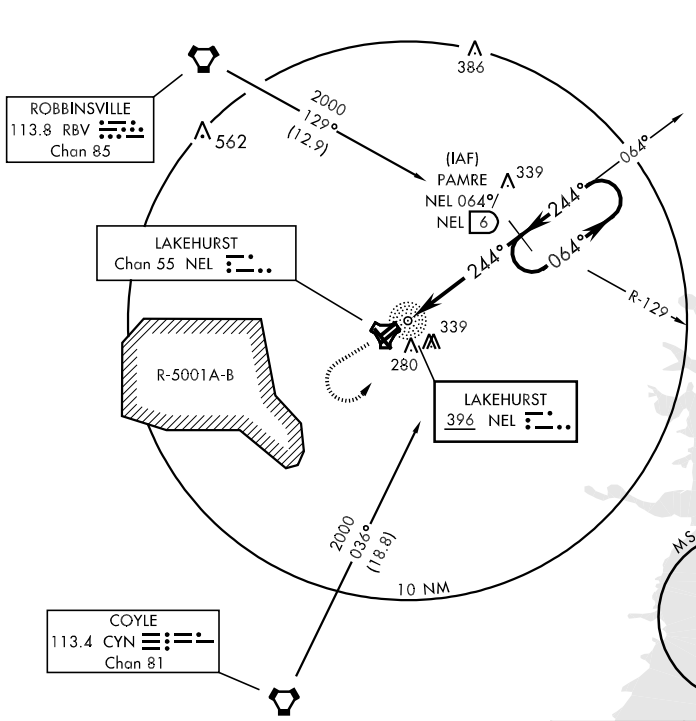
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.

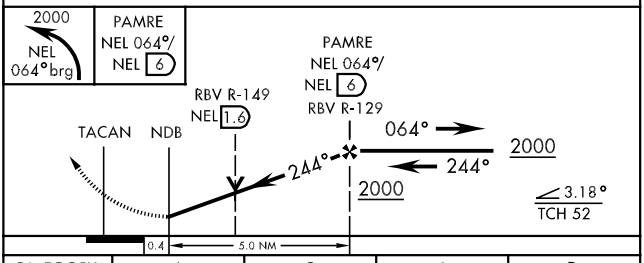
MALSR

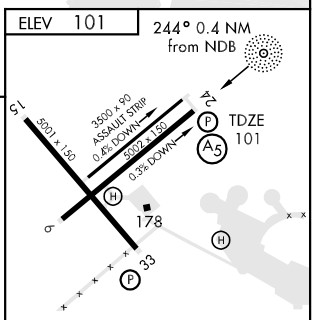
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

CATEGORY	A	B	C	D
S-24 *	520-½ 419 (500-½)		520-¾ 419 (500-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	5002
242°	TDZE	101
	Arpt Elev	101

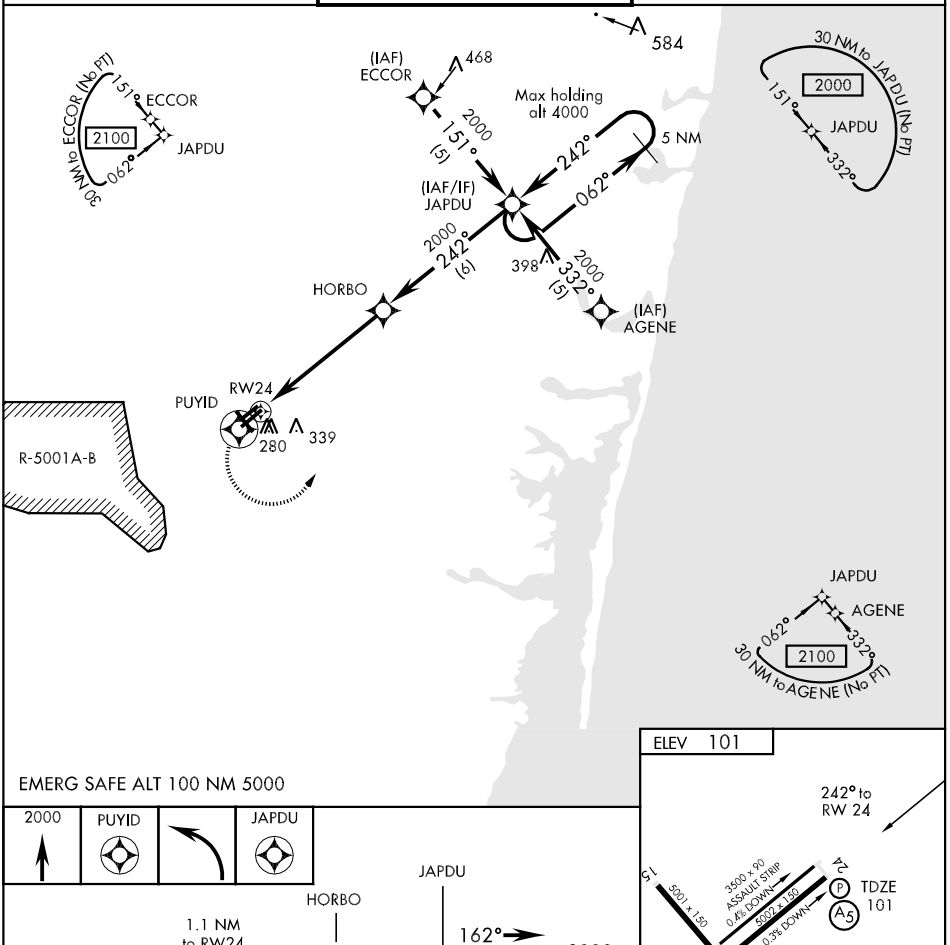
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

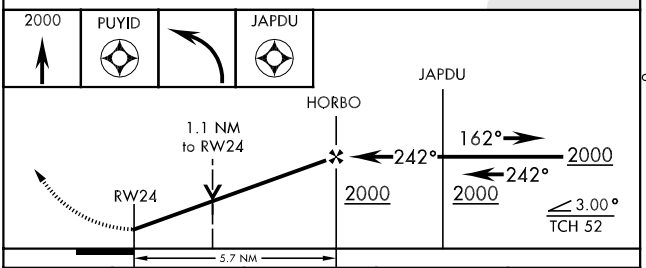
MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05

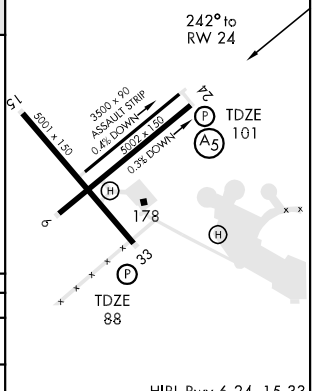


NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 5000





CATEGORY	A	B	C	D
LNAV MDA *	500-½ 399 (400-½)		500-¾ 399 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

RNAV (GPS) RWY 33

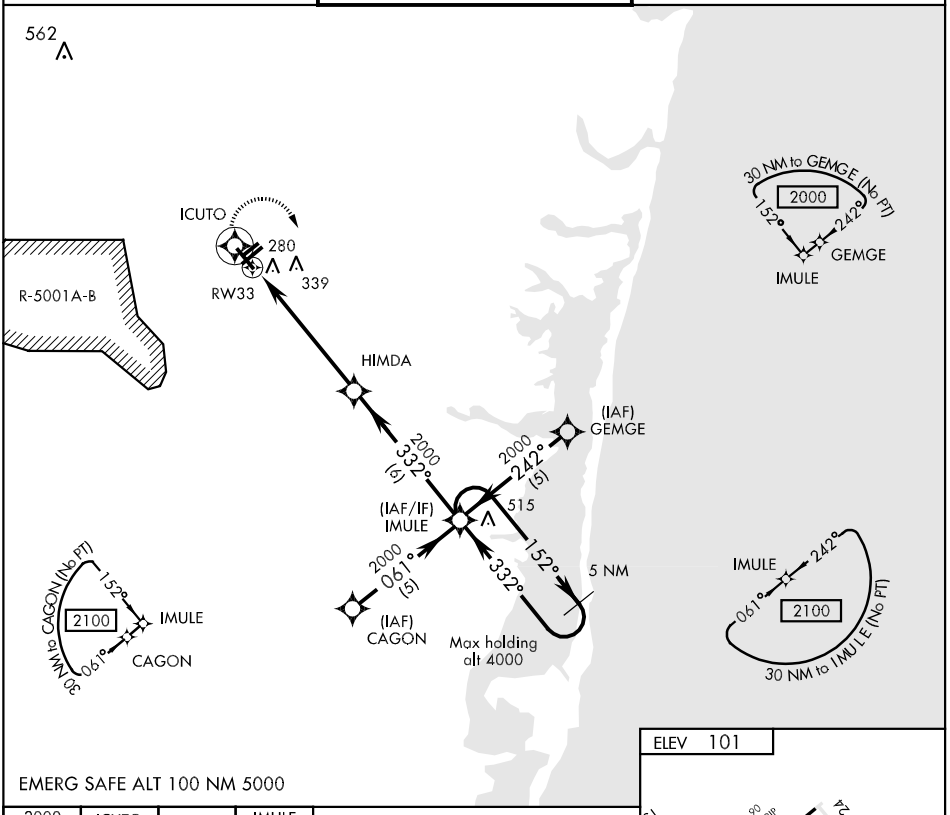
APCH CRS	Rwy Idg	TDZE	Arpt Elev
332°	5001	88	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

DME/DME RNP-0.3 NA.

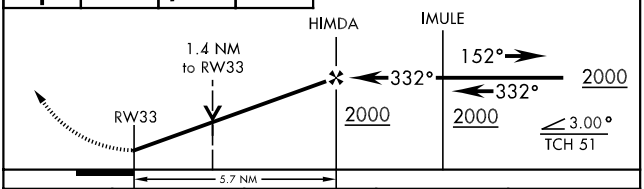
MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

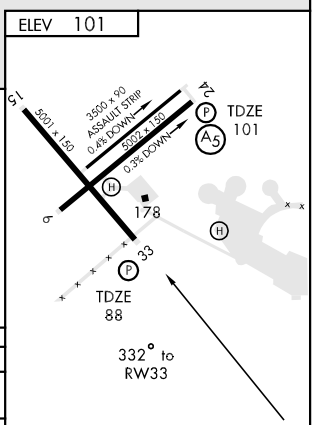
MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000

2000	ICUTO		IMULE

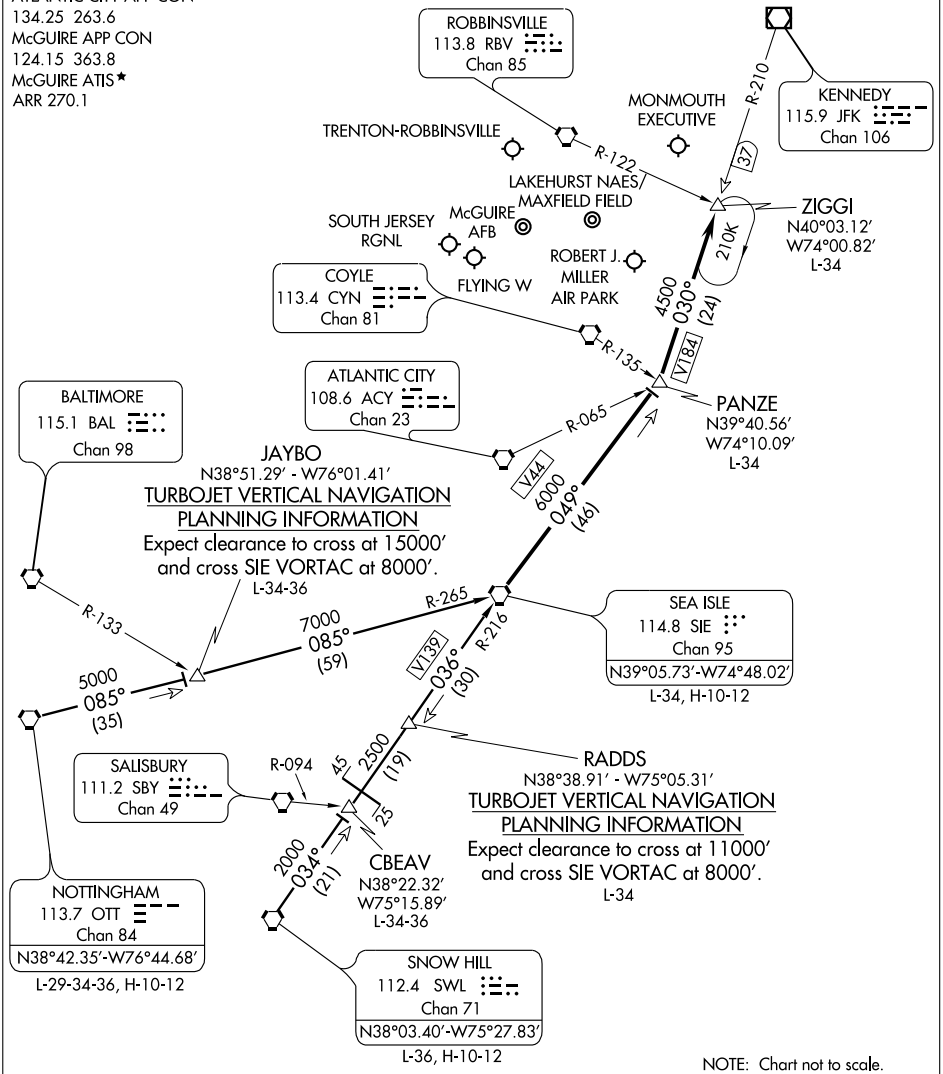




CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 497 (500-1)	640-1 537 (600-1)	640-1½ 537 (600-1½)	660-2 557 (600-2)

HIRL Rwy 6-24, 15-33

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 24

TACAN	APCH CRS	Rwy Idg	5002
NEL Chan 55	248°	TDZE	101
		Arpt Elev	101

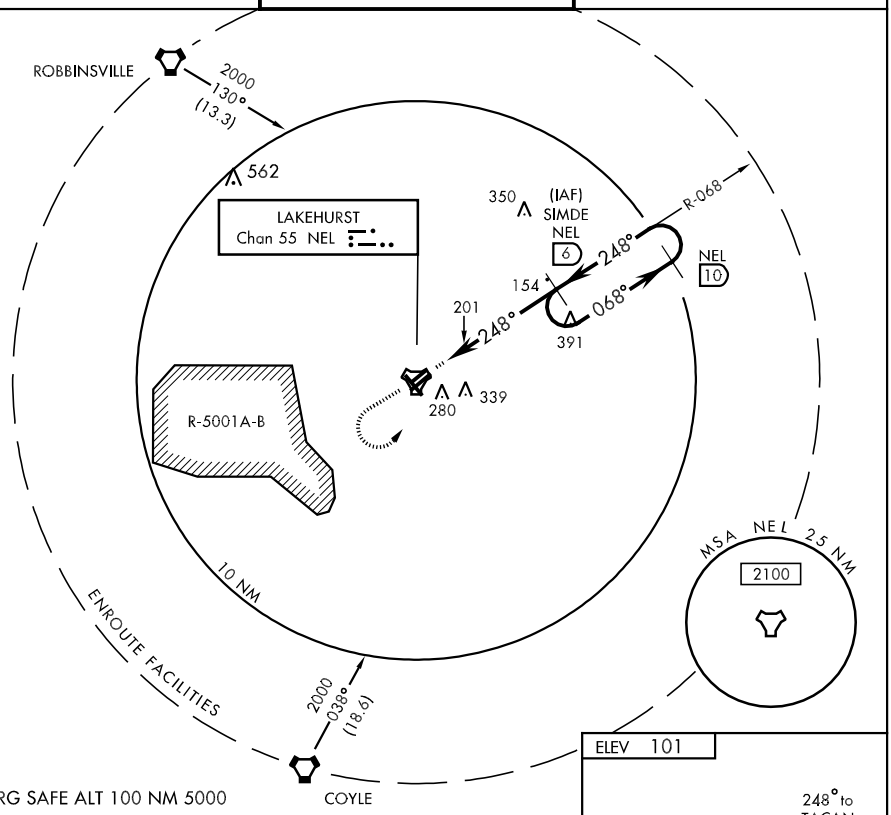
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

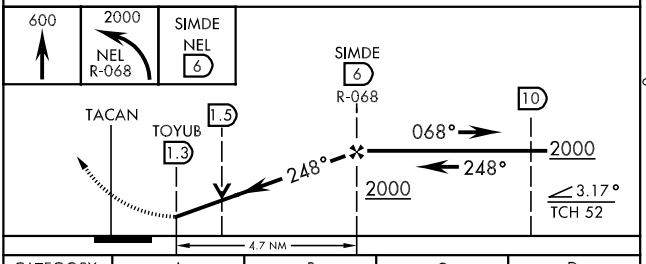
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to1¼ miles.

MALSR A5

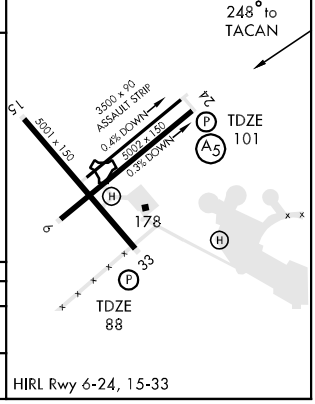
MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05





CATEGORY	A	B	C	D
S-24 *	460- ½ 359 (400-½)		460-¾ 359 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TACAN Z RWY 33

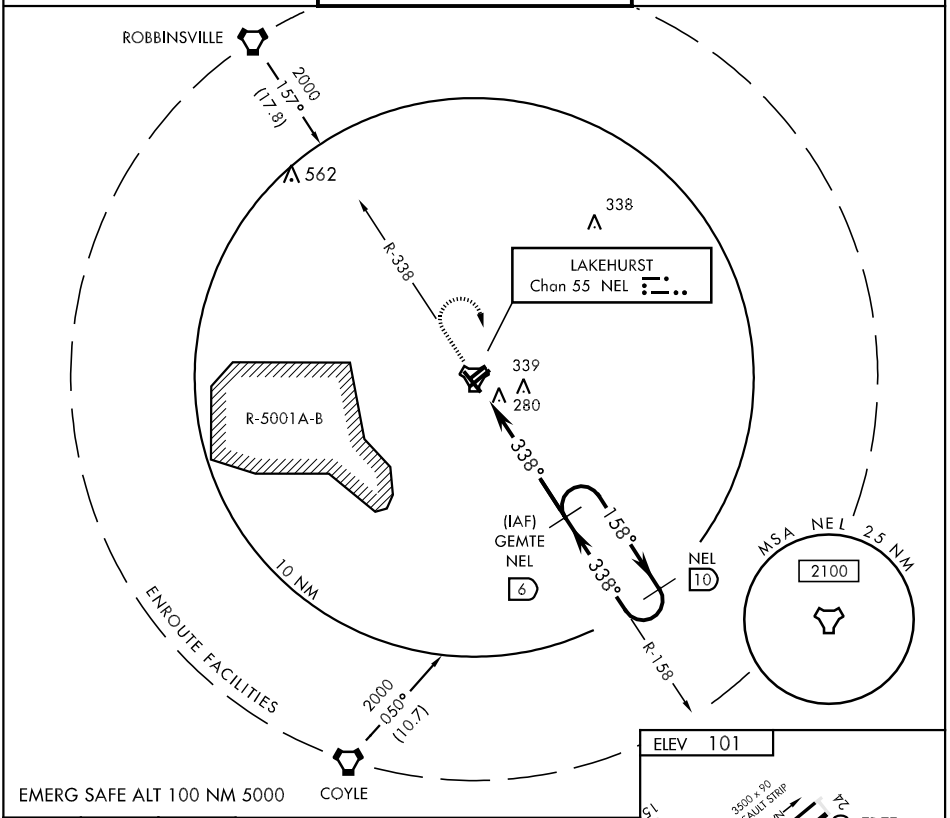
TACAN	APCH CRS	Rwy Idg	TDZE
NEL Chan 55	338°	5001	88

Arpt Elev 101

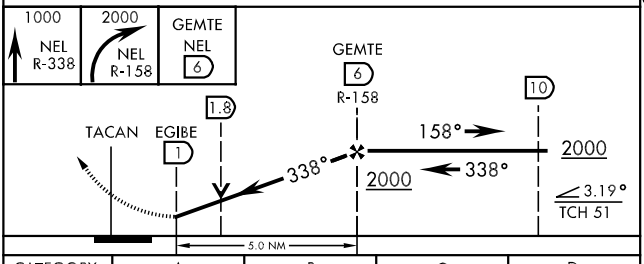
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

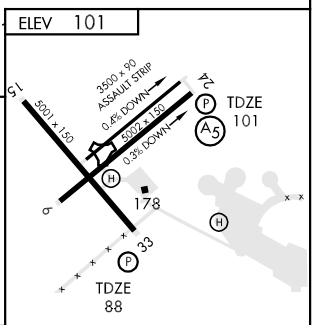
MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





CATEGORY	A	B	C	D
S-33	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

TACAN Z RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

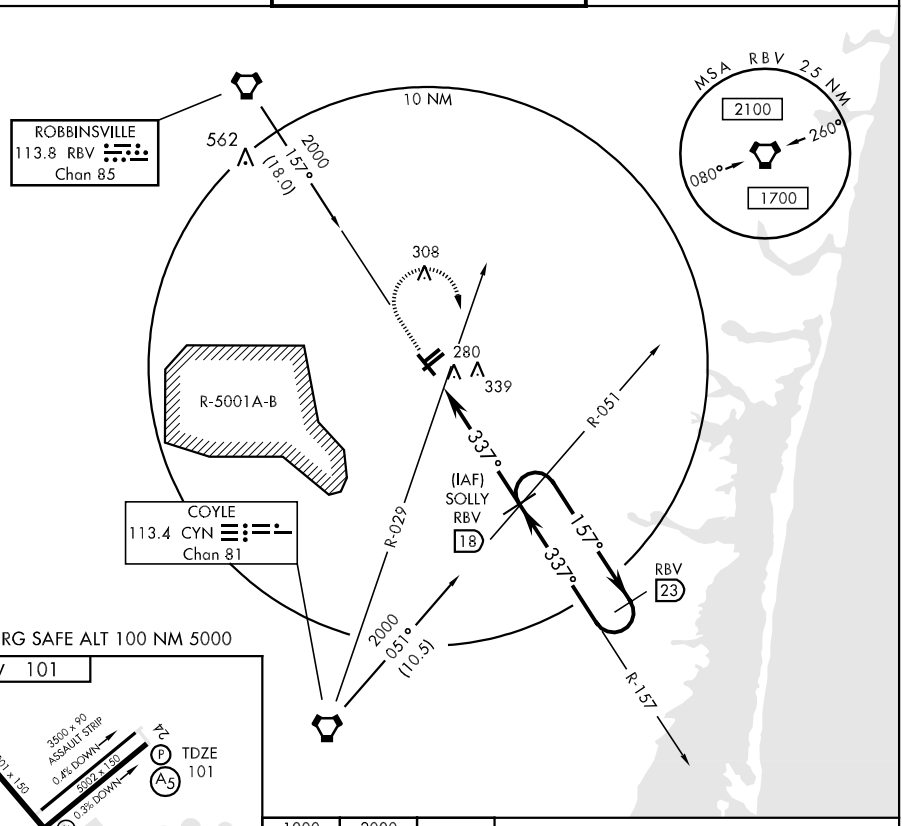
VOR or VOR/DME or TACAN Y RWY 33

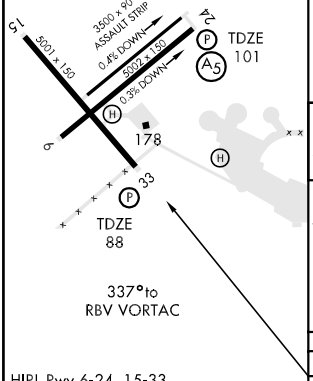
VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy Idg 5001 TDZE 88 Arpt Elev 101

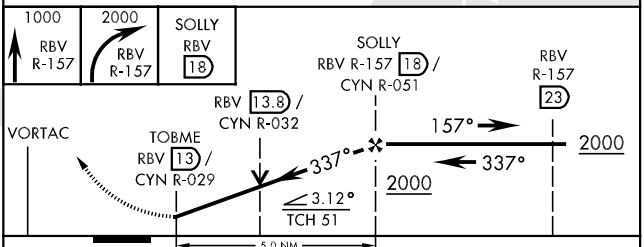
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05







HIRL Rwy 6-24, 15-33

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	600-1 512 (500-1)		600-1½ 512 (500-1½)	600-1¾ 512 (500-1¾)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 24

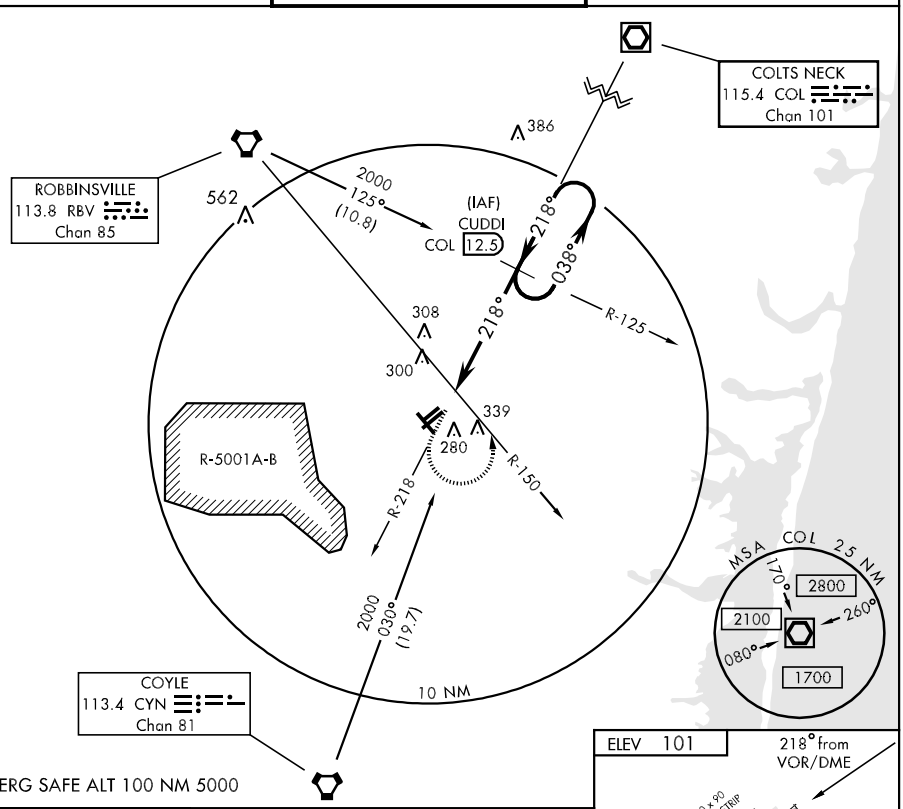
VOR/DME COL	APCH CRS	Rwy Idg 5002
115.4	218°	TDZE 101
Chan 101		Arpt Elev 101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MALSR

MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

MC GUIRE APP CON	LAKEHURST TOWER★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



CATEGORY	A	B	C	D
S-24	560-1 459 (500-1)		560-1¼ 459 (500-1¼)	560-1½ 459 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

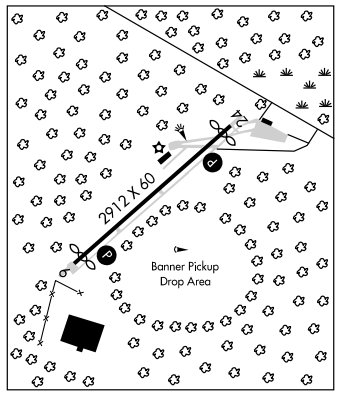
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12J, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
RWY 06–24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
RWY 24: MALSR. PAPI(P4L). Rgt tfc.
RWY 15–33: H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
RWY 15: Rgt tfc. **RWY 33:** PAPI(P4L).
MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
FUEL J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
MILITARY REMARKS: Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
COMMUNICATIONS: SFA
ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
TOWER 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
GNC CON 118.375 307.05
AIRSPACE: CLASS D svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
(T) TACAN Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
NDB (MHW) 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
RWY 06–24: H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
RWY 06: PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
RWY 24: PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.



LI CALZI (See BRIDGETON)

RNAV (GPS) RWY 6

LAKEWOOD (N12)

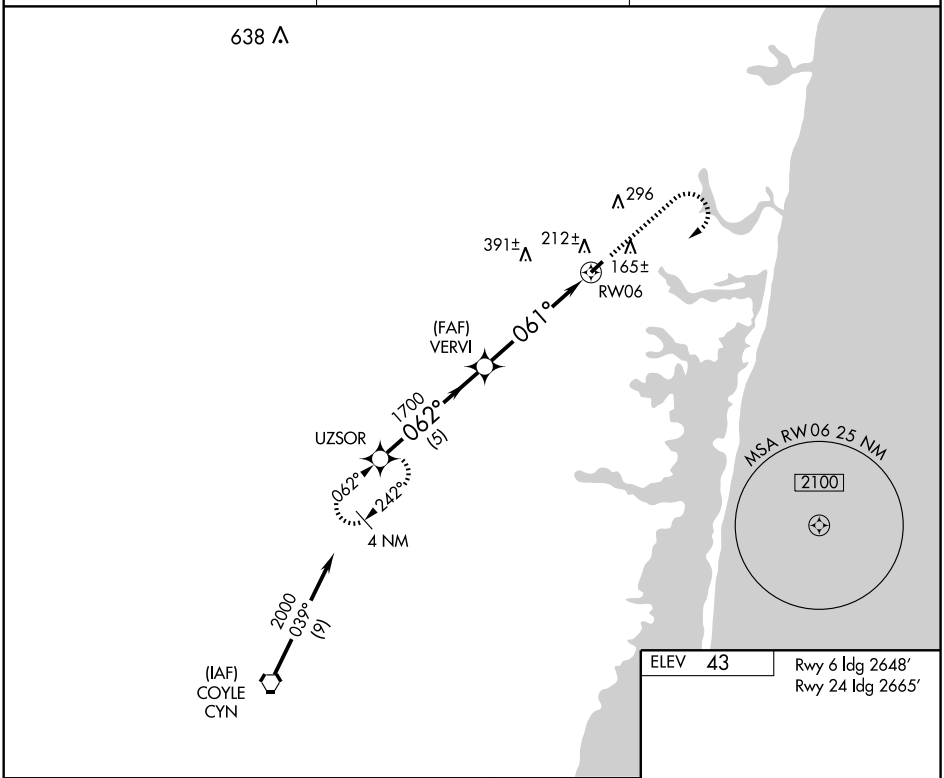
APP CRS		
061°	Rwy Idg	2648
	TDZE	43
	Apt Elev	43

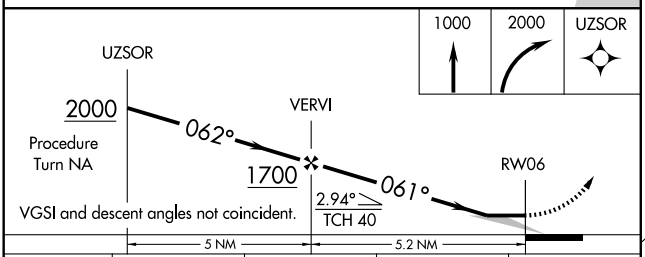
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

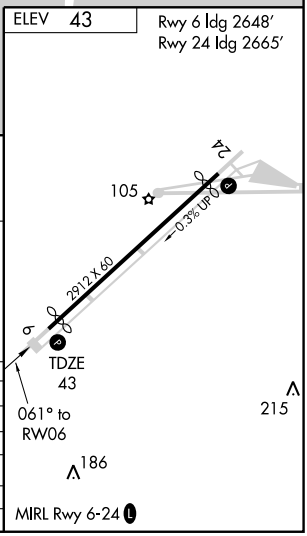
MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 517 (600-1)		NA	
CIRCLING	600-1 557 (600-1)		NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 537 (600-1)		NA	
CIRCLING	640-1 597 (600-1)		NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

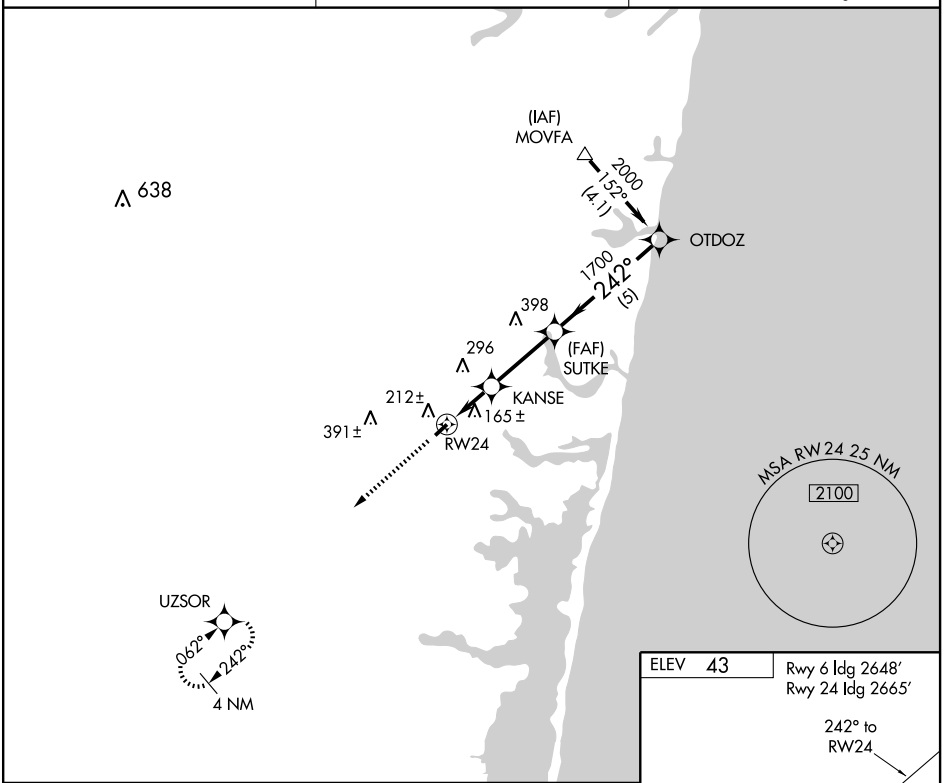
APP CRS		
242°	Rwy Idg	2665
	TDZE	43
	Apt Elev	43

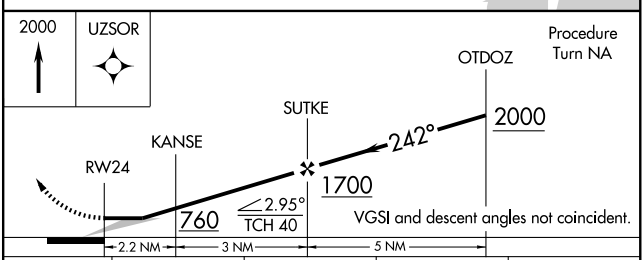
RNAV (GPS) RWY 24
LAKEWOOD (N12)

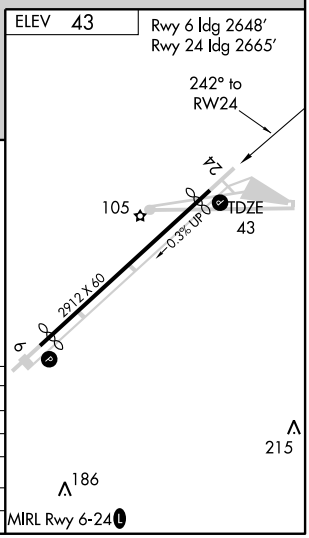
Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560 - 1	517 (600-1)	NA	
CIRCLING	600 - 1	557 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580 - 1	537 (600-1)	NA	
CIRCLING	640 - 1	597 (600-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CYN	APP CRS	Rwy Idg 2648
113.4	047°	TDZE 43
Chan 81		Apt Elev 43

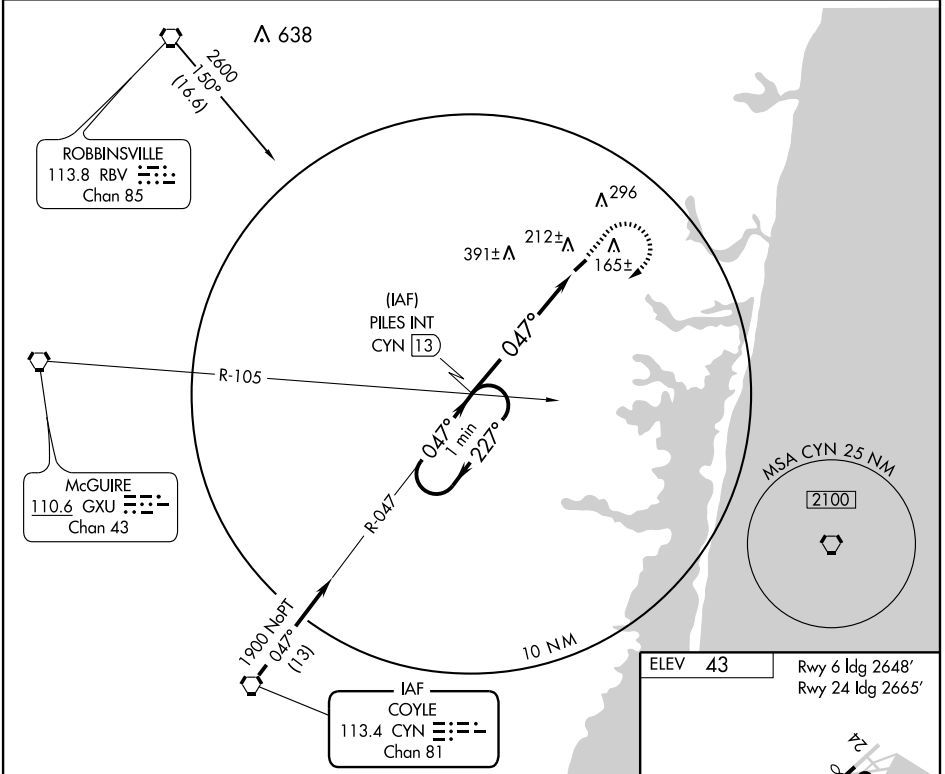
VOR RWY 6
LAKEWOOD (N12)

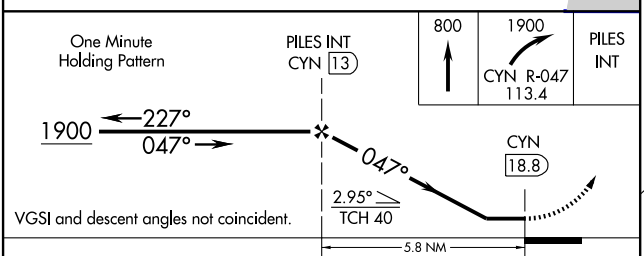
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.

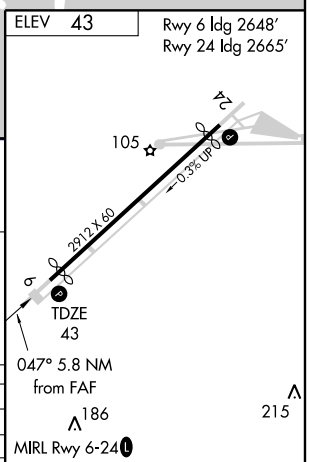
NA

MISSED APPROACH Climb to 800 then climbing right turnto 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L







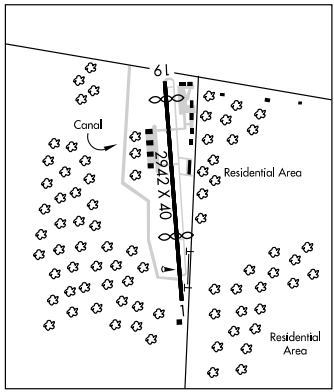
CATEGORY	A	B	C	D
S-6	620 - 1	577 (600-1)	NA	
CIRCLING	620 - 1	577 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
S-6	660 - 1	617 (700-1)	NA	
CIRCLING	660 - 1	617 (700-1)	NA	

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LINCOLN PARK (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ NEW YORK COPTER
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV L–33A, 34H IAP
RWY 01–19: H2942X40 (ASPH) MIRL
RWY 01: Thld dsplcd 840′. Trees.
RWY 19: Thld dsplcd 260′. Antenna.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (MIV FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.07′ 024° 4.0 NM to fld.



LINDEN (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ NEW YORK COPTER
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV L–33A, 34H IAP
RWY 09–27: H4137X100 (ASPH) S–31.5, D–42 MIRL
RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole.
RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
AIRPORT REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
WEATHER DATA SOURCES: AWOS–3 124.025 (908) 862–7383.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
NEWARK TOWER CLNC DEL 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

LITTLE FERRY SPB (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ NEW YORK COPTER
00 TPA—500(500) NOTAM FILE MIV
WATERWAY 01–19: 5500X150 (WATER)
WATERWAY 01: Towers. **WATERWAY 19:** Bridge. Rgt tfc.
SEAPLANE REMARKS: Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
COMMUNICATIONS: CTAF/UNICOM 122.8

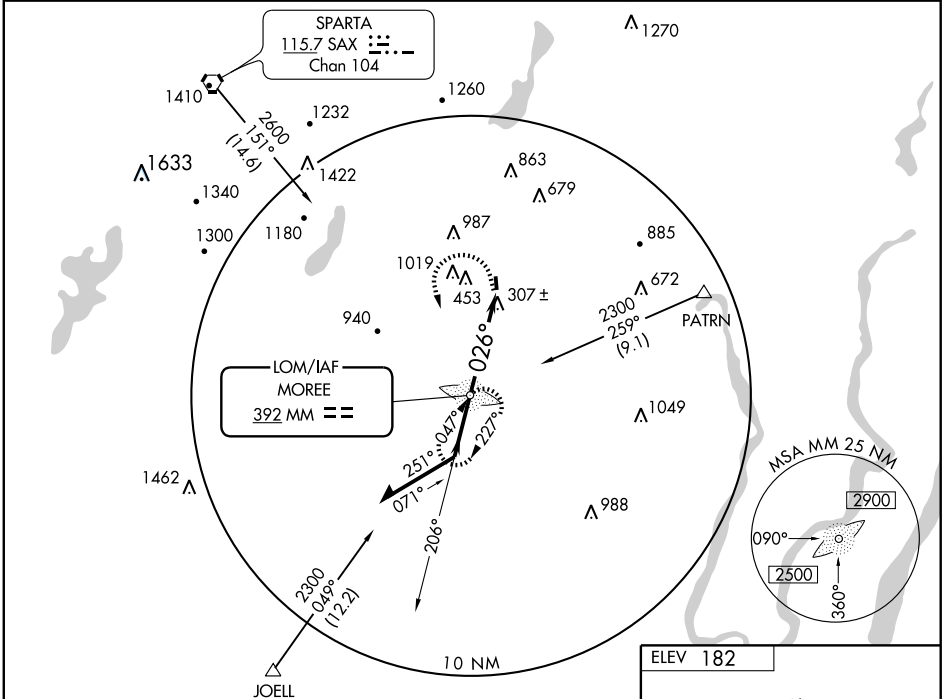
LOM MM	APP CRS	Rwy Idg	2103
392	026°	TDZE	182
		Apt Elev	182

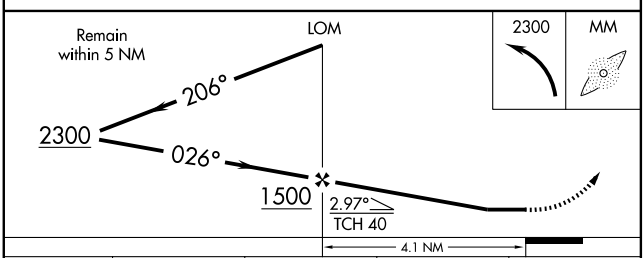
NDB RWY 1
LINCOLN PARK (NØ7)

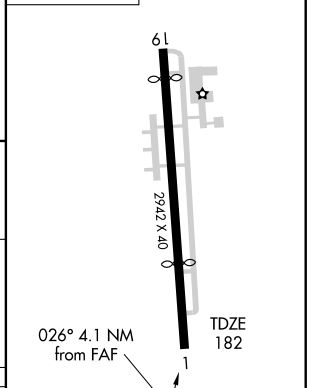
Visibility reduction by helicopters NA.
Use Teterboro altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1480-1¼ 1298 (1300-1¼)	NA		
CIRCLING	1480-1¼ 1298 (1300-1¼)	NA		

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	2103
008°	TDZE	182
	Apt Elev	182

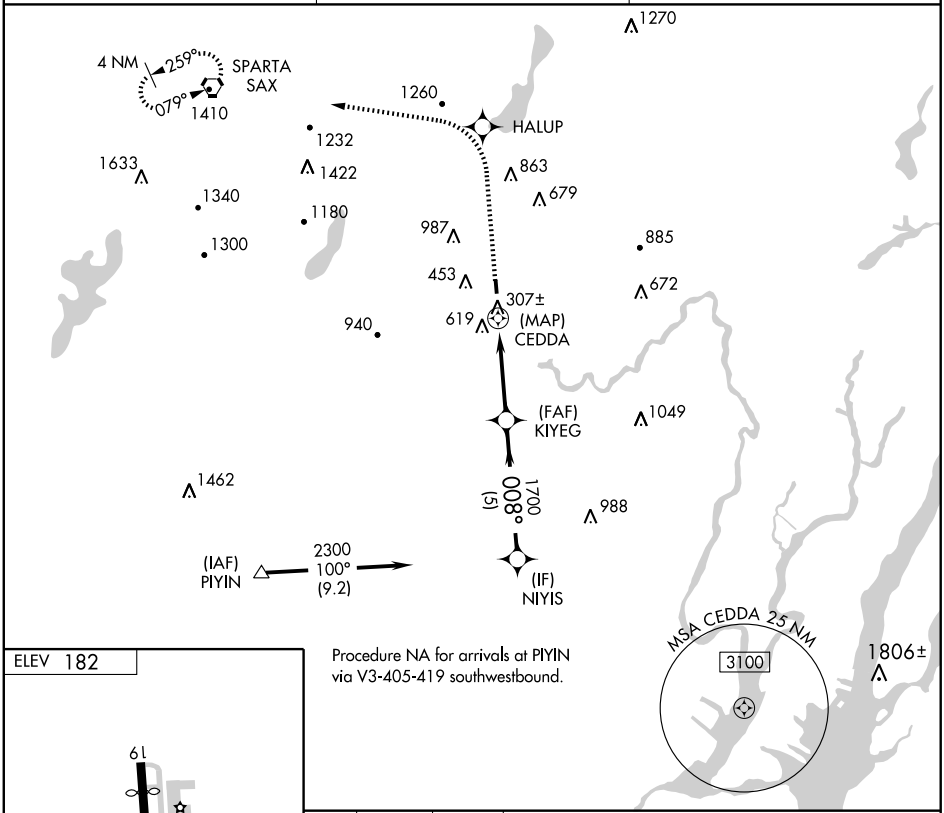
RNAV (GPS) RWY 1

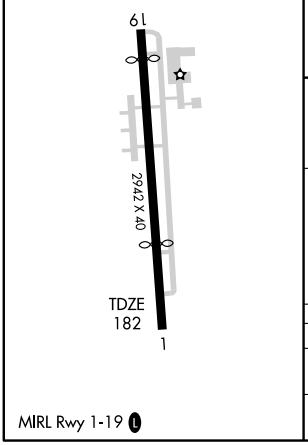
LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

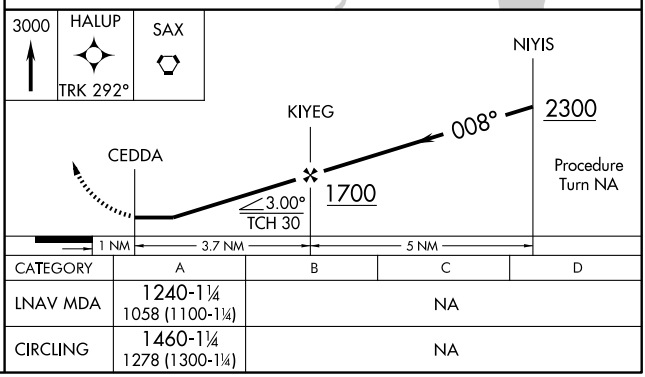
MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L





MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

APP CRS	Rwy Idg	2683
203°	TDZE	182
	Apt Elev	182

RNAV (GPS) RWY 19

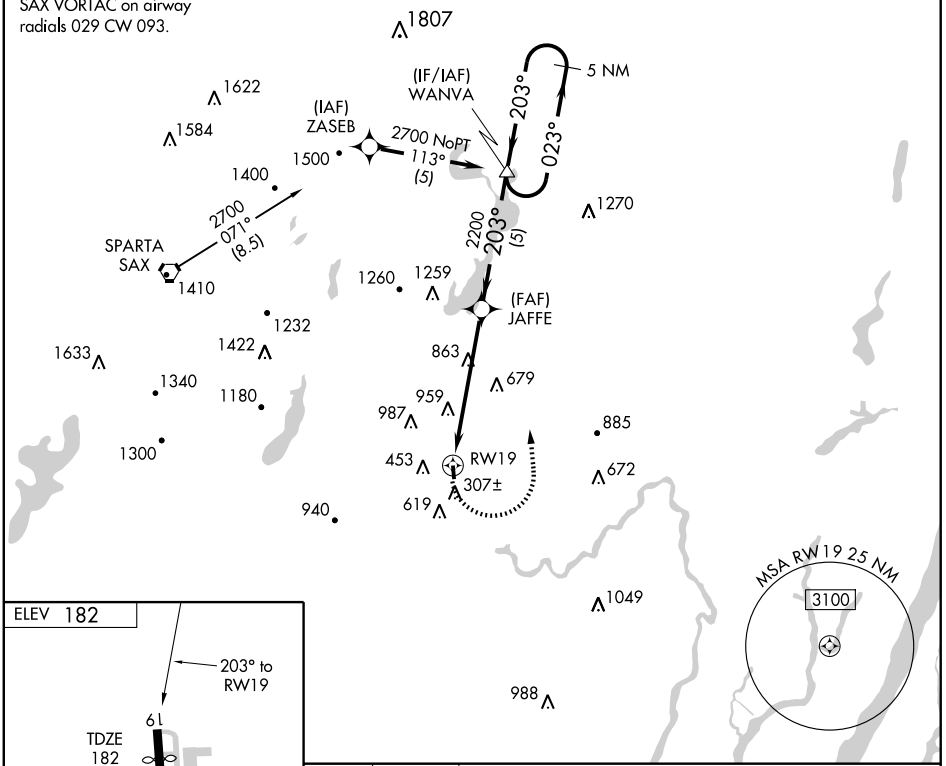
LINCOLN PARK (NØ7)

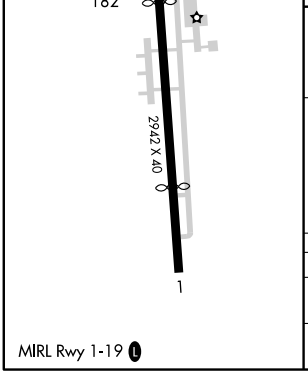
▼ Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
⚠ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

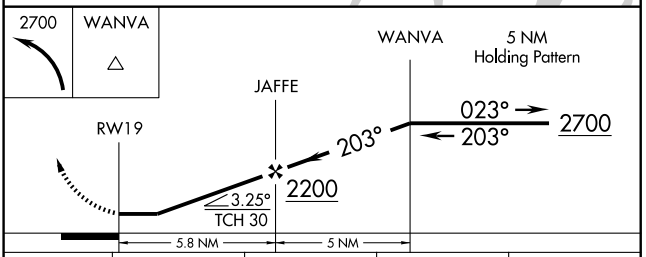
NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.





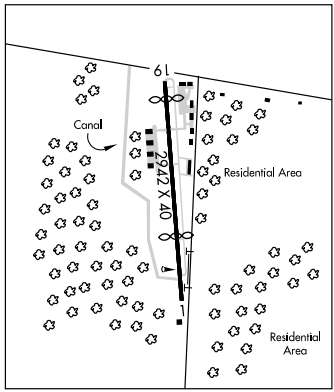
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1098 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LINCOLN PARK (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ NEW YORK COPTER
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV L–33A, 34H IAP
RWY 01–19: H2942X40 (ASPH) MIRL
RWY 01: Thld dsplcd 840′. Trees.
RWY 19: Thld dsplcd 260′. Antenna.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (MIV FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.07′ 024° 4.0 NM to fld.



LINDEN (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ NEW YORK COPTER
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV L–33A, 34H IAP
RWY 09–27: H4137X100 (ASPH) S–31.5, D–42 MIRL
RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole.
RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
AIRPORT REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
WEATHER DATA SOURCES: AWOS–3 124.025 (908) 862–7383.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
NEWARK TOWER CLNC DEL 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

LITTLE FERRY SPB (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ NEW YORK COPTER
00 TPA—500(500) NOTAM FILE MIV
WATERWAY 01–19: 5500X150 (WATER)
WATERWAY 01: Towers. **WATERWAY 19:** Bridge. Rgt tfc.
SEAPLANE REMARKS: Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	N/A
039°	TDZE	N/A
	Apt Elev	23

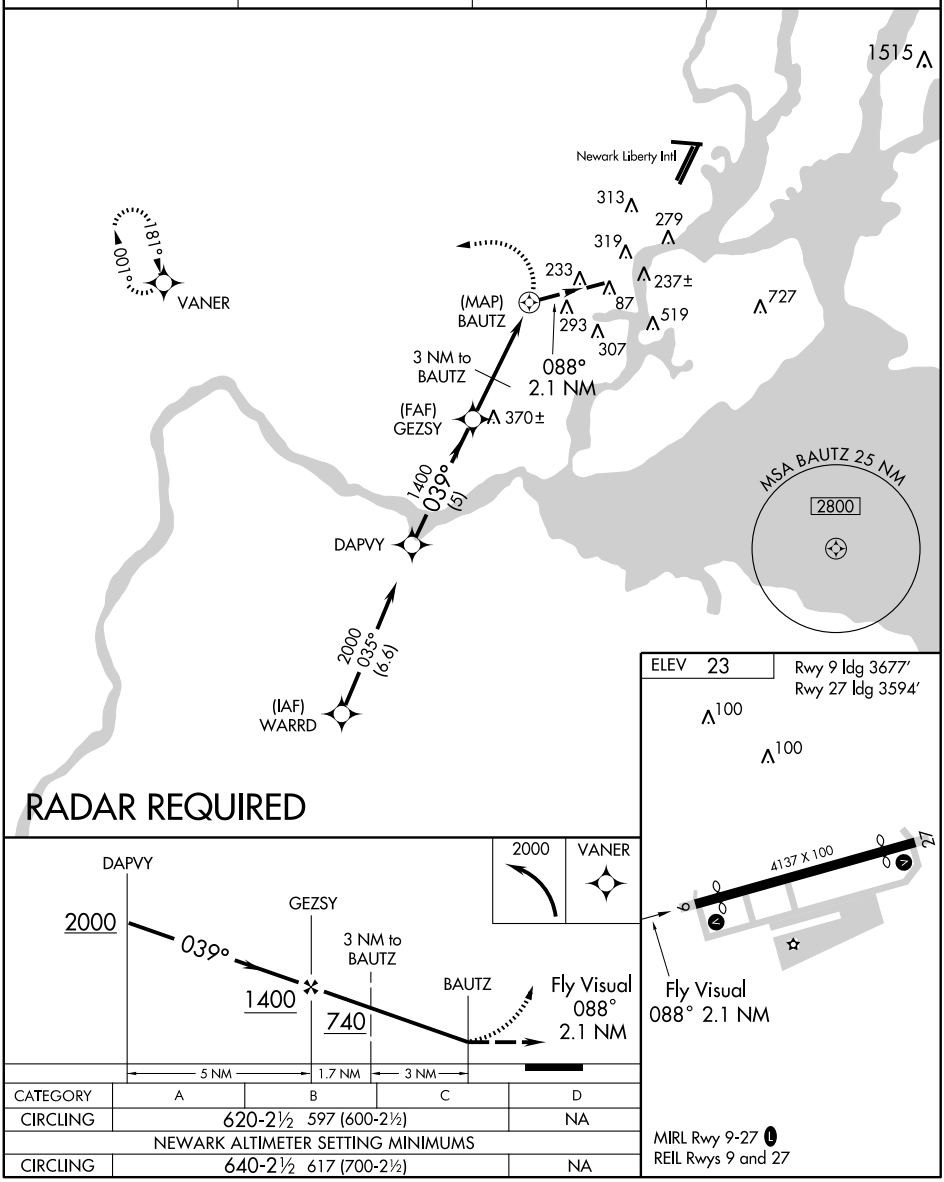
GPS-A
LINDEN (LDJ)

T
NA

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.025	135.35 379.9	128.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	620-2½ 597 (600-2½)			NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½ 617 (700-2½)			NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

JAIKE TWO ARRIVAL (RNAV)

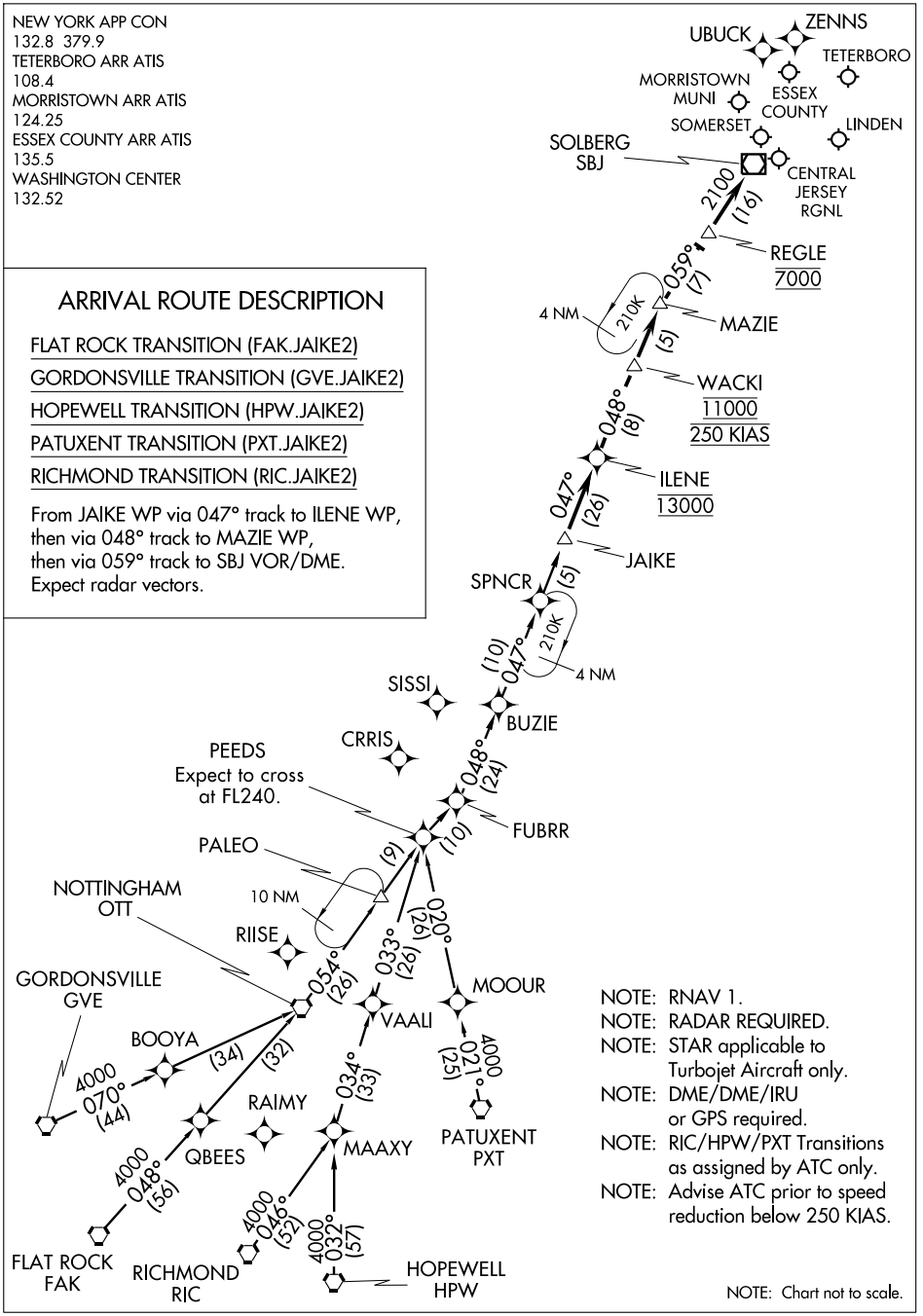
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

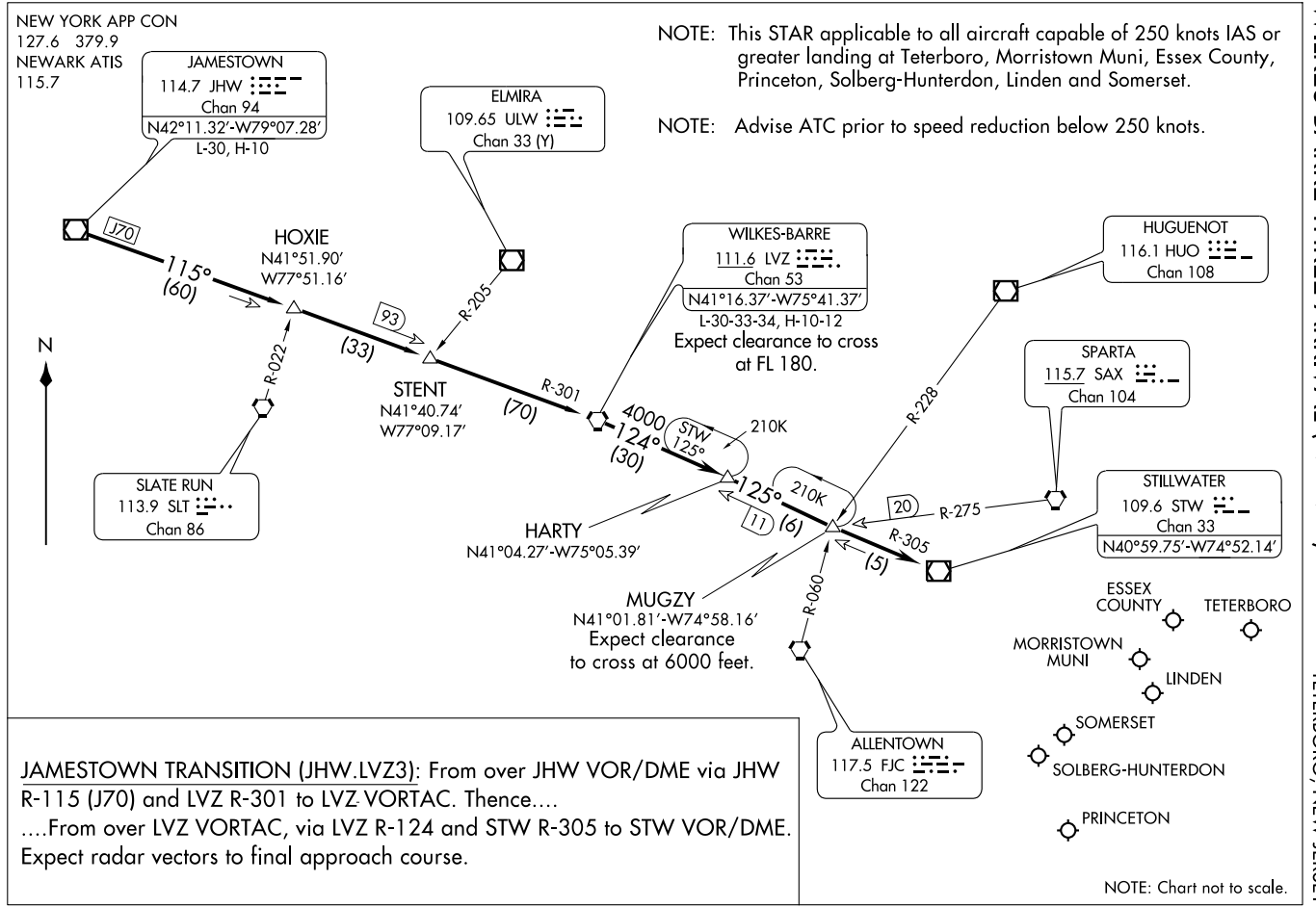
JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

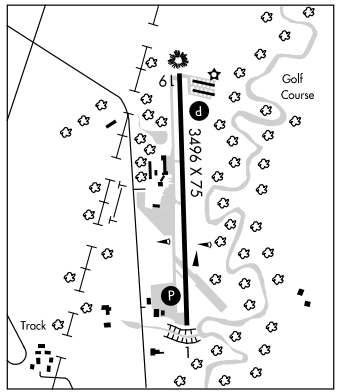
WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

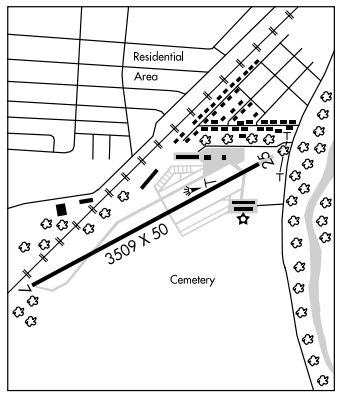
LUMBERTON

FLYING W (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
RWY 01–19: H3496X75 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
RWY 07: RR.
RWY 25: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.



MAXFIELD FLD (See LAKEHURST)

APP CRS	Rwy Idg	3496
011°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 1

LUMBERTON / FLYING W (N14)

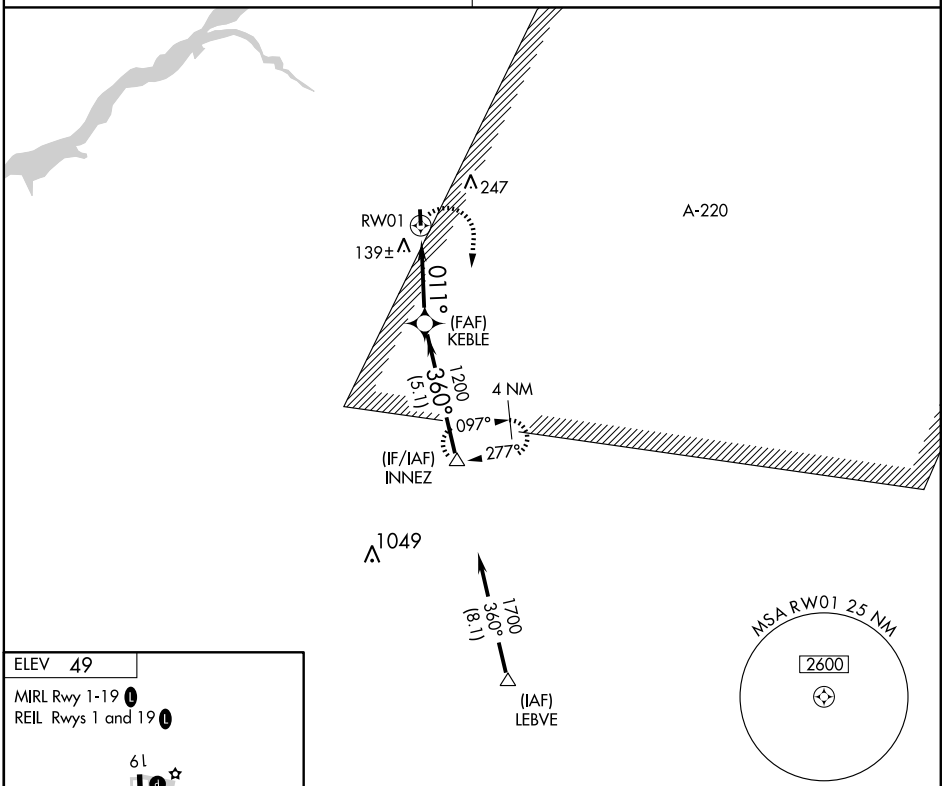
Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

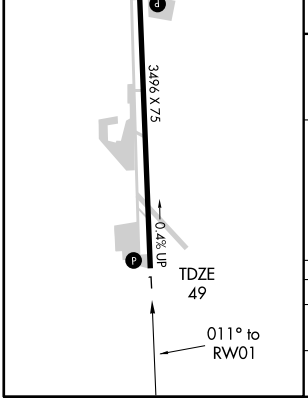
NA

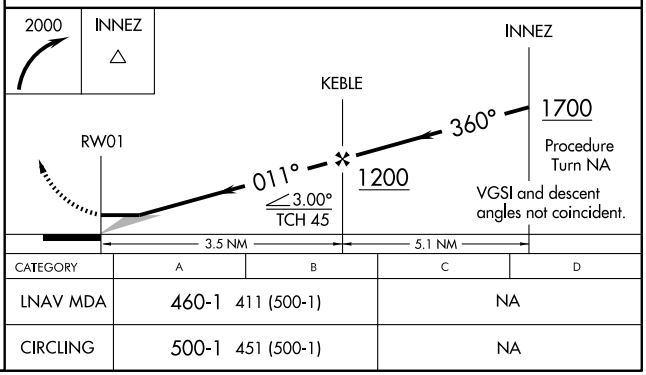
MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1 411 (500-1)		NA	
CIRCLING	500-1 451 (500-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3496
191°	TDZE	49
	Apt Elev	49

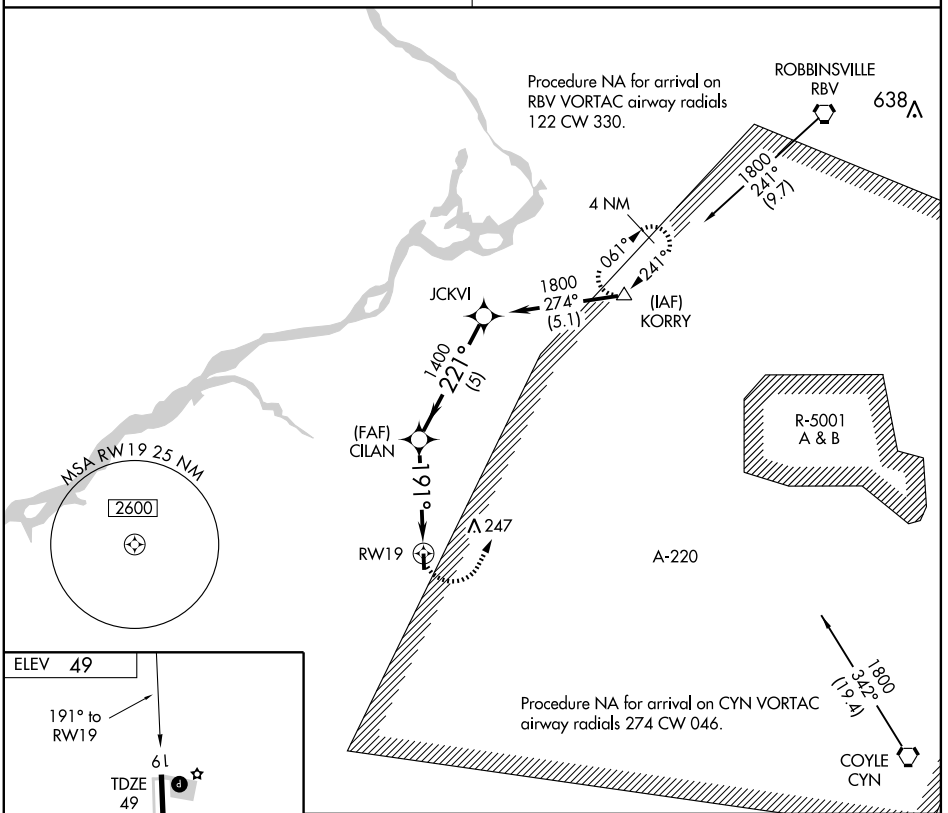
RNAV (GPS) RWY 19

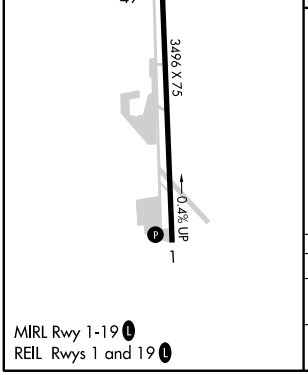
LUMBERTON/ FLYING W (N14)

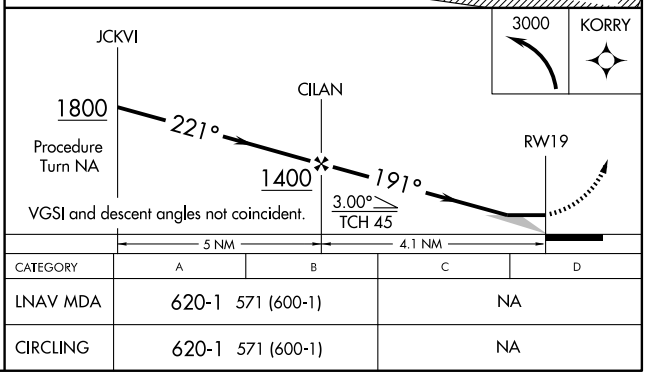
Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L

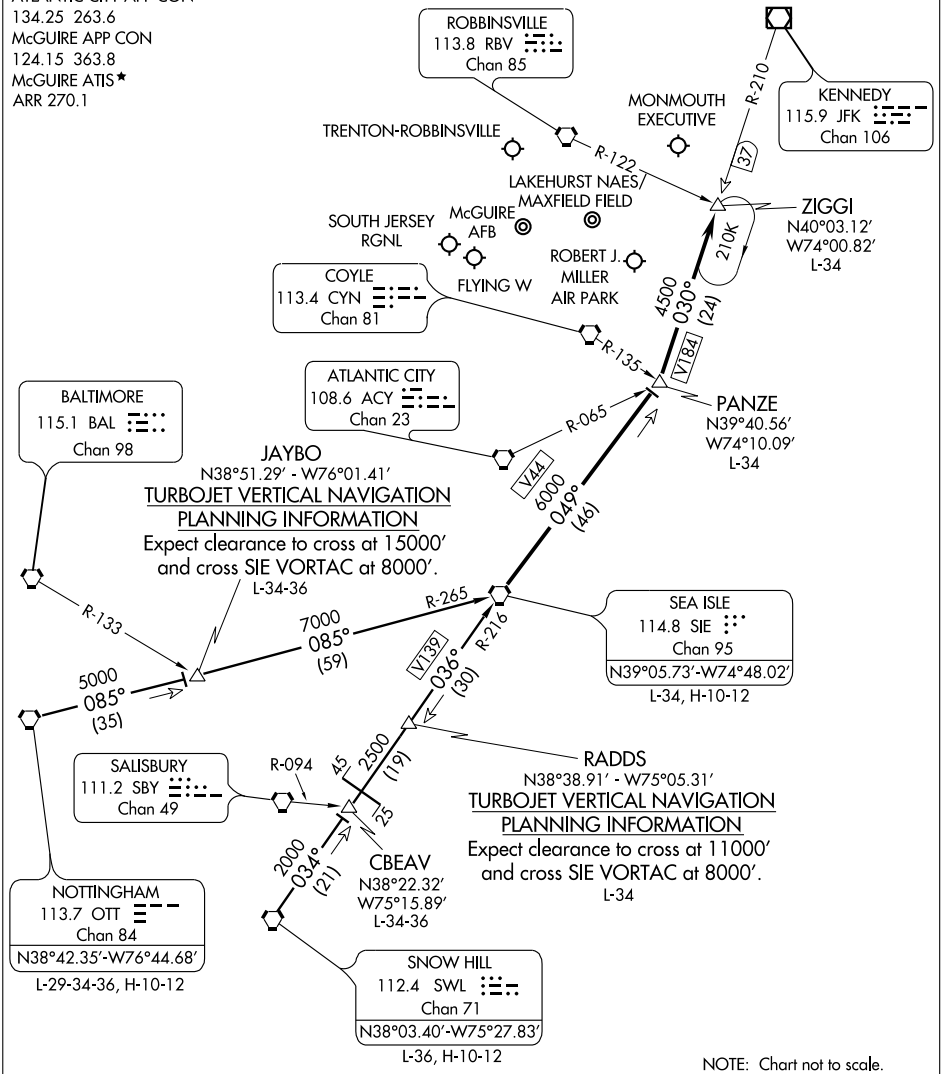






CATEGORY	A	B	C	D
LNAV MDA	620-1 571 (600-1)		NA	
CIRCLING	620-1 571 (600-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg N/A TDZE N/A Apt Elev 49

VOR-A

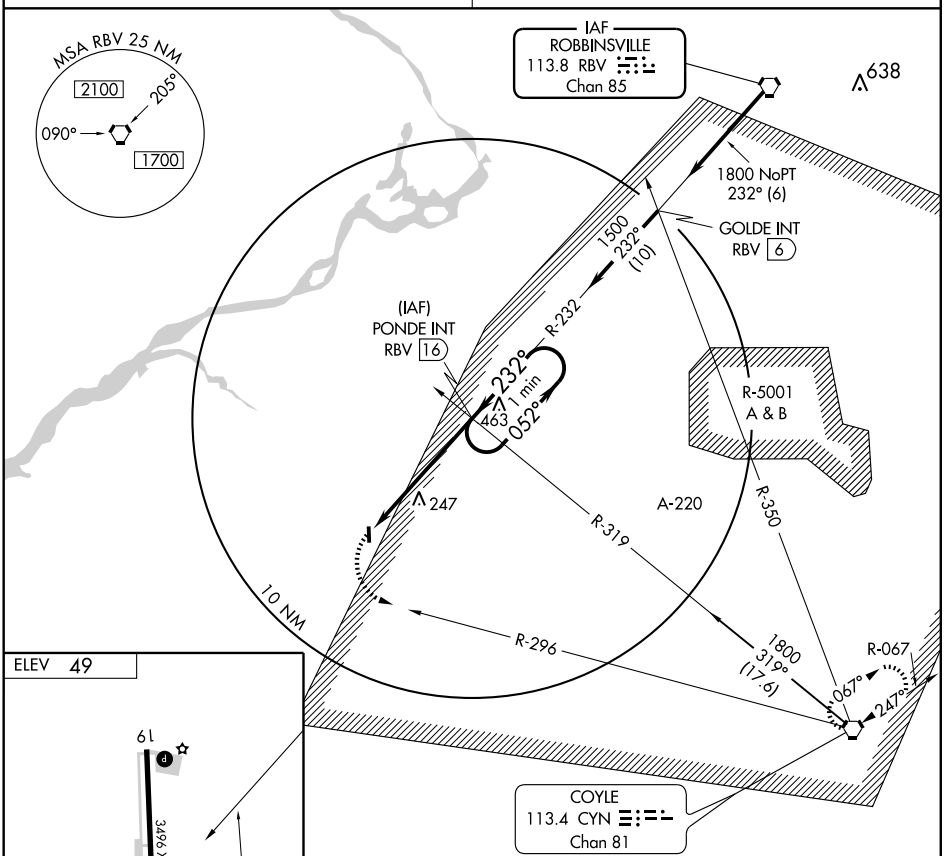
LUMBERTON / FLYING W (N14)

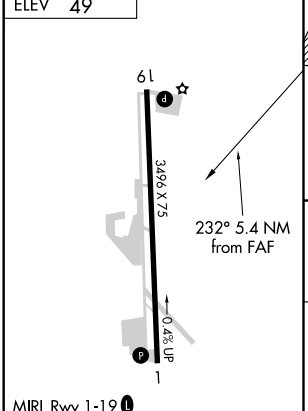
Use McGuire AFB altimeter setting; if not received, procedure NA.

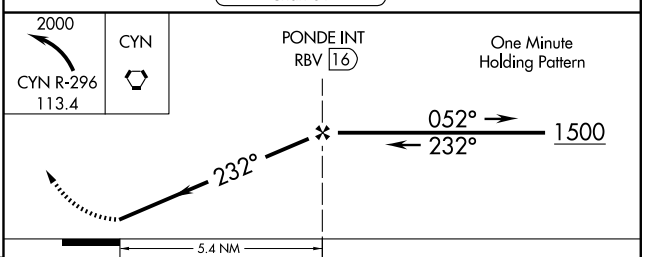
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN VORTAC R-296 to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L







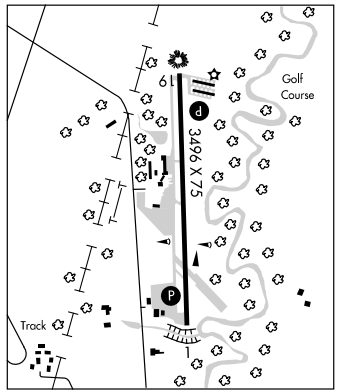
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	640-1 591 (600-1)	640-1¼ 591 (600-1¼)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

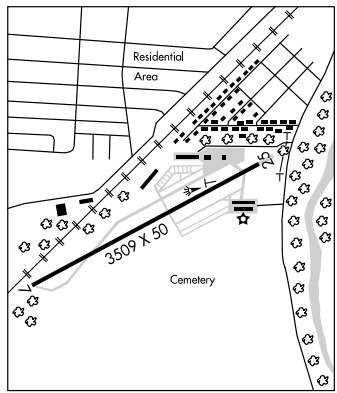
LUMBERTON

FLYING W (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
RWY 01–19: H3496X75 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
RWY 07: RR.
RWY 25: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.



MAXFIELD FLD (See LAKEHURST)

JAIKE TWO ARRIVAL (RNAV)

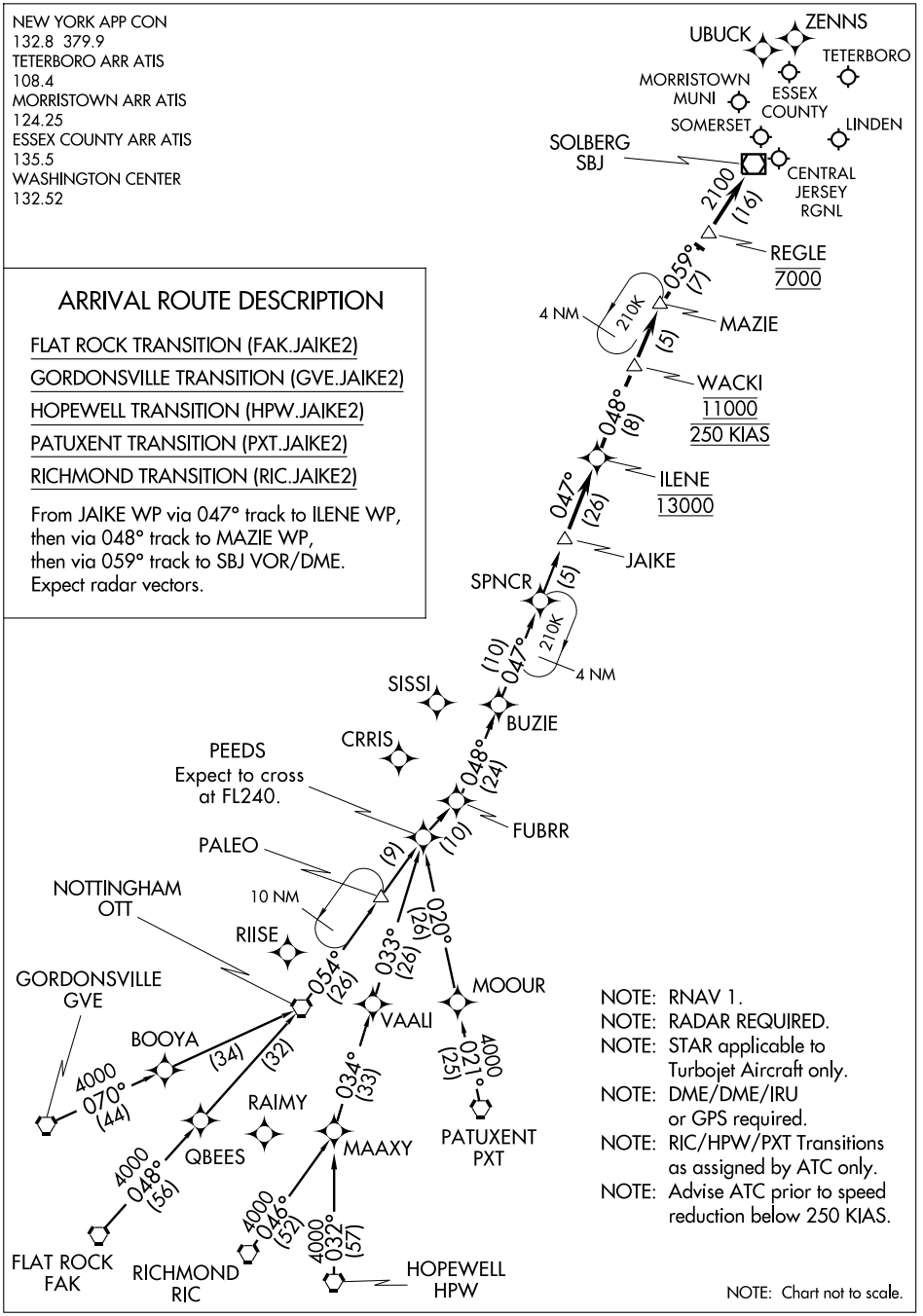
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

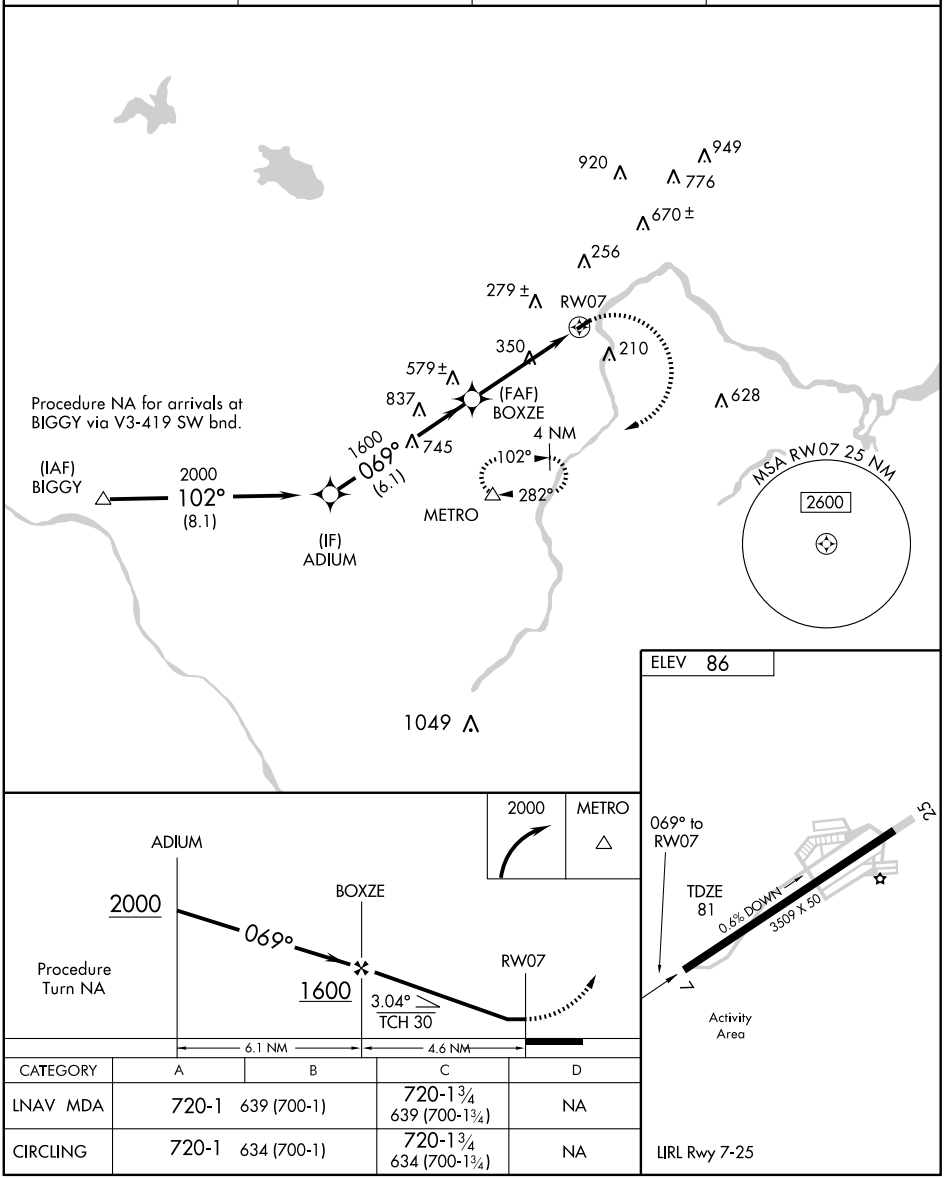
APP CRS	Rwy Idg	3509
069°	TDZE	81
	Apt Elev	86

RNAV (GPS) RWY 7

MANVILLE/ CENTRAL JERSEY RGNL (47N)

NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	720-1	639 (700-1)	720-1¾ 639 (700-1¾)	NA
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

LIRL Rwy 7-25

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3509
249°	TDZE	82
	Apt Elev	86

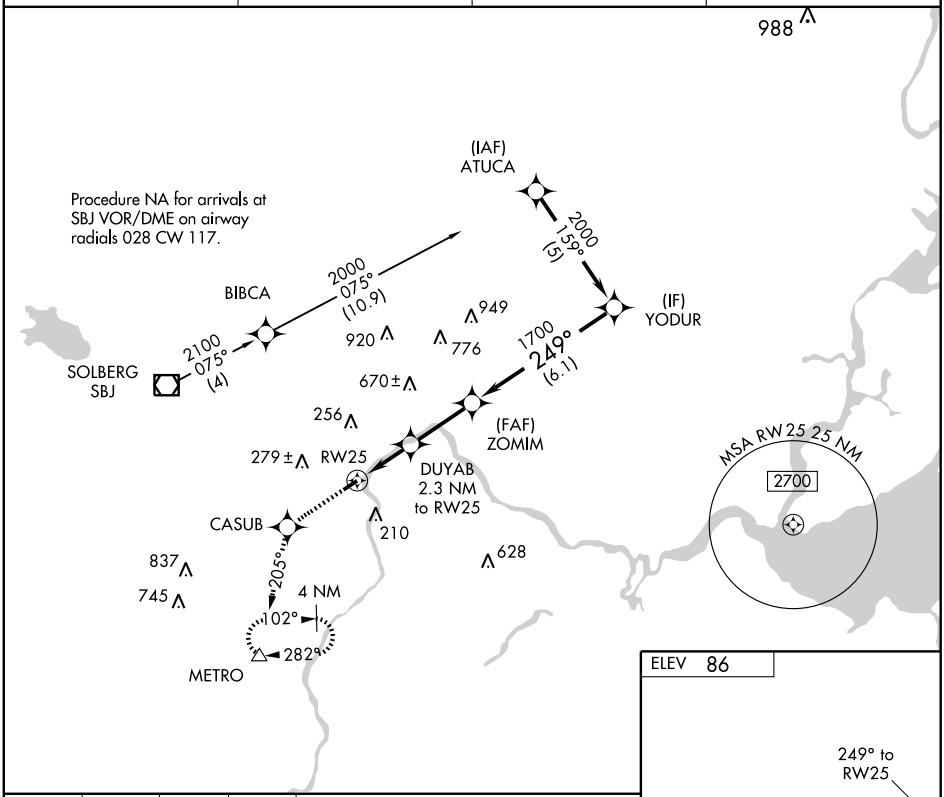
RNAV (GPS) RWY 25

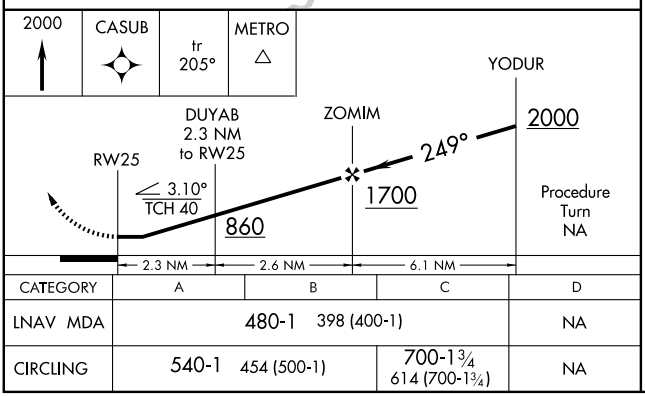
MANVILLE/ CENTRAL JERSEY RGNL (47N)

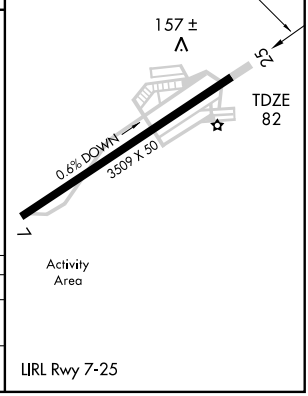
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	480-1 398 (400-1)			NA
CIRCLING	540-1 454 (500-1)		700-1¾ 614 (700-1¾)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SBJ 112.9 Chan 76	APP CRS 128°	Rwy Idg N/A TDZE N/A Apt Elev 86

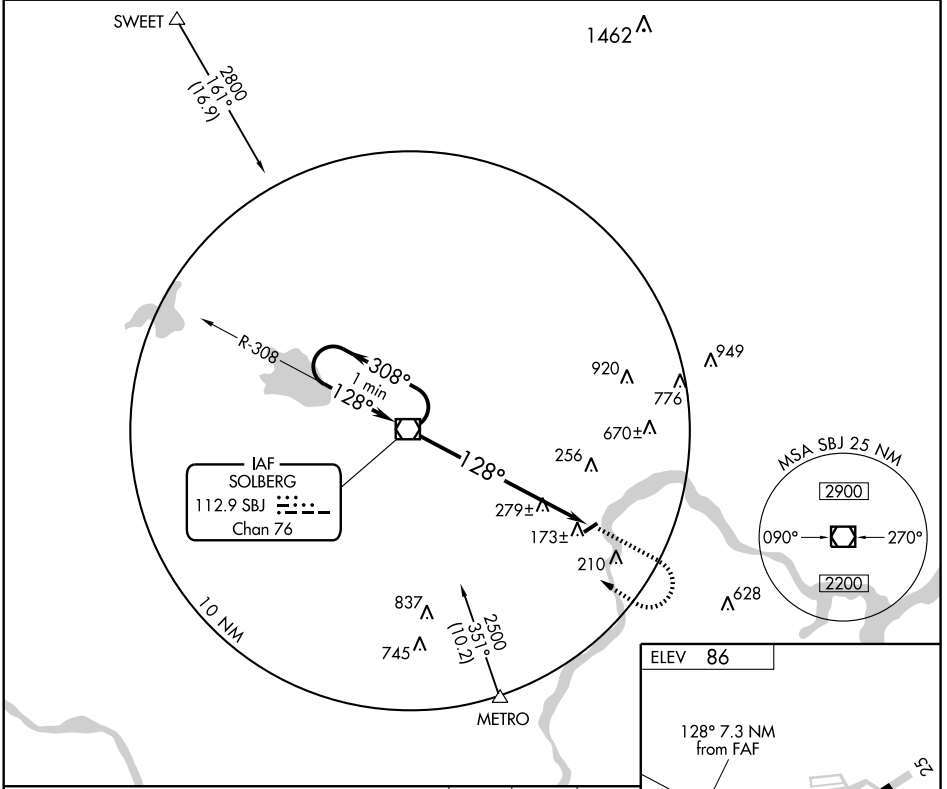
VOR-A

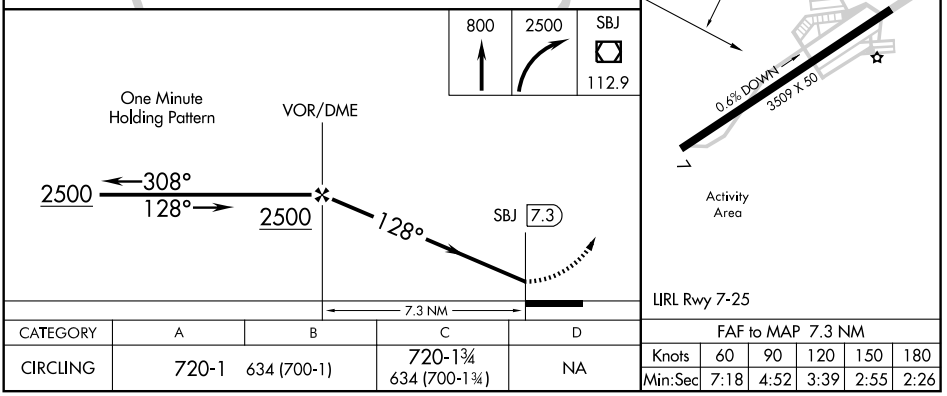
MANVILLE/CENTRAL JERSEY RGNL (47N)

NA Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

NE-2, 21 OCT 2010 to 18 NOV 2010

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE WRI.

(L) VORTACW 110.6 GXU Chan 43 N40°00.57′ W74°35.78′ at fld. 114/11W. No NOTAM MP VOR MP Mon and Thu 1100–1300Z‡; TACAN MP Mon and Thu 1100–1300Z‡.

TACAN azimuth unusable:

171°–194° byd 11 NM blo 2,000′
171°–194° byd 16 NM blo 4,000′
171°–194° byd 34 NM blo 5,000′

VOR unusable:

003°–068° byd 27 NM
069°–119° byd 17 NM
141°–213° byd 17 NM
214°–228° byd 20 NM
214°–228° byd 17 NM blo 2,500′
229°–260° byd 17 NM
261°–295° byd 25 NM blo 5,000′

ILS Y 110.1 I–WRI Rwy 06. Class IIE No NOTAM MP Tue, Wed, Fri 1100–1300Z‡. Between 0300–1100Z‡ PAR avbl for full stop ldg only when wx is blo TACAN minimums.

ILS Z 110.1 I–WRI Rwy 06. Class IIE. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡. Between 0300–1100Z‡ PAR avbl for full stop ldg only when wx is blo TACAN minimums.

ILS Y 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ILS Z 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ASR/PAR PAR apch daily from 1100–0300Z‡ contingent upon PAR controller availability and/or deployed status of mobile PAR. ASR No NOTAM MP 0530–1130Z‡. PAR No NOTAM MP 0530–1100Z‡.

COMM/NAV/WEATHER REMARKS: See Terminal FLIP for Radar minima. Radar No NOTAM MP Mon–Thur 0930–1130Z‡, Fri 0730–1130Z‡, Sat 1100–1500Z‡.

MILLVILLE

MILLVILLE MUNI (MIV) 3 SW UTC−5(−4DT) N39°22.07′ W75°04.33′

WASHINGTON H–10I, 12J, L–34G, A IAP

85 B S7 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV

RWY 10–28: H6002X150 (ASPH) S–40, D–65, 2S–83, 2D–125 MIRL

RWY 10: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Trees.

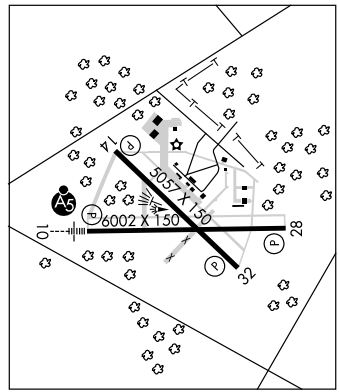
RWY 28: PAPI(P4L)—GA 3.0° TCH 28′.

RWY 14–32: H5057X150 (CONC) S–40, D–65, 2S–83, 2D–125 MIRL

RWY 14: PAPI(P4L)—GA 3.0°TCH 48′. Trees.

RWY 32: PAPI(P4L)—GA 3.0°TCH 36′. Trees.

AIRPORT REMARKS: Attended 1100–2300Z‡. Fuel avbl, contact on 123.0. Arpt CLOSED to ultralight acft glider ops, formation flights except PPR, PPR avbl 856–825–1244 Mon–Fri 1200–2000Z‡. Deer. PAEW within the safety areas of all rwys and twys daily May thru Oct. Rwy 10 designated calm wind rwy. TPA—800(715) light acft, 1200(1115) heavy acft. Twy B not to be used by acft with wingspan greater than 79′ between Twy C and Twy E. Twy G not to be used by acft with wingspan greater than 79′ north of Twy A or byd second hangar on northside of rwy. ACTIVATE MIRL Rwy 10–28 and Rwy 14–32, and MALSR Rwy 10—123.0.



WEATHER DATA SOURCES: ASOS 128.125 (856) 327–3455.

COMMUNICATIONS: CTAF 123.65 **UNICOM** 123.0

RCO 123.65 122.65 122.2 122.1R (MILLVILLE RADIO)

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 216° 11.3 NM to fld. 120/10W.

RAINBOW NDB (HW) 363 RNB N39°25.10′ W75°08.11′ 147° 4.2 NM to fld.

ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored.

COMM/NAV/WEATHER REMARKS: Ctc Millville Radio for airport advisory service on 123.65.

MONMOUTH EXECUTIVE (See BELMAR/FARMINGDALE)

MOREE N40°52.79′ W74°20.07′ NOTAM FILE MMU.

NDB (LOM) 392 MM 228°6.1 NM to Morristown Muni. 108° 2.4 NM to Essex Co.

LOC I-MIV	APP CRS	Rwy Idg	6002
110.9	100°	TDZE	74
		Apt Elev	83

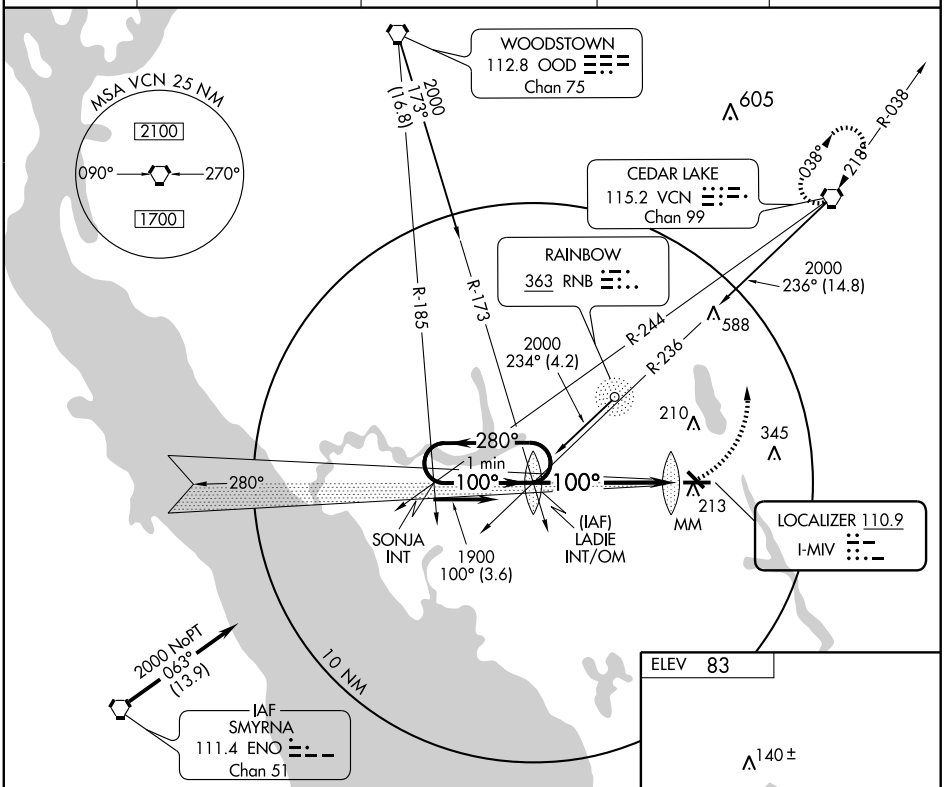
ILS RWY 10
MILLVILLE MUNI (MIV)

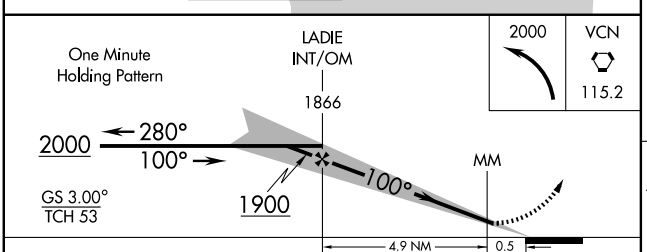
Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM. ACTIVATE MALSR Rwy 10-UNICOM.

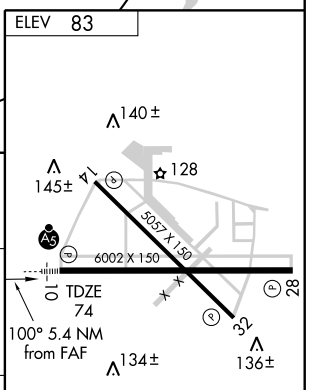
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







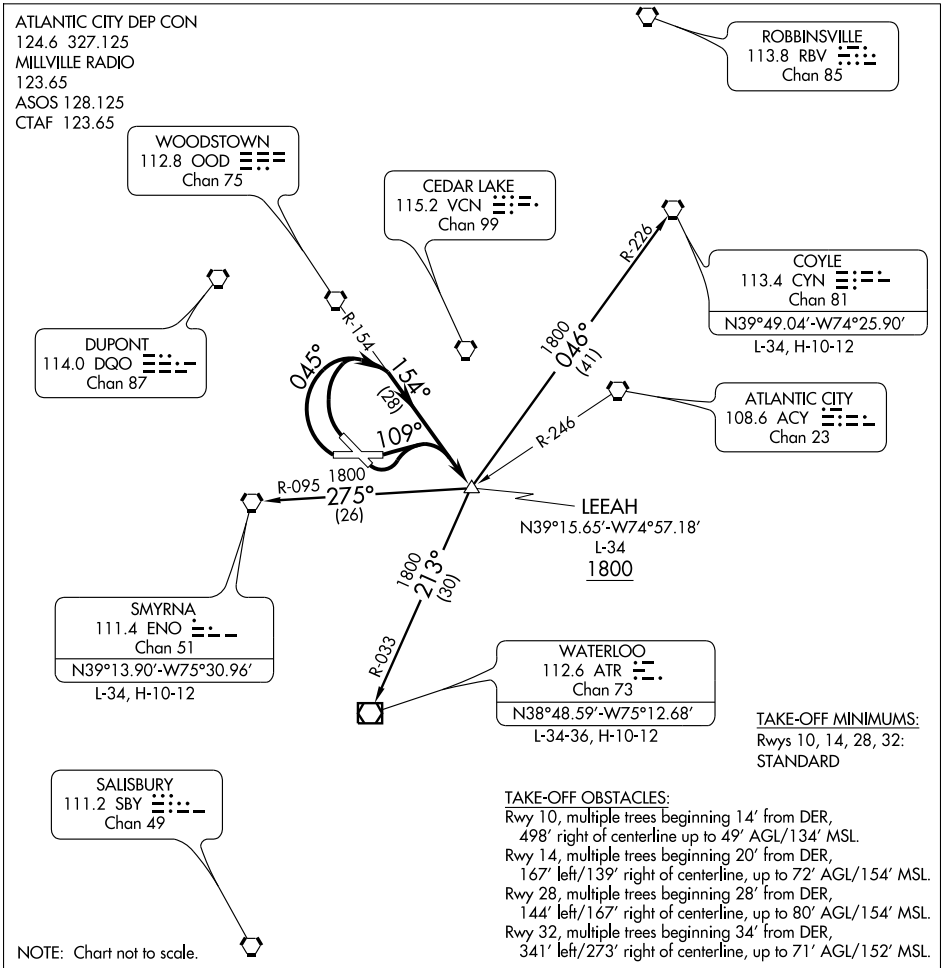
CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	420-½ 346 (400-½)			420-¾ 346 (400-¾)
CIRCLING	480-1 397 (400-1)	540-1 457 (500-1)	540-1½ 457 (500-1½)	640-2 557 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32:
STANDARD

TAKE-OFF OBSTACLES:
Rwy 10, multiple trees beginning 14' from DER, 498' right of centerline up to 49' AGL/134' MSL.
Rwy 14, multiple trees beginning 20' from DER, 167' left/139' right of centerline, up to 72' AGL/154' MSL.
Rwy 28, multiple trees beginning 28' from DER, 144' left/167' right of centerline, up to 80' AGL/154' MSL.
Rwy 32, multiple trees beginning 34' from DER, 341' left/273' right of centerline, up to 71' AGL/152' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

. . . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

NE-2, 21 OCT 2010 to 18 NOV 2010

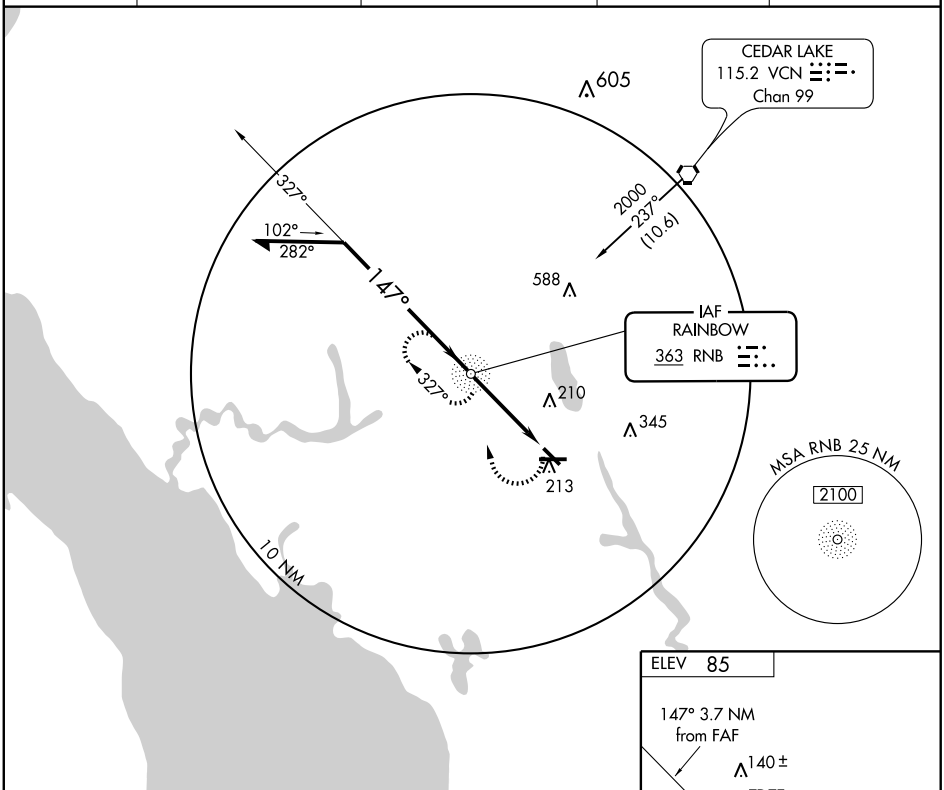
NDB RNB	APP CRS	Rwy Idg	5057
363	147°	TDZE	81
		Apt Elev	85

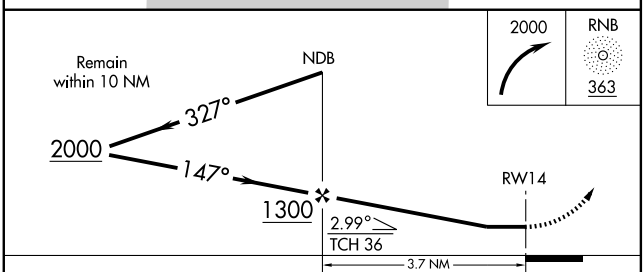
NDB RWY 14
MILLVILLE MUNI (MIV)

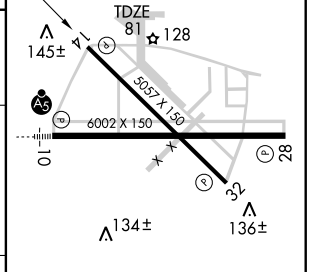
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







CATEGORY	A	B	C	D
S-14	560-1 479 (500-1)		560-1¼ 479 (500-1¼)	560-1½ 479 (500-1½)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 82000	146°	TDZE	81
W14A		Apt Elev	85

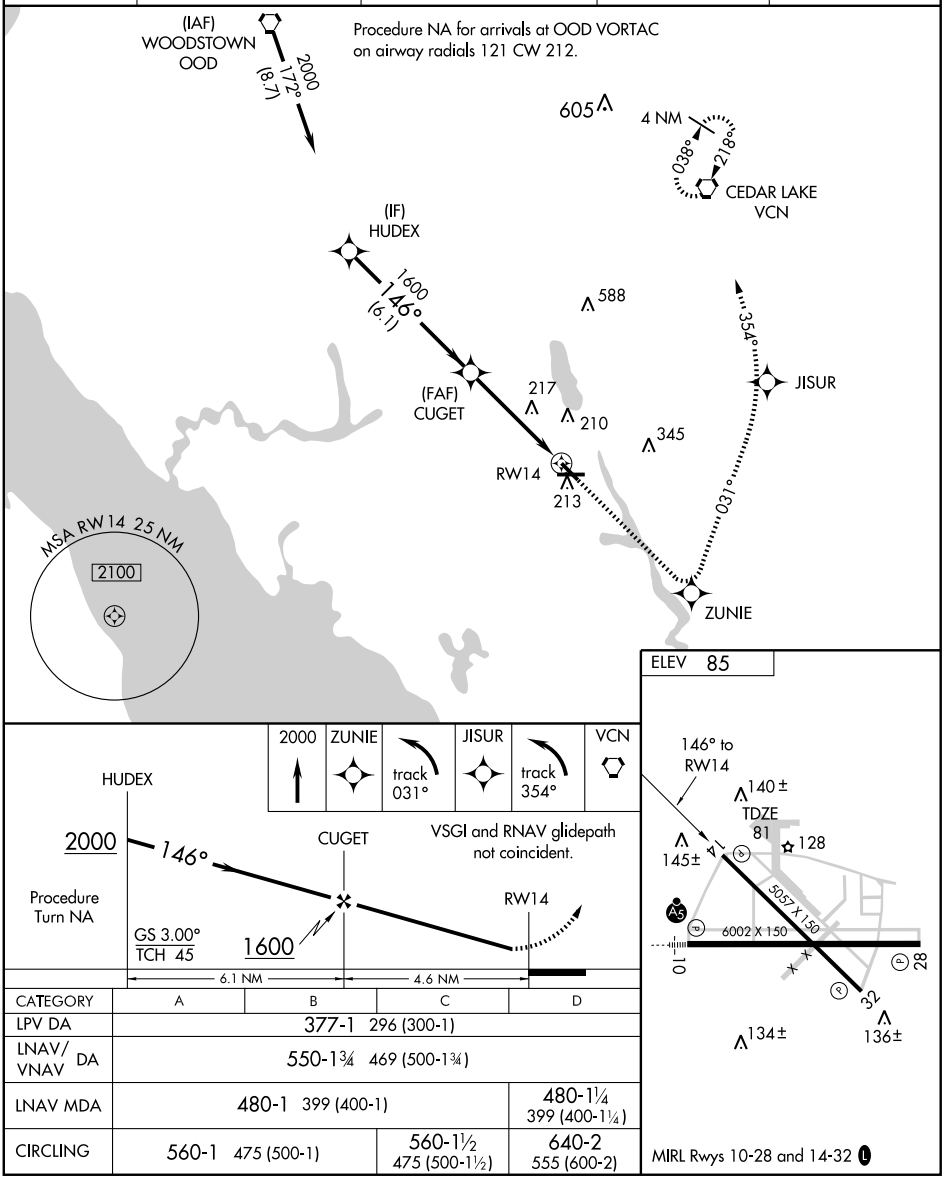
RNAV (GPS) RWY 14

MILLVILLE MUNI (MIV)

When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65



CATEGORY	A	B	C	D
LPV DA	377-1 296 (300-1)			
LNAV/VNAV DA	550-1¾ 469 (500-1¾)			
LNAV MDA	480-1 399 (400-1)			480-1¼ 399 (400-1¼)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6002
Ch 42700	281°	TDZE	85
W28A		Apt Elev	85

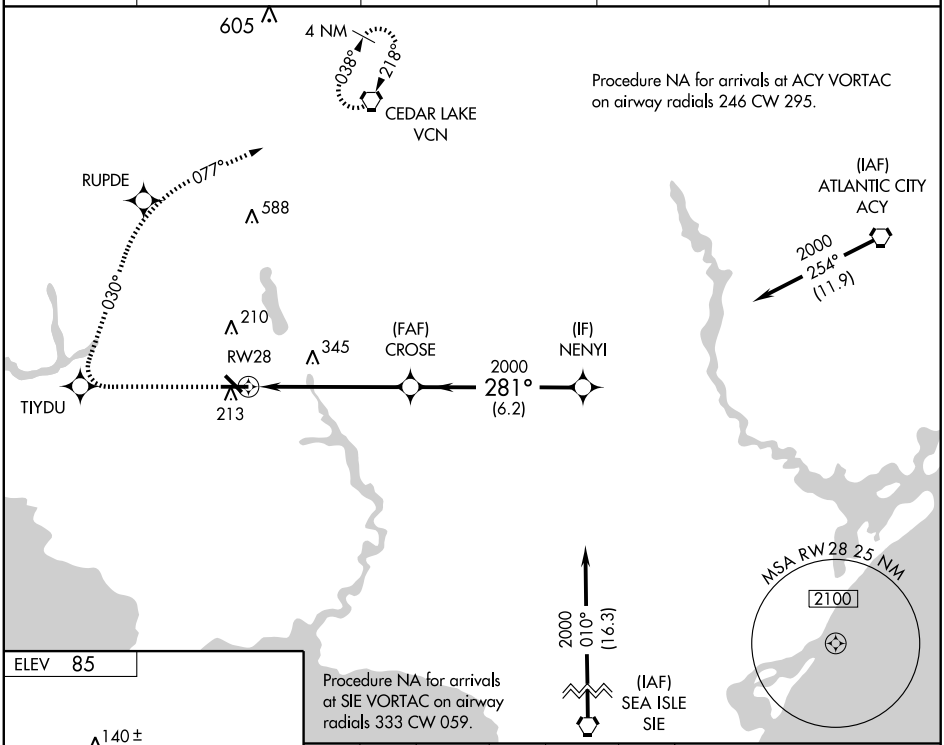
RNAV (GPS) RWY 28

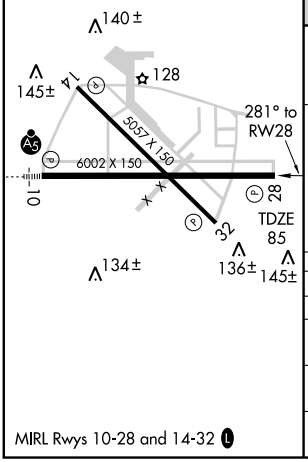
MILLVILLE MUNI (MIV)

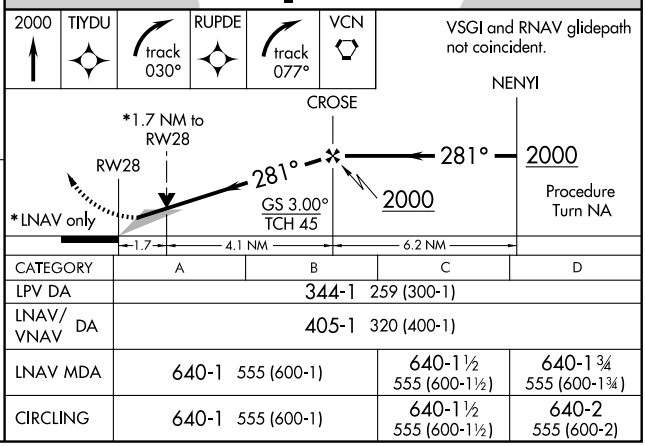
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65







CATEGORY	A	B	C	D
LPV DA	344-1 259 (300-1)			
LNAV/VNAV DA	405-1 320 (400-1)			
LNAV MDA	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-1¾ 555 (600-1¾)
CIRCLING	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 (L)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5057
Ch 86900	326°	TDZE	82
W32A		Apt Elev	85

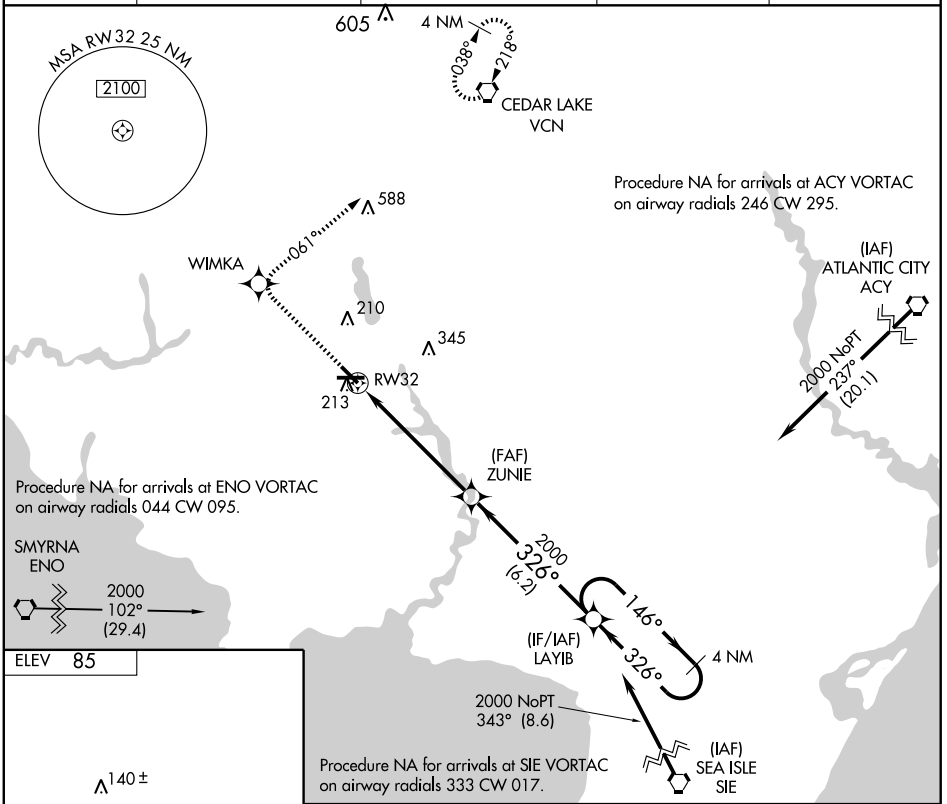
RNAV (GPS) RWY 32

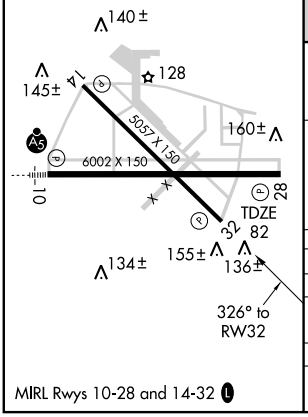
MILLVILLE MUNI (MIV)

Procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

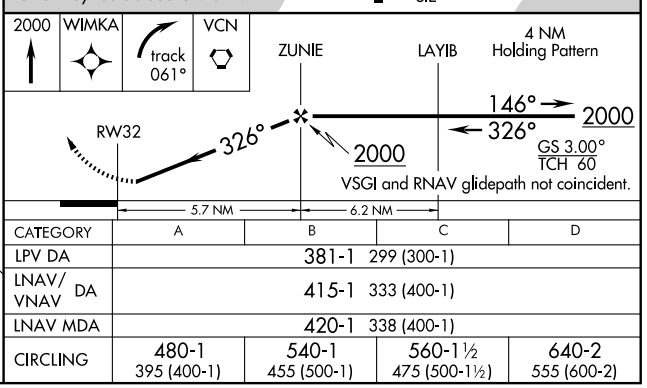
MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65





MIRL Rwys 10-28 and 14-32 (L)



CATEGORY	A	B	C	D
LPV DA		381-1 299 (300-1)		
LNAV/VNAV DA		415-1 333 (400-1)		
LNAV MDA		420-1 338 (400-1)		
CIRCLING	480-1 395 (400-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	216°	TDZE	N/A
Chan 99		Apt Elev	85

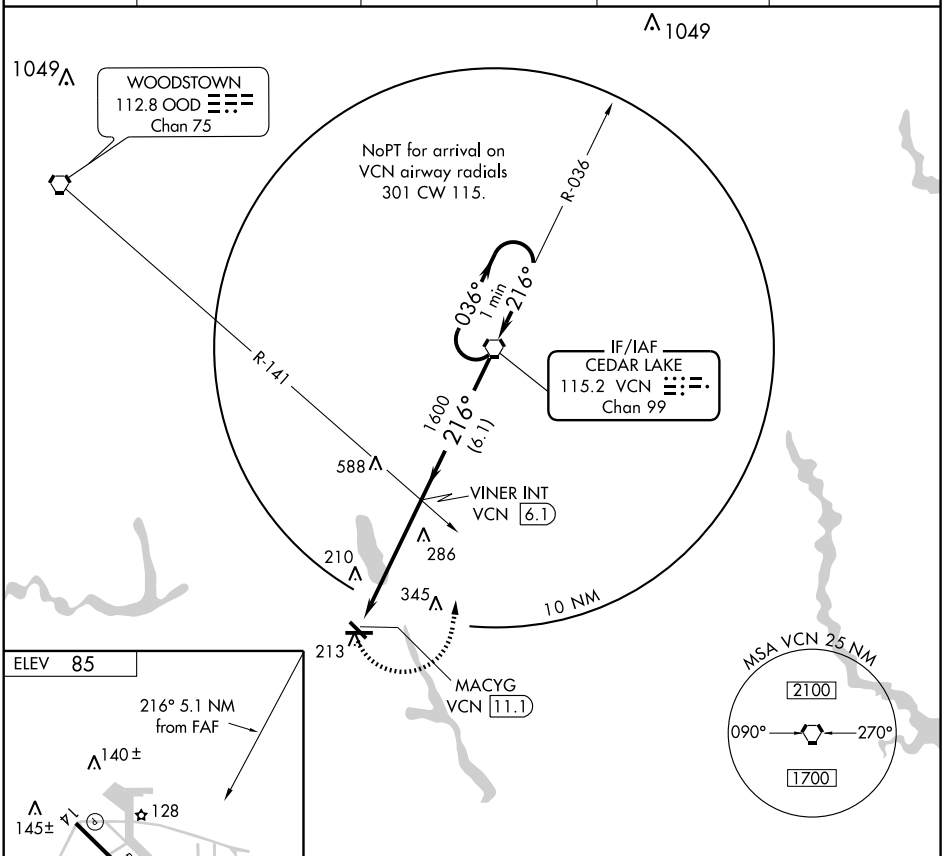
VOR-A

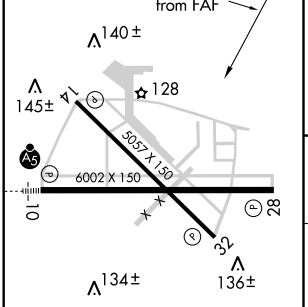
MILLVILLE MUNI (MIV)

If local altimeter setting not received, use Atlantic City Intl altimeter setting and increase all MDAs 60 feet.

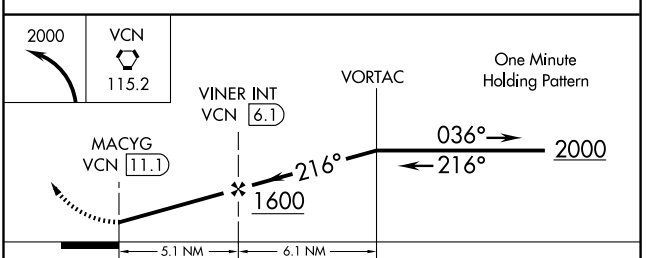
MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 (L)	123.65





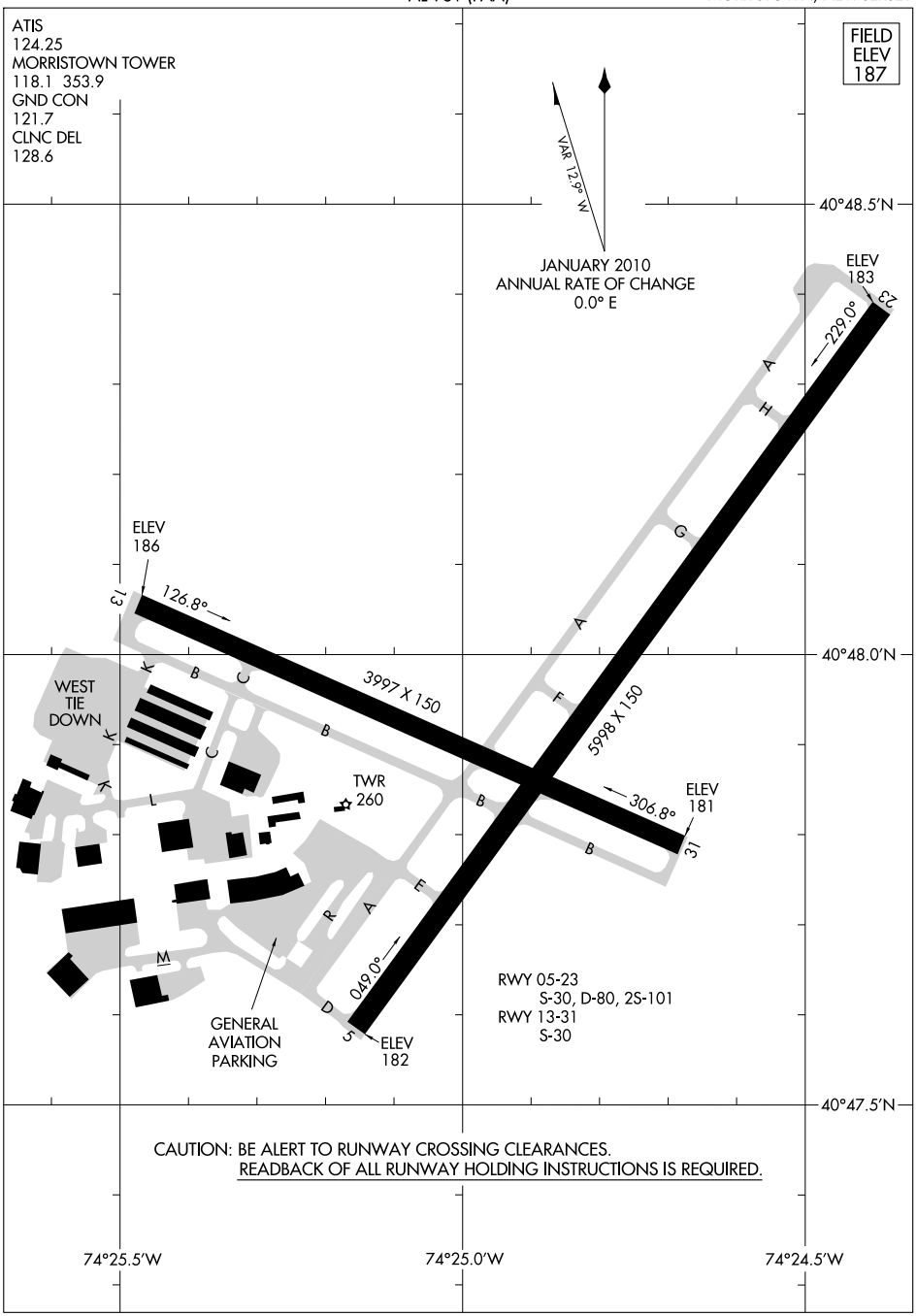
MIRL Rwys 10-28 and 14-32 (L)



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	600-1 515 (600-1)		600-1½ 515 (600-1½)	640-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



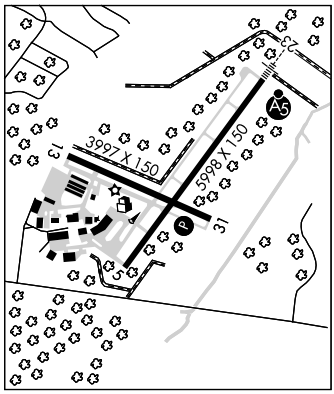
NE-2, 21 OCT 2010 to 18 NOV 2010

MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′

NEW YORK
COPTER
H–10I, 12J, L–33A, 34H
IAP, AD

187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

RWY 05–23: H5998X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL
RWY 05: REIL. Trees. **RWY 23:** MALSR. Tree.
RWY 13–31: H3997X150 (ASPH–GRVD) S–30 MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.



AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

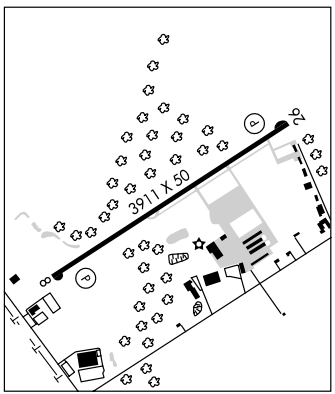
WEATHER DATA SOURCES: AWOS–3 (973) 290–0135. LAWRS.
COMMUNICATIONS: CTAF 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
TOWER 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
AIRSPACE: CLASS D svc 1145–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
CHATHAM NDB (MHW) 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.07′ 228° 6.1 NM to fld.
ILS 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′

WASHINGTON
L–34G, A
IAP

53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY
RWY 08–26: H3911X50 (ASPH) S–30 MIRL
RWY 08: PAPI(P2R)—GA 3.25° TCH 45′. Tree.
RWY 26: PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

LOC I-MMU	APP CRS	Rwy Idg	5998
110.3	227°	TDZE	184
		Apt Elev	187

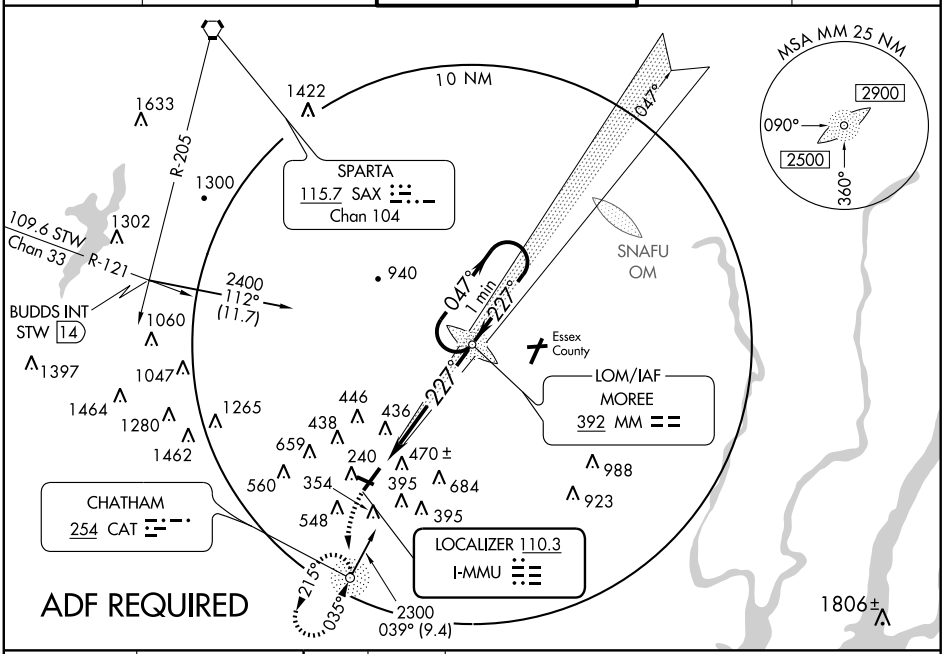
ILS or LOC RWY 23
MORRISTOWN MUNI (MMU)

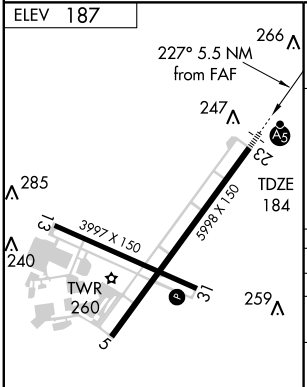
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM.
When control tower closed, use Newark altimeter setting.

MALSR

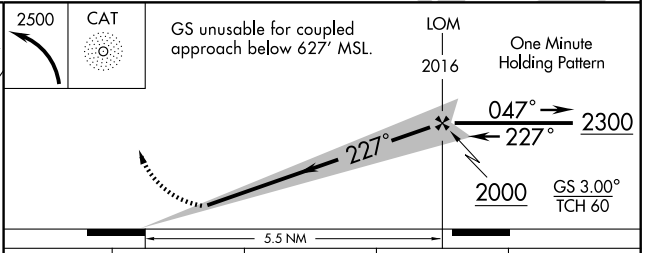
MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	128.6





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23	384-½ 200 (200-½)			
S-LOC 23	660-½ 476 (500-½)		660-¾ 476 (500-¾)	660-1 476 (500-1)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-ILS 23	438-½ 254 (300-½)			
S-LOC 23	720-½ 536 (600-½)		720-1 536 (600-1)	720-1¼ 536 (600-1¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

JAIKE TWO ARRIVAL (RNAV)

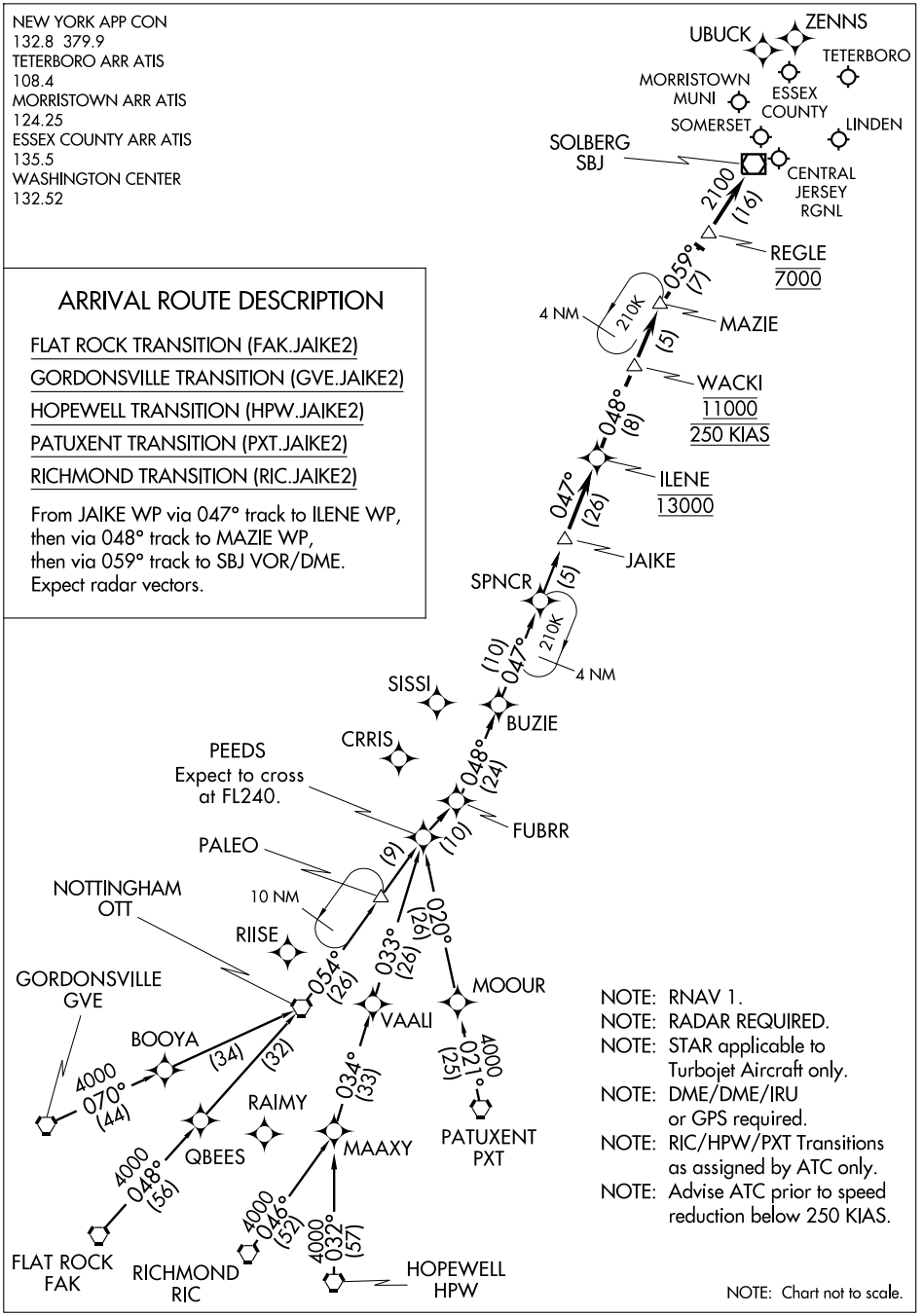
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

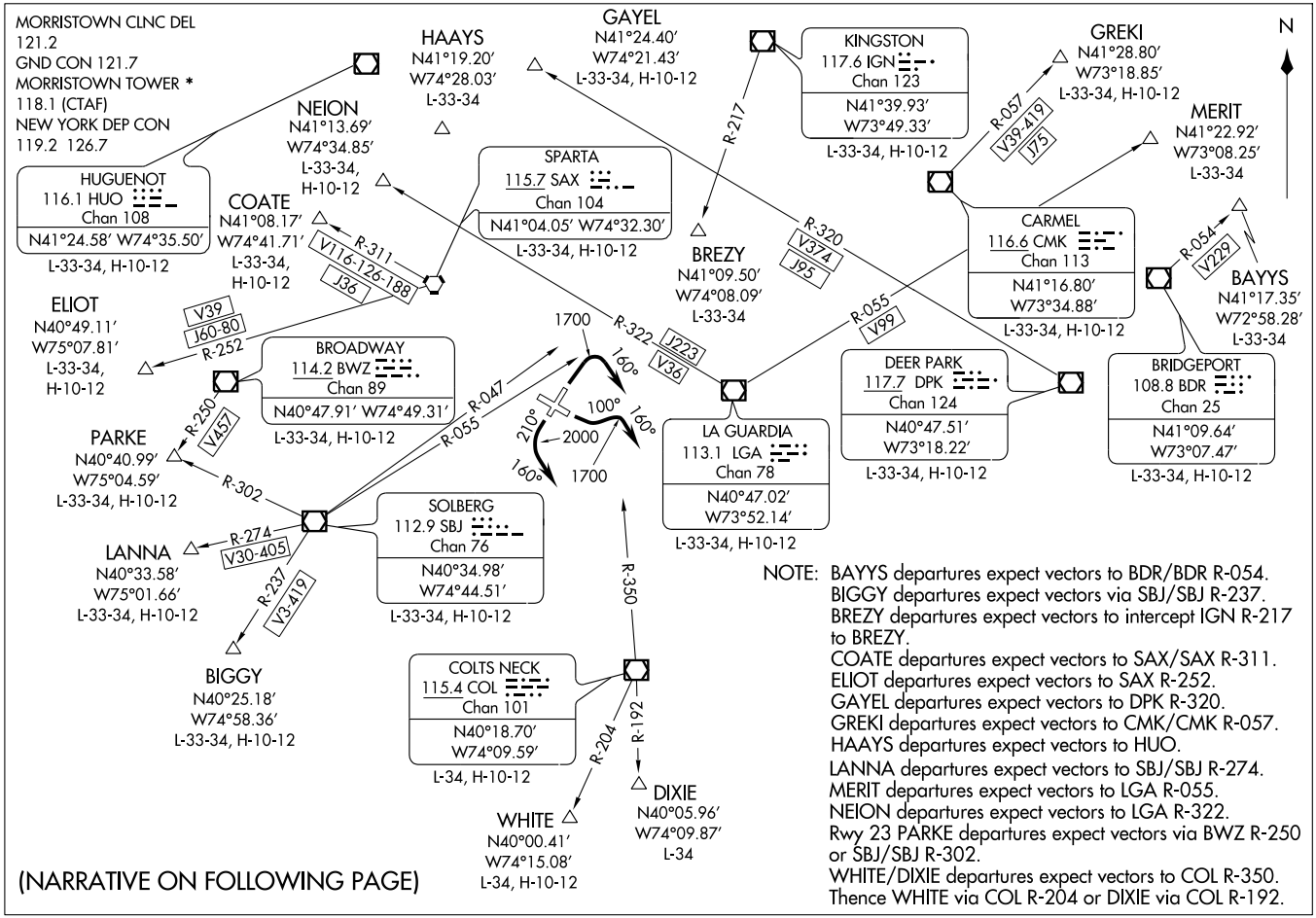
JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

(MMU5.MMU) 10154

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)



(NARRATIVE ON FOLLOWING PAGE)

SL-931 (FAA)

MORRISTOWN FIVE DEPARTURE (OBSTACLE)
(MMU5.MMU) 10154
MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence . . . .
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence . . . .
. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

NE-2, 21 OCT 2010 to 18 NOV 2010

LOM MM	APP CRS	Rwy Idg	5998
392	228°	TDZE	184
		Apt Elev	187

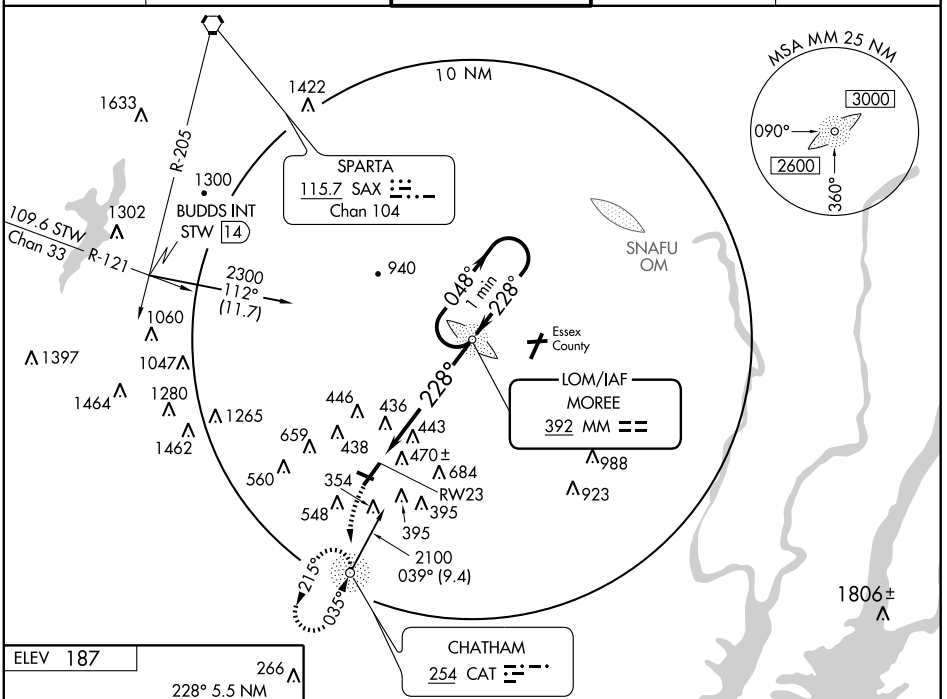
NDB or GPS RWY 23
MORRISTOWN MUNI (MMU)

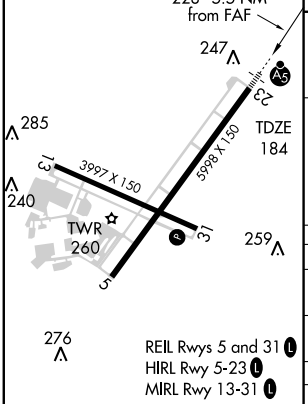
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.

MALSR

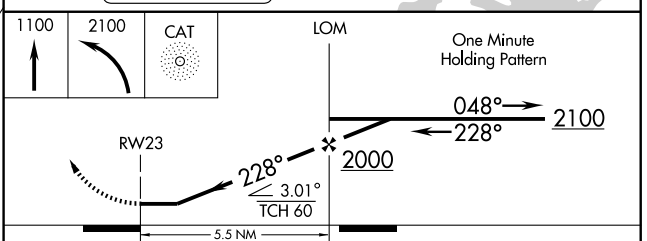
MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 (L) (CTAF) 353.9	121.7	128.6





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-23	860-1 676 (700-1)		860-1½ 676 (700-1½)	860-2 676 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-23	980-1 796 (800-1)		980-1¾ 796 (800-1¾)	980-2¼ 796 (800-2¼)
CIRCLING	980-1 793 (800-1)	980-1¼ 793 (800-1¼)	980-2¼ 793 (800-2¼)	1120-3 933 (1000-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

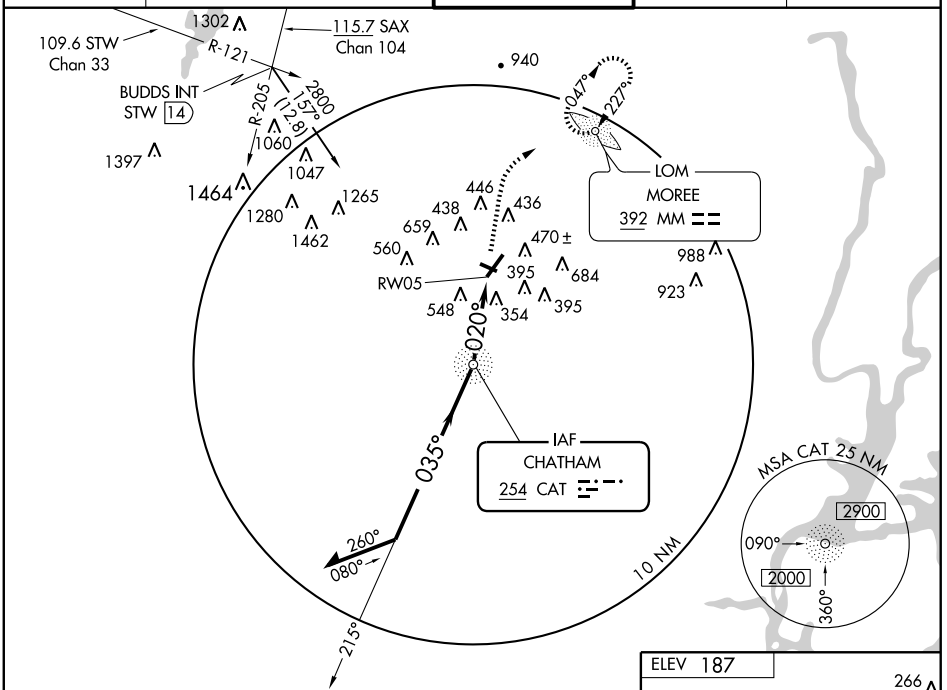
NDB CAT	APP CRS	Rwy Idg	5998
254	020°	TDZE	184
		Apt Elev	187

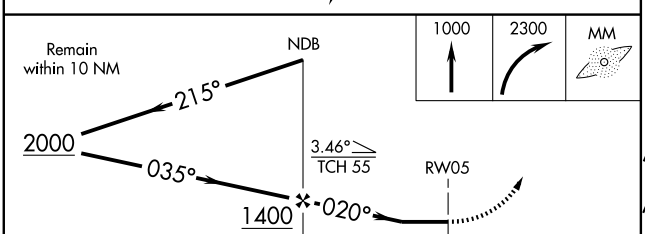
NDB RWY 5
MORRISTOWN MUNI (MMU)

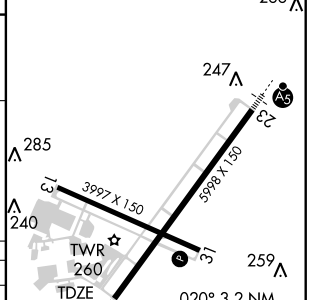
When local altimeter setting not received, use Newark altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	128.6







CATEGORY	A	B	C	D
S-5	860-1 676 (700-1)		860-2 676 (700-2)	860-2 ¼ 676 (700-2 ¼)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2 ¾ 813 (900-2 ¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-5	920-1 736 (800-1)		920-2 736 (800-2)	920-2 ¼ 736 (800-2 ¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2 ¾ 853 (900-2 ¾)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

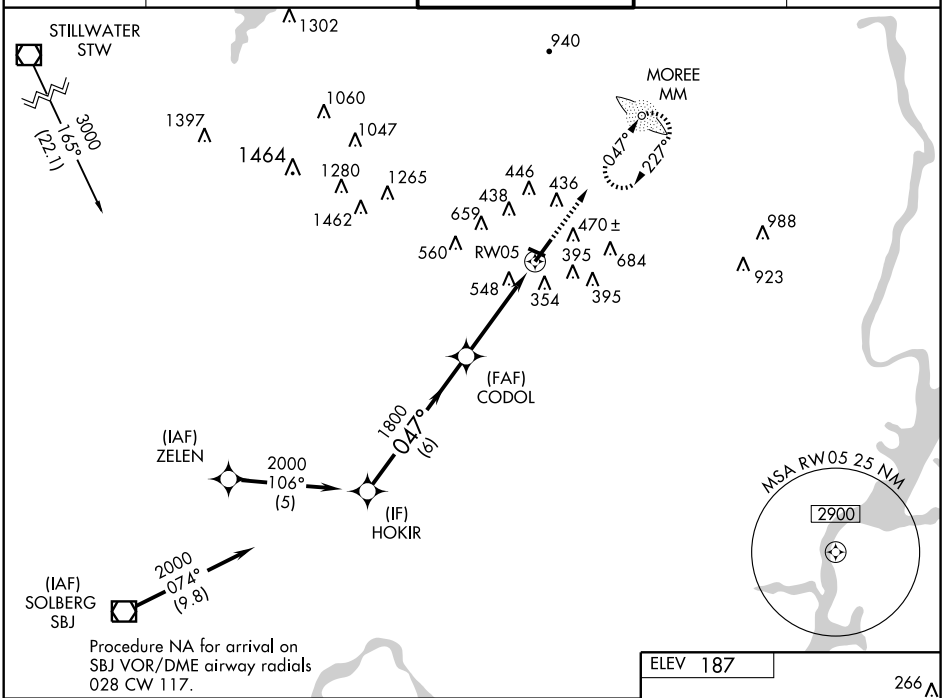
APP CRS	Rwy Idg	5998
047°	TDZE	184
	Apt Elev	187

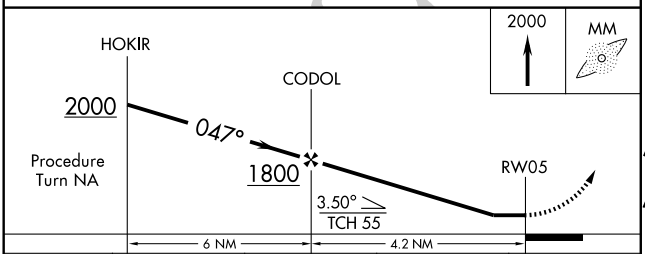
RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting. Visibility reduction by helicopters NA.

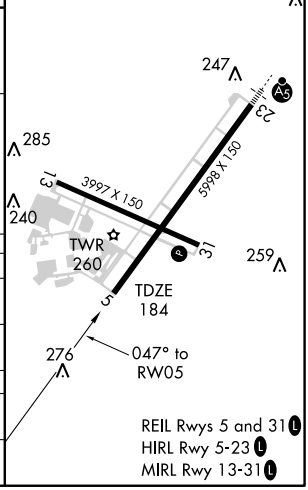
MISSED APPROACH: Climb to 2000 direct MOREE and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 (L) (CTAF) 353.9	121.7	128.6





CATEGORY	A	B	C	D
LNAV MDA	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)



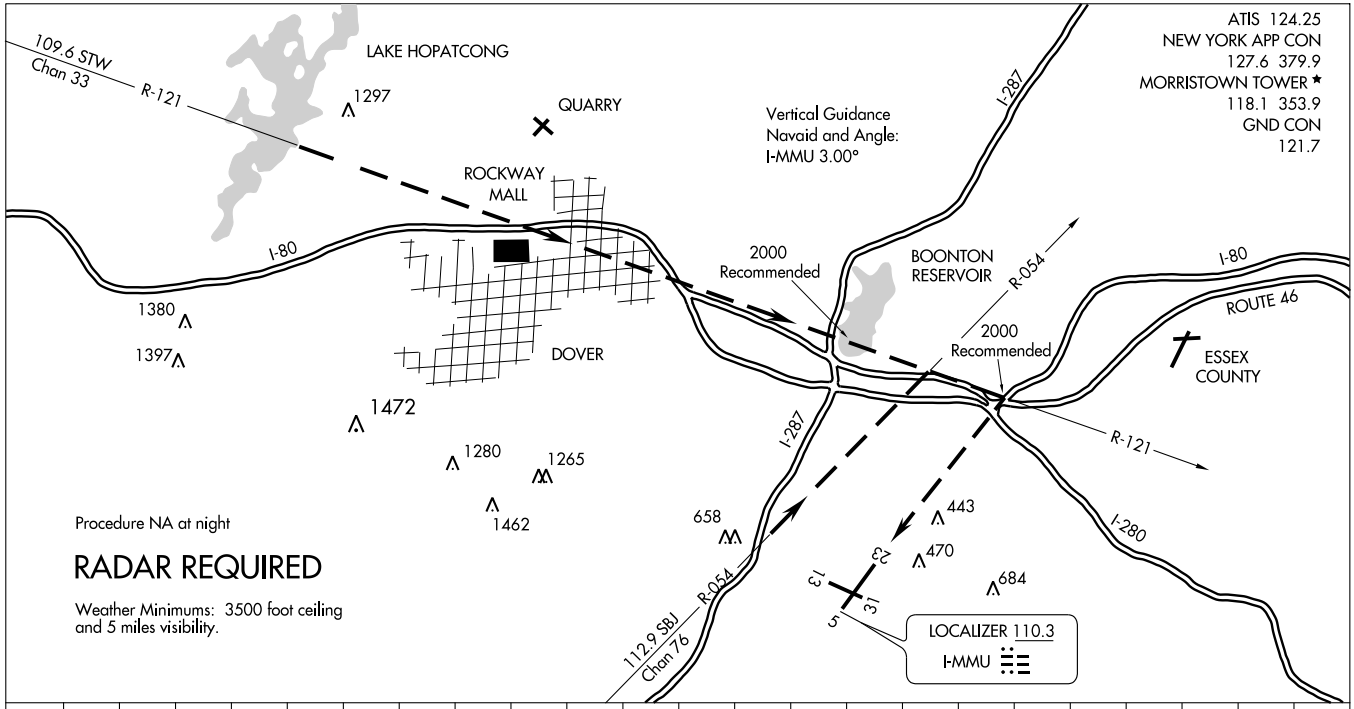
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ROUTE 80 VISUAL RWY 23

Orig 03079

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

40°48'N-74°25'W



1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

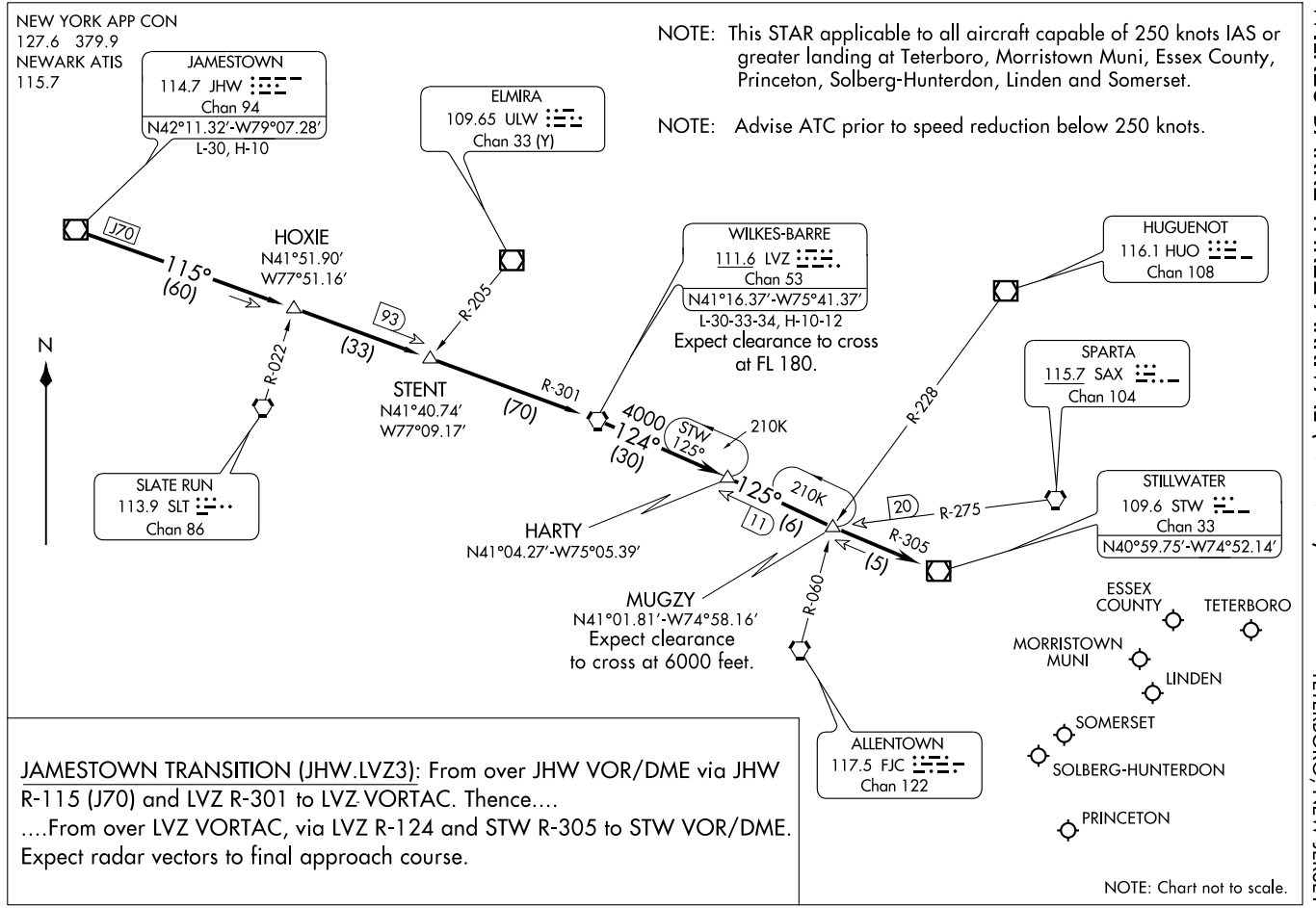
ROUTE 80 VISUAL RWY 23
Orig 03079
MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

AL-931 (FAA)

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

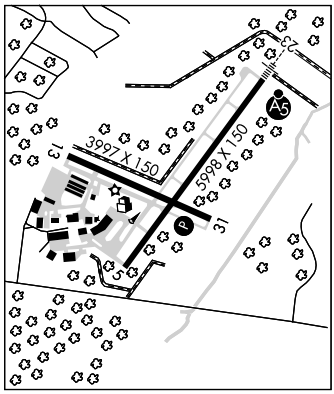
ST-890 (FAA)

MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′

NEW YORK
COPTER
H–10I, 12J, L–33A, 34H
IAP, AD

187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

RWY 05–23: H5998X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL
RWY 05: REIL. Trees. **RWY 23:** MALSR. Tree.
RWY 13–31: H3997X150 (ASPH–GRVD) S–30 MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.



AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

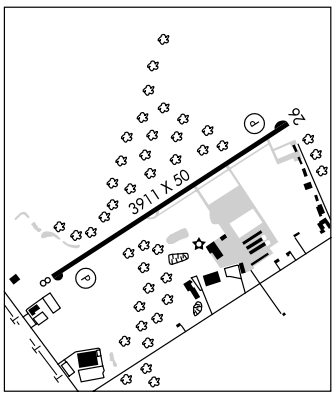
WEATHER DATA SOURCES: AWOS–3 (973) 290–0135. LAWRS.
COMMUNICATIONS: CTAF 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
TOWER 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
AIRSPACE: CLASS D svc 1145–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
CHATHAM NDB (MHW) 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.07′ 228° 6.1 NM to fld.
ILS 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′

WASHINGTON
L–34G, A
IAP

53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY
RWY 08–26: H3911X50 (ASPH) S–30 MIRL
RWY 08: PAPI(P2R)—GA 3.25° TCH 45′. Tree.
RWY 26: PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

GPS RWY 8

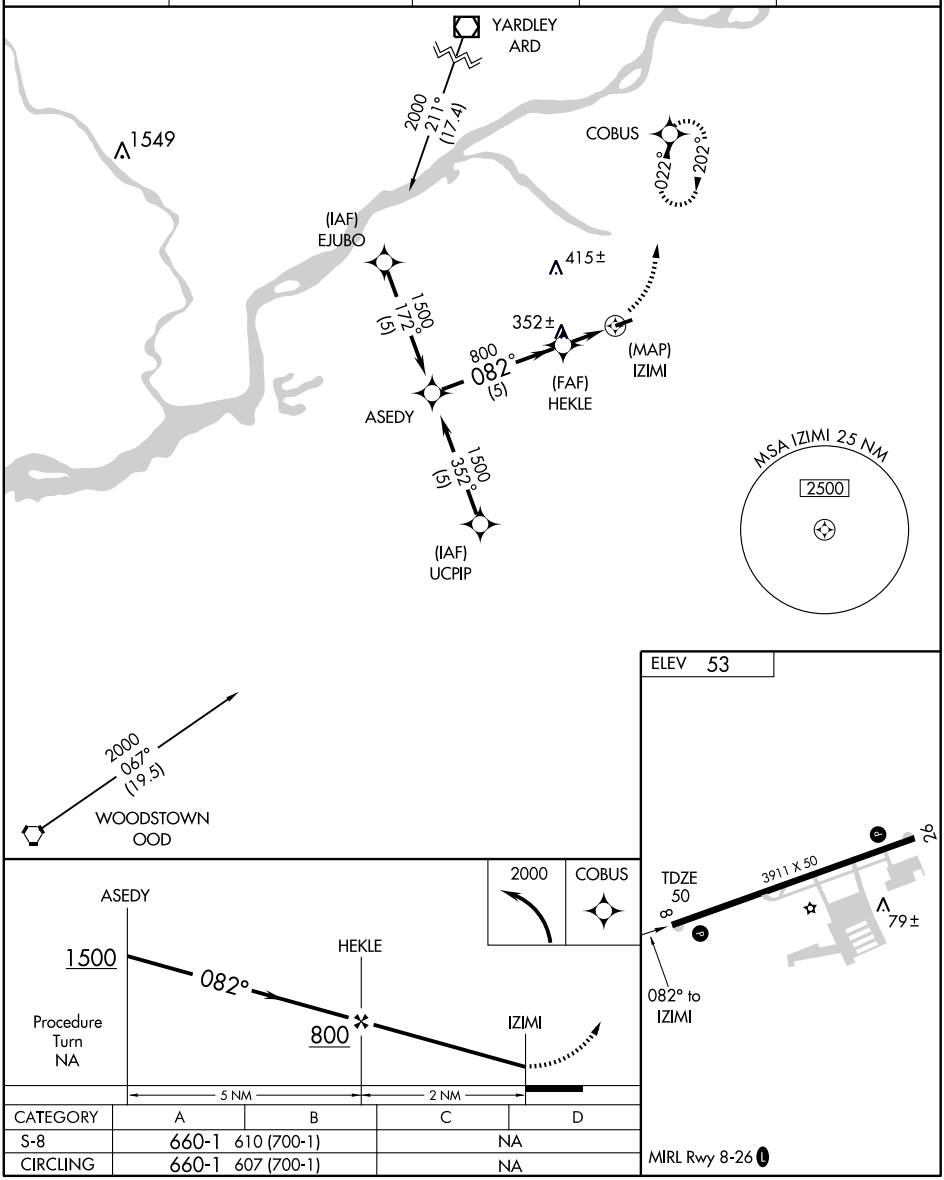
MT HOLLY/SOUTH JERSEY RGNL (VAY)

APP CRS	Rwy Idg	3911
082°	TDZE	50
	Apt Elev	53

NA

MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

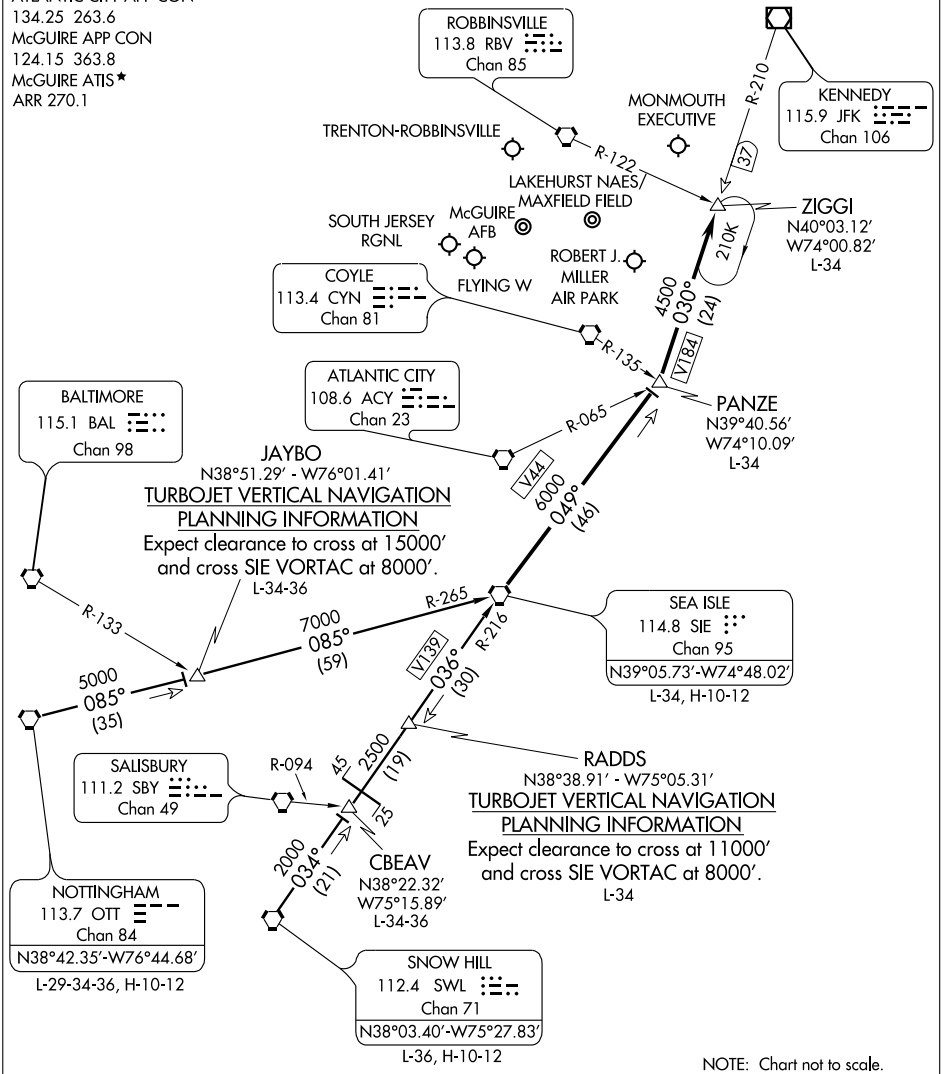
ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 L



CATEGORY	A	B	C	D
S-8	660-1	610 (700-1)	NA	
CIRCLING	660-1	607 (700-1)	NA	

MIRL Rwy 8-26 L

NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RBV	APP CRS	Rwy Idg 3911
113.8	236°	TDZE 53
Chan 85		Apt Elev 53

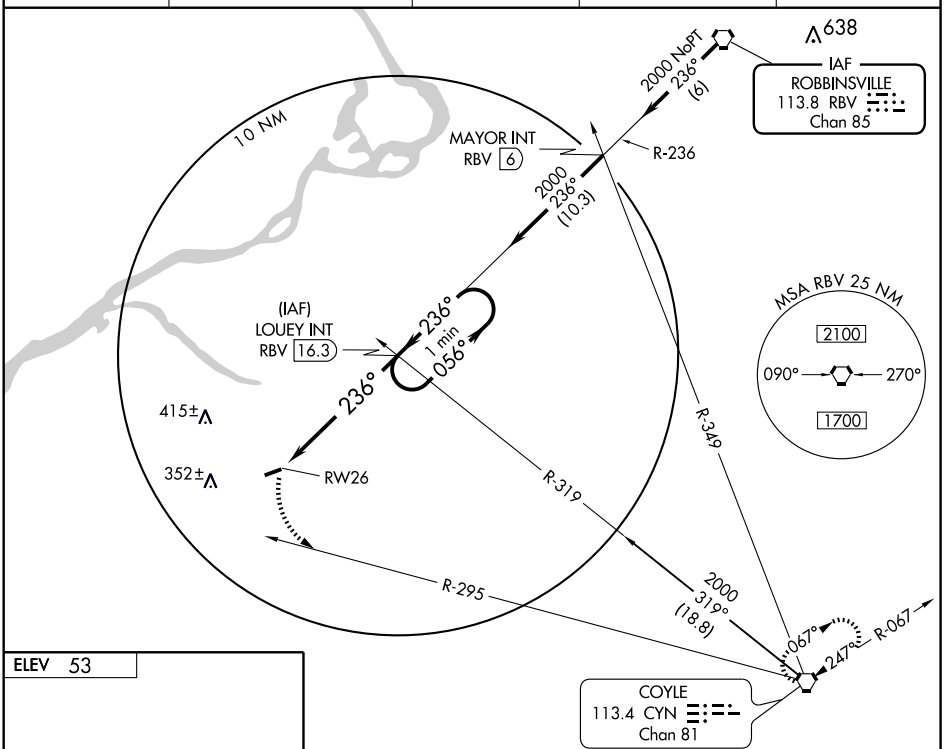
VOR or GPS RWY 26

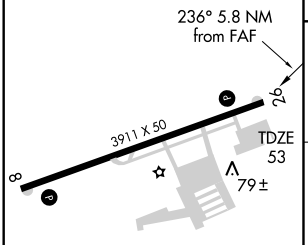
MT HOLLY/SOUTH JERSEY RGNL (VAY)

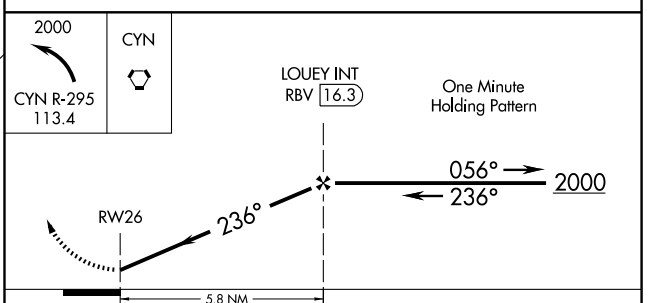
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 L





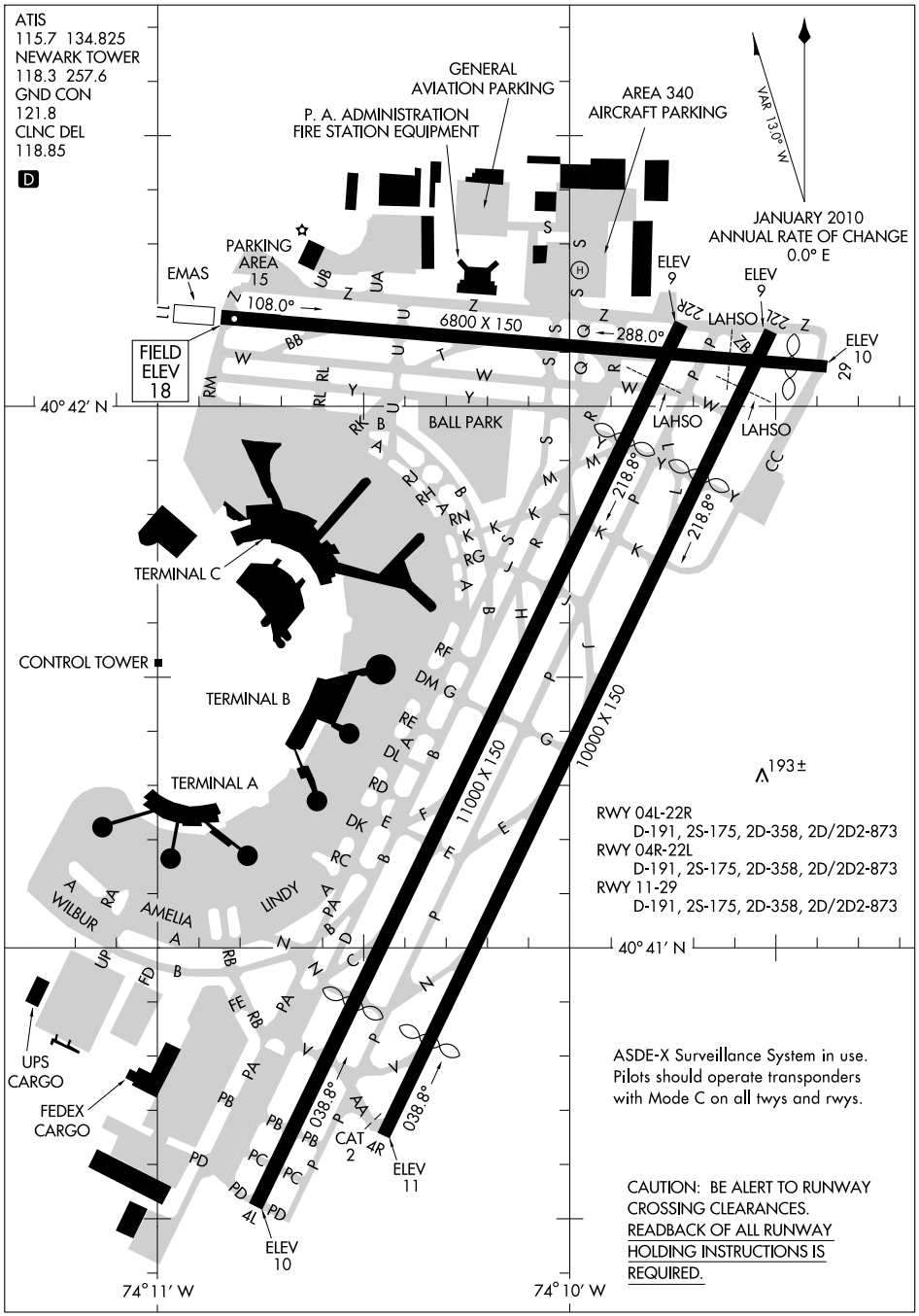


MIRL Rwy 8-26 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-26	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	
CIRCLING	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	

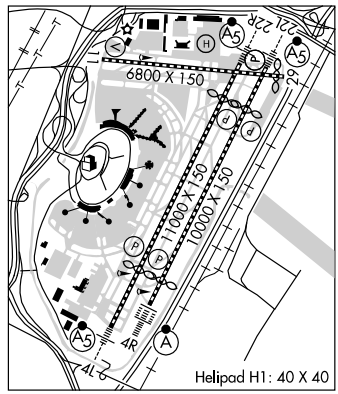
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NAADA N39°29.89′ W74°40.35′ NOTAM FILE ACY. WASHINGTON
NDB 336 PV 129° 5.1 NM to Atlantic City Intl. L–34G

NEWARK LIBERTY INTL (EWR) 3 S UTC−5(−4DT) N40°41.55′ W74°10.12′ NEW YORK
18 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index E NOTAM FILE EWR COPTER
RWY 04L–22R: H11000X150 (ASPH–CONC–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL H–10I, 12J, L–33A, 34H IAP, AD
RWY 04L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. Thld dsplcd 2540′. Tree.
RWY 22R: MALSR. REIL. TDZL. PAPI(P4L)—GA 3.0° TCH 65′. Thld dsplcd 1440′. Pole.
RWY 04R–22L: H10000X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 1190′. Pole.
RWY 22L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 61′. Thld dsplcd 1793′. Pole.
RWY 11–29: H6800X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
RWY 11: TDZL. REIL. VASI(V4L)—GA 3.08° TCH 53′. Antenna.
RWY 29: TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 60′. Thld dsplcd 298′. Building.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04L	11–29	7750
RWY 04R	11–29	8100
RWY 11	04R–22L	5700

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–11000 TODA–11000 ASDA–11000 LDA–8460
RWY 04R: TORA–10000 TODA–10000 ASDA–10000 LDA–8810
RWY 11: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 22L: TORA–10000 TODA–10000 ASDA–10000 LDA–8206
RWY 22R: TORA–11000 TODA–11000 ASDA–11000 LDA–9560
RWY 29: TORA–6800 TODA–6800 ASDA–6800 LDA–6502
ARRESTING GEAR/SYSTEM
RWY 29: EMAS
AIRPORT REMARKS: Special Air Traffic Rules–Part 93. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. Flocks of birds on and invof airport. Rwy 04L–22R south 1800′ conc, north 1000′ conc, center 8200′ asph. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Rwy 04L and Rwy 04R departures use upper antenna for ATC communications. For noise restrictions call 212–435–3779 during normal business hours. Twy Z between Twy U and UB restricted to narrow body acft indef. PAPI Rwy 04L P4L unusable 5° left of centerline. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices–Intersection Departures During Period of Darkness, Continuous Power Facilities and Intersecting Runway Operations.
WEATHER DATA SOURCES: LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR 115.7 **D–ATIS SOUTH ARR** 134.825 (973) 824–4417. **UNICOM** 122.95
Ⓡ **NEW YORK APP CON** 132.8 (241°–269°) 128.55 (090°–240°) 127.6 (270°–330°) 132.7 (331°–089°)
TOWER 118.3 134.05 **GND CON** 121.8 126.15 **CLNC DEL** 118.85 **PRE–TAXI CLNC** 118.85 **GATE HOLD** 132.45
Ⓡ **NEW YORK DEP CON** 119.2
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 218° 10.5 NM to fld. 10/11W.
ILS/DME 108.7 I–LSQ Chan 24 Rwy 22L.
ILS/DME 110.75 I–JNN Chan 44(Y) Rwy 22R. ILS unusable byd 25° left of course. DME shared with ILS Rwy 04L.
ILS/DME 110.75 I–EWR Chan 44(Y) Rwy 04L. Class IB. DME shared with ILS Rwy 22R.
ILS/DME 108.7 I–EZA Chan 24 Rwy 04R. Class IIIE. DME unusable byd 15 NM.
ILS/DME 109.15 I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5° rgt and left side of course and 0.7 NM (300 ft MSL) inbound.

HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Helipad H1 located on Twy S. Helipad H1 perimeter lights.

LOC/DME I-LSQ	APP CRS	Rwy Idg 8206
108.7	219°	TDZE 11
Chan 24		Apt Elev 18

COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

NA

MALSR

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

039°

1049
988
1100
219°
(1.3)
923
OPAAH
I-LSQ 3.2
695 (IAF)
AYRON OM
I-LSQ 4.6
1128±
445±
359
503
598
333
509
1505
291
563
189
115
285
291
358
131
794±
1806±
LOCALIZER 108.7
I-LSQ
Chan 24
165±
278
MM
268
410
249
313
305
278
335±
502±
693
515
727
10 NM
MSA TEB 25 NM
2900

KILMA
ARD 27
R-024
R-069
069°
249°
108.2 ARD
Chan 19
113.8 RBV
Chan 85

ELEV 18
219° 3.1 NM
from FAF
D
79
94
61
120
6800 X 150
64
TDZE
11
66
11000 X 150
10000 X 150
212±
4L
4R

2000	3000	ARD	KILMA	OPAAH	AYRON OM
225°		R-069	△	I-LSQ 3.2	I-LSQ 4.6

1091
I-LSQ 0.2
MM
219°
1500
1100
GS 3.00°
TCH 43
0.6
2.5 NM
1.3 NM

CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200-¼)	NA		
H-LOC 22L	560/12 549 (600-¼)	NA		

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EWR	APP CRS	Rwy Idg	8457
110.75	039°	TDZE	11
Chan 44 (Y)		Apt Elev	18

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

R-331

151°

331°

R-205

TETERBORO
108.4 TEB
Chan 21

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

Linden

039°

RODII
I-EWR 5.1

(IF)
CHESA
I-EWR 7.4

10 NM

MSA TEB 25 NM
2900

219°

ELEV 18

D

6800 X 150

11000 X 150

10000 X 150

4R

4L

TDZE 11

039° 3.6 NM from FAF

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CHESA
I-EWR 7.4

RODII
I-EWR 5.1

2000

039°

1288

1300

I-EWR
1.5

GS 3.00°
TCH 55

2.3 NM

3.6 NM

600	2500	TEB	TEB
	hdg 060°	R-205	

CATEGORY	COPTER	B	C	D
H-ILS 4L	211/12 200 (200-¼)	NA		
H-LOC 4L	560/12 549 (600-¼)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
BOSTON CENTER
126.47 388.8
134.3 256.9
NEW YORK APP CON
120.15 379.9

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized.
NOTE: FLOSI RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Domestic departures from the east file BDL Transition.
NOTE: North Atlantic arrivals via BOS file BAF Transition.
NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.

11 NM
037°
217°
SKEEE
11 NM
HANAA
Expect to cross at FL240.
17000
210°
(28)
ALBANY
ALB
11 NM
17000
211°
(32)
BARNES
BAF
Expect to cross 10 NM east at 16000.
ACOVE
14000
211°
(11)
WIGAN
GENESEO
GEE
17000
115°
(50)
EXTOL
11 NM
17000
134°
135°
(43)
KODEY
17000
135°
(25)
TALCO
14000
277°
(13)
14000
278°
(36)
BOWAN
8000
211°
(13)
6 NM
8000
130°
(52)
WEETS
(12)
HANCOCK
HNK
Expect to cross at FL180 or lowest useable FL.
HELON
5000
211°
(8)
5000
266°
(24)
14000
265°
(53)
BRADLEY
BDL
Expect to cross at 16000.
KINGSTON
IGN
FLOSI
CRANK
Expect to cross at or below 8000 descending to 7000.
(8)
(8)
7 NM
SHAFF
4000
211°
(14)
SPARTA
SAX
4000
197°
(14)
PHLBO
4000
191°
(10)
HOKIR
180°

NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
NOTE: Approaching PHLBO WP Ldg RWY 11expect radar vectors.
NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEO TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

. . . . From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010

LAAS	APP CRS	Rwy Idg	8460
CH 22727	039°	TDZE	10
G04A		Apt Elev	18

GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

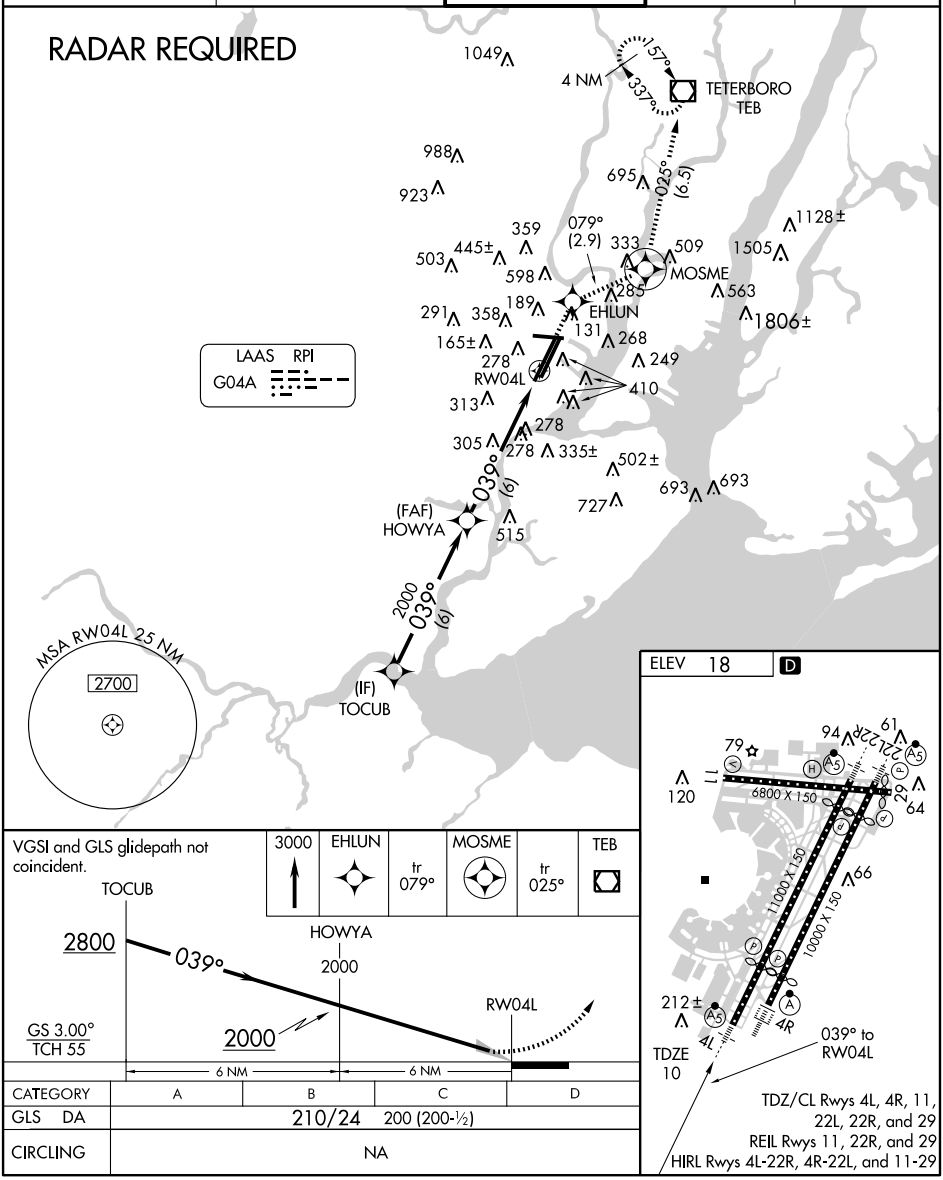
Circling to Rwy 29 NA at night. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required. Autopilot coupled approach NA below 210.

MALSR

MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via track 025°to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED



VGSI and GLS glidepath not coincident.

CATEGORY	A	B	C	D
GLS DA	210/24		200 (200-½)	
CIRCLING	NA			

NE-2, 21 OCT 2010 to 18 NOV 2010

LAAS	APP CRS	Rwy Idg	8810
CH 21083	039°	TDZE	11
G04B		Apt Elev	18

GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

T
NA

Visibility reduction by helicopters NA.
Circling to Rwy 29 NA at night.
DME/DME RNP-0.3 NA. GPS required.
Autopilot coupled approach NA below 261.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

1049 4 NM 157° 337° TETERBORO TEB

988 923 695 025° (6.5)

1128± 1505 509 MOSME 563 1806±

445± 359 503 598 073° (3) 333

189 285 CANBO 291 358 131 268

165± 278 249 RW04R 410 313

LAAS RPI G04B

305 278 039° (5.1) 335± 502± 693 727 693

(FAF) DOOIN 515

1700 039° (6)

(IF) ISACE

MSA RW04R 25 NM 2700

ELEV 18 D

79 94 61 120 64 66 212± 4R 4L TDZE 11

6800 X 150 11000 X 150 10000 X 150

039° to RW04R

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

ISACE 2800 039° DOOIN 1700 1700 RW04R

GS 3.00° TCH 55

6 NM 5.1 NM

3000	CANBO	tr 073°	MOSME	tr 025°	TEB

VGSI and GLS glidepath not coincident.

CATEGORY	A	B	C	D
GLS DA	261/40 250 (300-¾)			
CIRCLING	NA			

NE-2, 21 OCT 2010 to 18 NOV 2010

GLS RWY 11

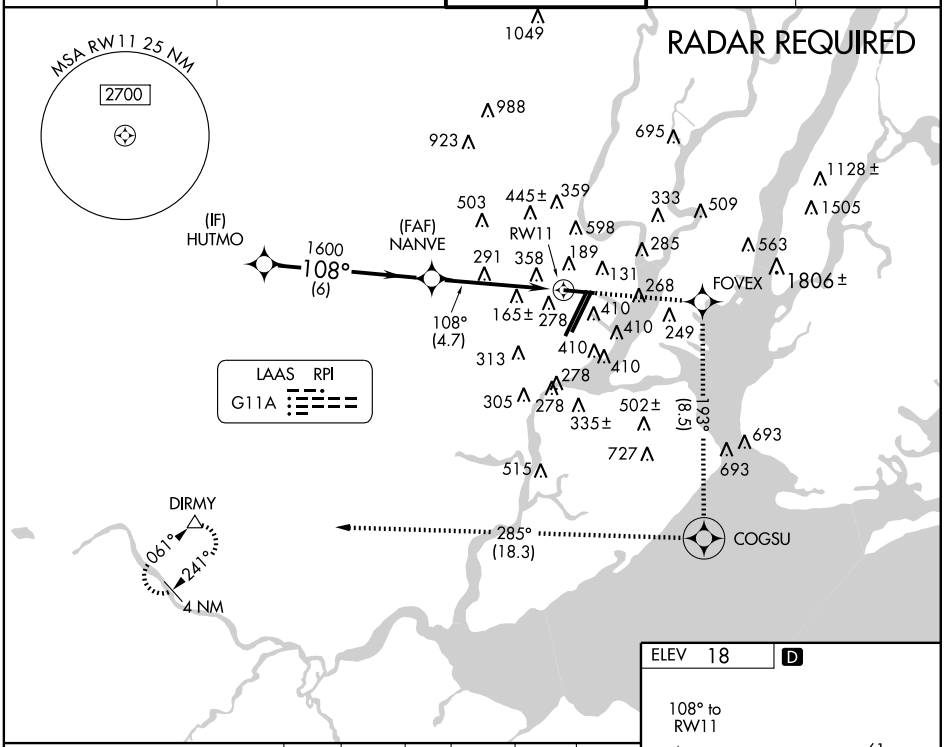
NEWARK LIBERTY INTL (EWR)

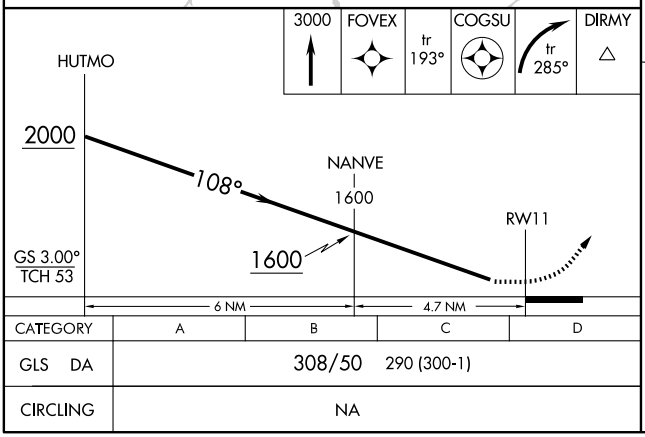
LAAS CH 21905 G11A	APP CRS 108°	Rwy ldg 6800 TDZE 18 Apt Elev 18

DME/DME RNP-0.3 NA. GPS Required.
NA
Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 308.

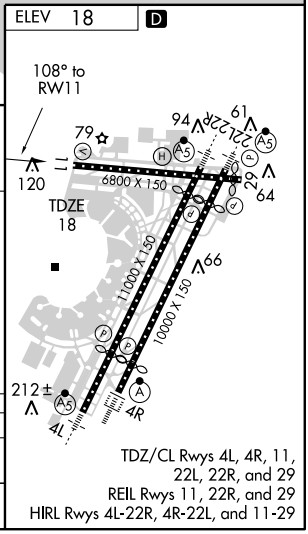
MISSED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	308/50 290 (300-1)			
CIRCLING	NA			



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAAS CH 20672 G22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 18

GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

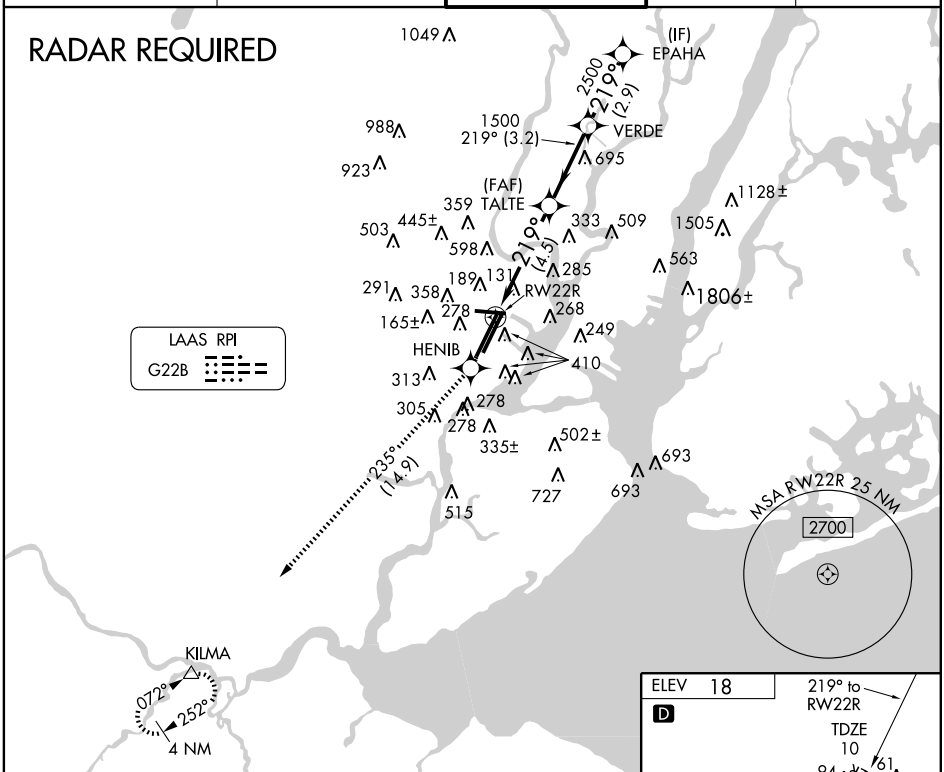
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 246.

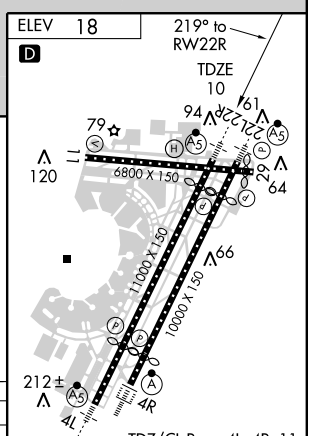
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via track 235° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

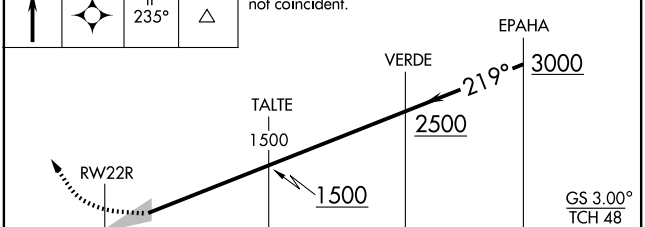




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

3000	HENIB	tr 235°	KILMA

VGSI and GLS glidepath not coincident.



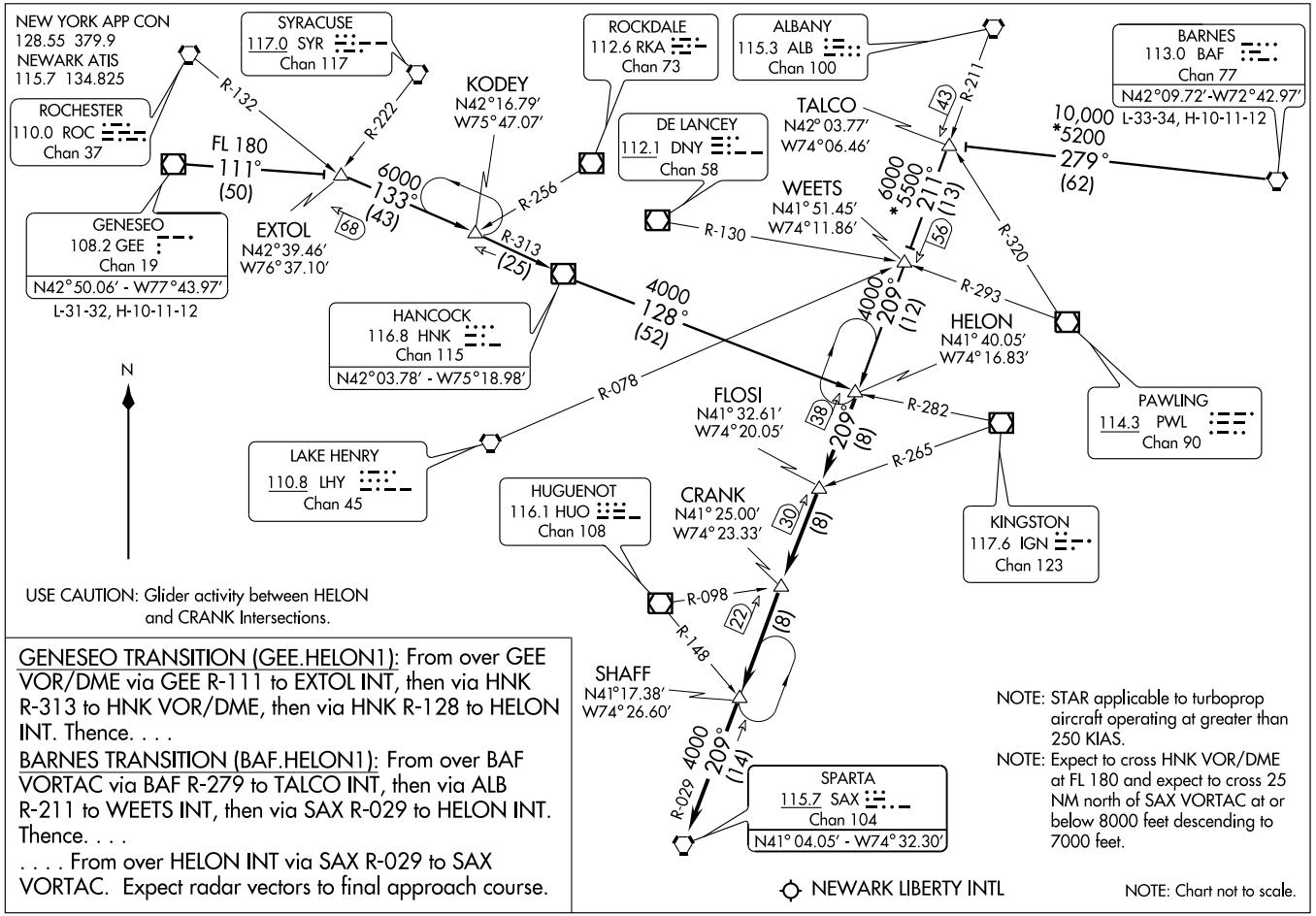
CATEGORY	A	B	C	D
GLS DA	246/24 236 (300-½)			
CIRCLING	NA			

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

HELON ONE ARRIVAL

(HELON.HELON1) 09127

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL



GENESEO TRANSITION (GEE.HELON1): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT. Thence. . . .

BARNES TRANSITION (BAF.HELON1): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to HELON INT. Thence. . . .

. . . . From over HELON INT via SAX R-029 to SAX VORTAC. Expect radar vectors to final approach course.

NOTE: STAR applicable to turboprop aircraft operating at greater than 250 KIAS.

NOTE: Expect to cross HNK VOR/DME at FL 180 and expect to cross 25 NM north of SAX VORTAC at or below 8000 feet descending to 7000 feet.

NOTE: Chart not to scale.

HELON ONE ARRIVAL
(HELON.HELON1) 09127
NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

LOC/DME I-EWR	APP CRS		4L	4R
110.75	039°	Rwy Idg	8460	8810
Chan 44 (Y)		TDZE	11	12
		Apt Elev	18	18

ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

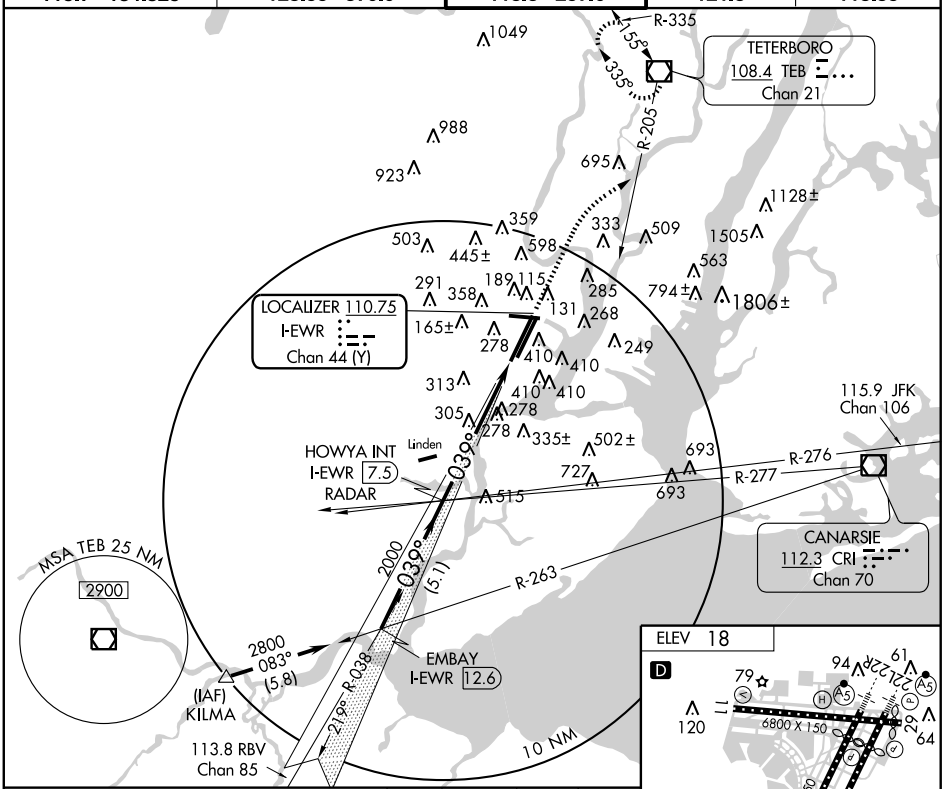
Inoperative table does not apply to SIDESTEP RWY 4R Cats A and B.

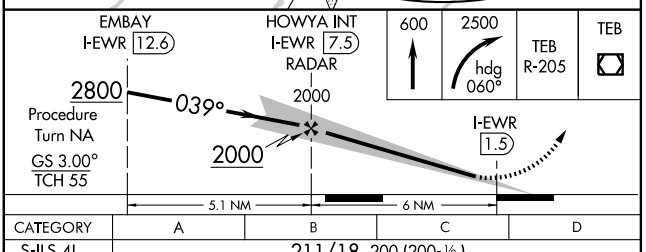
4L MALSR (A5)

4R ALSF-2 (A)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4L	211/18 200 (200-½)			
S-LOC 4L	560/24 549 (600-½)		560/50 549 (600-1)	560/60 549 (600-1¼)
SIDESTEP RWY 4R	560/50 548 (600-1)			560-1½ 548 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

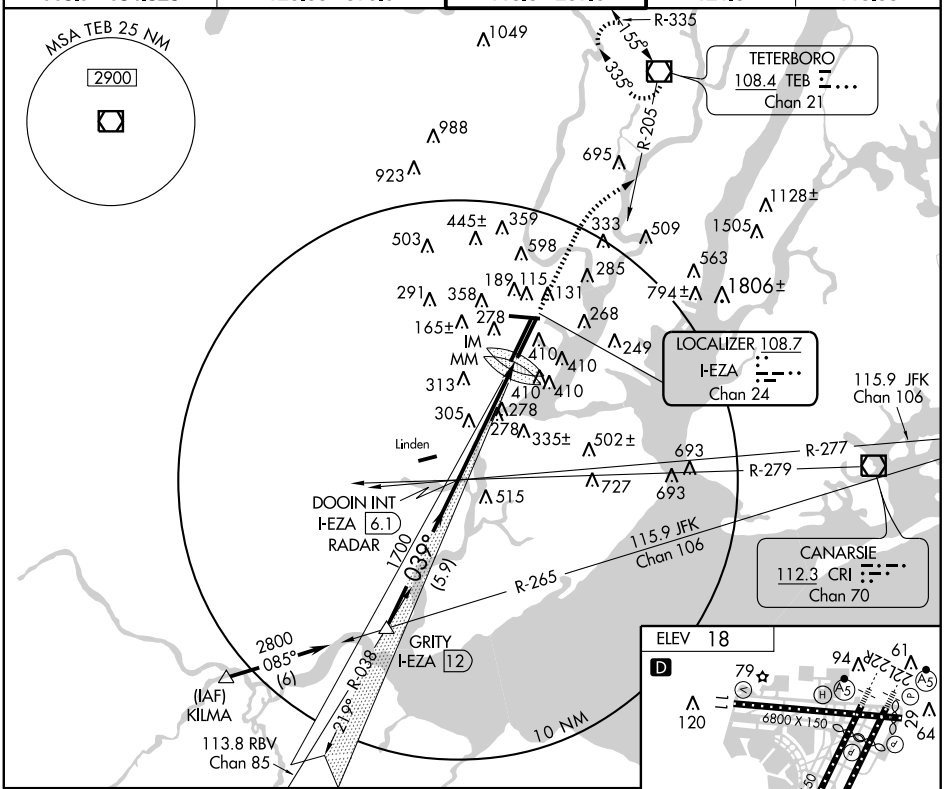
LOC/DME I-EZA	APP CRS		4R	4L
108.7	039°	Rwy ldg	8810	8457
Chan 24		TDZE	12	11
		Apt Elev	18	18

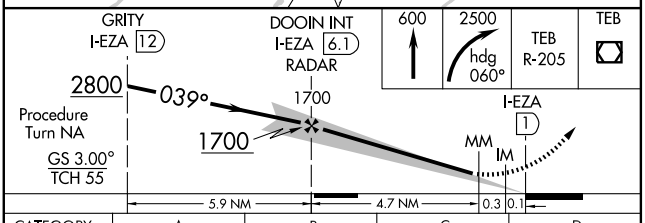
Inoperative table does not apply to SIDESTEP RWY 4L Cats A and B.

4R ALSF-2 (A) | 4L MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4R	214/18 202 (200-½)			
S-LOC 4R	560/24 548 (600-½)		560/50 548 (600-1)	560/60 548 (600-1¼)
SIDESTEP RWY 4L	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GPR	APP CRS	Rwy Idg 6800
109.15	107°	TDZE 18
Chan 28 (Y)		Apt Elev 18

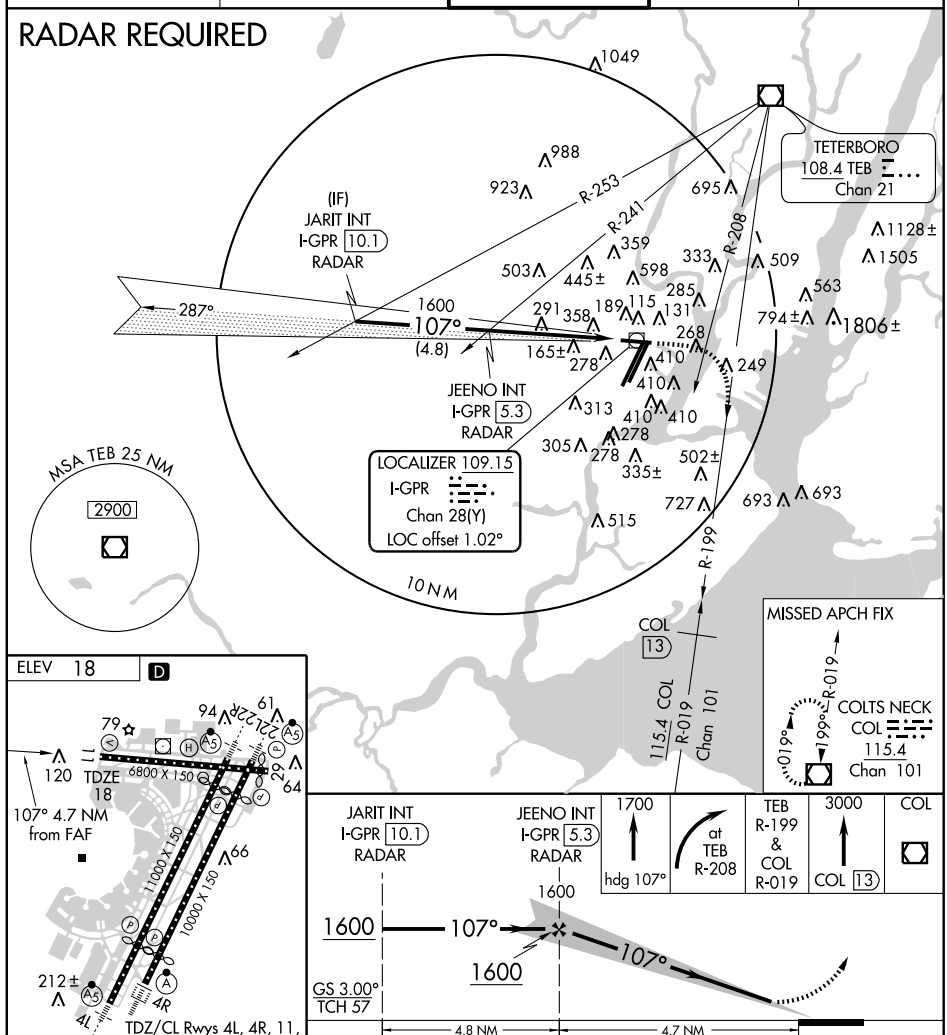
ILS or LOC RWY 11

NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 1700 heading 107°, at TEB VOR/DME R-208 right turn to intercept TEB VOR/DME R-199 and COL VOR/DME R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	580/50 562 (600-1)		580-1½ 562 (600-1½)	580-1¾ 562 (600-1¾)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LSQ	APP CRS		22L	22R
108.7	219°	Rwy ldg	8206	9560
Chan 24		TDZE	10	10
		Apt Elev	18	18

ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

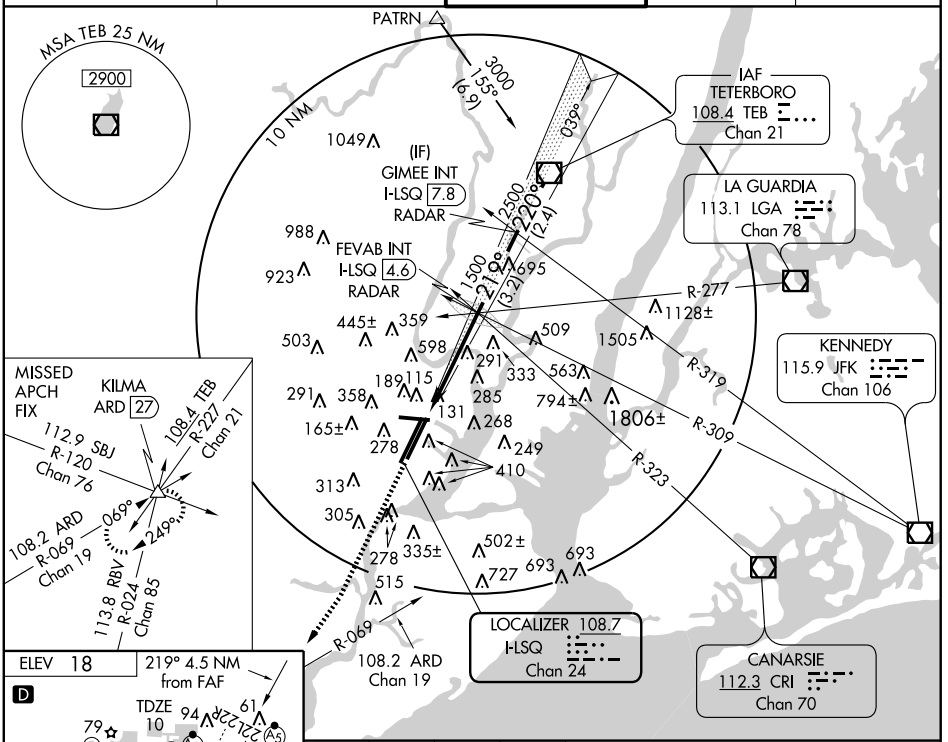
T A Inoperative table does not apply to SIDESTEP Rwy 22R Cats A and B.

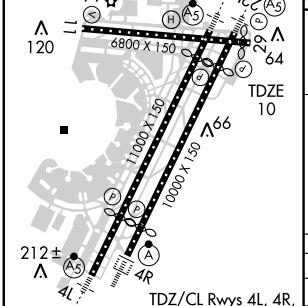
22L MALSR (As)

22R MALSR (As)

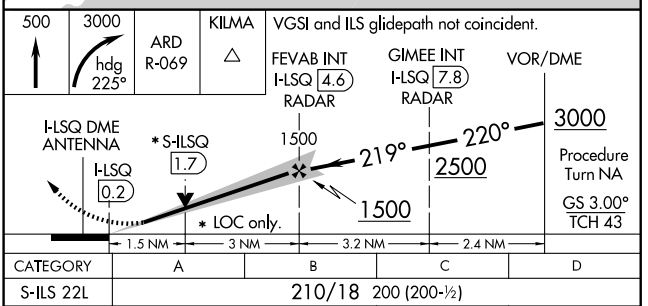
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
SIDESTEP RWY 22R	560/50 550 (600-1)			560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

LOC/DME I-JNN	APP CRS		22R	22L
110.75	219°	Rwy Idg	9560	8206
Chan 44 (Y)		TDZE	10	10
		Apt Elev	18	18

Circling to Rwy 29 NA at night.
Inoperative table does not apply to sidestep 22L Cats A and B.
DME or RADAR Required.

22R MALSR | 22L MALSR

MISSED APPROACH: Climb to 3000 on heading 219° and ARD VOR/DME R-069 to KILMA INT/CRI 24.4 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

ALTNATE MISSED APCH FIX
KILMA INT CRI 24.4
R-024 R-263 083° 263° R-069
123.3 CRI Chan 70
108.2 ARD Chan 19
113.8 RBV Chan 85

RADAR REQUIRED

(IF) AGNSS I-JNN 9.7 RADAR
VERDE I-JNN 7.3 RADAR
TALTE I-JNN 4.1 RADAR
039° 219° 2500 (2.4) 1500 (3.2)
TETERBORO 108.4 TEB Chan 21
LOCALIZER 110.75 I-JNN Chan 44 (Y)
Disregard all marker beacon indications.
10 NM
CANARSIE 123.3 CRI Chan 70

MSA TEB 25 NM
2900
KILMA INT CRI 24.4
R-024 R-069 R-263
108.2 ARD Chan 19
069° 249°
113.8 RBV Chan 85

3000 hdg 219°
ARD R-069
KILMA
TALTE I-JNN 4.1 RADAR
VERDE I-JNN 7.3 RADAR
AGNSS I-JNN 9.7 RADAR
I-JNN 0.8
1500 219° 3000 2500 1500
VGSI and ILS glidepath not coincident.
GS 3.00° TCH 48
1.2 3.3 NM 3.2 NM 2.4 NM

ELEV 18 219° 4.5 NM from FAF
D
TDZE 94 10
6800 X 150
11000 X 150
10000 X 150
TDZE 10
TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
S-ILS 22R	210/18 200 (200-½)			
S-LOC 22R	460/24 450 (500-½)		460/40 450 (500-¾)	460/50 450 (500-1)
SIDESTEP RWY 22L	560/50 550 (600-1)			560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

ILS RWY 4R (CAT II)

NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EZA	APP CRS	Rwy Idg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

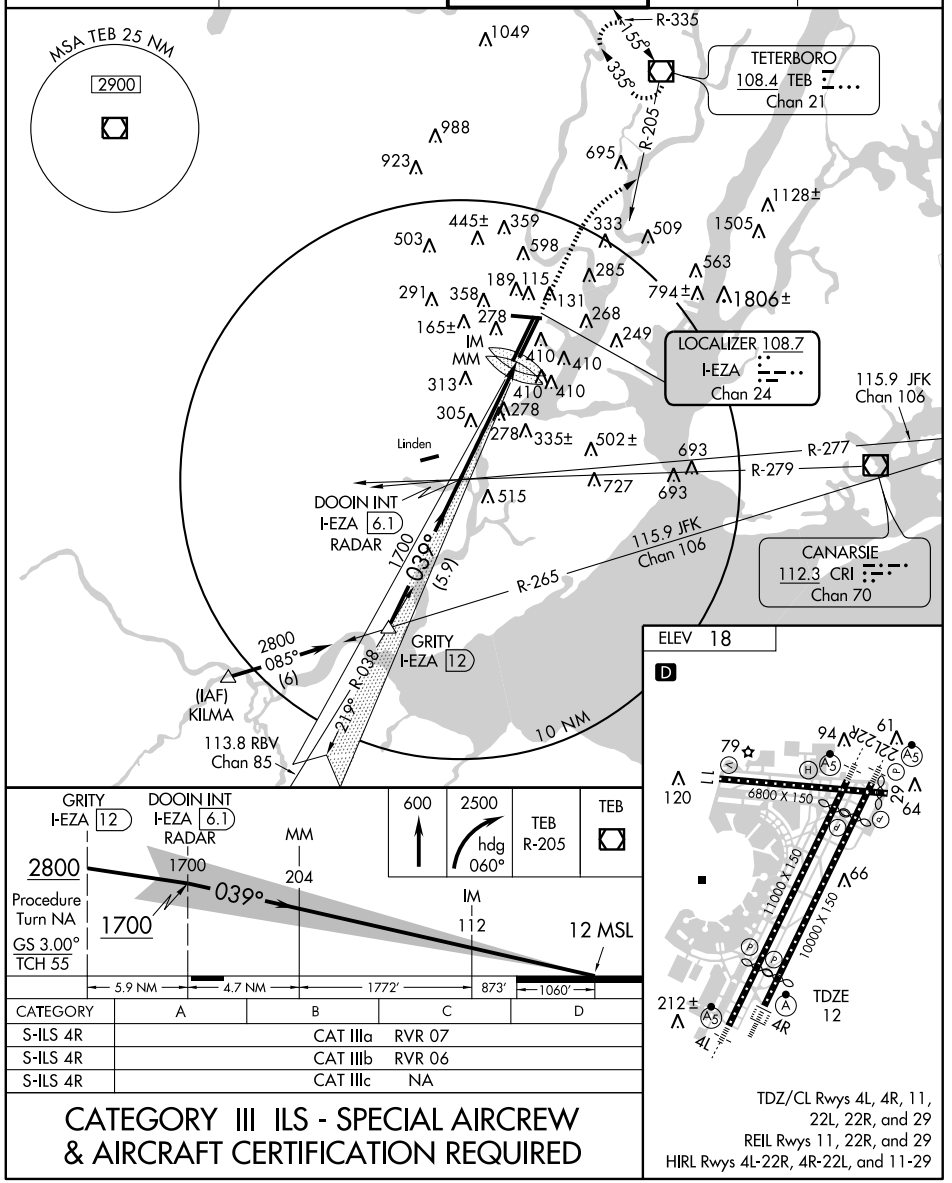
ILS RWY 4R (CAT III)

NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



CATEGORY	A	B	C	D
S-ILS 4R	CAT IIIa RVR 07			
S-ILS 4R	CAT IIIb RVR 06			
S-ILS 4R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 22L (CAT II)

NEWARK LIBERTY INTL (EWR)

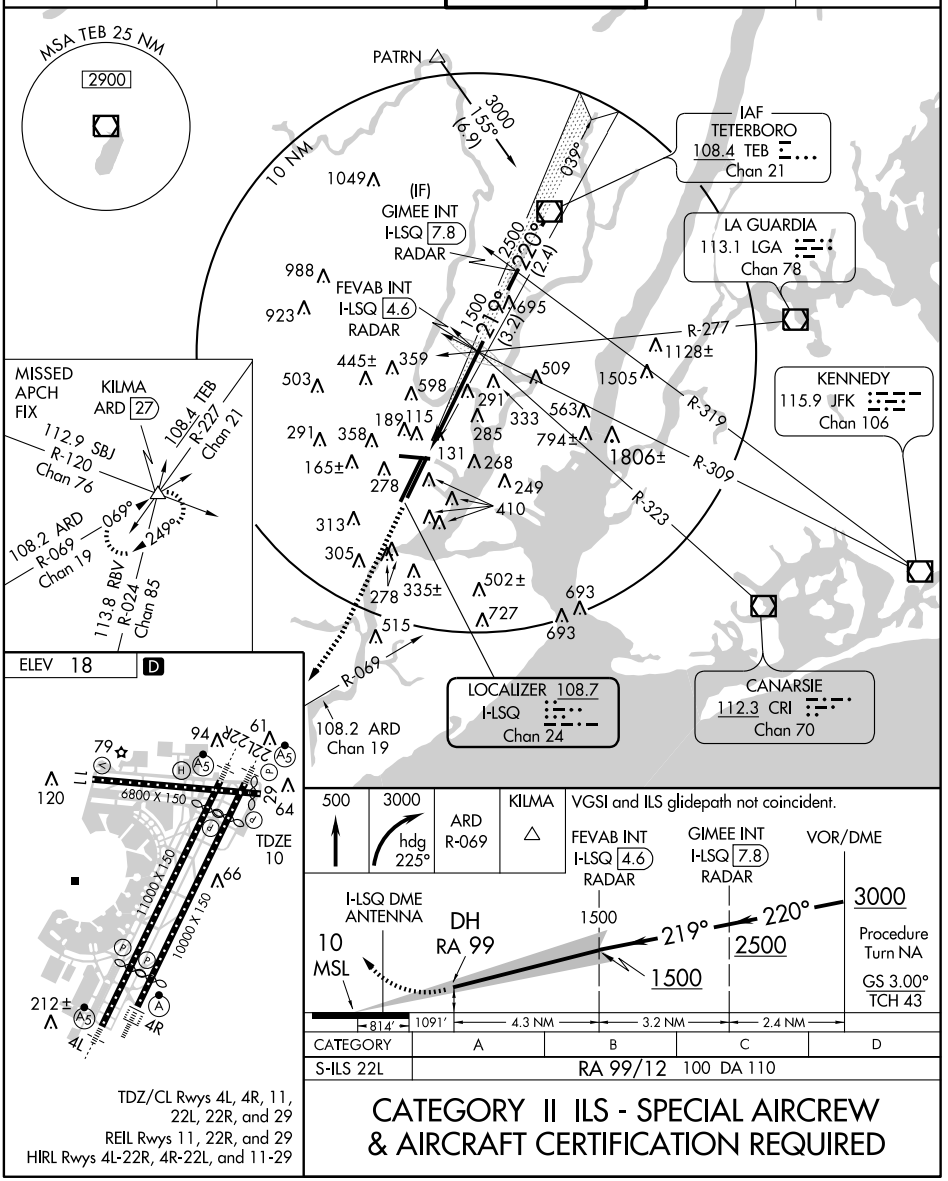
LOC/DME I-LSQ	APP CRS	Rwy ldg	8206
108.7	219°	TDZE	10
Chan 24		Apt Elev	18

T A Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS SPEC approval or LOA for this runway.

MALSR (A5)

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



CATEGORY	A	B	C	D
S-ILS 22L	RA 99/12 100 DA 110			

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

LIBERTY ONE DEPARTURE

(LIB1.LIB) 10154

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

SL-285 (FAA)

ATIS
115.7 134.825
NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ W74°35.50′
L-33-34, H-10-12

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

V116-126-188, J36

R-311

R-320

R-217

R-057

MERIT
N41°22.92′
W73°08.25′
L-33-34

BREZY
N41°09.50′
W74°08.09′
L-33-34

R-322

R-055

BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12

V229

R-054

BAYYS
N41°17.35′
W72°58.28′
L-33-34

SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12

N

EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12

R-252

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

R-069

263°

239°

215°

LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

R-250

BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12

R-302

R-350

NOTE: Radar Required.

TAKEOFF MINIMUMS

Rwy 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: Standard.
Rwy 22R: 300-1 ¾or Standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to DER.

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

R-274

COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12

R-237

R-192

R-156

WAVEY
N40°14.08′
W73°23.66′
L-34

BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12

R-059

R-204

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

DIXIE
N40°05.96′
W74°09.87′
L-34

SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12

POTTSTOWN
116.5 PTW
Chan 112
N40° 13.34′ - W75° 33.62′
L-34, H-10-12

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence . . . .
PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence . . . .
BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence . . . .

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.
NOTE: BAYYS departure expect vectors via BDR/BDR R-054.
NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.
NOTE: COATE departures expect vectors via SAX/SAX R-311.
NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.
NOTE: ELIOT departures expect vectors via SBJ or ETX.
NOTE: GAYEL departures expect vectors via DPK R-320.
NOTE: GREKI departures expect vectors via CMK/CMK R-057.
NOTE: HAAYS departures expect vectors via HUO.
NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors via LGA R-055.
NOTE: NEION departures expect vectors via LGA R-322.
NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors via JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

MARINER TWO DEPARTURE

(MARIN2.JFK) 10154

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

HUGUENOT
116.1 HUO
Chan 108
N41° 24.58′ - W74° 35.50′
L-33-34, H-10-12

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

MERIT
N41°22.92′
W73°08.25′
L-33-34

BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12

CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12

BAYYS
N41°17.35′
W72°58.28′
L-33-34

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12

BREZY
N41°09.50′
W74°08.09′
L-33-34

N

290°
I-EZA 4 DME
R-023

BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

MARYANN

060°
060°

265°

LOCALIZER 110.75
I-JNN
Chan 44 (Y)

190°

A300
R-150

LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12

LOCALIZER 108.7
I-EZA
Chan 24

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

I-LSQ 2.3 DME

ROBBINSVILLE
113.8 RBV
Chan 85
N40° 12.14′ - W74° 29.70′
L-34, H-10-12

R-350

BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12

220°

DIXIE
N40°05.96′
W74°09.87′
L-34

R-166

LOCALIZER 108.7
I-LSQ
Chan 24

WAVEY
N40°14.08′
W73°23.66′
L-34

R-192

KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12

GLINN
N40°00.65′
W73°02.74′
H-10-12

R-122

(NARRATIVE ON FOLLOWING PAGE)

SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12

COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

V276

PREPI
N39°48.68′
W73°15.68′
H-10-12

NOTE: Chart not to scale.

SL-285 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence . . . .

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.

NE-2, 21 OCT 2010 to 18 NOV 2010

MEDDO TWO DEPARTURE (RNAV)

(MEDDO2.MEDDO) 09295

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS 115.7 134.825
NEWARK CLNC DEL 118.85
NEWARK GND CON 121.8
NEWARK TOWER 118.3 257.6
NEW YORK DEP CON 119.2 379.9

HUGENOT HUO
GAYEL
GREKI
CARMEL CMK
MERIT
HAAYS
COATE
NEION
BAYYS
STILLWATER STW
BREZY
ELIOT
NIECY 3000
BRIDGEPORT BDR
AIRMA
FZONE
MEDDO
TUBBA 2500
DAYNL
PARKE
FENLY
TAFCO
SOLBERG SBJ
ELVAE
COLTS NECK COL
SHIPP
WAVEY
LANNA
DIXIE
WHITE
BIGGY

10000 *2600 290° (26)
7000 *2500 288° (7)
246° (8)
273° (6)
341° (7)
7000 *2200 275° (7)
10000 *2400 275° (23)
7000 *2100 258° (7)
7000 *2100 244° (9)
10000 *2200 261° (23)
10000 *2100 244° (24)
518
039°
N

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 11, 22R, 22L, 29: NA - ATC.
Rwy 4L, 4R: Minimum climb of 500′ per NM to 2500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MEDDO TWO DEPARTURE (RNAV)
(MEDDO2.MEDDO) 09295
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

SL-285 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

BIGGY TRANSITION (MEDDO2.BIGGY):
ELIOT TRANSITION (MEDDO2.ELIOT):
LANNA TRANSITION (MEDDO2.LANNA):
PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/ 82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

NEWARK EIGHT DEPARTURE

(EWR8.EWR) 10154

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

TAKEOFF MINIMUMS

Rwy 4L: Standard with minimum climb of 383′ per NM to 2500.
Rwy 4R: Standard with minimum climb of 375′ per NM to 2500.
Rwy 11: Standard with minimum climb of 361′ per NM to 2500.
Rwy 22L: Standard with minimum climb of 337′ per NM to 2500.
Rwy 22R: Standard with minimum climb of 331′ per NM to 2500.
Rwy 29: 400-2 or standard with minimum climb of 444′ per NM to 500.

CLNC DEL 118.85
GND CON 121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

SPARTA
115.7 SAX
Chan 104
N41°04.05′ - W74°32.30′
L-33-34, H-10-12

HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ - W74°35.50′
L-33-34, H-10-12

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

BREZY
N41°09.50′
W74°08.09′
L-33-34

KINGSTON
117.6 IGN
Chan 123
N41°39.93′ - W73°49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

MERIT
N41°22.92′
W73°08.25′
L-33-34

BROADWAY
114.2 BWZ
Chan 89
N40°47.91′ - W74°49.31′
L-33-34, H-10-12

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

TETERBORO
108.4 TEB
Chan 21
N40°50.92′
W74°03.74′
L-33-34

CARMEL
116.6 CMK
Chan 113
N41°16.80′ - W73°34.88′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12

LOCALIZER 110.75
I-JNN
Chan 44 (Y)

MARYANN

I-EZA 4 DME

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′ - W73°52.12′
L-33-34, H-10-12

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12

RADAR VECTORS

I-LSQ

2.3 DME

LOCALIZER 108.7
I-LSQ
Chan 24

BAYYS
N41°17.35′
W72°58.28′
L-33-34

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′ - W73°07.47′
L-33-34, H-10-12

LOCALIZER 108.7
I-EZA
Chan 24

POTTSTOWN
116.5 PTW
Chan 112
N40°13.34′ - W75°33.62′
L-34, H-10-12

ELVAE
N40°32.78′
W74°16.58

COLTS NECK
115.4 COL
Chan 101
N40°18.70′ - W74°09.58′
L-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40°37.97′ - W73°46.28′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′ - W74°44.51′
L-33-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

DIXIE
N40°05.96′
W74°09.87′
L-34

WAVEY
N40°14.08′
W73°23.66′
L-34

SHIPP
N40°19.77′
W73°14.84′
L-34

(NARRATIVE ON FOLLOWING PAGES)

NOTE: Chart not to scale.

SL-285 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence . . . .

TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence . . . .

. . . . as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.
NOTE: Rwy 4L/R, 11, 22L/R DME Required.
NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.
NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.
NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

DP FIX	Depart Rwy 4L/R Expect VECTORS to:	Depart Rwy 22L/R Expect VECTORS to:
BAYYS	BDR/BDR R-054	BDR/BDR R-054
BIGGY	SBJ/SBJ R-237	SBJ/SBJ R-237
BREZY	IGN R-217	IGN R-217
COATE	SAX/SAX R-311	SAX/SAX R-311
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL	COL R-350/COL/COL R-192 or ELVAE/COL
ELIOT	SAX R-252	ETX (2300L-0700L SBJ/ETX)
GAYEL	DPK R-320	DPK R-320
HAAYS	HUO	HUO
LANNA	PTW R-059	SBJ/SBJ R-274
MERIT	LGA R-055	LGA R-055
NEION	LGA R-322	LGA R-322
PARKE	BWZ R-250	SBJ/SBJ R-302
SHIPP	JFK/JFK R-139	JFK/JFK R-139
WAVEY	JFK/JFK R-156	JFK/JFK R-156
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL	COL R-350/COL/COL R-204 or ELVAE/COL

(CONTINUED ON FOLLOWING PAGE)

NE-2, 21 OCT 2010 to 18 NOV 2010

(CONTINUED)

TAKEOFF OBSTACLES NOTES

Rwy 4L: Tower, light, and multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL.
DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/82′ MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 11: Pole, tree, and multiple signs beginning 6′ from DER, 158′ right of centerline, up to 31′ AGL/50′ MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82′ from DER, 2′ left of centerline, up to 49′ AGL/68′ MSL.

Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.

Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

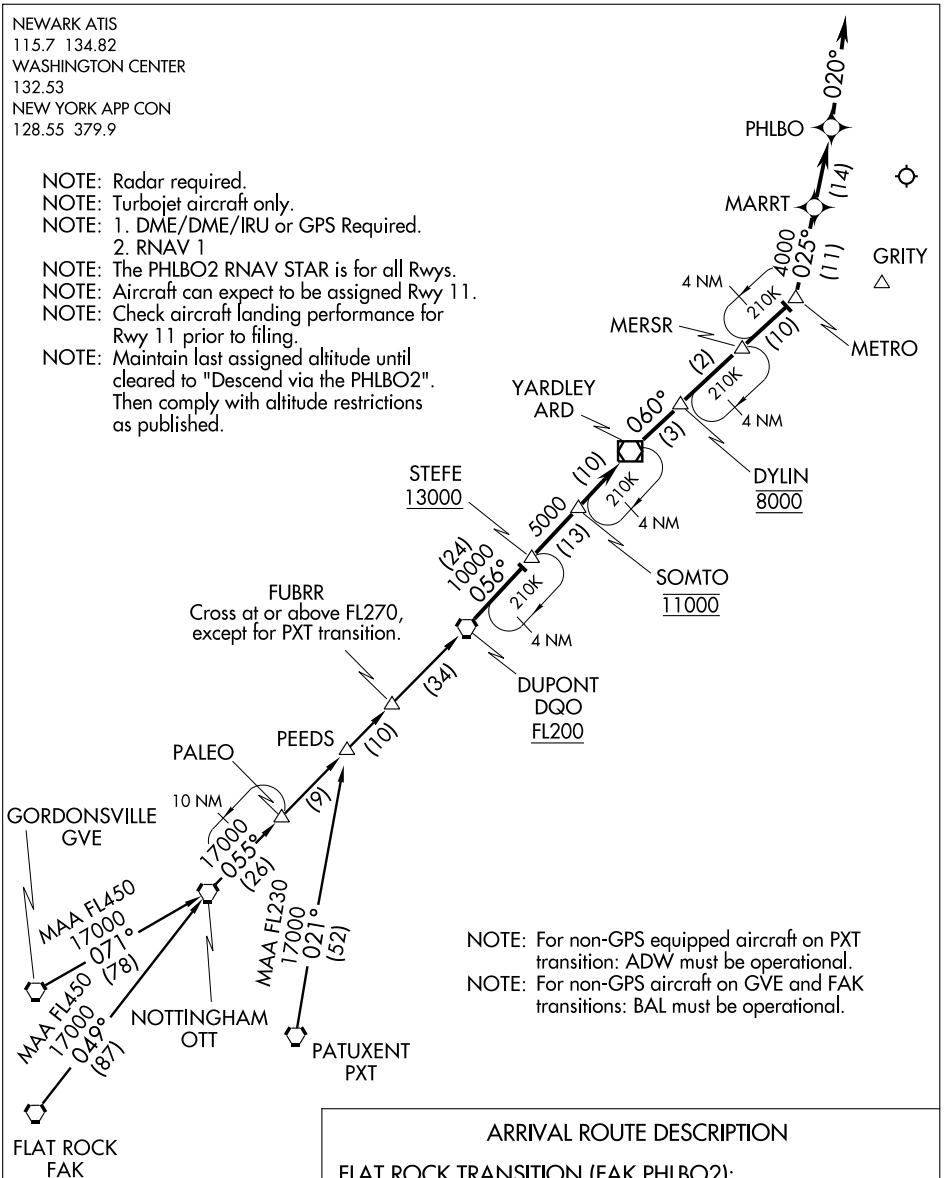
Rwy 29: Multiple poles, trees, signs, and buildings beginning 209′ from DER, 242′ left of centerline, up to 110′ AGL/120′ MSL.
Tree, multiple signs and poles beginning 689′ from DER, 66′ right of centerline, up to 273′ AGL/358′ MSL.
Building 6029′ from DER, 1624′ right of centerline, 273′ AGL/357′ MSL.
Building 1.5 NM from DER, 2071′ right of centerline, 202′ AGL/328′ MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

PHLBO TWO ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
NOTE: The PHLBO2 RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11.
NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.



NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NE-2, 21 OCT 2010 to 18 NOV 2010

PORTT TWO DEPARTURE (RNAV)

(PORTT2.PORTT)

NEWARK LIBERTY INTL (EWR)

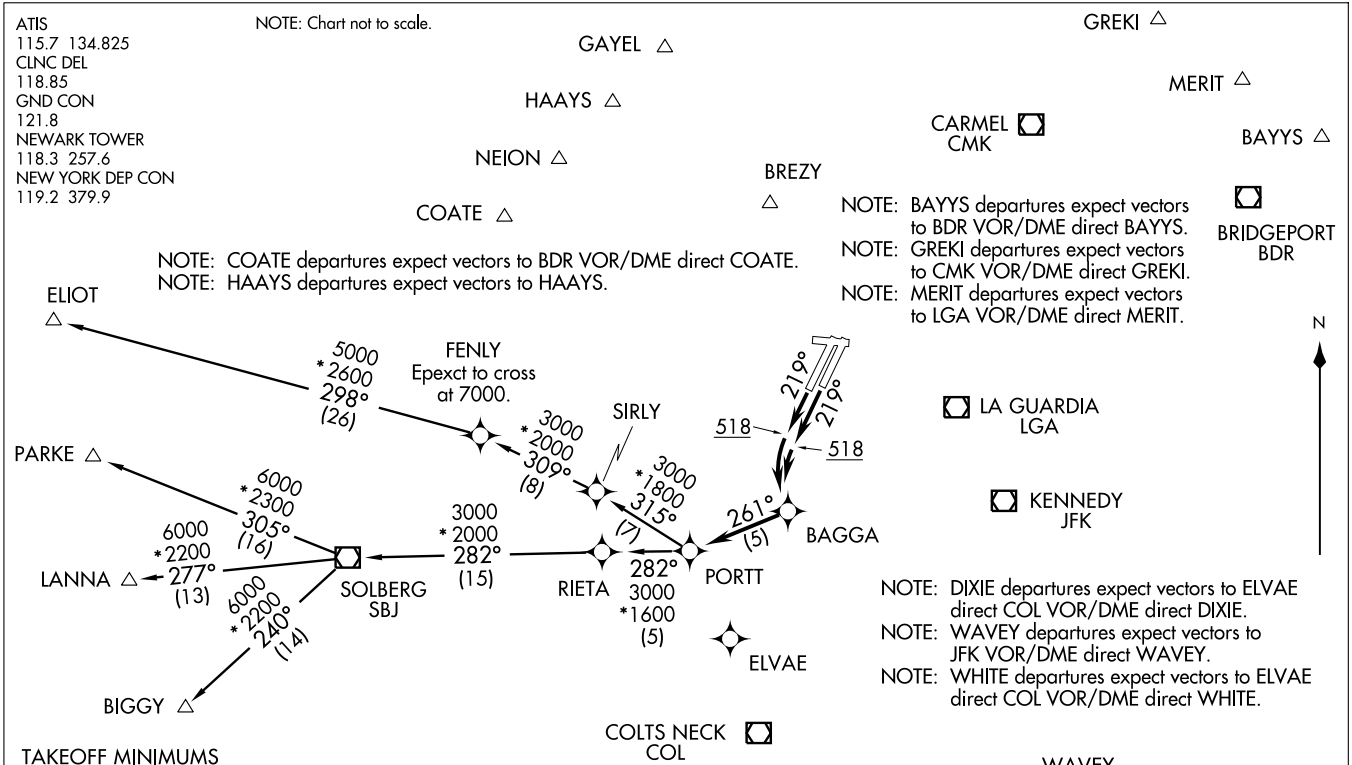
NEWARK, NEW JERSEY

10154

SL-285 (FAA)

ATIS
115.7 134.825
CLNC DEL
118.85
GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

NOTE: Chart not to scale.



NOTE: COATE departures expect vectors to BDR VOR/DME direct COATE.
NOTE: HAAYS departures expect vectors to HAAYS.

NOTE: BAYYS departures expect vectors to BDR VOR/DME direct BAYYS.
NOTE: GREKI departures expect vectors to CMK VOR/DME direct GREKI.
NOTE: MERIT departures expect vectors to LGA VOR/DME direct MERIT.

NOTE: DIXIE departures expect vectors to ELVAE direct COL VOR/DME direct DIXIE.
NOTE: WAVEY departures expect vectors to JFK VOR/DME direct WAVEY.
NOTE: WHITE departures expect vectors to ELVAE direct COL VOR/DME direct WHITE.

TAKEOFF MINIMUMS

Rwys 4R, 4L, 11, 29: NA-ATC.

Rwy 22L: ATC climb of 500′ per NM to 518.

Rwy 22R: 300-1¾ or standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER. ATC climb of 500′ per NM to 518.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Do not exceed 220 KIAS until crossing BAGGA.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence . . . .

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT2.BIGGY):
ELIOT TRANSITION (PORTT2.ELIOT):
LANNA TRANSITION (PORTT2.LANNA):
PARKE TRANSITION (PORTT2.PARKE):

TAKEOFF OBSTACLE NOTES:
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8457
CH 56224	039°	TDZE	10
W04A		Apt Elev	18

RNAV (GPS) RWY 4L

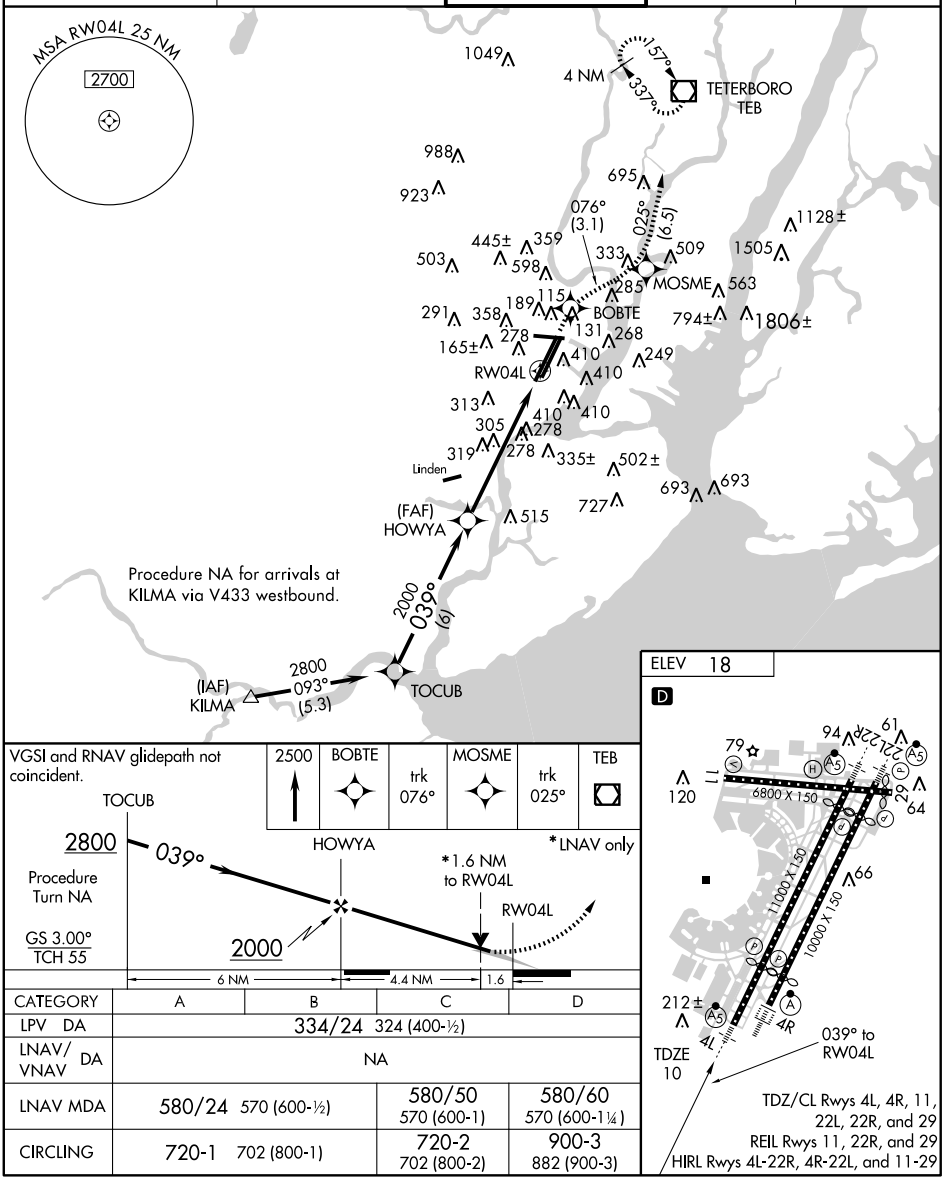
NEWARK LIBERTY INTL (EWR)

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



VGSI and RNAV glidepath not coincident.	2500	BOBTE	trk 076°	MOSME	trk 025°	TEB

CATEGORY	A	B	C	D
LPV DA	334/24 324 (400-½)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24 570 (600-½)		580/50 570 (600-1)	580/60 570 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

NEWARK LIBERTY INTL (EWR)

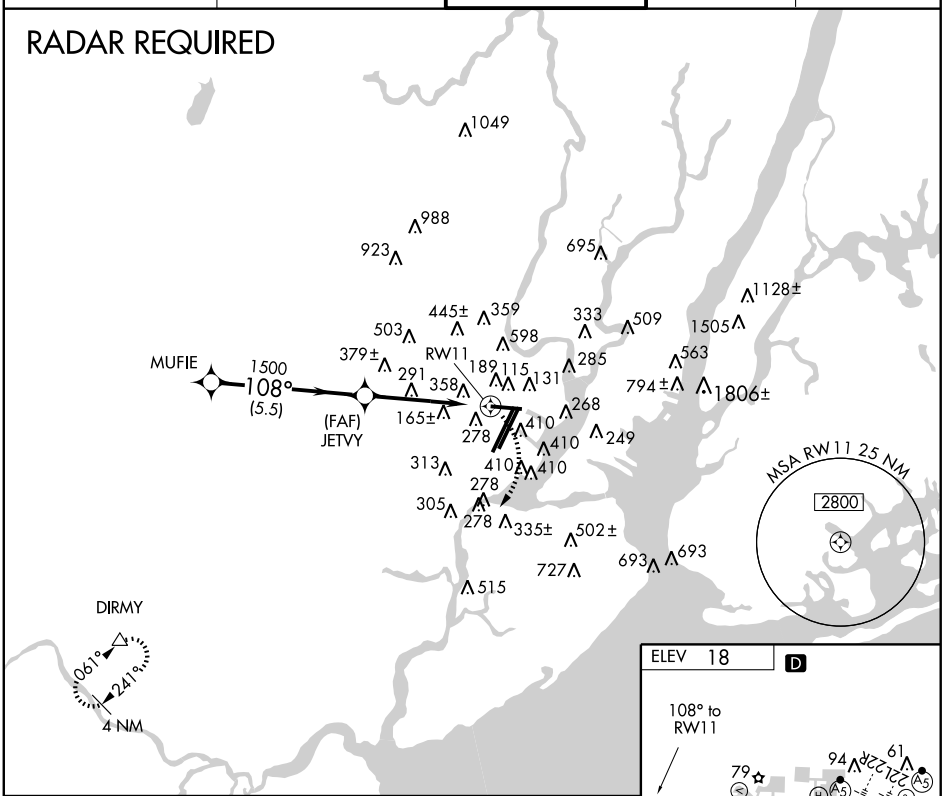
APP CRS	Rwy ldg	6800
108°	TDZE	18
	Apt Elev	18

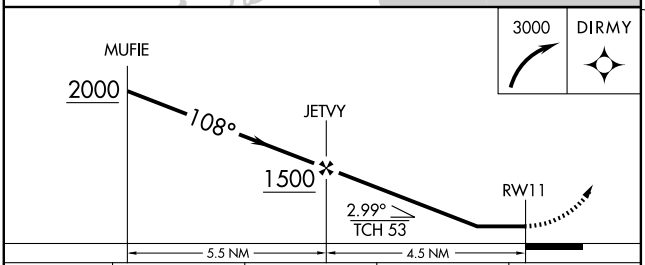
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

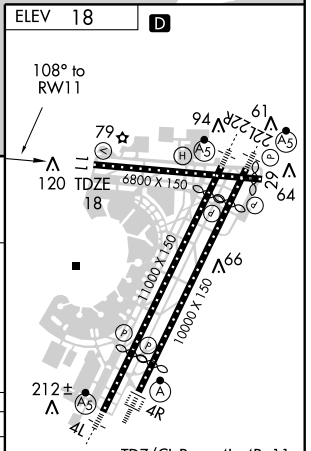
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

WAAS	APP CRS	Rwy Idg	9560
CH 77524	219°	TDZE	10
W22B		Apt Elev	18

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

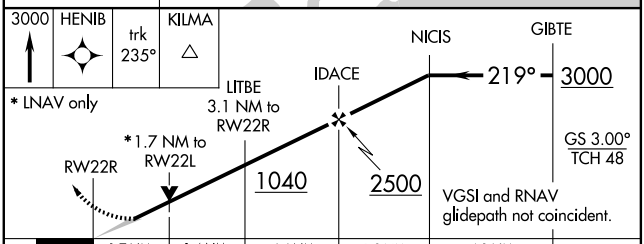
MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track to KILMA and hold.

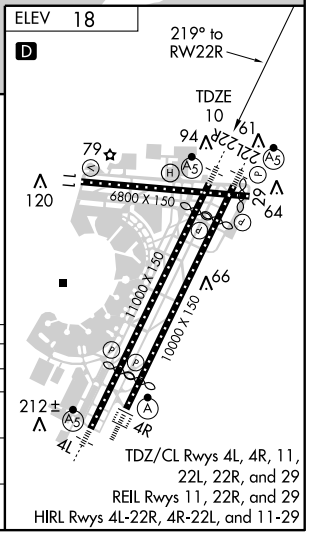
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED

(IF) GIBTE
3000
219° (4.1)
NICIS
2500
219° (1.9)
(FAF) IDACE
219°
LITBE
3.1 NM to RW22R
RW22R
HENIB
MSA RW22R 25 NM
2700
KILMA
072°
252°
4NM
235° (14.9)

MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	361/40 351 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	620/24 610 (700-½)		620/60 610 (700-1¼)	620-1½ 610 (700-1½)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60924 W04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18

RNAV (GPS) Y RWY 4R

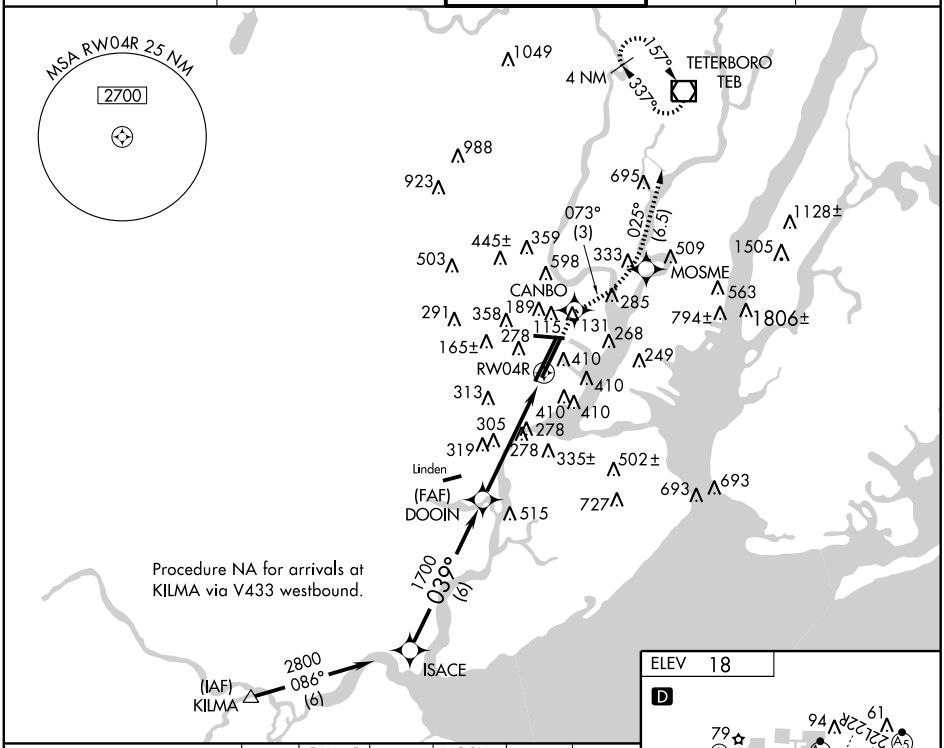
NEWARK LIBERTY INTL (EWR)

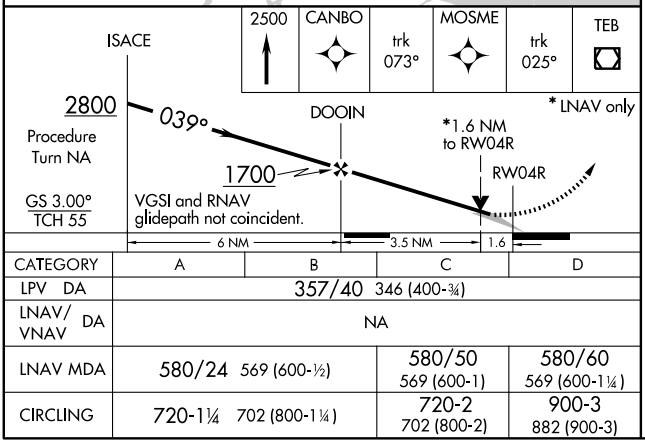
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

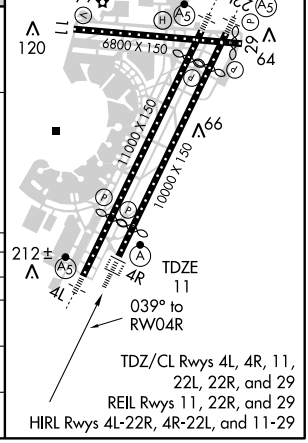
MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA	357/40 346 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24 569 (600-½)		580/50 569 (600-1)	580/60 569 (600-1¼)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

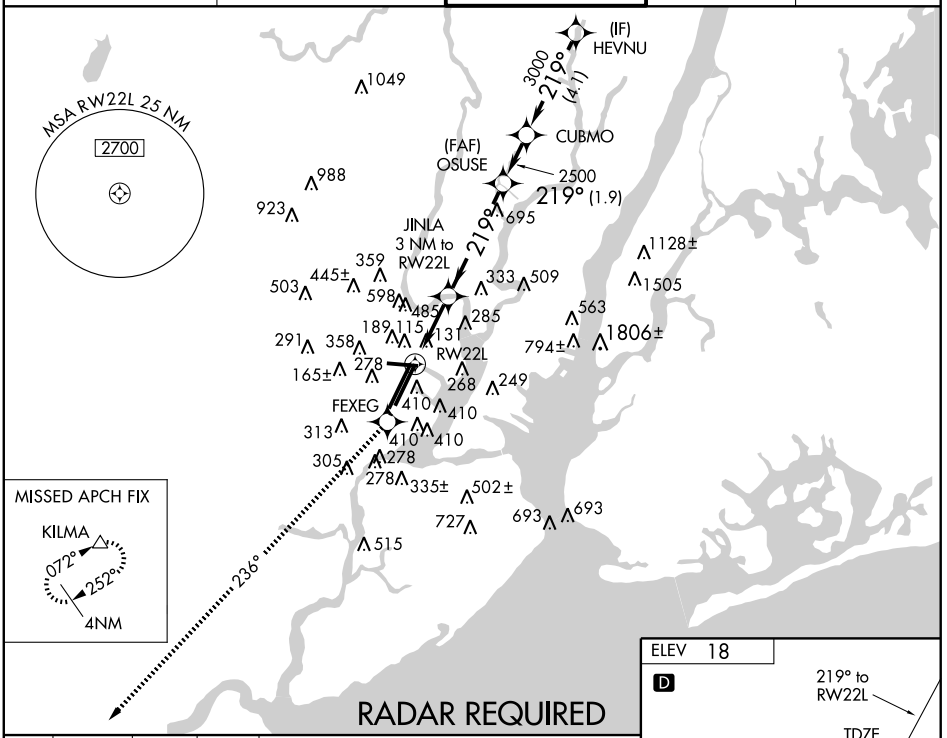
WAAS	APP CRS	Rwy Idg	8206
CH 70324	219°	TDZE	10
W22A		Apt Elev	18

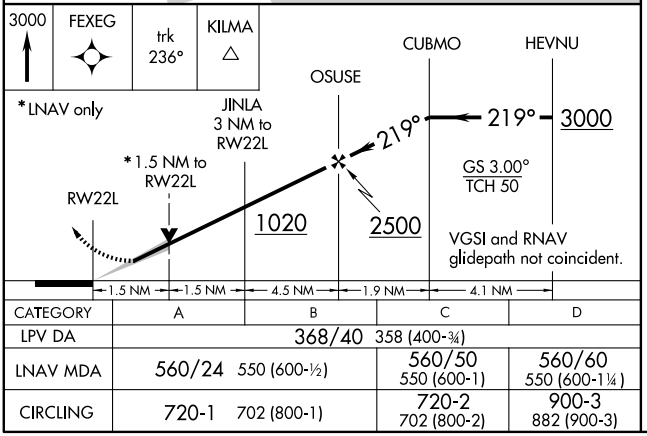
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

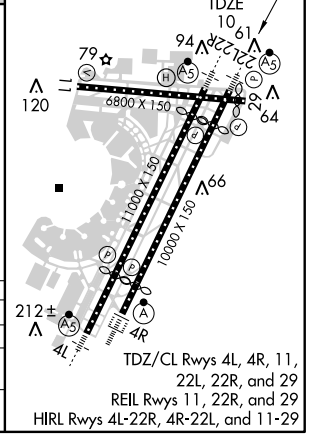
MISSED APPROACH: Climb to 3000 direct FEXEG and via 236° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA	368/40 358 (400-¾)			
LNAV MDA	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

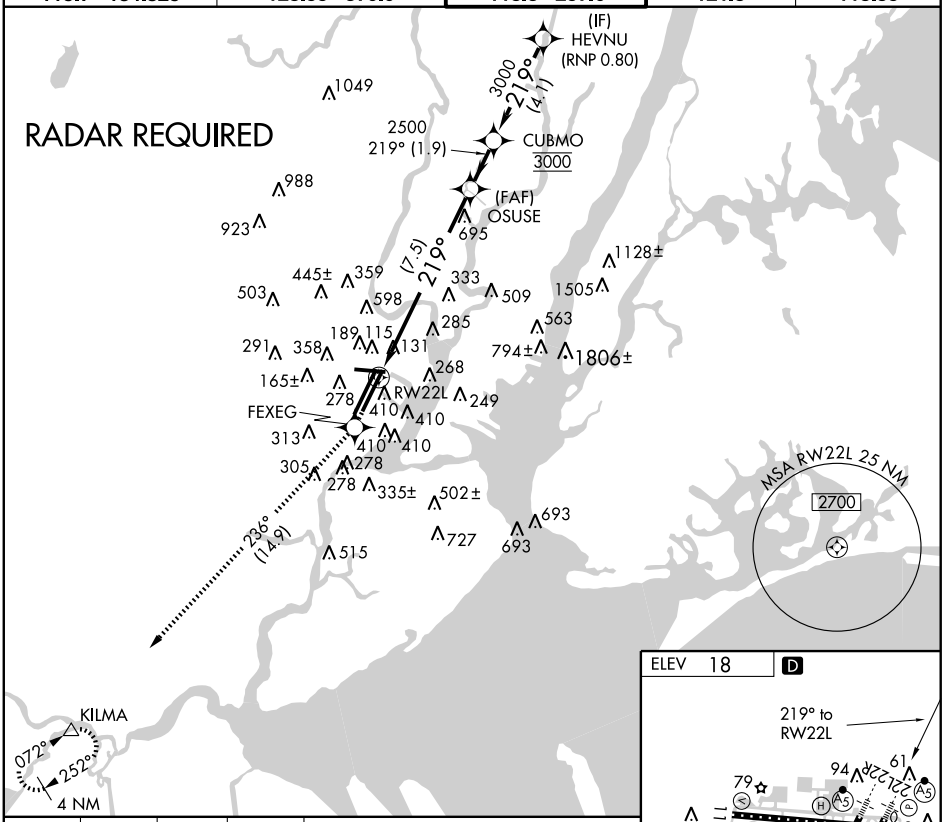
APP CRS	Rwy Idg	8206
219°	TDZE	10
	Apt Elev	18

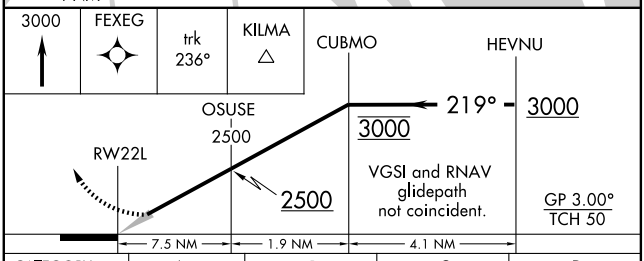
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

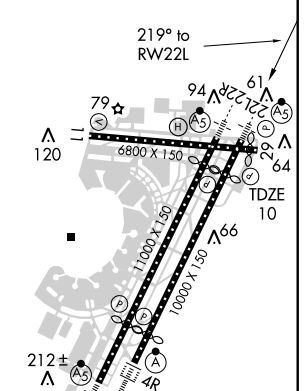




CATEGORY	A	B	C	D
RNP 0.30 DA	429/50	419 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 18 D



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29

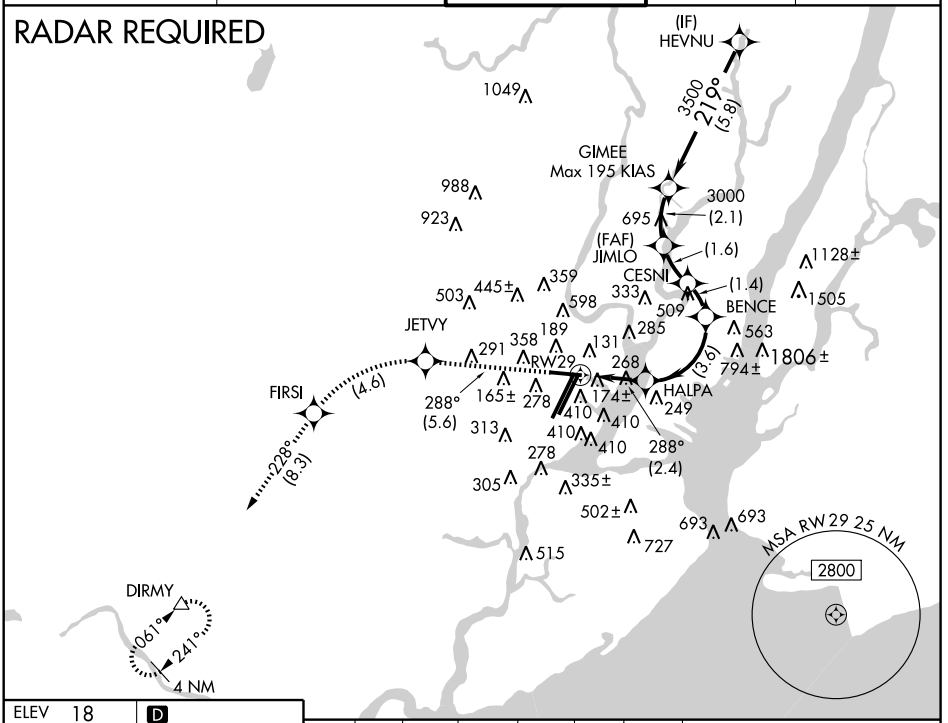
NEWARK LIBERTY INTL (EWR)

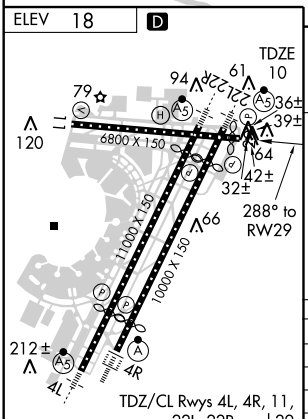
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

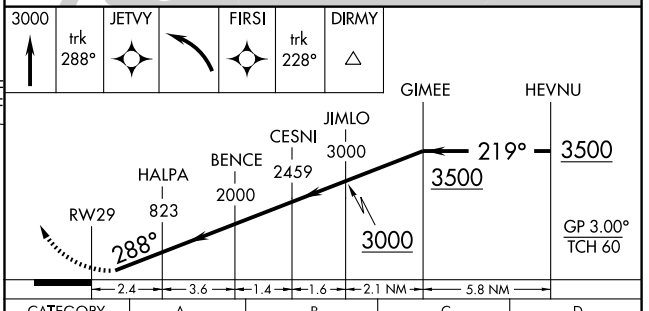
MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED







CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼	403 (400-1¼)		
*RNP 0.30 DA	485-1½	475 (500-1½)		
RNP 0.30 DA	565-2	555 (600-2)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8810
039°	TDZE	11
	Apt Elev	18

RNAV (RNP) Z RWY 4R

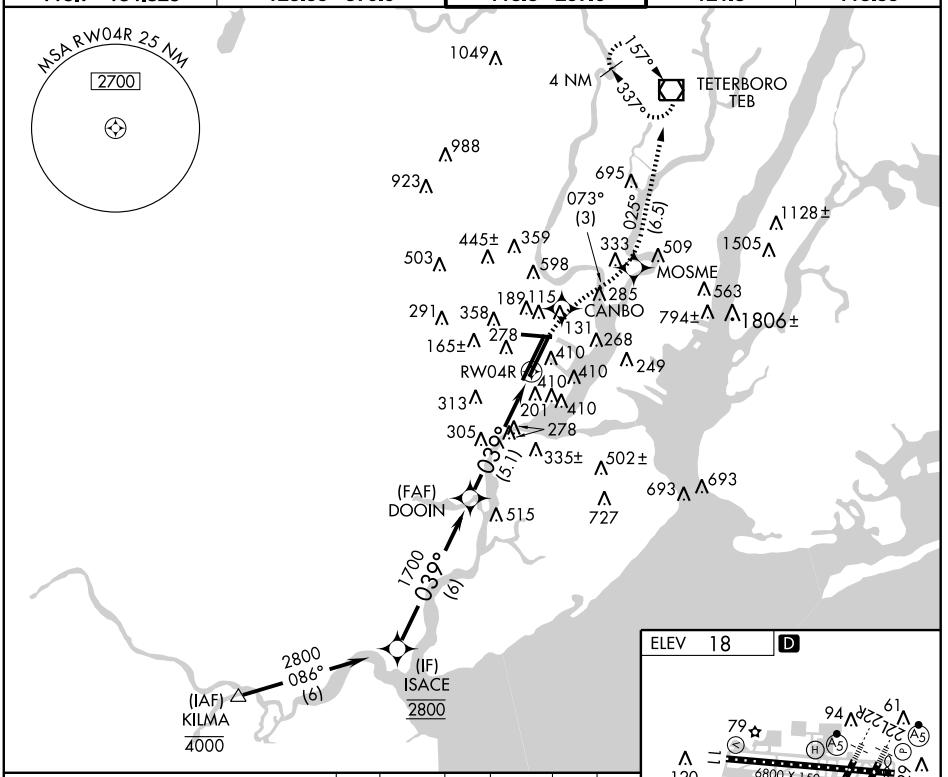
NEWARK LIBERTY INTL (EWR)

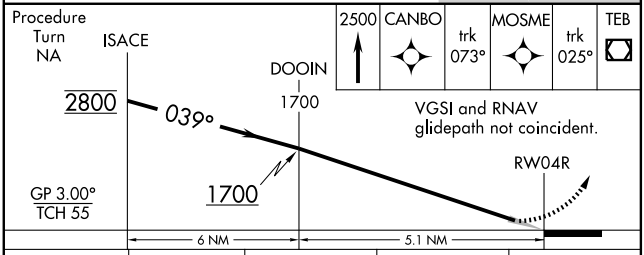
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all Cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

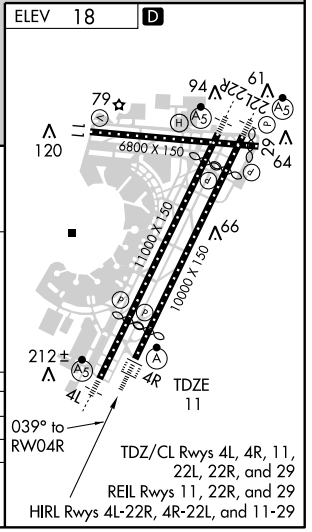
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
* RNP 0.15 DA	298/24 287 (300-½)			
RNP 0.30 DA	470/50 459 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

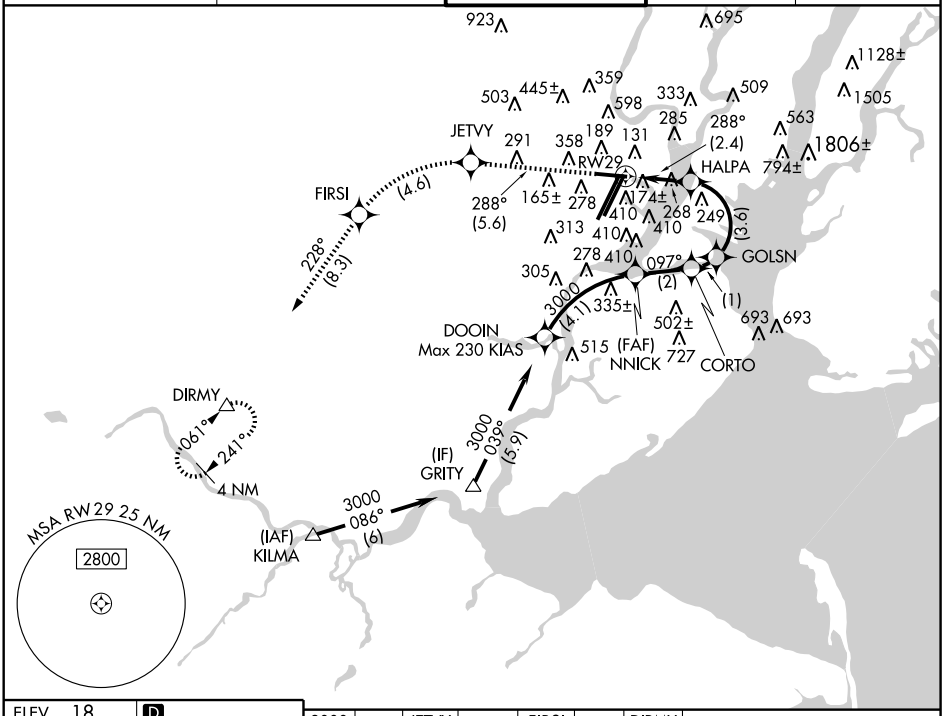
RNAV (RNP) Z RWY 29

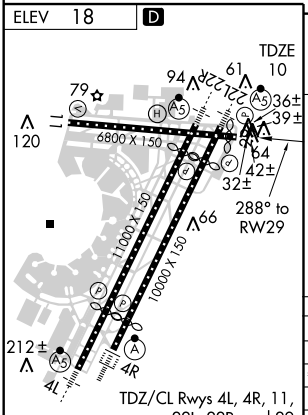
NEWARK LIBERTY INTL (EWR)

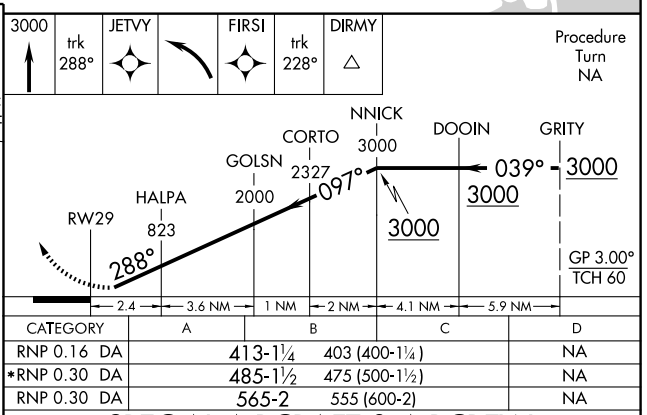
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







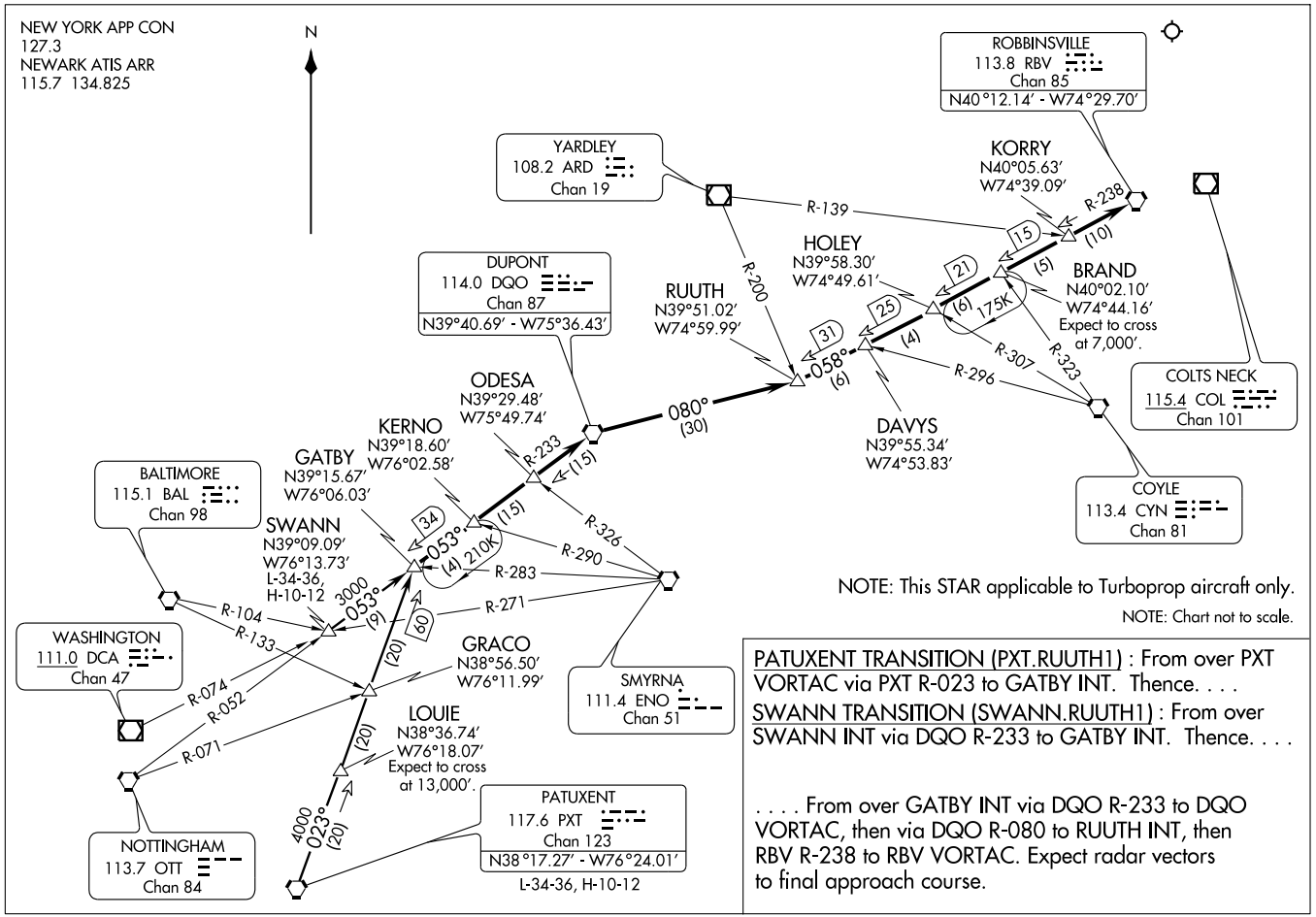
CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼	403 (400-1¼)		NA
*RNP 0.30 DA	485-1½	475 (500-1½)		NA
RNP 0.30 DA	565-2	555 (600-2)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RUUTH ONE ARRIVAL (GATBY.RUUTH1) 09351

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL



RUUTH ONE ARRIVAL (GATBY.RUUTH1) 09351

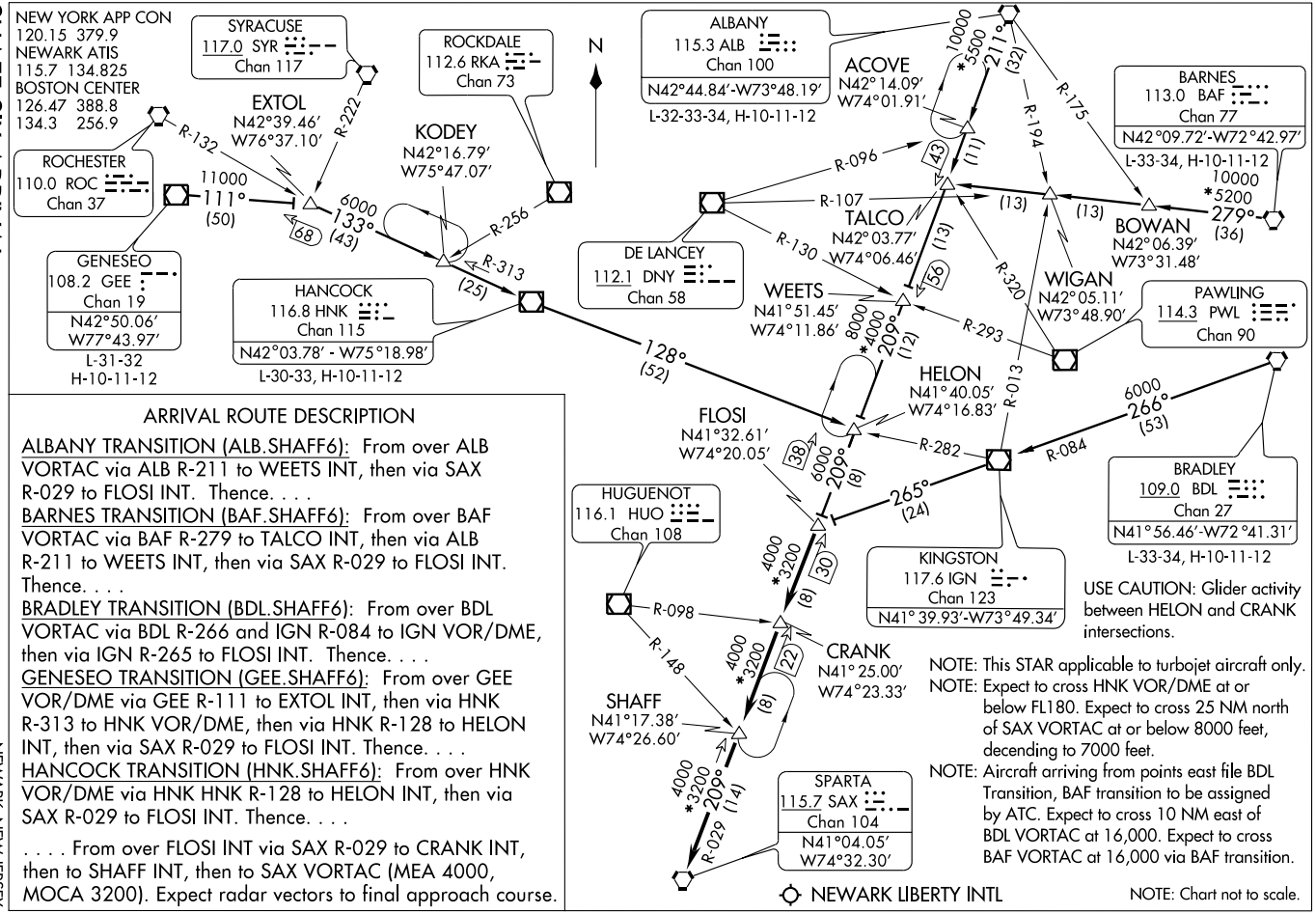
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

ST-285 (FAA)

SHAFF SIX ARRIVAL

(SHAFF.SHAFF6) 09071

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

. . . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

USE CAUTION: Glider activity between HELON and CRANK intersections.

NOTE: This STAR applicable to turbojet aircraft only.

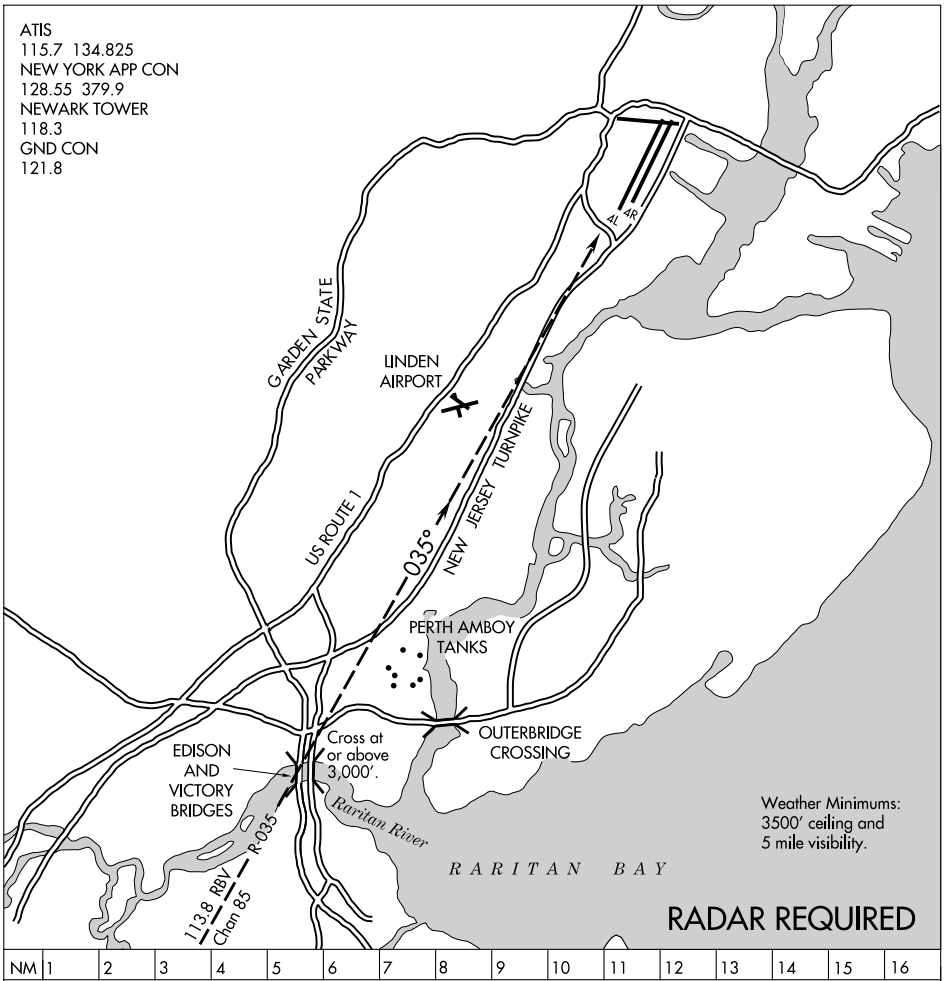
NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, decending to 7000 feet.

NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.

SHAFF SIX ARRIVAL
(SHAFF.SHAFF6) 09071
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

ST-285 (FAA)

TURNPIKE VISUAL RUNWAY 4L/4R



NE-2, 21 OCT 2010 to 18 NOV 2010

TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

VOR/DME TEB	APP CRS		22L	22R
108.4	218°	Rwy Idg	8206	9560
Chan 21		TDZE	11	11
		Apt Elev	18	18

VOR/DME RWY 22L

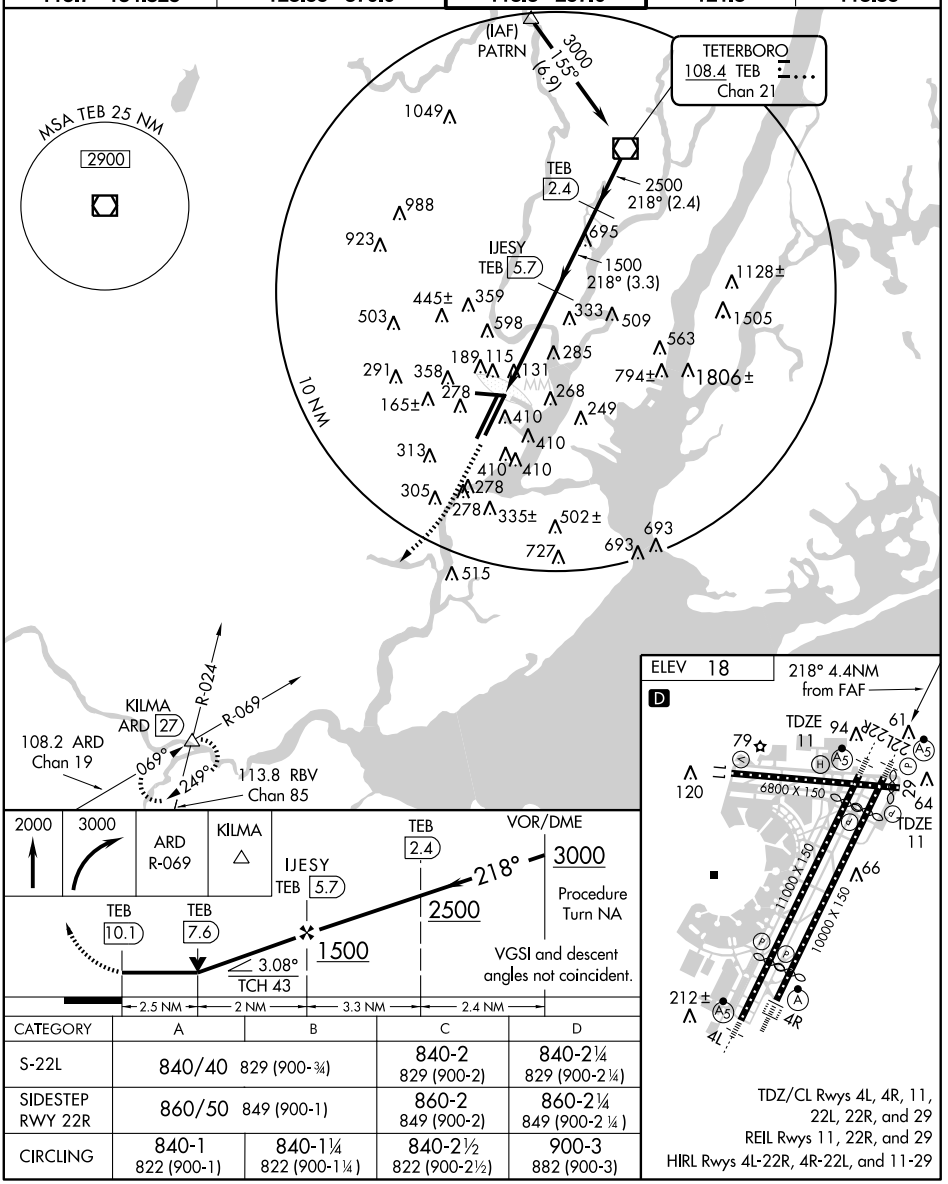
NEWARK LIBERTY INTL (EWR)

22L MALSR

22R MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



CATEGORY	A	B	C	D
S-22L	840/40 829 (900-¾)		840-2 829 (900-2)	840-2¼ 829 (900-2¼)
SIDESTEP RWY 22R	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	840-1 822 (900-1)	840-1¼ 822 (900-1¼)	840-2½ 822 (900-2½)	900-3 882 (900-3)

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TEB	APP CRS		22R	22L
108.4	218°	Rwy Idg	9560	8206
Chan 21		TDZE	11	11
		Apt Elev	18	18

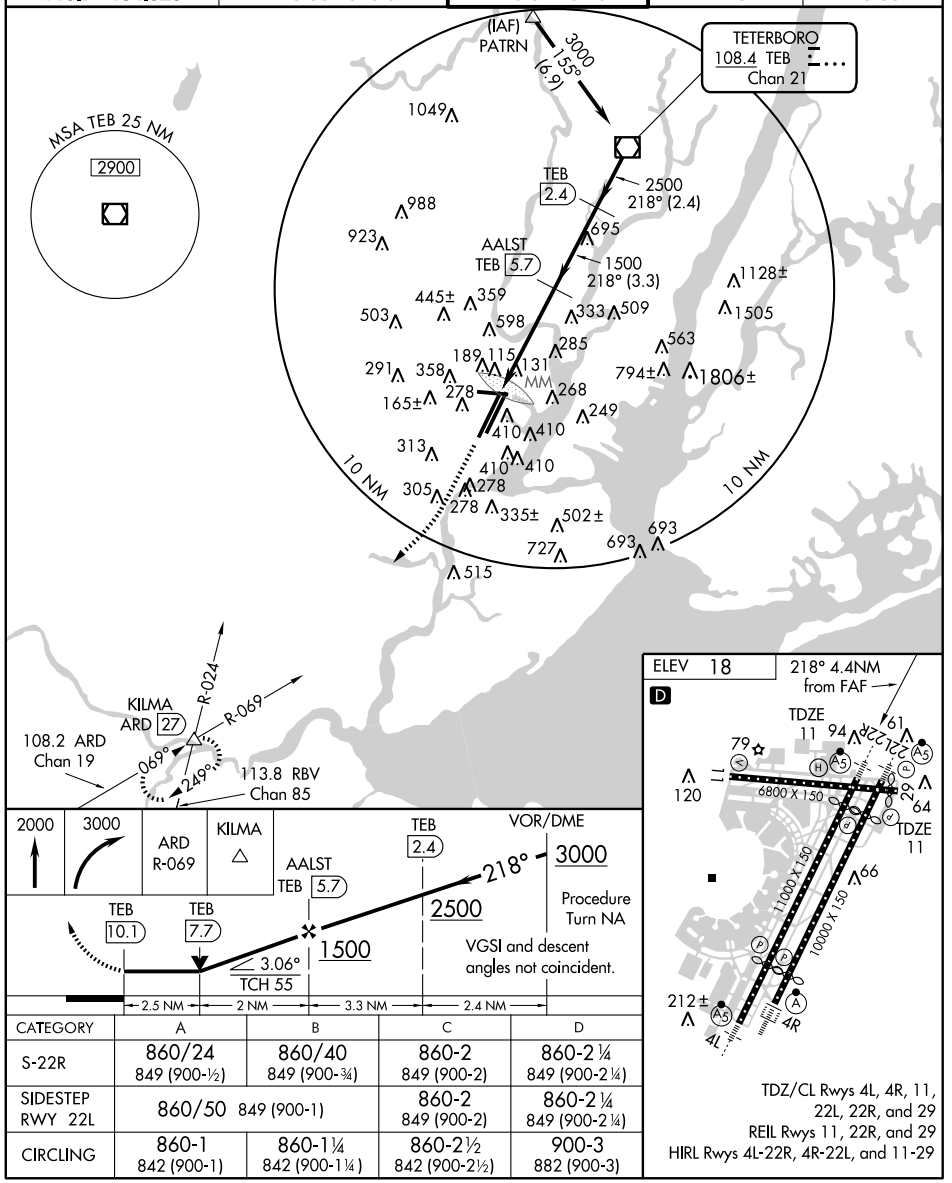
VOR/DME RWY 22R

NEWARK LIBERTY INTL (EWR)

22R MALSR	22L MALSR
A5	A5

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



CATEGORY	A	B	C	D
S-22R	860/24 849 (900-½)	860/40 849 (900-¾)	860-2 849 (900-2)	860-2¼ 849 (900-2¼)
SIDESTEP RWY 22L	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

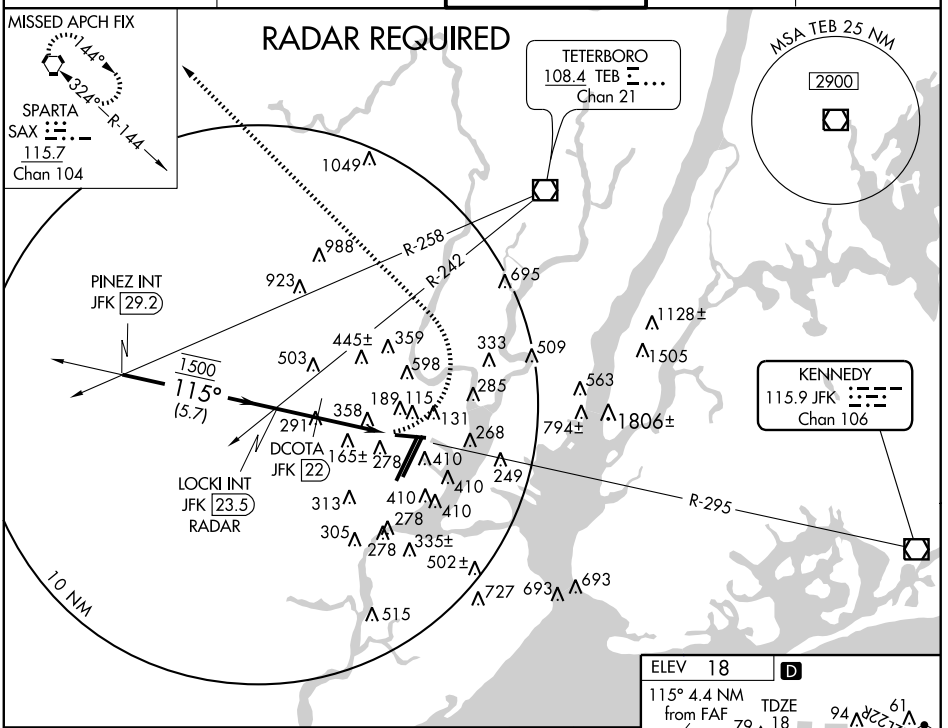
VOR/DME JFK	APP CRS	Rwy Idg 6800
115.9	115°	TDZE 18
Chan 106		Apt Elev 18

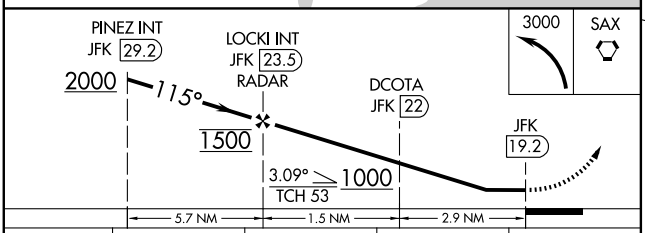
VOR RWY 11

NEWARK LIBERTY INTL (EWR)

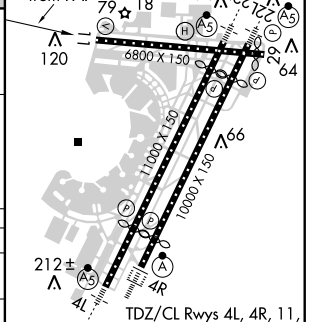
MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-11	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
CIRCLING	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
DCOTA DME MINIMUMS				
S-11	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	860-2¾ 842 (900-2¾)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)



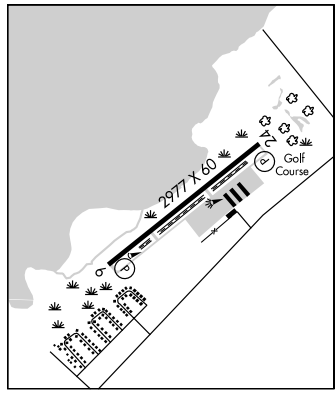
TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
RWY 06–24: H2546X45 (ASPH)
RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.
COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL
RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.
RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE
RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA CLNC DEL TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

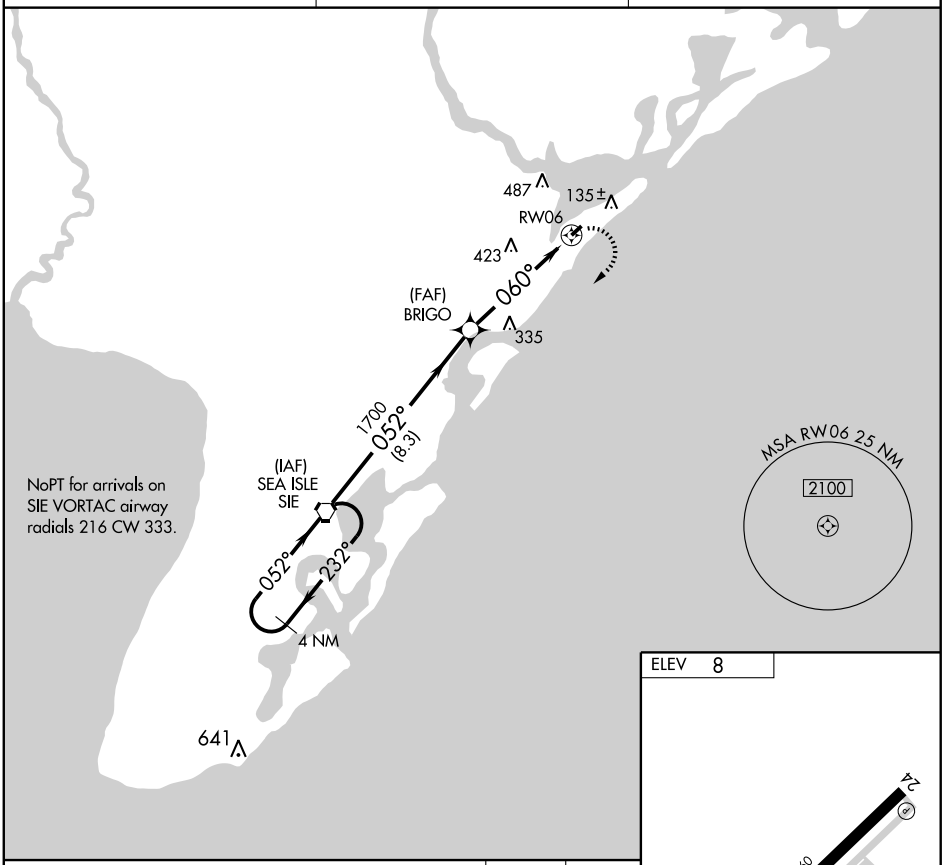
APP CRS	Rwy Idg	2977
060°	TDZE	8
	Apt Elev	8

GPS RWY 6
OCEAN CITY MUNI (26N)

NA — Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-6	680-1 672 (700-1)		NA	
CIRCLING	680-1 672 (700-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	145°	TDZE	N/A
Chan 99		Apt Elev	8

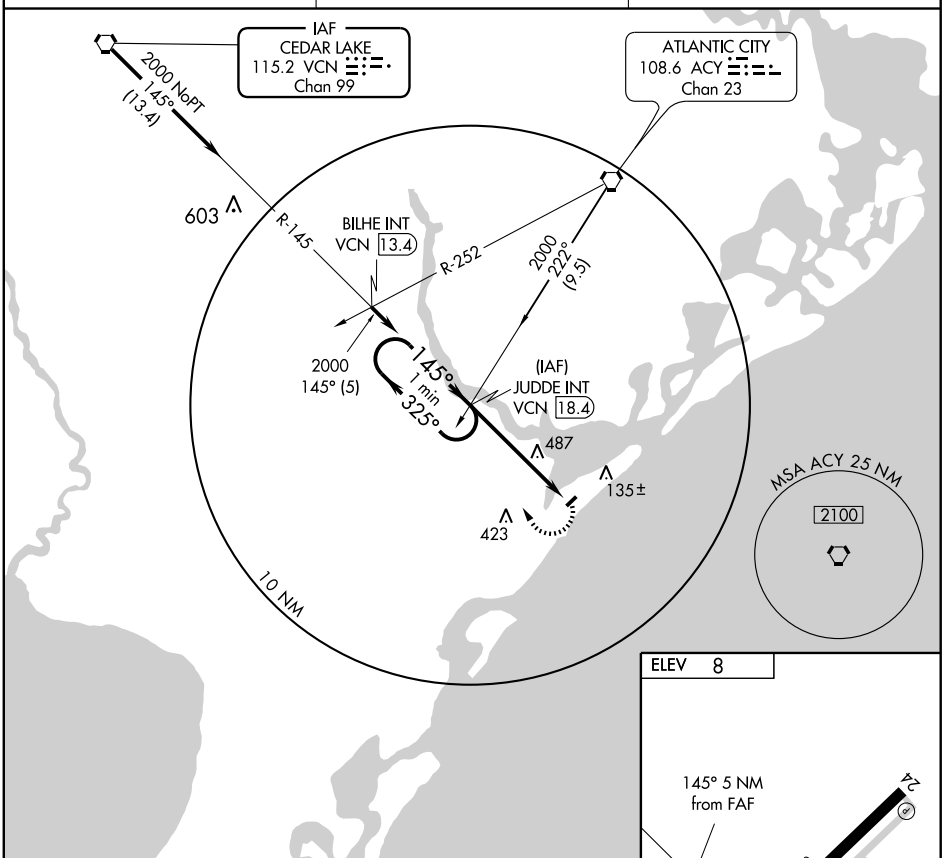
VOR-A

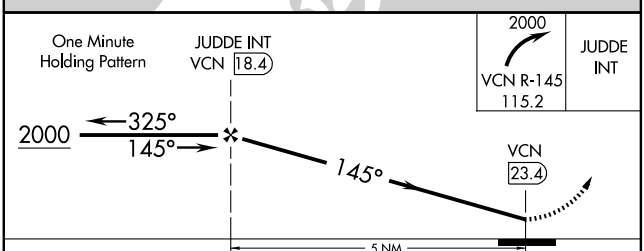
OCEAN CITY MUNI (26N)

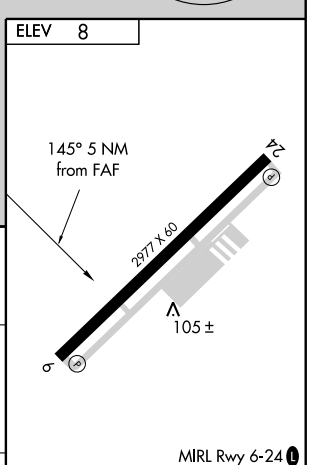
NA Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDDE Int and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







MIRL Rwy 6-24 L

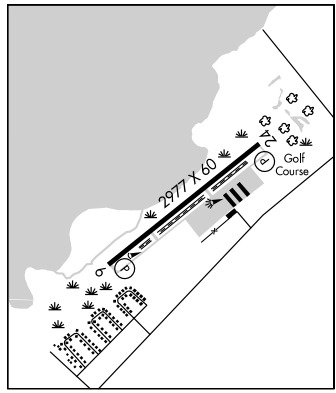
CATEGORY	A	B	C	D
CIRCLING	840-1 832 (900-1)	840-1¼ 832 (900-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
RWY 06–24: H2546X45 (ASPH)
RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.
COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL
RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.
RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE
RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA CLNC DEL TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

RNAV (GPS) RWY 6

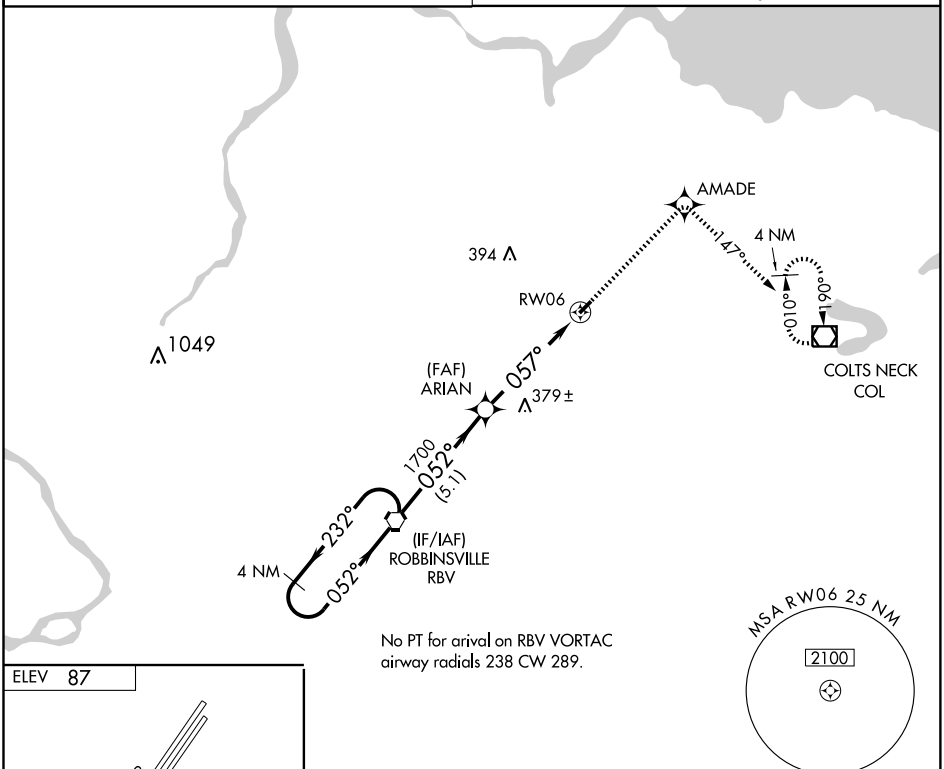
OLD BRIDGE (3N6)

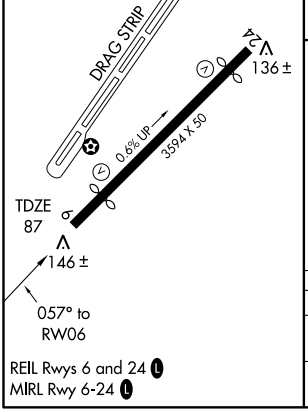
APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

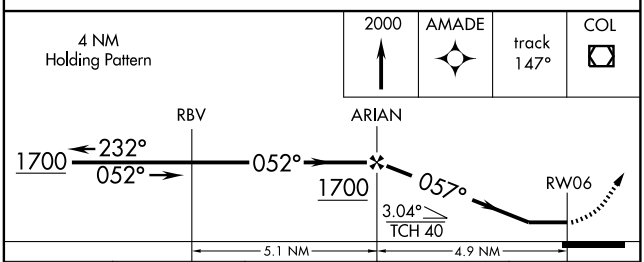
MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	660-1 573 (600-1)		NA	
CIRCLING	660-1 573 (600-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

OLD BRIDGE (3N6)

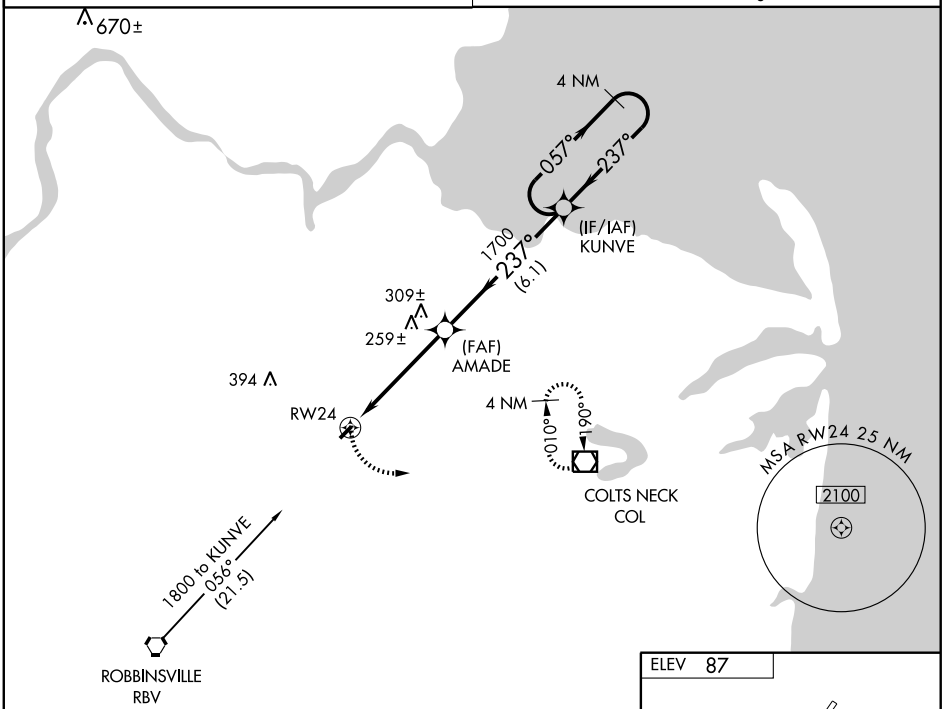
APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

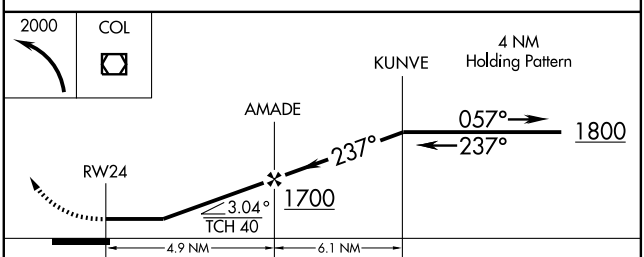
NA

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

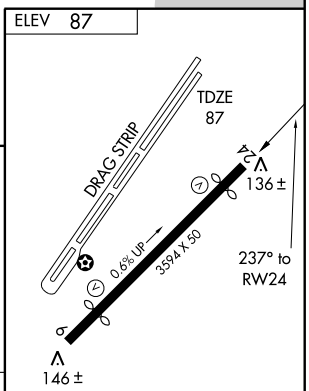
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 473 (500-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

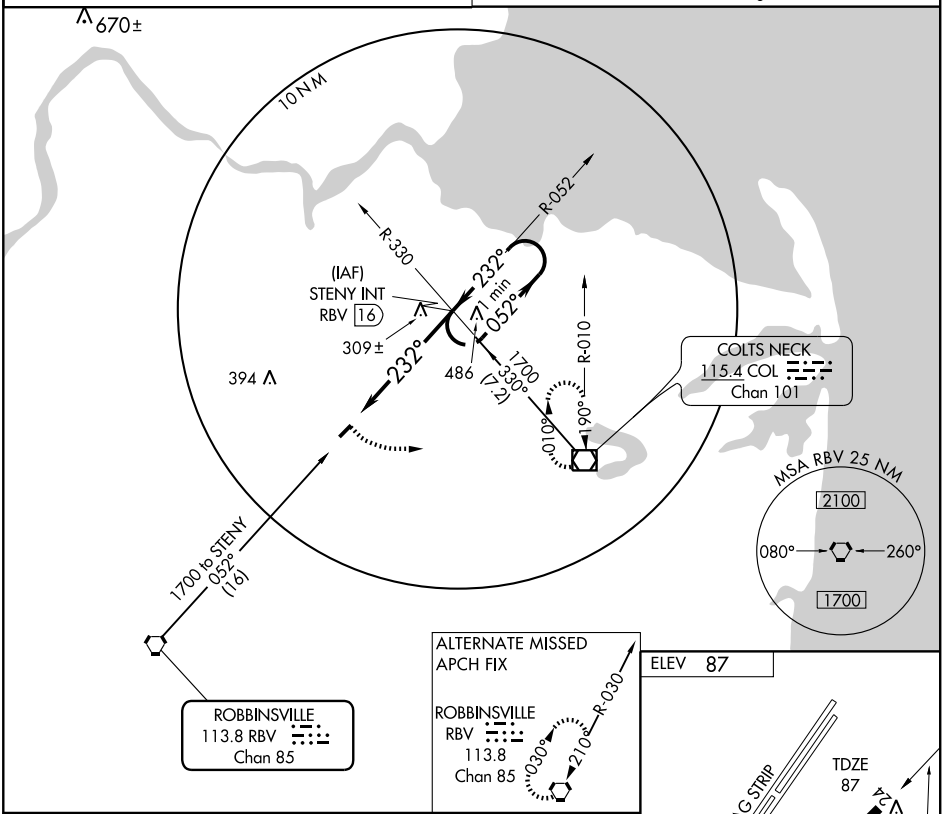
VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg 3194 TDZE 87 Apt Elev 87

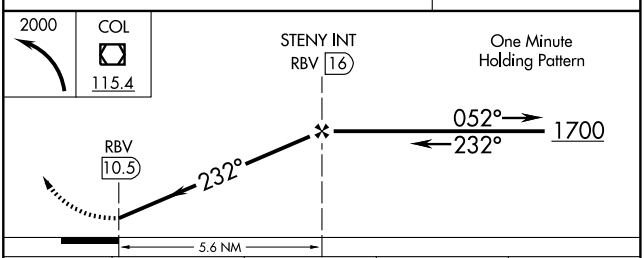
VOR RWY 24
OLD BRIDGE (3N6)

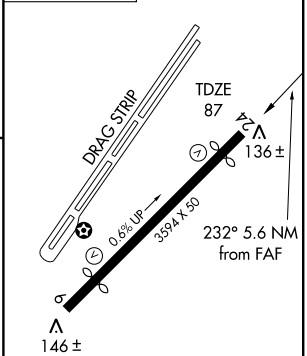
Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-24	600-1 513 (600-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

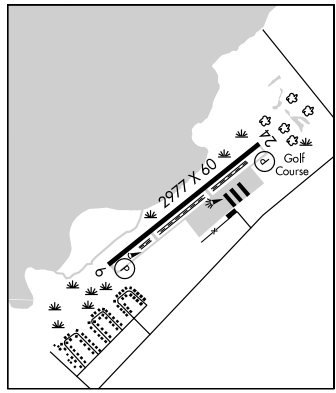
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
RWY 06–24: H2546X45 (ASPH)
RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.
COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL
RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.
RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE
RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 123.075
ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
RWY 07–25: H2419X60 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7
PHILADELPHIA CLNC DEL TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

APP CRS	Rwy Idg	2221
074°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 7

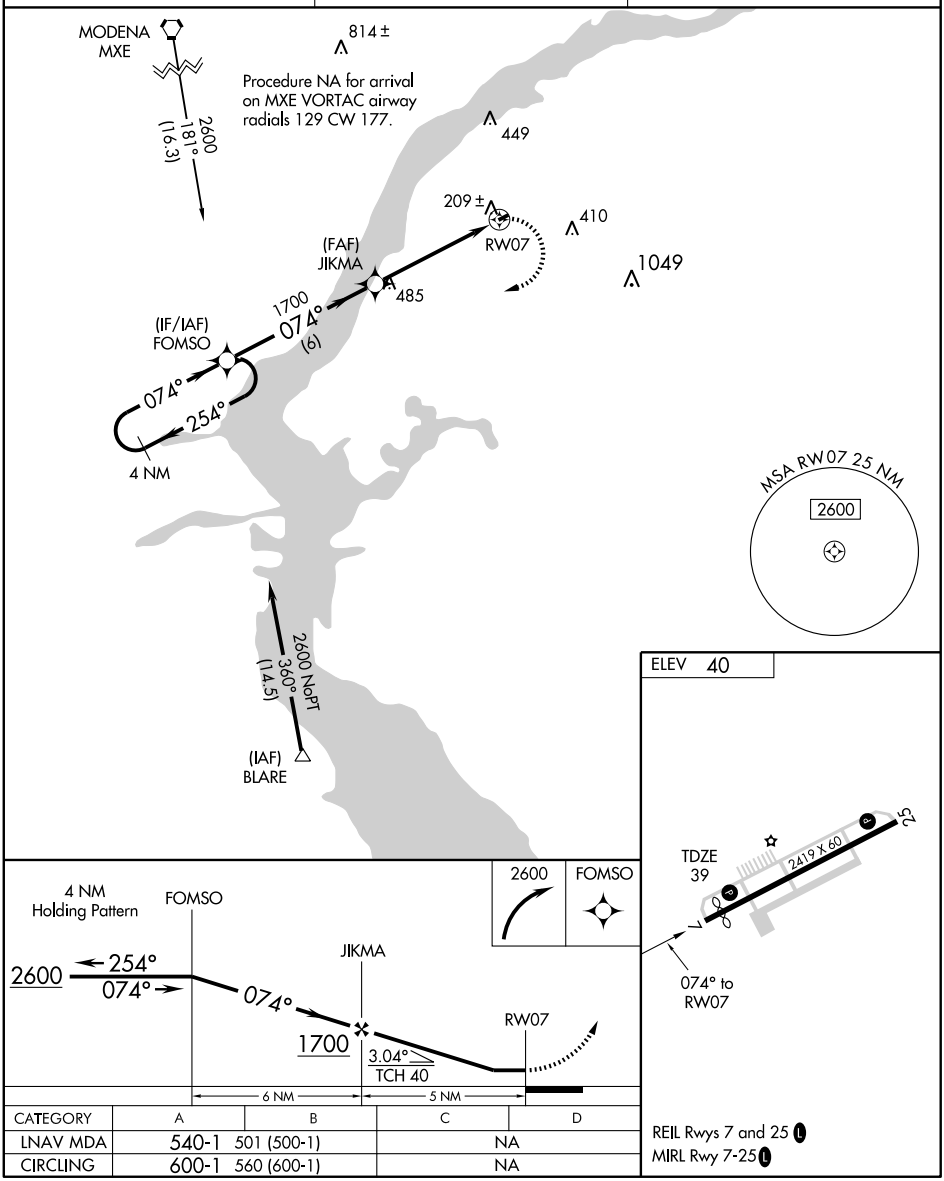
PEDRICKTOWN/SPITFIRE AERODROME (7N7)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting. Procedure NA at night.

A NA

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1	501 (500-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L

MIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2419
254°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 25

PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

NA

DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L

Procedure NA for arrivals at MXE VORTAC via airway radials 056 CW 177.

MODENA MXE

3500
115°
(23.3)

814±

4 NM
074°
254°
2600 NoPT
269°
(8.6)
(IAF)
RUUTH

449

(FAF)
CENAM

1700
254°
(5.9)

(IF/IAF)
POVAE

Procedure NA for arrivals at RUUTH via V123-157 Northeast bound.

173±

289±

RW25

410

485

1049

MSA RW 25 25 NM
2600

FOMSO
074°
254°
4 NM

ELEV 40

254° to RW25

2419 X 60

TDZE 38

2600

FOMSO

4 NM Holding Pattern

POVAE

CENAM

074°
254°
2600

RW25

254°

1700

3.03°
TCH 30

VGSI and descent angles not coincident.

5.1 NM 5.9 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1 542 (600-1)		NA	
CIRCLING	600-1 560 (600-1)		NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PITTSTOWN

ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′

NEW YORK
L–33A, 34H
IAP

480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

RWY 08–26: H2550X60 (ASPH) MIRL 0.7% up E

RWY 08: PAPI(P2R)—GA 3.0° TCH 20′. Tree.

RWY 26: PAPI(P2L)—GA 4.5° TCH 20′. Tree.

RWY 13–31: 1804X100 (ASPH–TURF) 0.8% up SE

RWY 13: Tree. **RWY 31:** Tree.

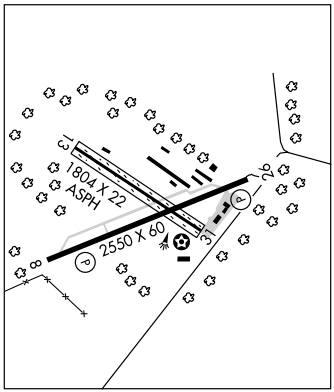
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**



SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′

NEW YORK
L–33A, 34H
IAP

560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV

RWY 07–25 H2900X50 (ASPH) MIRL 0.3% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.

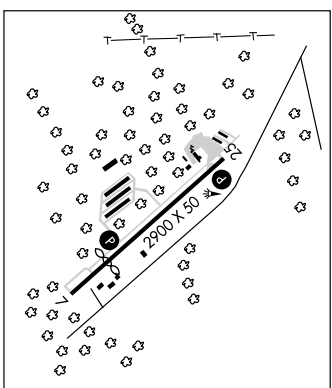
AIRPORT REMARKS: Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



VOR/DME SBJ	APP CRS	Rwy Idg	2022
112.9	093°	TDZE	560
Chan 76		Apt Elev	560

VOR or GPS RWY 7

PITTSTOWN/ SKY MANOR (N40)

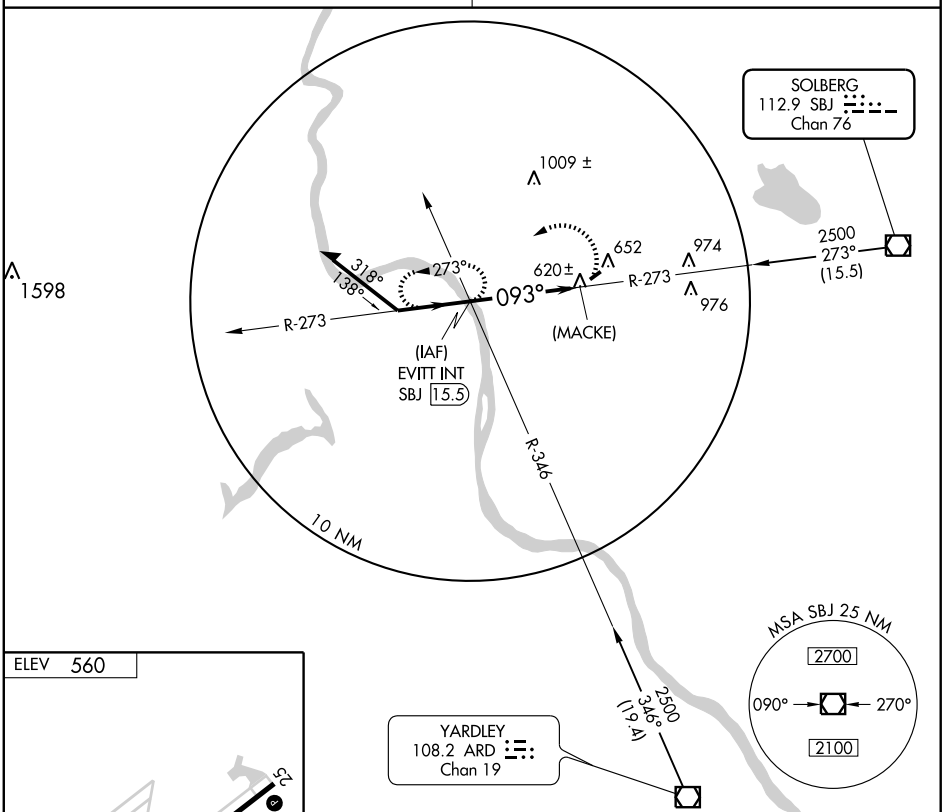
NA

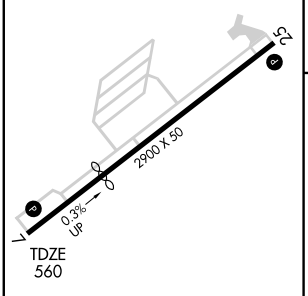
Use Allentown, PA altimeter setting.

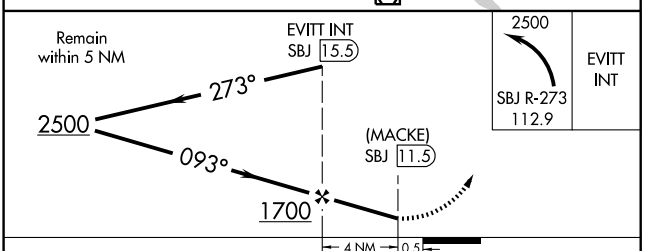
MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-7	960-1 400 (400-1)	NA		
CIRCLING	1100-1 540 (600-1)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PITTSTOWN

ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′

NEW YORK
L–33A, 34H
IAP

480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

RWY 08–26: H2550X60 (ASPH) MIRL 0.7% up E

RWY 08: PAPI(P2R)—GA 3.0° TCH 20′. Tree.

RWY 26: PAPI(P2L)—GA 4.5° TCH 20′. Tree.

RWY 13–31: 1804X100 (ASPH–TURF) 0.8% up SE

RWY 13: Tree. **RWY 31:** Tree.

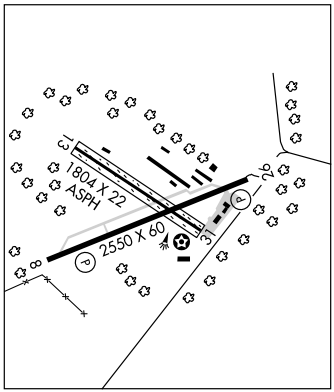
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**



SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′

NEW YORK
L–33A, 34H
IAP

560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV

RWY 07–25 H2900X50 (ASPH) MIRL 0.3% up NE

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.

RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.

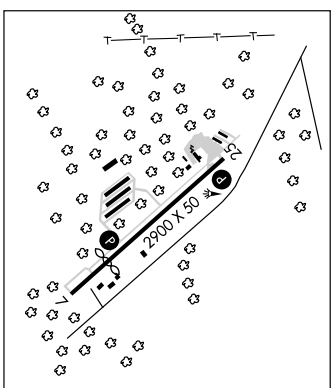
AIRPORT REMARKS: Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



VOR/DME SBJ	APP CRS	Rwy Idg	2550
112.9	100°	TDZE	480
Chan 76		Apt Elev	480

VOR or GPS RWY 8

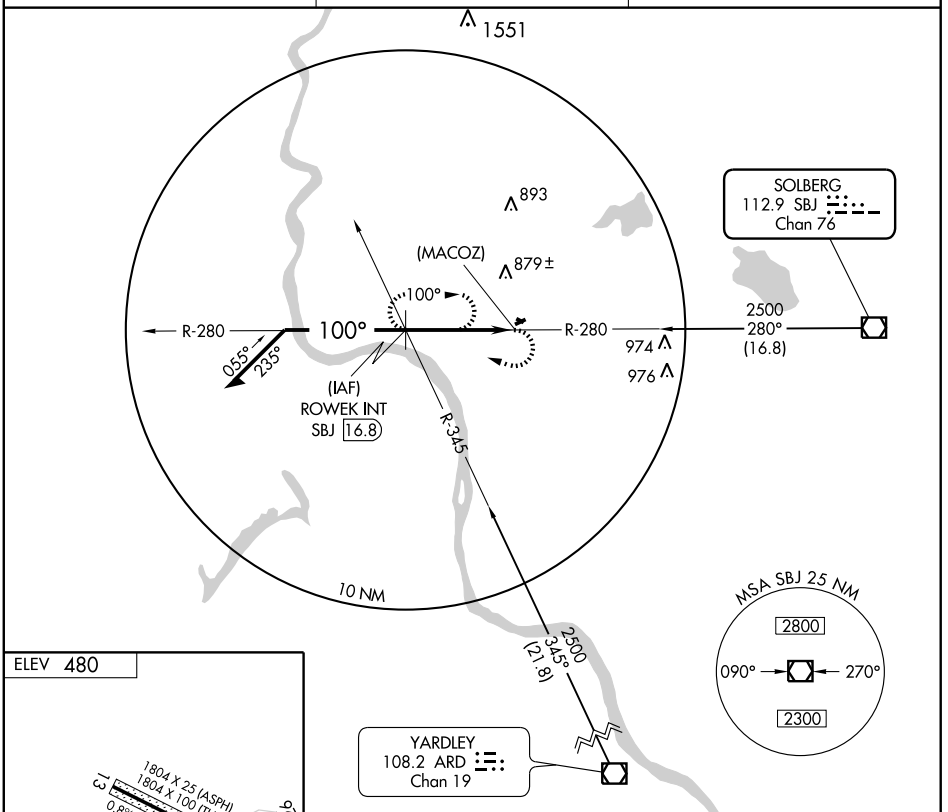
PITTSTOWN/ ALEXANDRIA (N85)

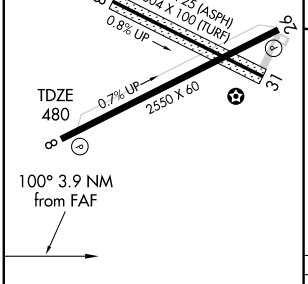
Use Lehigh Valley Intl Allentown, PA altimeter setting.
Procedure not authorized at night.

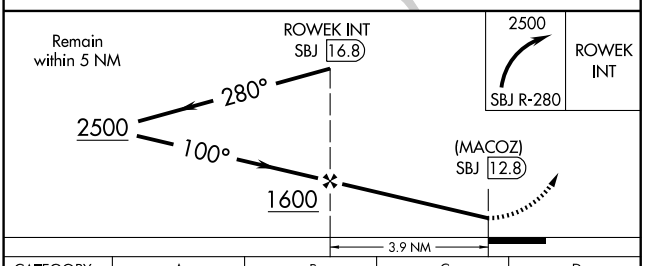
NA

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON	UNICOM	
124.45 397.7	122.975 (CTAF)	121.8 L







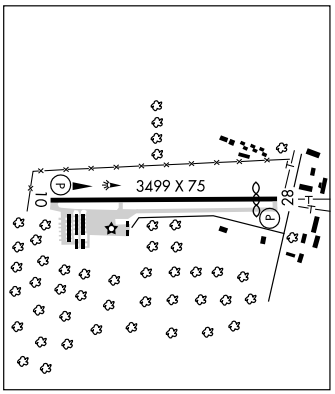
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-8	1340-1 860 (900-1)	NA		
CIRCLING	1340-1 860 (900-1)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PRINCETON/ROCKY HILL

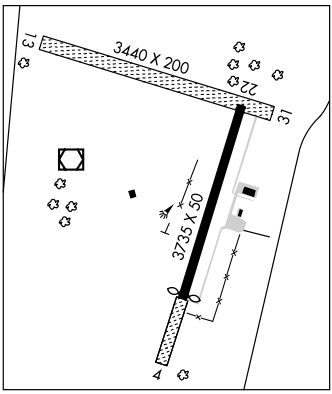
PRINCETON (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ **NEW YORK**
128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV **L–34H**
RWY 10–28: H3499X75 (ASPH) S–15 MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.
RWY 28: PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK APP/DEP CON** 132.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.



RAINBOW N39°25.10′ W75°08.11′ NOTAM FILE MIV. **WASHINGTON**
NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni. **H–10I, L–34G, A**

READINGTON

SOLBERG–HUNTERDON (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ **NEW YORK**
195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV **L–33A, 34H**
RWY 13–31: 3440X200 (TURF) 1.0% up NW **IAP**
RWY 13: Tree. **RWY 31:** Trees.
RWY 04–22: 3735X50 (ASPH–TURF) MIRL 0.7% up NE
RWY 04: Thld dsplcd 735′. **RWY 22:** Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.
WEATHER DATA SOURCES: HIWAS 112.9 SBJ.
COMMUNICATIONS: CTAF/UNICOM 122.8
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (NEW YORK APP/DEP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800–645–3206.



RED LION (See VINCENTOWN)

REDWING (See JOBSTOWN)

ROBBINSVILLE N40°12.14′ W74°29.70′ NOTAM FILE MIV. **NEW YORK**
(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. **H–10I, L–34H**
VOR portion unusable:
135°–149° byd 12 NM blo 2500′
135°–149° byd 19 NM blo 3500′
150°–162° byd 24 NM blo 3500′
163°–170° byd 12 NM blo 2500′
163°–170° byd 19 NM blo 3500′
135°–170° byd 27 NM blo 5000′
315°–360° byd 10 NM blo 3500′
RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

WAAS	APP CRS	Rwy Idg	3499
CH 58216	102°	TDZE	128
W10A		Apt Elev	128

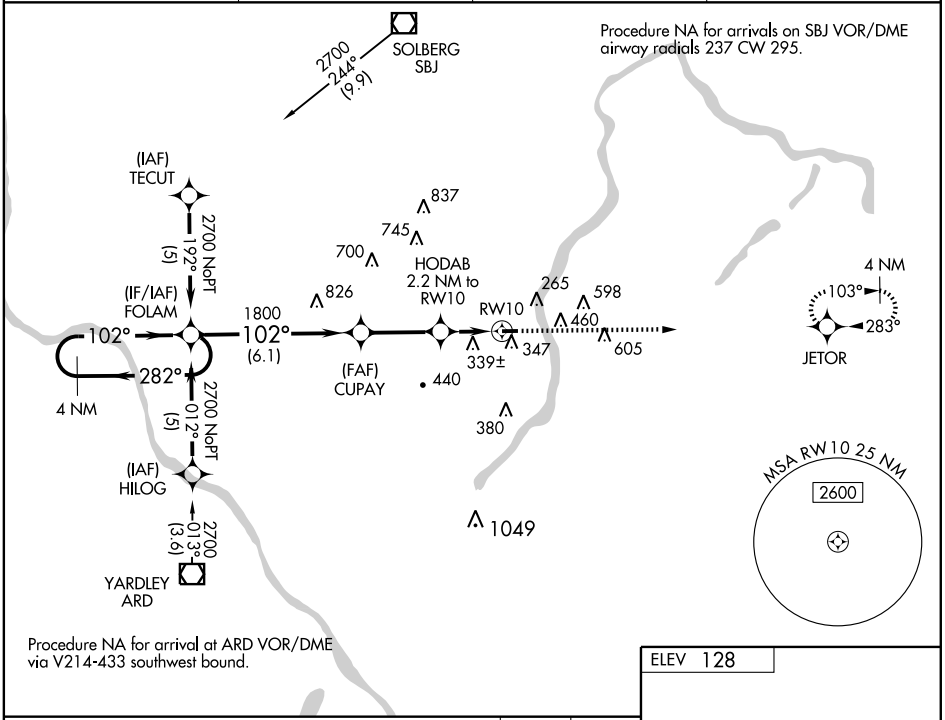
RNAV (GPS) RWY 10

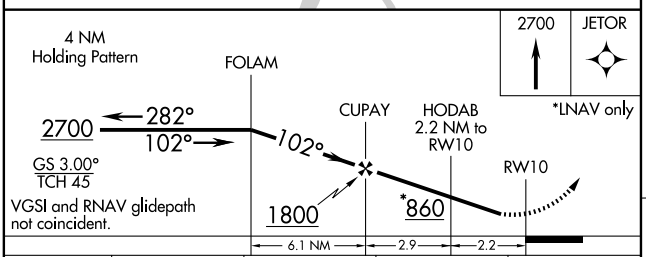
PRINCETON (39N)

▼ NA — Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

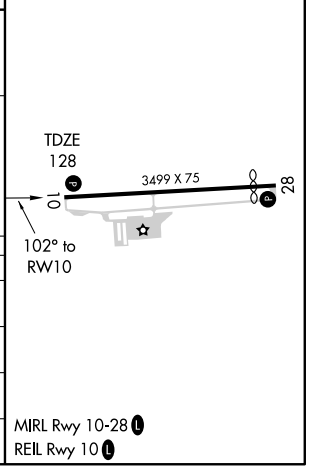
MISSED APPROACH: Climb to 2700 direct JETOR and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L





CATEGORY	A	B	C	D
LPV DA	414-1 286 (300-1)			NA
LNAV/ VNAV DA	873-2¾ 745 (800-2¾)			NA
LNAV MDA	640-1 512 (600-1)		640-1½ 512 (600-1½)	NA
CIRCLING	780-1 652 (700-1)		860-2 732 (800-1)	NA



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3130
282°	TDZE	128
	Apt Elev	128

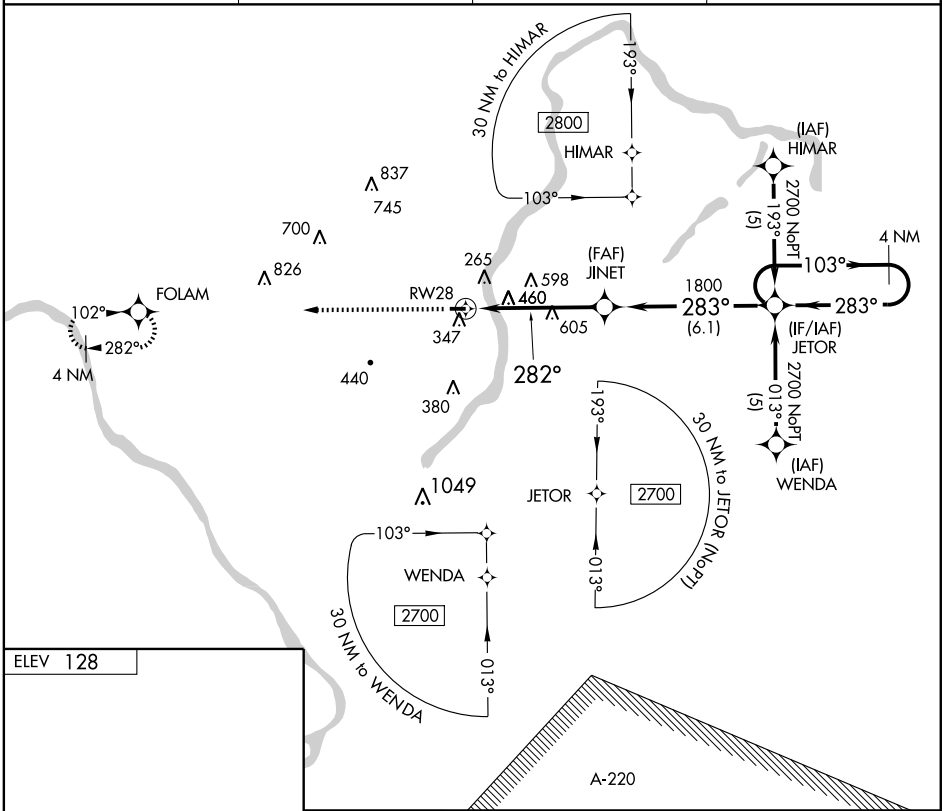
RNAV (GPS) RWY 28

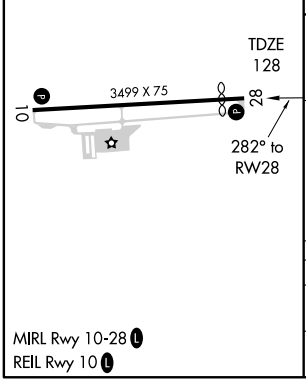
PRINCETON (39N)

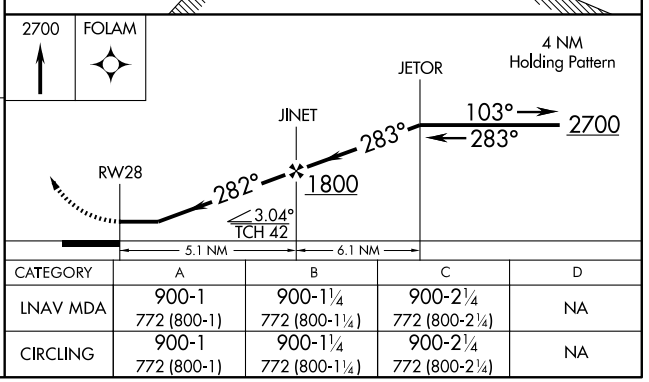
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







CATEGORY	A	B	C	D
LNAV MDA	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA
CIRCLING	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA

MIRL Rwy 10-28 L
REIL Rwy 10 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

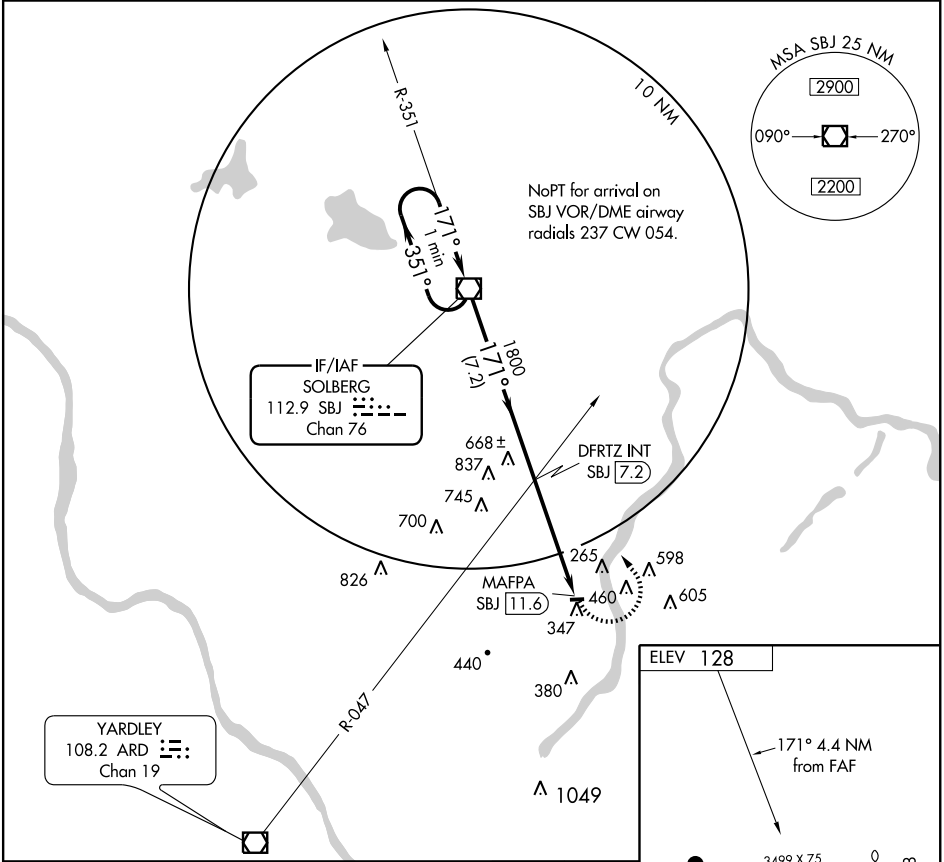
VOR/DME SBJ	APP CRS	Rwy Idg	NA
112.9	171°	TDZE	NA
Chan 76		Apt Elev	128

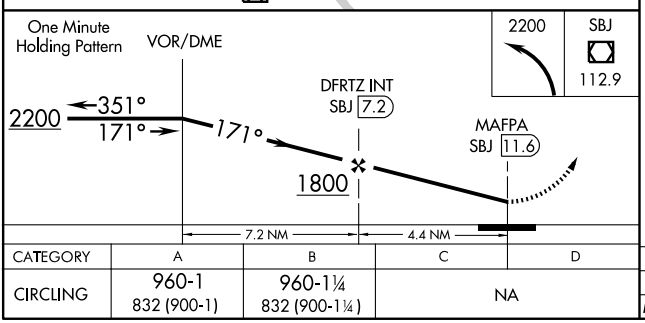
VOR-A
PRINCETON (39N)

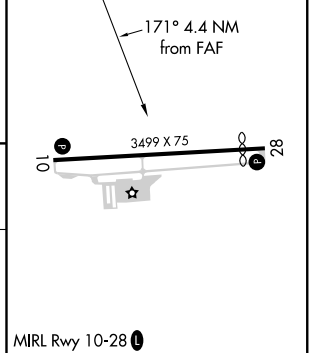
NA — Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







MIRL Rwy 10-28 L
REIL Rwy 10 L

CATEGORY	A	B	C	D
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA	

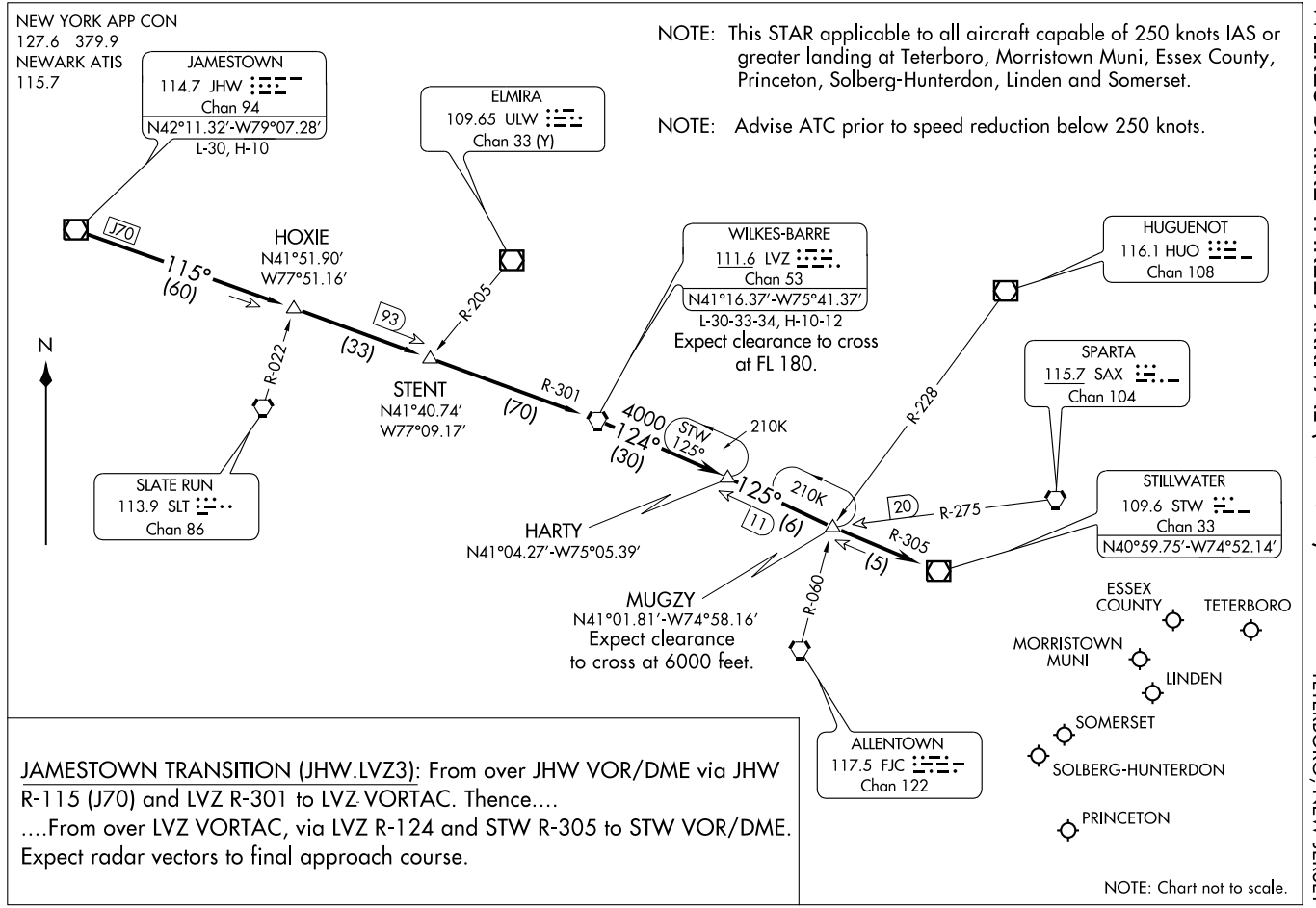
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

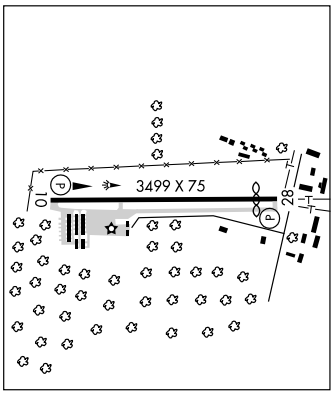
WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

PRINCETON/ROCKY HILL

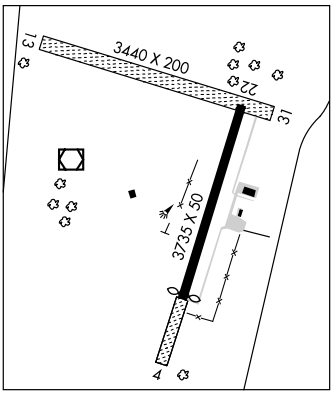
PRINCETON (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ NEW YORK
128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV L–34H
RWY 10–28: H3499X75 (ASPH) S–15 MIRL IAP
RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.
RWY 28: PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK APP/DEP CON** 132.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.



RAINBOW N39°25.10′ W75°08.11′ NOTAM FILE MIV. WASHINGTON
NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni. H–10I, L–34G, A

READINGTON

SOLBERG–HUNTERDON (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ NEW YORK
195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV L–33A, 34H
RWY 13–31: 3440X200 (TURF) 1.0% up NW IAP
RWY 13: Tree. **RWY 31:** Trees.
RWY 04–22: 3735X50 (ASPH–TURF) MIRL 0.7% up NE
RWY 04: Thld dsplcd 735′. **RWY 22:** Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.
WEATHER DATA SOURCES: HIWAS 112.9 SBJ.
COMMUNICATIONS: CTAF/UNICOM 122.8
SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (NEW YORK APP/DEP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800–645–3206.



RED LION (See VINCENTOWN)

REDWING (See JOBSTOWN)

ROBBINSVILLE N40°12.14′ W74°29.70′ NOTAM FILE MIV. NEW YORK
(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. H–10I, L–34H
VOR portion unusable:
135°–149° byd 12 NM blo 2500′
135°–149° byd 19 NM blo 3500′
150°–162° byd 24 NM blo 3500′
163°–170° byd 12 NM blo 2500′
163°–170° byd 19 NM blo 3500′
135°–170° byd 27 NM blo 5000′
315°–360° byd 10 NM blo 3500′
RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

APP CRS	Rwy Idg	3000
039°	TDZE	179
	Apt Elev	195

RNAV (GPS) RWY 4

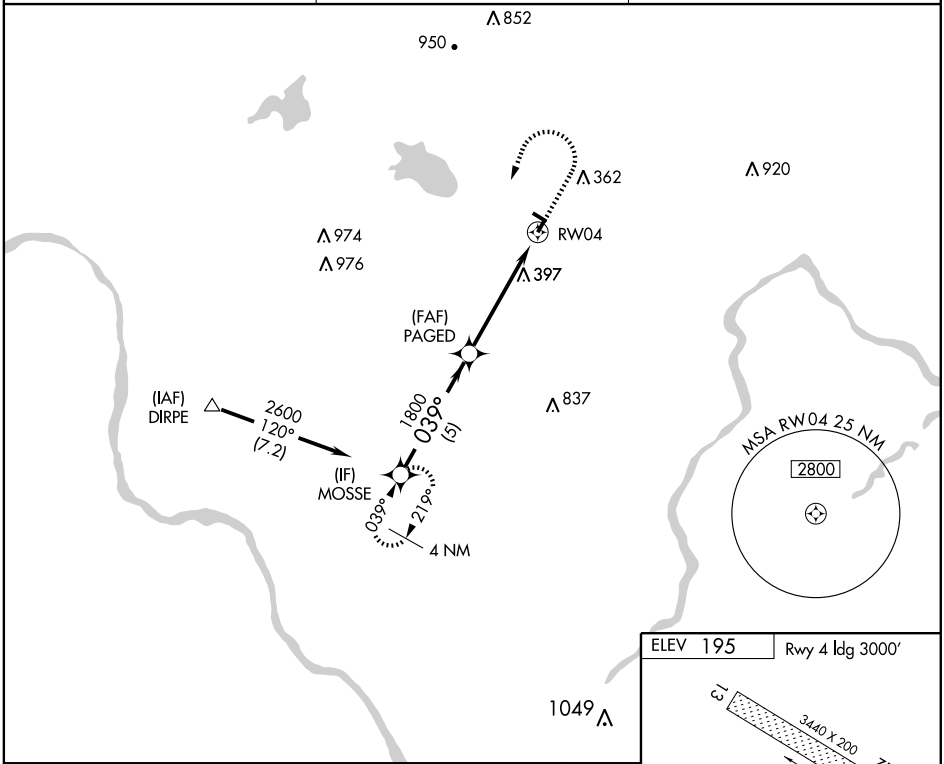
READINGTON / SOLBERG-HUNTERDON (N51)

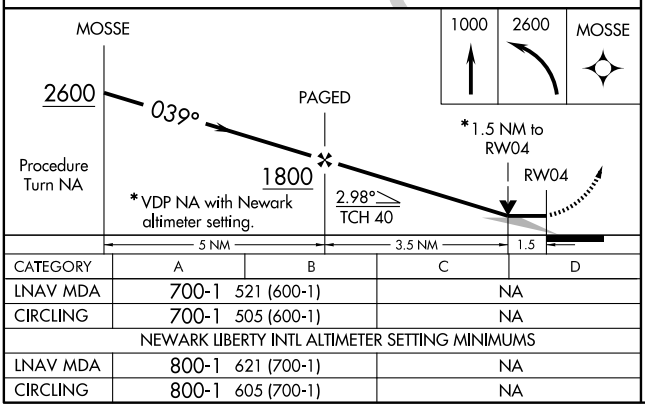
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

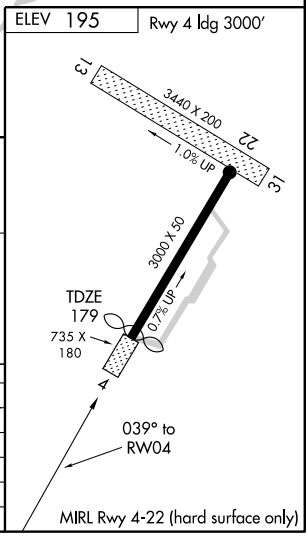
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	700-1	521 (600-1)	NA	
CIRCLING	700-1	505 (600-1)	NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	621 (700-1)	NA	
CIRCLING	800-1	605 (700-1)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
220°	TDZE	185
	Apt Elev	195

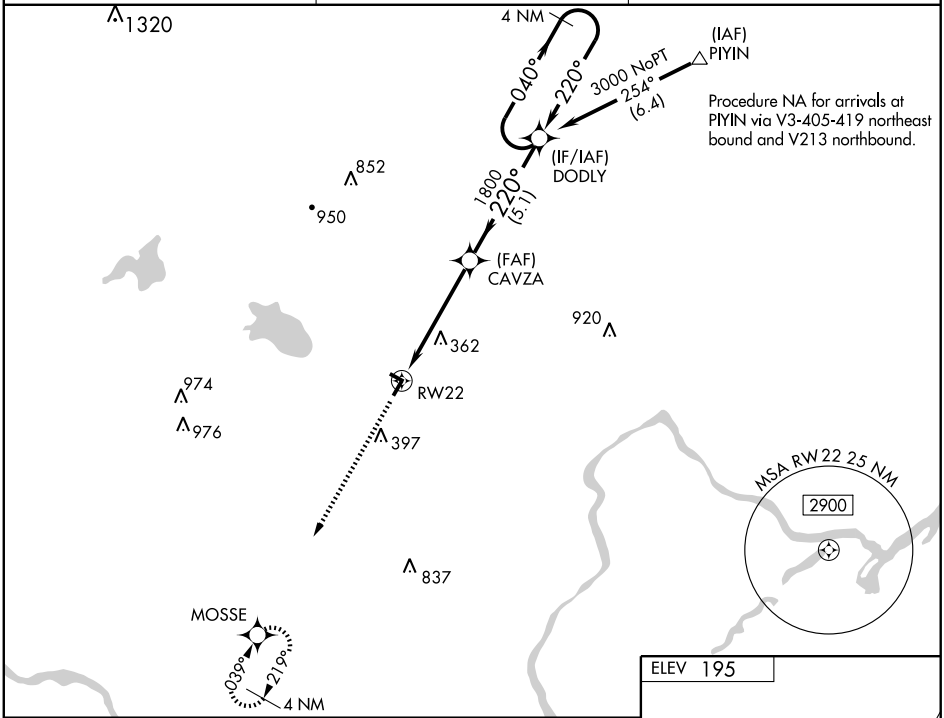
RNAV (GPS) RWY 22

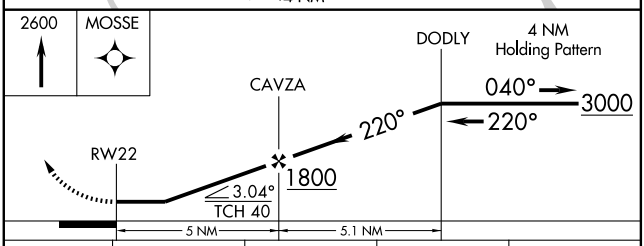
READINGTON / SOLBERG-HUNTERDON (N51)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

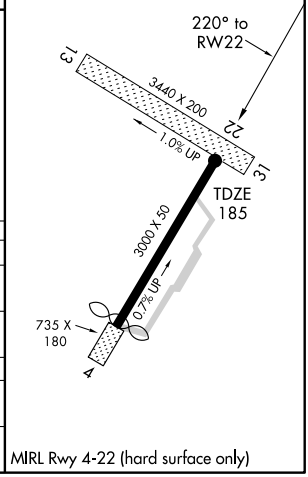
MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)	NA	
CIRCLING	680-1	485 (500-1)	NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)	NA	
CIRCLING	780-1	585 (600-1)	NA	



MIRL Rwy 4-22 (hard surface only)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SBJ	APP CRS	Rwy Idg	N/A
112.9	310°	TDZE	N/A
Chan 76		Apt Elev	195

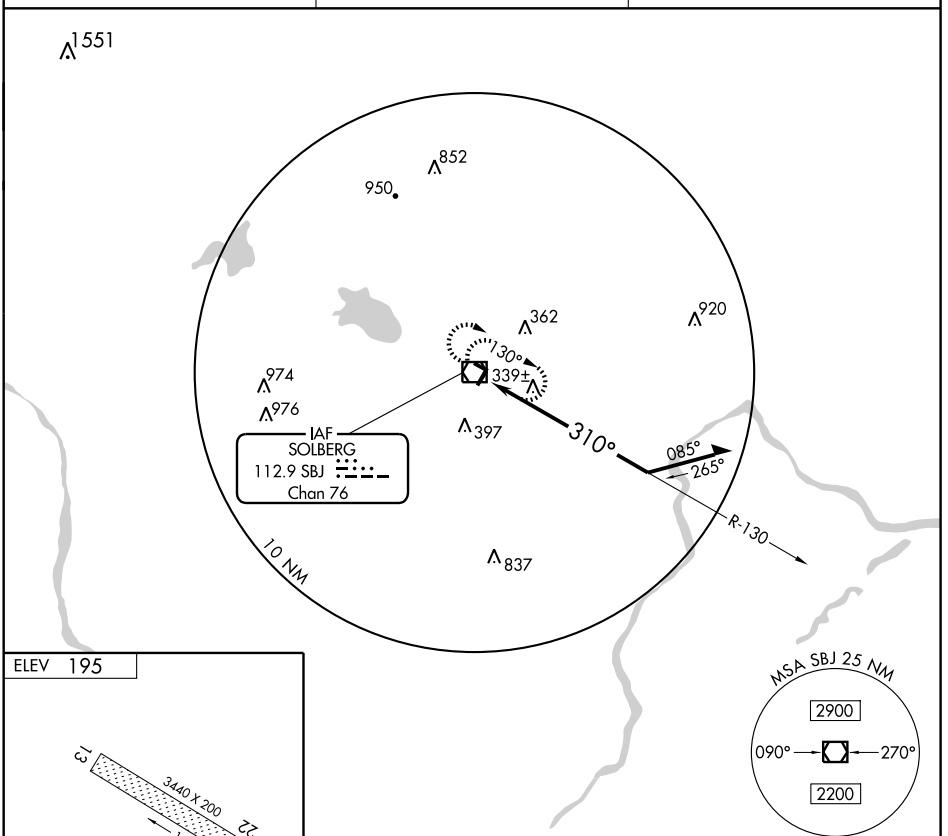
VOR-A

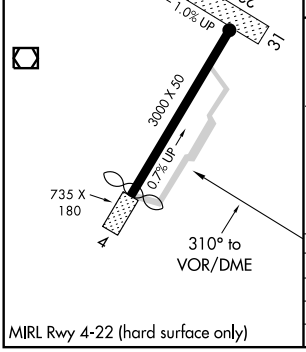
READINGTON/ SOLBERG-HUNTERDON (N51)

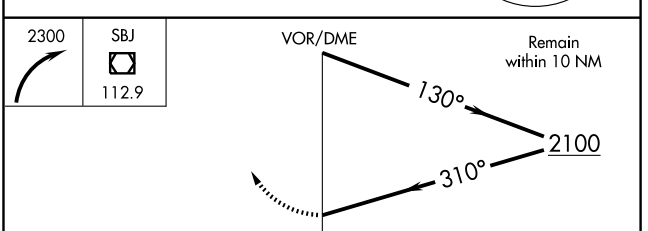
Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725







CATEGORY	A	B	C	D
CIRCLING	780-1 585 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	880-1 685 (700-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SBJ 112.9 Chan 76	APP CRS 016°	Rwy Idg 3000 TDZE 179 Apt Elev 195

VOR RWY 4

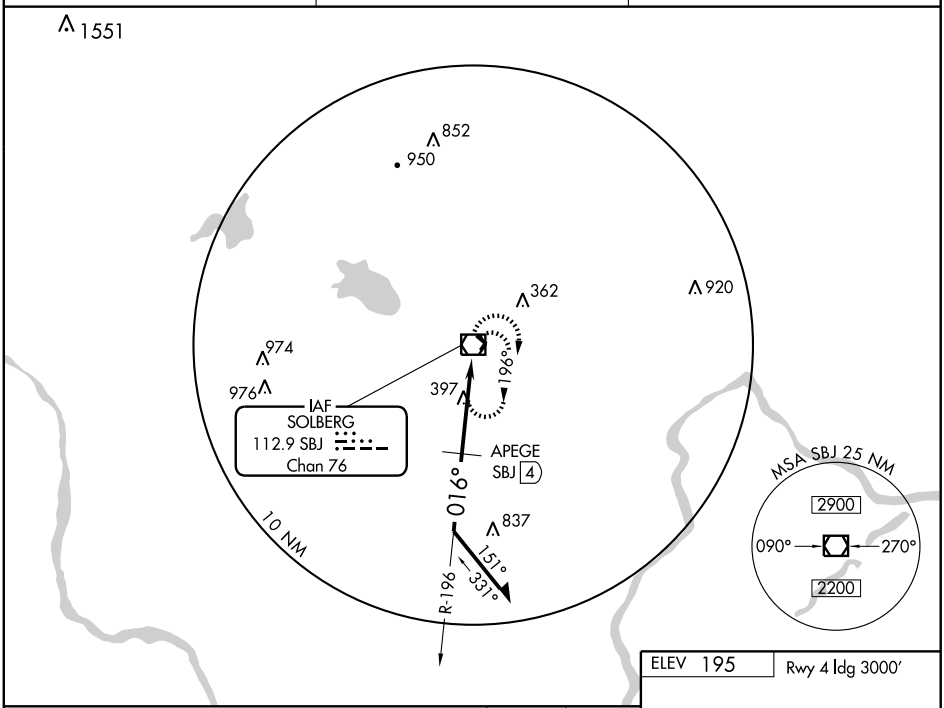
READINGTON/ SOLBERG-HUNTERDON (N51)

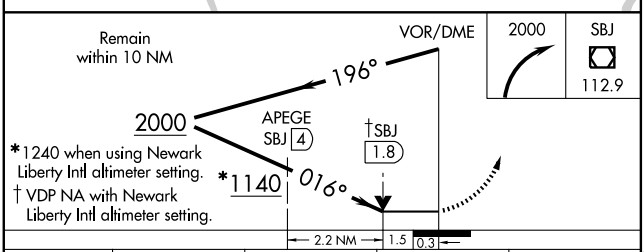
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

NA

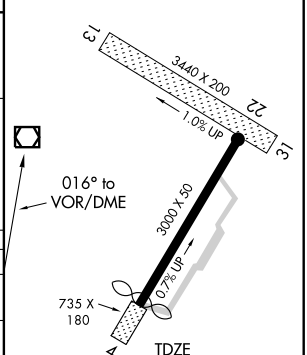
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)	NA	
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)	NA	
APEGE DME MINIMUMS				
S-4	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	

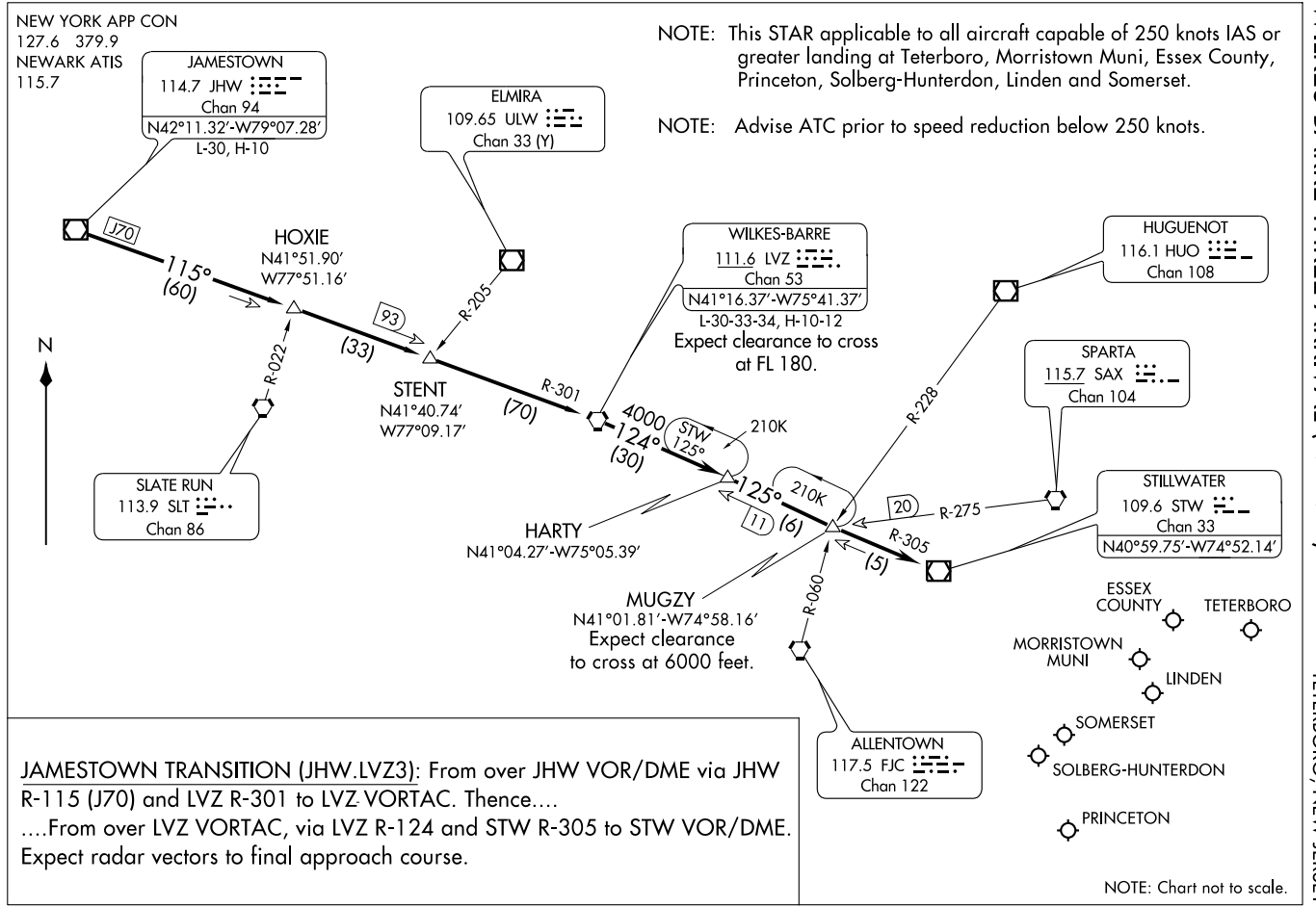


NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

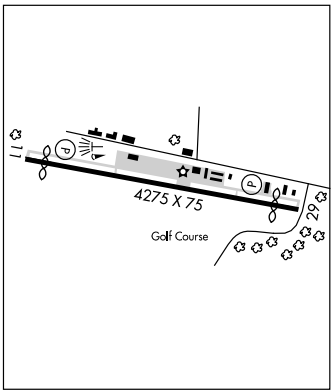
WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

ROBBINSVILLE

TRENTON–ROBBINSVILLE (N87) 1 E UTC−5(−4DT) N40°12.84′ W74°36.11′ **NEW YORK**
118 B S4 **FUEL** 100LL TPA—1099(981) NOTAM FILE MIV **L–34H**
RWY 11–29: H4275X75 (ASPH) S–25 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 4.5° TCH 46′. Thld dsplcd 398′. Trees.
RWY 29: PAPI(P2R)—GA 4.0° TCH 29′. Thld dsplcd 300′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300–2100Z‡. Self svc fuel system mid–field apron. Wind indicator OTS indef. VFR departure Rwy 11: noise abatement procedures in effect. VFR departure Rwy 29; for noise abatement climb straight ahead until reaching 700 ft AGL before turning. Avoid overflight of Sharon Elementary School .75 NM northeast. Men and equipment from adjacent golf course frequently cross rwy and twys. ACTIVATE MIRL Rwy 11–29—123.3.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROBBINSVILLE RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 288° 5 NM to fld. 248/10W.
COMM/NAV/WEATHER REMARKS: FAR PART 135 weather svc avbl.



ROBERT J. MILLER AIR PARK (See TOMS RIVER)

SEA ISLE N39°05.73′ W74°48.02′ NOTAM FILE MIV. **WASHINGTON**
(H) VORTAC 114.8 SIE Chan 95 233° 7.3 NM to Cape May Co. 10/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
293°–016° byd 34 NM
293°–016° byd 10 NM blo 3000′
293°–016° byd 15 NM blo 4000′
293°–016° byd 22 NM blo 5000′
293°–016° byd 24 NM blo 7000′
017°–048° byd 10 NM blo 1800′
017°–048° byd 18 NM blo 2500′
017°–048° byd 24 NM blo 3500′
017°–048° byd 33 NM blo 4500′
017°–048° byd 37 NM blo 5500′
049°–070° byd 12 NM blo 2500′
049°–070° byd 17 NM blo 4500′
049°–070° byd 35 NM blo 6000′
071°–215° blo 2500′
071°–215° byd 14 NM blo 4500′
071°–215° byd 30 NM blo 5500′
238°–292° byd 10 NM blo 4000′
238°–292° byd 31 NM blo 7000′
DME unusable: 238°–048° byd 34 NM blo 1800′
RCO 122.1R 114.8T (MILLVILLE RADIO)

SKY MANOR (See PITTSTOWN)

SOLBERG N40°34.98′ W74°44.51′ NOTAM FILE MIV. **NEW YORK**
(L) VOR/DME 112.9 SBJ Chan 76 at Solberg–Hunterdon. 190/10W. **HIWAS.** **H–10I, 12I, L–33A, 34H**
VOR portion unusable:
055°–117° byd 35 NM
148°–236° byd 38 NM blo 2500′
DME unusable:
251°–300° byd 26 NM blo 3000′
301°–325° byd 18 NM
326°–146° byd 29 NM blo 3000′
238°–345° byd 35 NM blo 4000′
RCO 122.1R 112.9T (MILLVILLE RADIO)

SOLBERG–HUNTERDON (See READINGTON)

SOMERSET (See SOMERVILLE)

APP CRS	Rwy Idg	3877
108°	TDZE	108
	Apt Elev	119

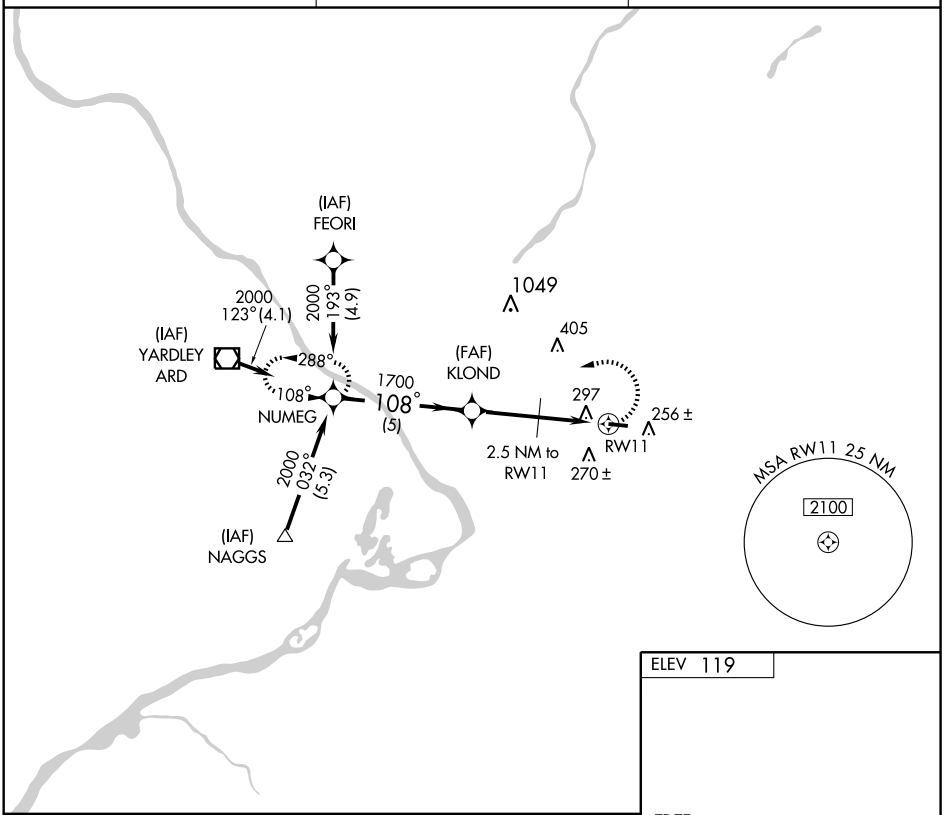
GPS RWY 11

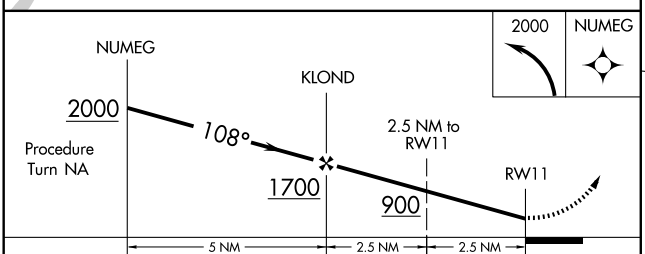
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

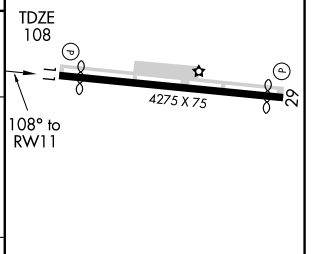
T NA — Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-11	640-1 532 (600-1)		640-1½ 532 (600-1½)	640-1¾ 532 (600-1¾)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3975
291°	TDZE	119
	Apt Elev	119

RNAV (GPS) RWY 29

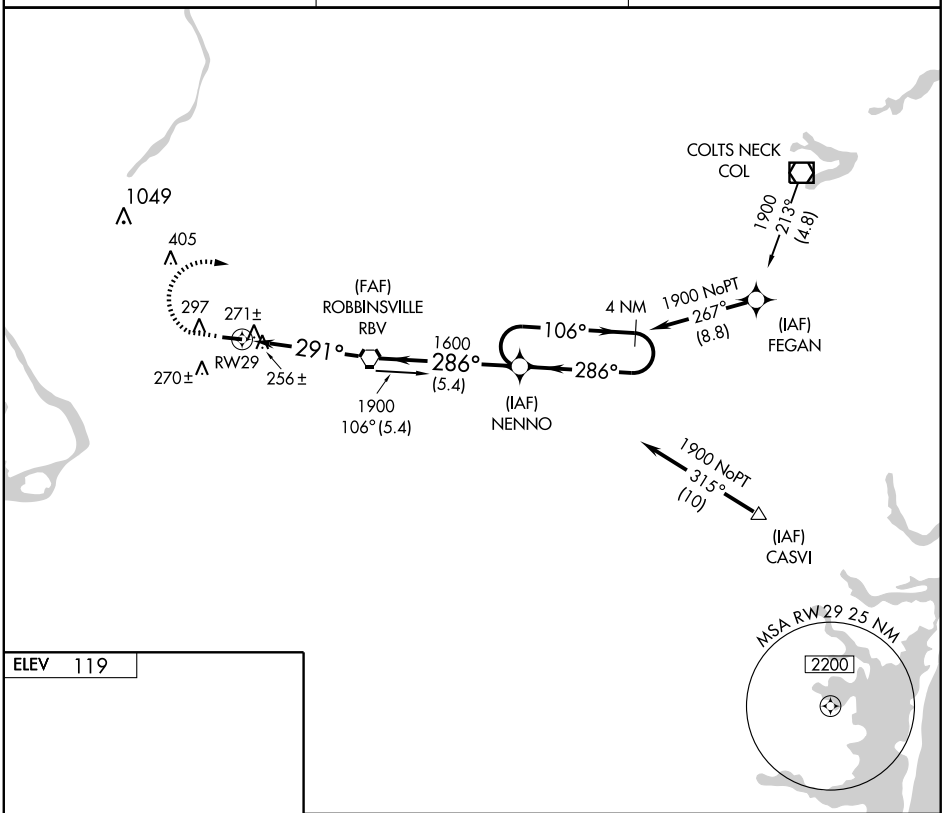
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

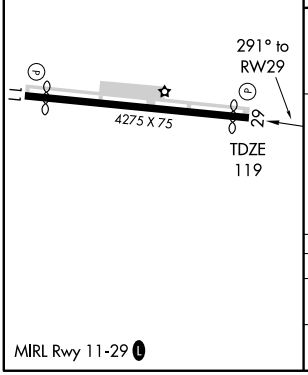
Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

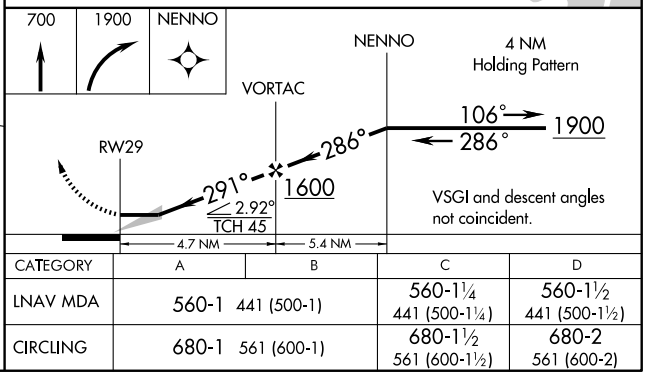
NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L

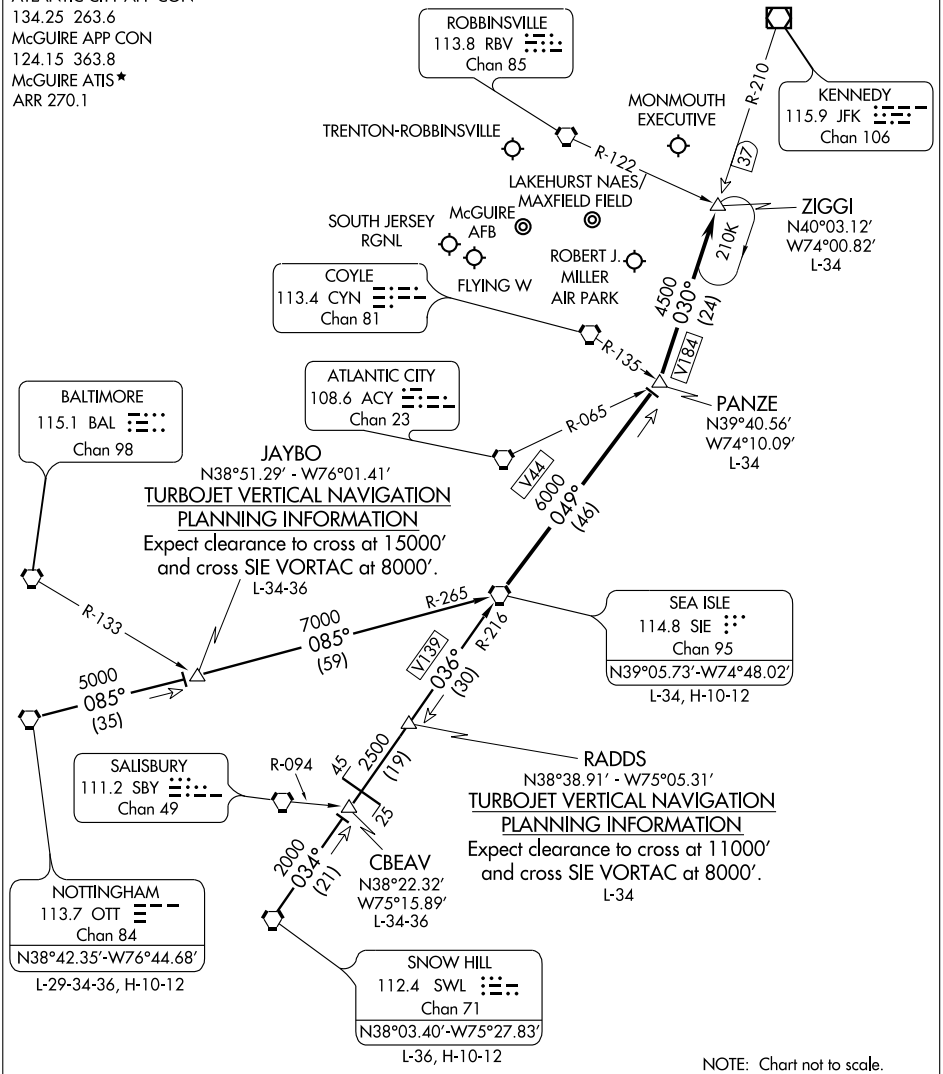






CATEGORY	A	B	C	D
LNAV MDA	560-1 441 (500-1)		560-1¼ 441 (500-1¼)	560-1½ 441 (500-1½)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC RBV 113.8 Chan 85	APP CRS 288°	Rwy Idg 3975 TDZE 119 Apt Elev 119

VOR RWY 29

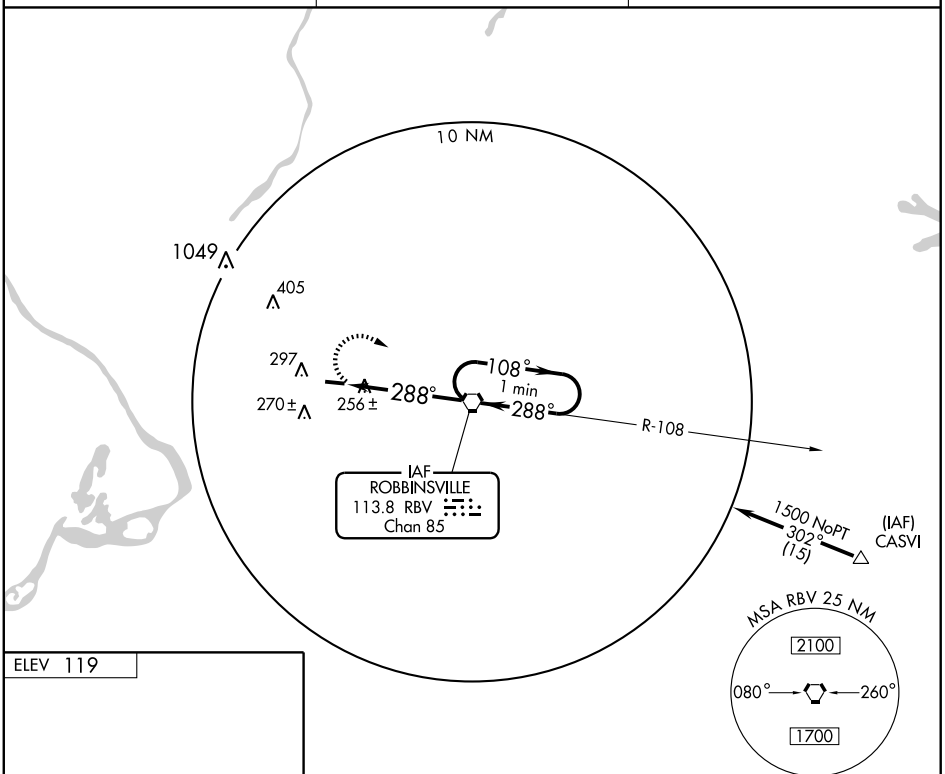
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

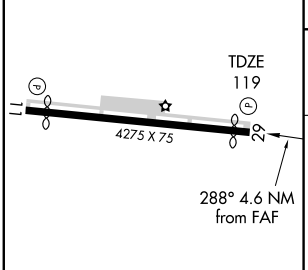
NA

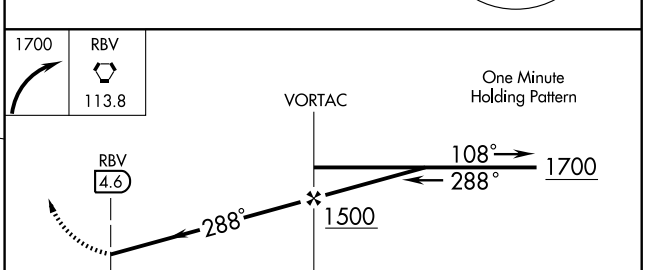
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

McGUIRE APP CON 124.15 363.8	UNICOM 123.0 (CTAF)	123.3 L







MIRL Rwy 11-29 L

FAF to MAP 4.6 NM

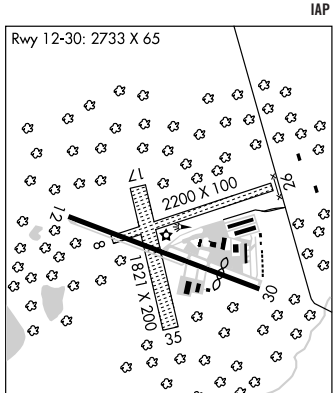
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-29	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)
CIRCLING	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SOMERVILLE

SOMERSET (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ **NEW YORK**
105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ **L–33A, 34H**
RWY 12–30: H2733X65 (ASPH) MIRL 0.7% up SE **IAP**
RWY 12: REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.
RWY 08–26: 2200X100 (TURF)
RWY 08: Tree. **RWY 26:** Tree.
RWY 17–35: 1821X200 (TURF) 0.3% up S
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.
WEATHER DATA SOURCES: ASOS 120.6 (908) 722–2139.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1–800–645–3206.



SOUTHERN CROSS (See WILLIAMSTOWN)

SOUTH JERSEY RGNL (See MOUNT HOLLY)

SPARTA N41°04.05′ W74°32.30′ NOTAM FILE MIV. **NEW YORK**
(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. **H–10I, L–33A, 34H**
RCO 122.5 (MILLVILLE RADIO)

SPITFIRE AERODROME (See PEDRICKTOWN)

STILLWATER N40°59.75′ W74°52.14′ NOTAM FILE MIV. **NEW YORK**
(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. **H–10I, L–33A, 34H**
DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.
RCO 122.1R 109.6T (MILLVILLE RADIO)

SUSSEX (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ **NEW YORK**
421 B S4 **FUEL** JET A NOTAM FILE MIV **L–33A, 34H**
RWY 03–21: H3499X75 (ASPH) MIRL 0.6% up SW **IAP**
RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.
RWY 21: REIL. Thld dsplcd 750′. Pole.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (973) 875–0859.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

JAIKE TWO ARRIVAL (RNAV)

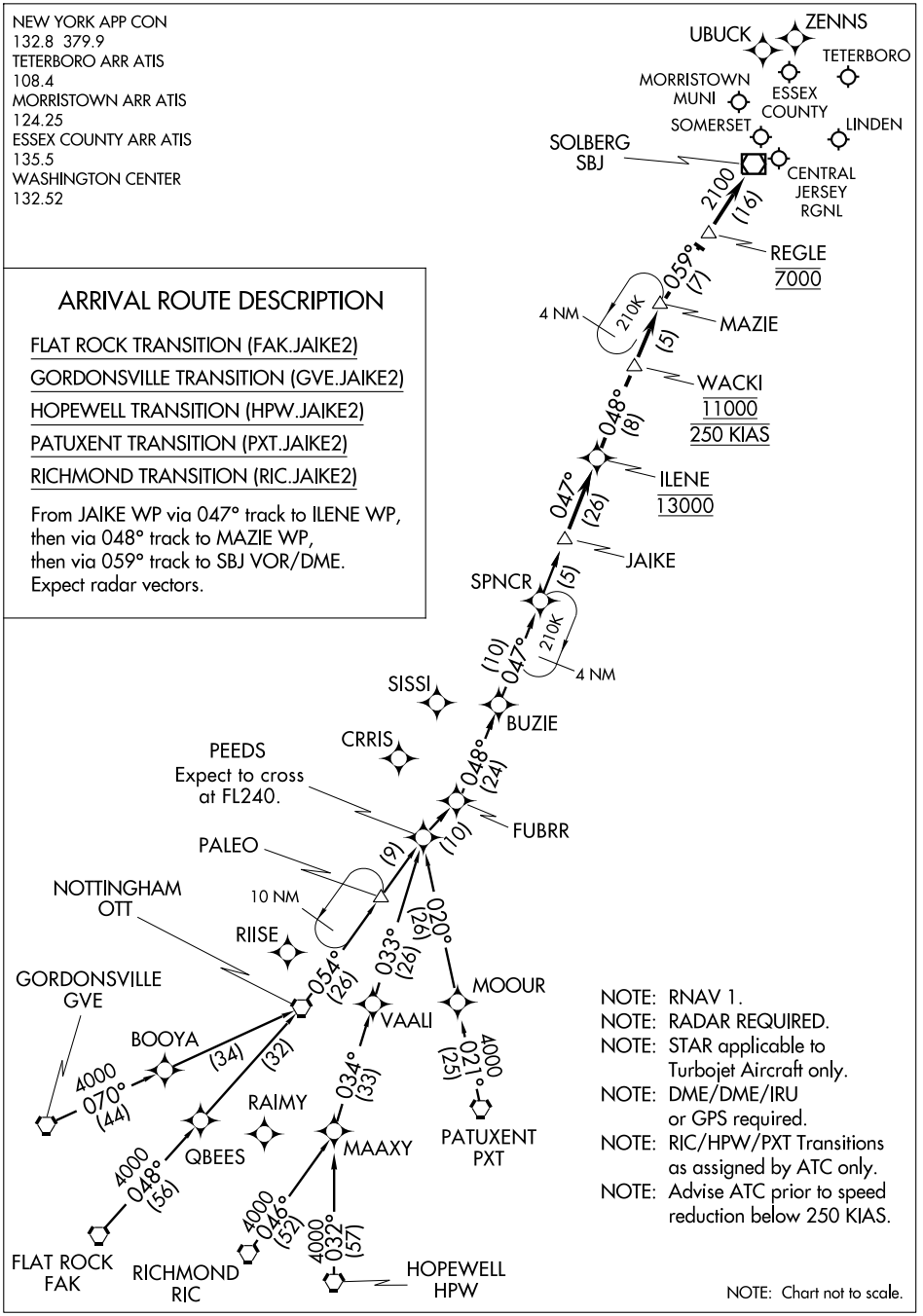
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
122°	Rwy Idg	2733
	TDZE	83
	Apt Elev	105

RNAV (GPS) RWY 12

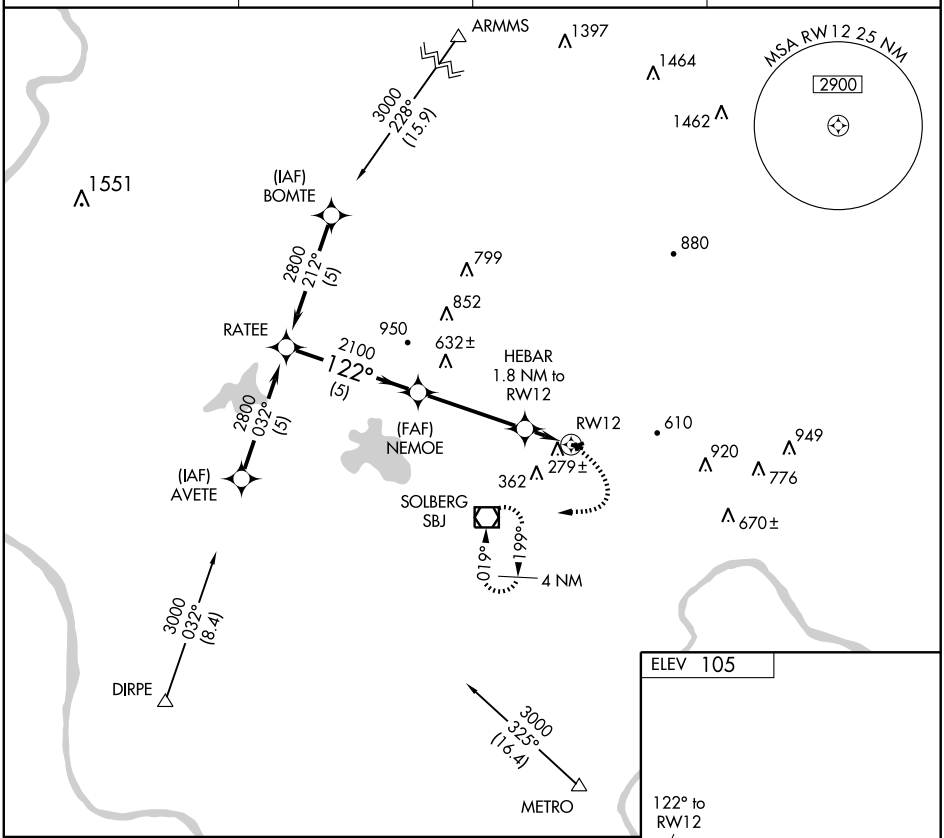
SOMERVILLE/ SOMERSET (SMQ)

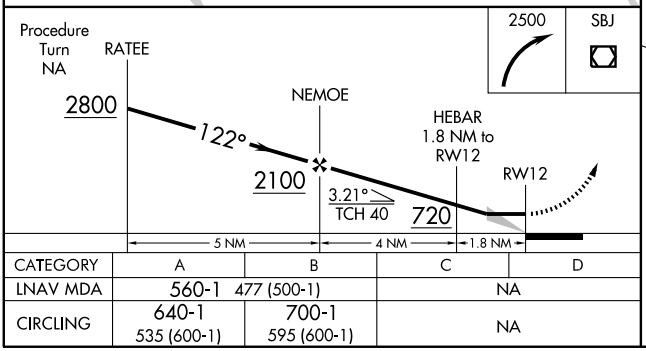
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

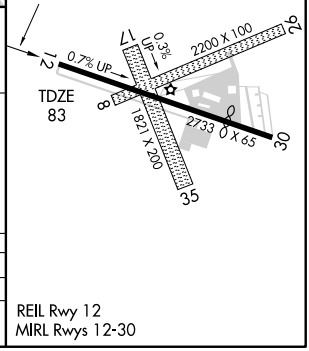
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	560-1 477 (500-1)		NA	
CIRCLING	640-1 535 (600-1)	700-1 595 (600-1)	NA	



REIL Rwy 12
MIRL Rwys 12-30

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2133
302°	TDZE	101
	Apt Elev	105

RNAV (GPS) RWY 30

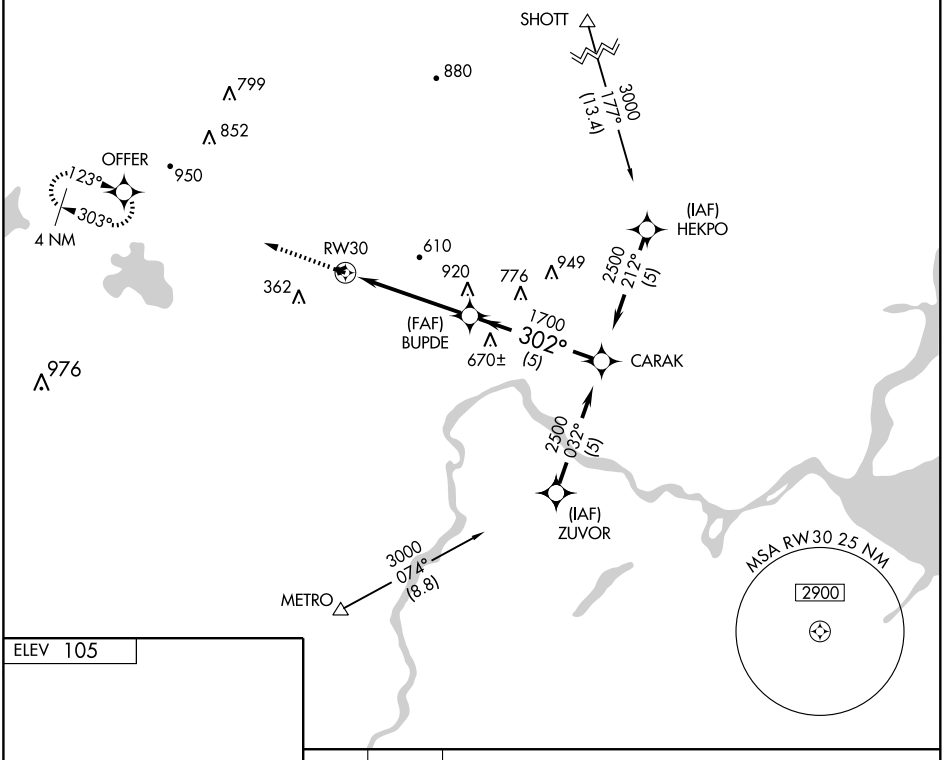
SOMERVILLE / SOMERSET (SMQ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

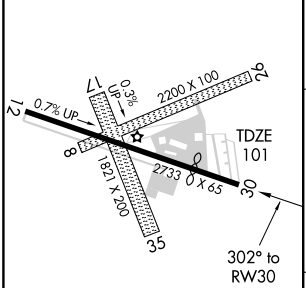
MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

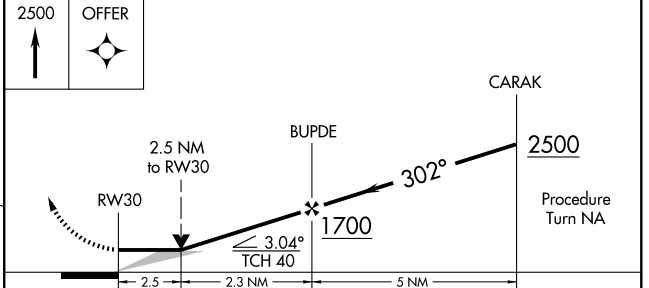
ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	940-1 839 (900-1)	940-1¼ 839 (900-1¼)	NA	
CIRCLING	940-1 835 (900-1)	940-1¼ 835 (900-1¼)	NA	

REIL Rwy 12
MIRL Rwys 12-30

VOR/DME SBJ	APP CRS	Rwy Idg	2200
112.9	061°	TDZE	105
Chan 76		Apt Elev	105

VOR or GPS RWY 8

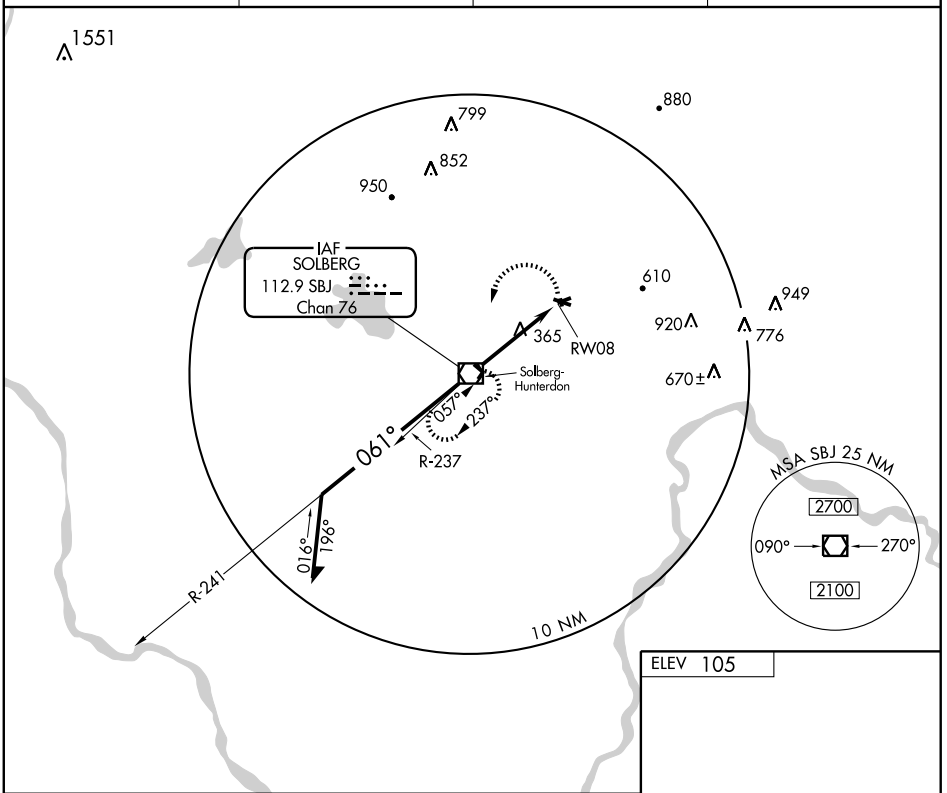
SOMERSET / SOMERSET (SMQ)

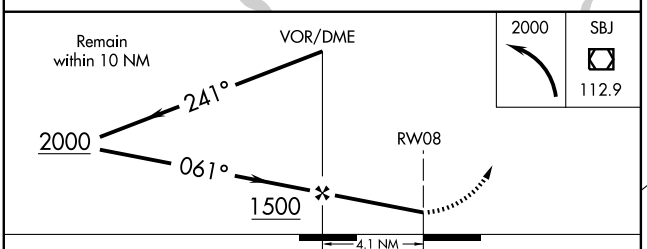
NA

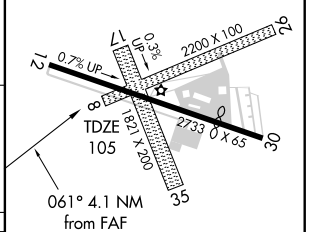
Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangementfor runway lights.

MISSED APPROACH: Climbing left turn to 2000 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-8	680-1	575 (600-1)	NA	
CIRCLING	680-1	575 (600-1)	NA	
NEWARK ALTIMETER SETTING MINIMUMS				
S-8	740-1	635 (700-1)	NA	
CIRCLING	740-1	635 (700-1)	NA	

REIL Rwy 12
MIRL Rwys 12-30

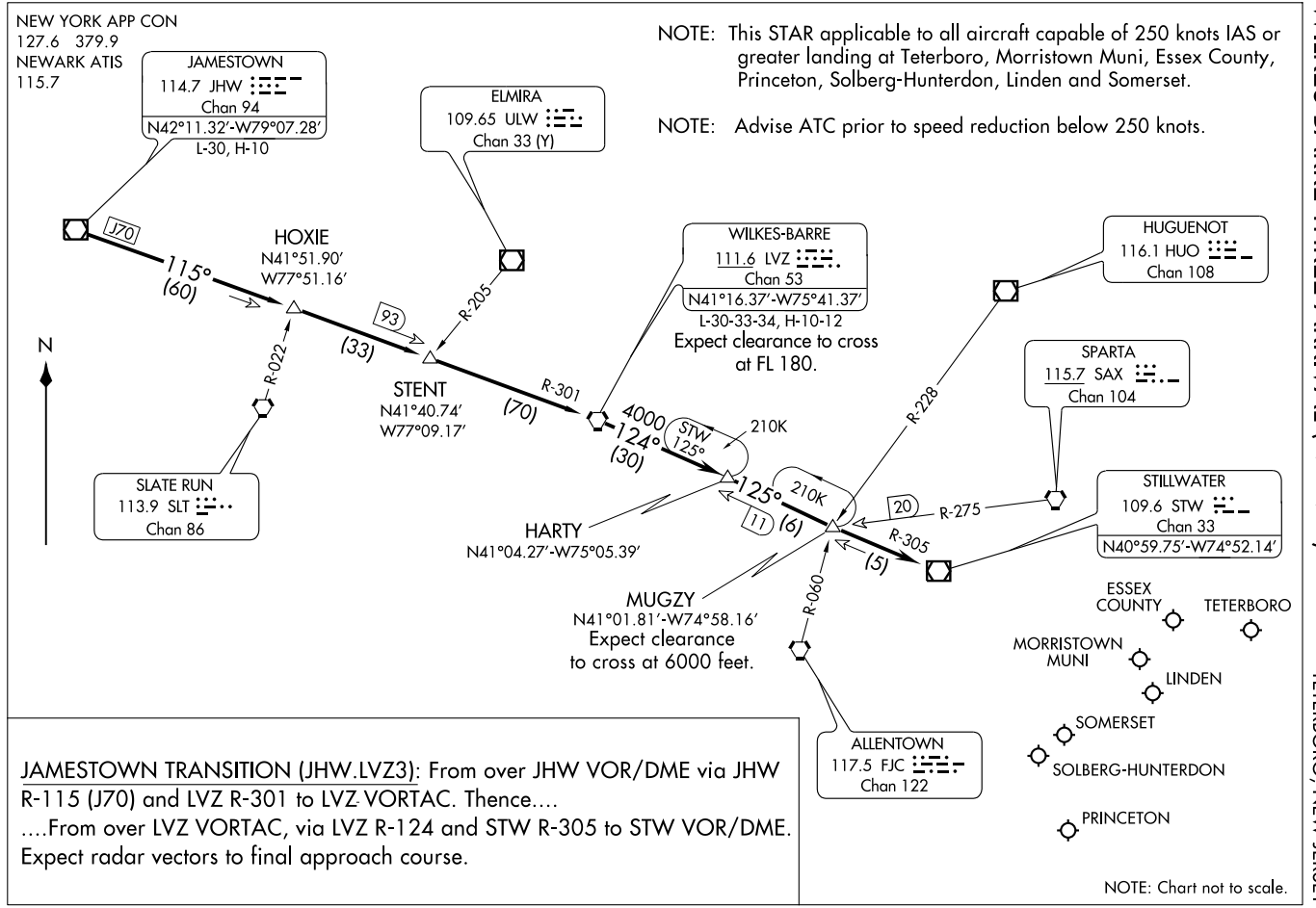
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

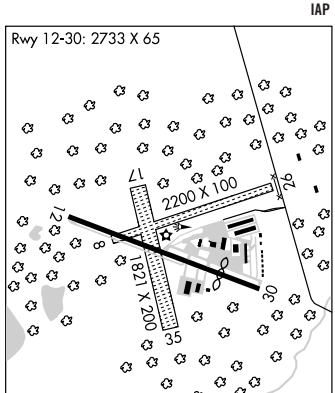
WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

SOMERVILLE

SOMERSET (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ **NEW YORK**
105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ **L–33A, 34H**
RWY 12–30: H2733X65 (ASPH) MIRL 0.7% up SE **IAP**
RWY 12: REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.
RWY 08–26: 2200X100 (TURF)
RWY 08: Tree. **RWY 26:** Tree.
RWY 17–35: 1821X200 (TURF) 0.3% up S
RWY 17: Trees. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.
WEATHER DATA SOURCES: ASOS 120.6 (908) 722–2139.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1–800–645–3206.



SOUTHERN CROSS (See WILLIAMSTOWN)

SOUTH JERSEY RGNL (See MOUNT HOLLY)

SPARTA N41°04.05′ W74°32.30′ NOTAM FILE MIV. **NEW YORK**
(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. **H–10I, L–33A, 34H**
RCO 122.5 (MILLVILLE RADIO)

SPITFIRE AERODROME (See PEDRICKTOWN)

STILLWATER N40°59.75′ W74°52.14′ NOTAM FILE MIV. **NEW YORK**
(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. **H–10I, L–33A, 34H**
DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.
RCO 122.1R 109.6T (MILLVILLE RADIO)

SUSSEX (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ **NEW YORK**
421 B S4 **FUEL** JET A NOTAM FILE MIV **L–33A, 34H**
RWY 03–21: H3499X75 (ASPH) MIRL 0.6% up SW **IAP**
RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.
RWY 21: REIL. Thld dsplcd 750′. Pole.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (973) 875–0859.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

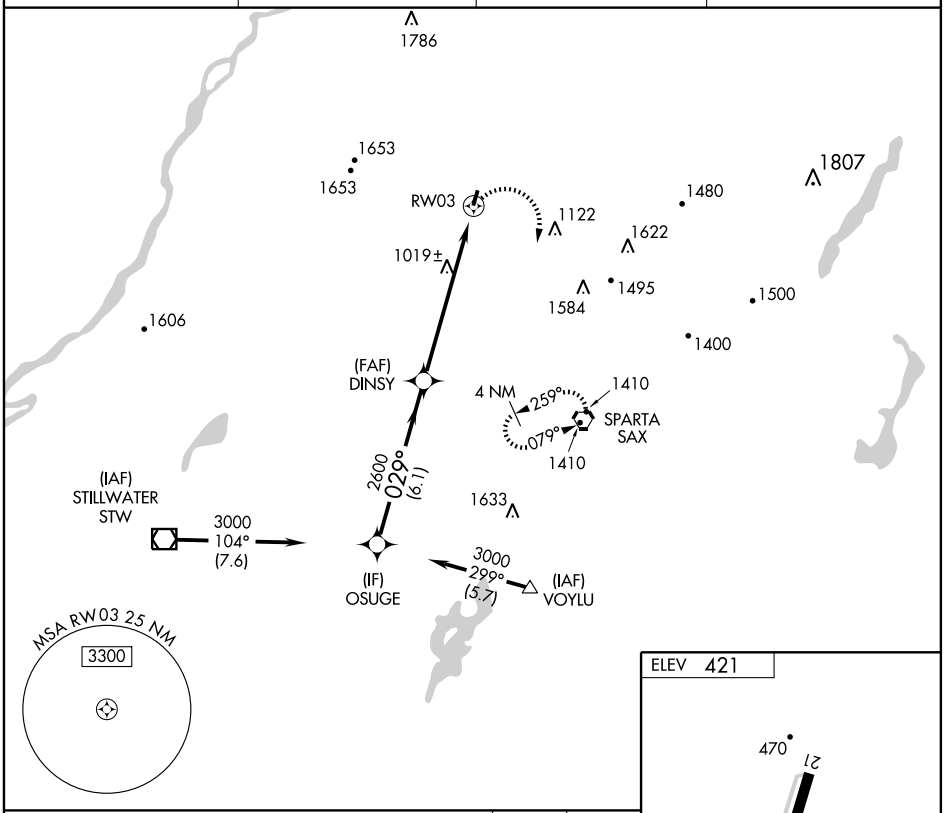
APP CRS	Rwy Idg	3042
029°	TDZE	420
	Apt Elev	421

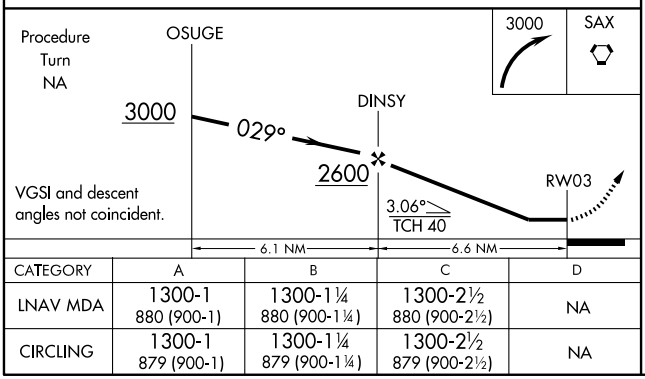
RNAV (GPS) RWY 3
SUSSEX (FWN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilites ¼ mile. and Cat C ½ mile.

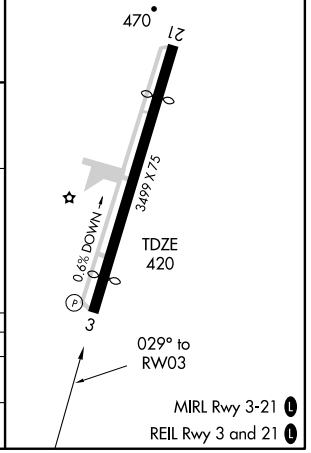
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

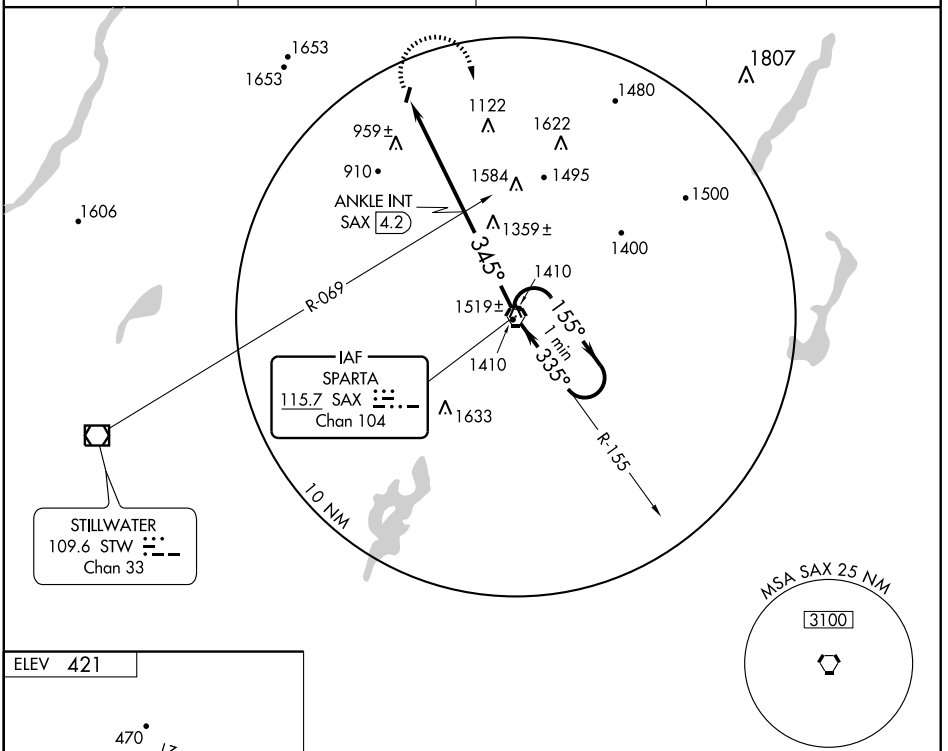
VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 421

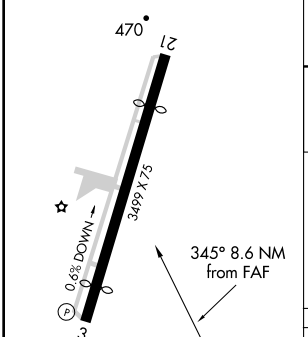
VOR-A
SUSSEX (FWN)

T A When local altimeter setting not received, use Teterboro altimter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilites ¼ mile and Cat C ½ mile.

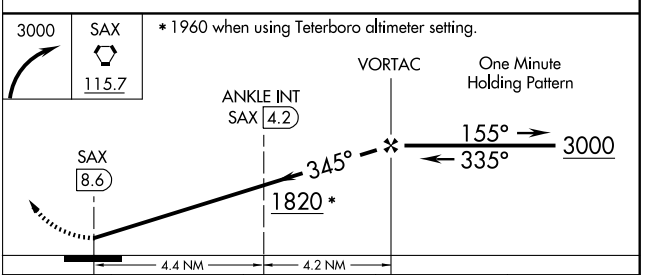
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725



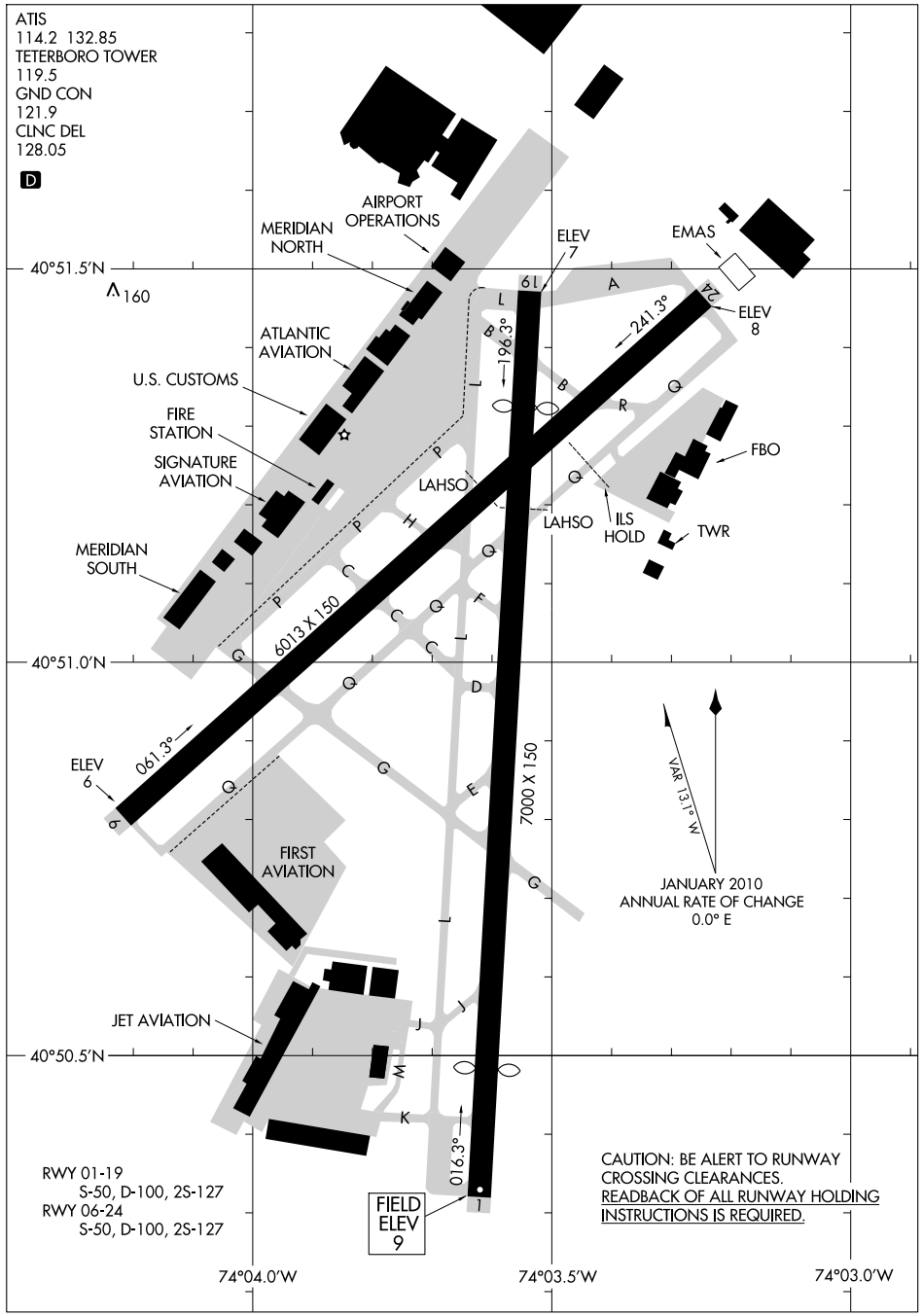


FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



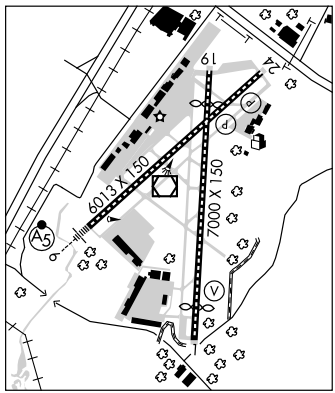
CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA
ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

TETERBORO (TEB) 1 SW UTC−5(−4DT) N40°51.01′ W74°03.65′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A **COPTER**
NOTAM FILE TEB **H–10I, 12J, L–33B, 34H**
RWY 01–19: H7000X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL **IAP, AD**
RWY 01: REIL. VASI(V4R)—GA 3.46° TCH 58′. Thld dsplcd 771′. Tree.
RWY 19: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 770′. Tree.
RWY 06–24: H6013X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL
RWY 06: MALSR. TDZL. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.2° TCH 43′ Antenna.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	06–24	4550
RWY 06	01–19	3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–7000	TODA–7000	ASDA–7000	LDA–6229
RWY 06:	TORA–6013	TODA–6013	ASDA–6013	LDA–6013
RWY 19:	TORA–7000	TODA–7000	ASDA–7000	LDA–6230
RWY 24:	TORA–6013	TODA–6013	ASDA–6013	LDA–6013

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

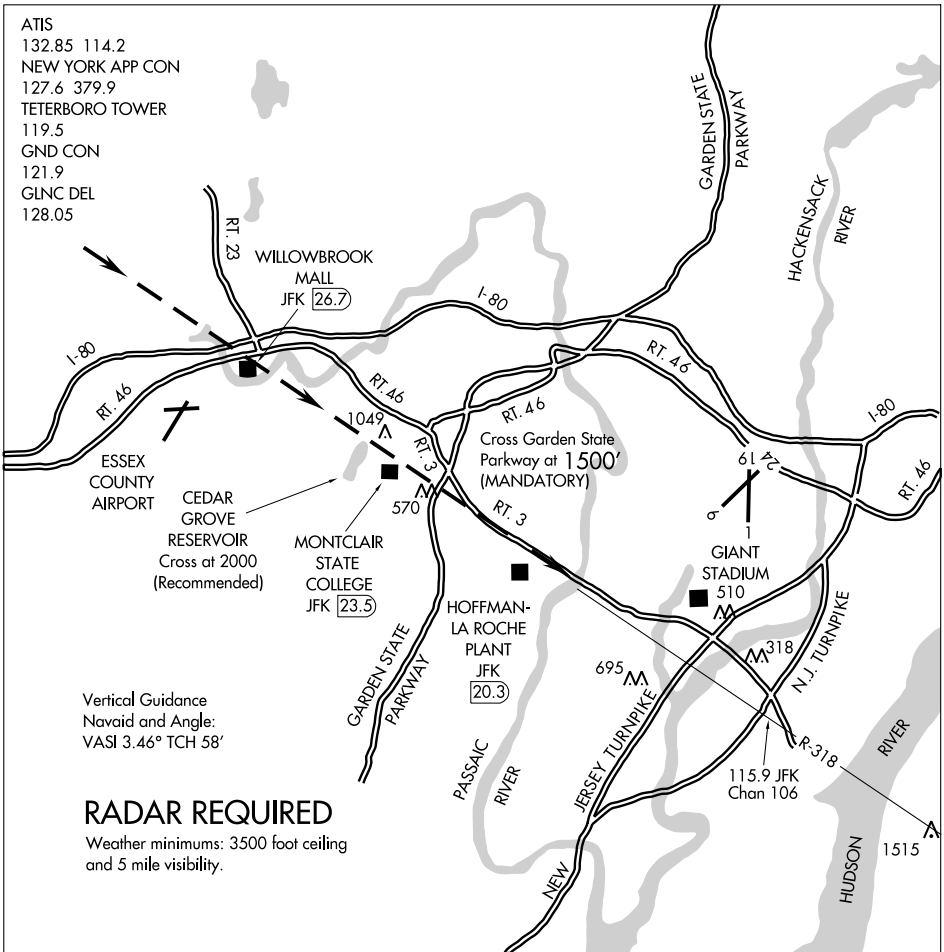
AIRPORT REMARKS: Attended continuously. CLOSED to motorless acft–uncontrolled acft and ultralight activity except by prior permission. All acft avoid hospital 1.7 mi N of Rwy 01–19. Deer and bird activity on and near arpt. Water ponding condition on pavement edges at intersection of Twy F and Twy L. Helicopter ops over residential areas blo 1000 ft MSL should be avoided. Daily continuous construction activity all quadrants. Acft and helicopter noise abatement rules in effect; ctc noise abatement office 201–393–0399/288–1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300–1200Z‡ and 90 db all other hrs. Stage I acft not permitted to opr at Teterboro Arpt. PPR for any acft operating above 100,000 pounds. Rwy 06 touchdown rwy visual range avbl. ARFF Index B equipment coverage provided. TPA–1500 (1491) for large/turbine acft; 1000 (991) for all others. Rwy 01–19 dsplcd thld centerline lgts OTS indef. Twy G CLOSED east of Rwy 19 indef. Twy M clsd indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart, and Terminal Area Graphic Notice. Wake Turbulence for Intersection Departures.

COMMUNICATIONS: D–ATIS 132.85 114.2
RCO 122.65 122.2 (MILLVILLE RADIO).
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 126.7 119.2
TOWER 119.5 125.1 **GND CON** 121.9 **CLNC DEL** 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
(T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ at fld. 10/11W.
VOR/DME unusable 081°–120° blo 4000′, 121°–180° blo 3000′.
DME unusable 060°–080° byd 22 NM blo 2500′
TORBY NDB (LOM) 214 TE N40°48.27′ W74°07.95′ 062° 4.3 NM to fld. Unusable byd 10 NM.
ILS/DME 110.15 I–TJL Chan 38(Y) Rwy 19. Class IE.
ILS 108.9 I–TEB Rwy 06. Class IE. LOM TORBY NDB. LOM unusable byd 10 NM. LOC unusable byd 15° left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800′ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

CEDAR GROVE VISUAL RWY 1



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

COPTER ILS or LOC RWY 6

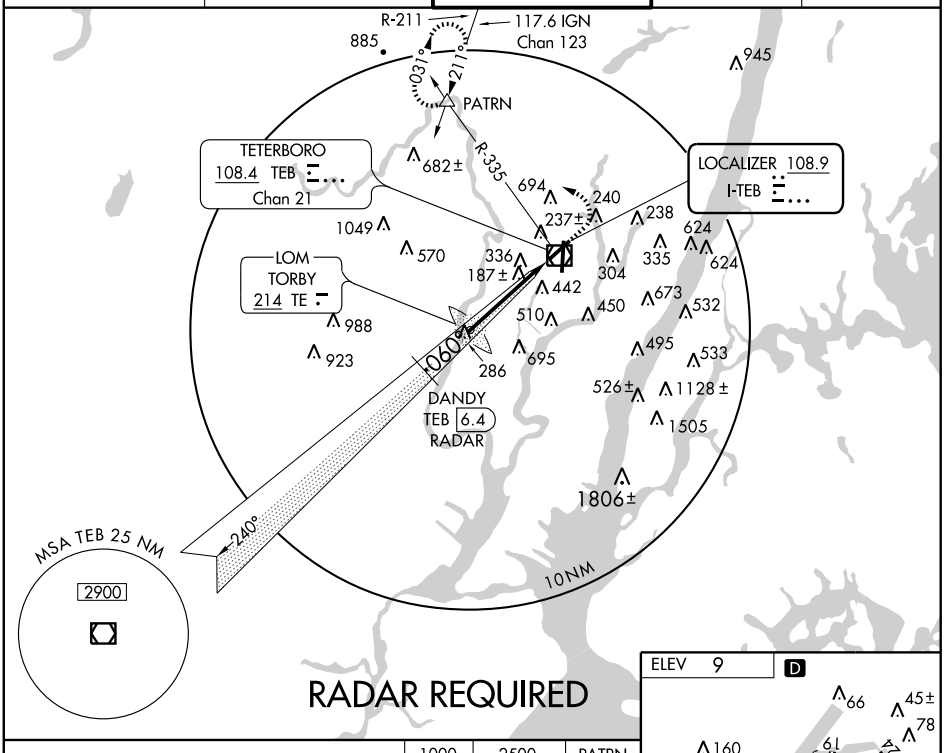
TETERBORO (TEB)

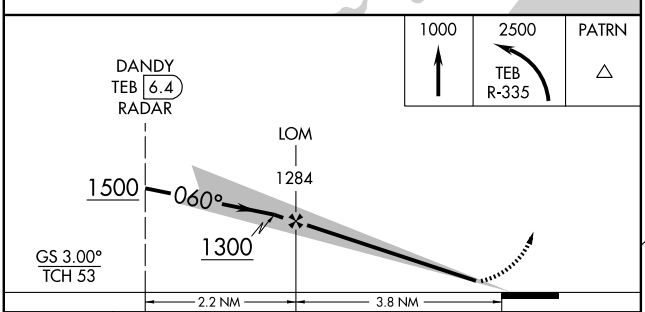
NA — DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR REQUIRED. Inoperative table does not apply to S-LOC 6.

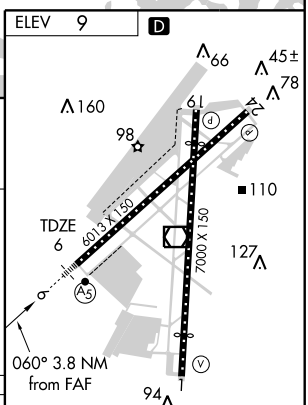
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05







TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwys 1-19 and 6-24

CATEGORY	COPTER
S-ILS 6	206/12 200 (200-¼)
S-LOC 6	440/24 434 (500-½)
CIRCLING	NA

FAF to MAP 3.8 NM

Knots	45	60	75	90	105
Min:Sec	5:04	3:48	3:02	2:32	2:10

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TEB	APP CRS	Rwy Idg	6013
108.9	060°	TDZE	6
		Apt Elev	9

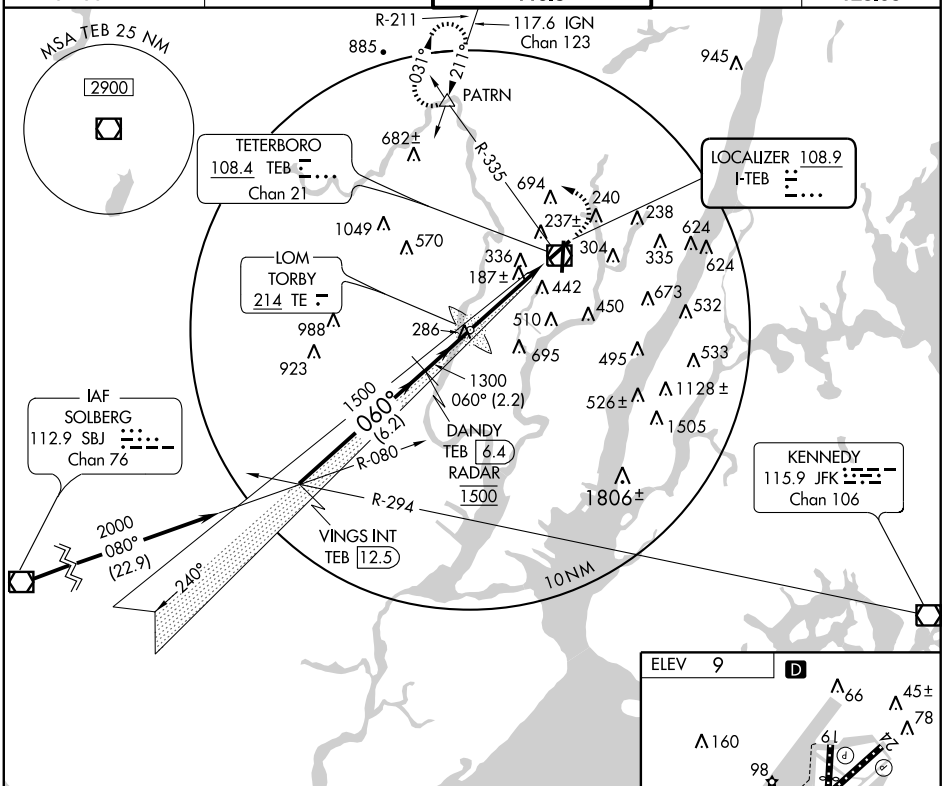
ILS or LOC RWY 6
TETERBORO (TEB)

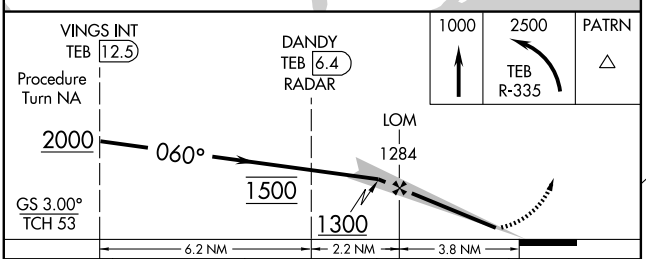
DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR required.
Circling NA Cats B, C, and D northwest of Rwys 6 and 19.

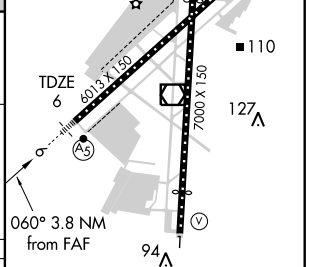
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
S-ILS 6		206/18	200 (200-½)	
S-LOC 6	440/24	434 (500-½)	440/40 434 (500-¾)	440/50 434 (500-1)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

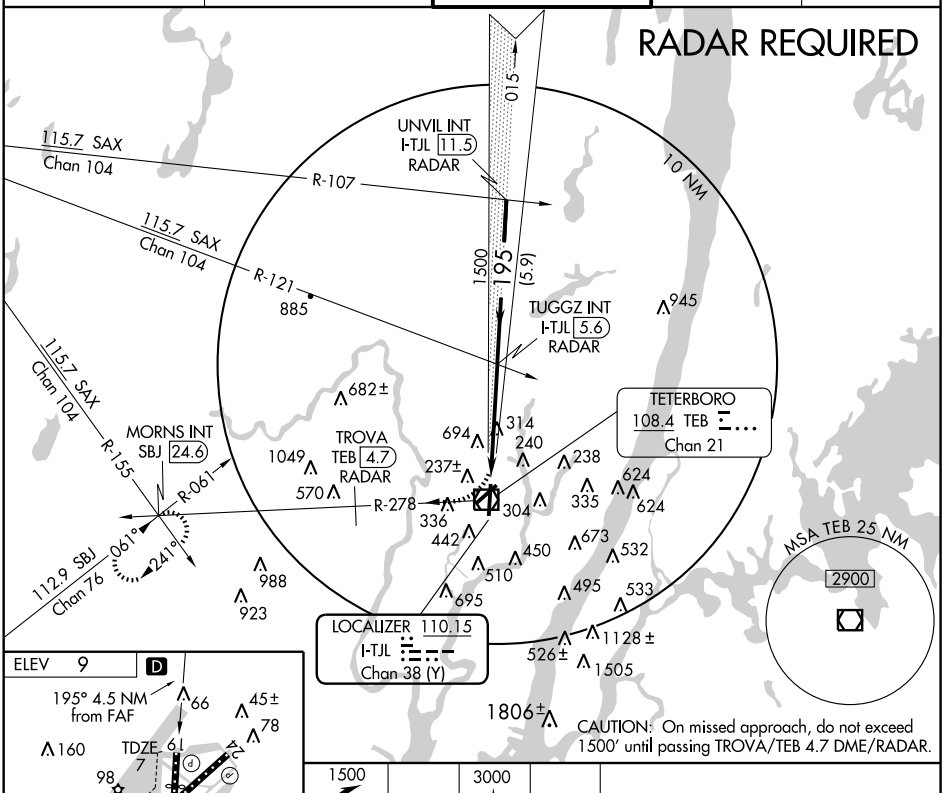
LOC/DME I-TJL	APP CRS	Rwy Idg	6230
110.15	195°	TDZE	7
Chan 38 (Y)		Apt Elev	9

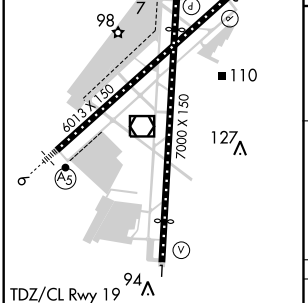
ILS RWY 19
TETERBORO (TEB)

Circling not authorized Cats. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/ RADAR, then climb to 3000 via TEB R-278 to MORNS Int and hold.

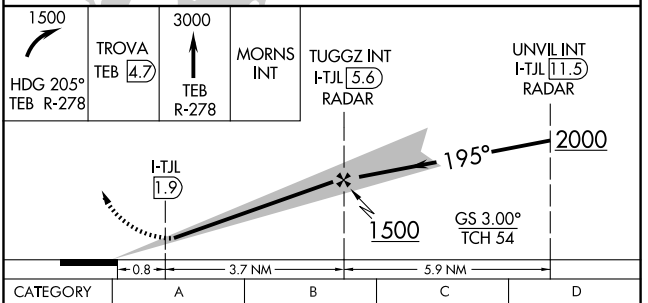
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 19	307-1 300 (300-1)			
S-LOC 19	580-1 573 (600-1)		580-1½ 573 (600-1½)	580-1¾ 573 (600-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

JAIKE TWO ARRIVAL (RNAV)

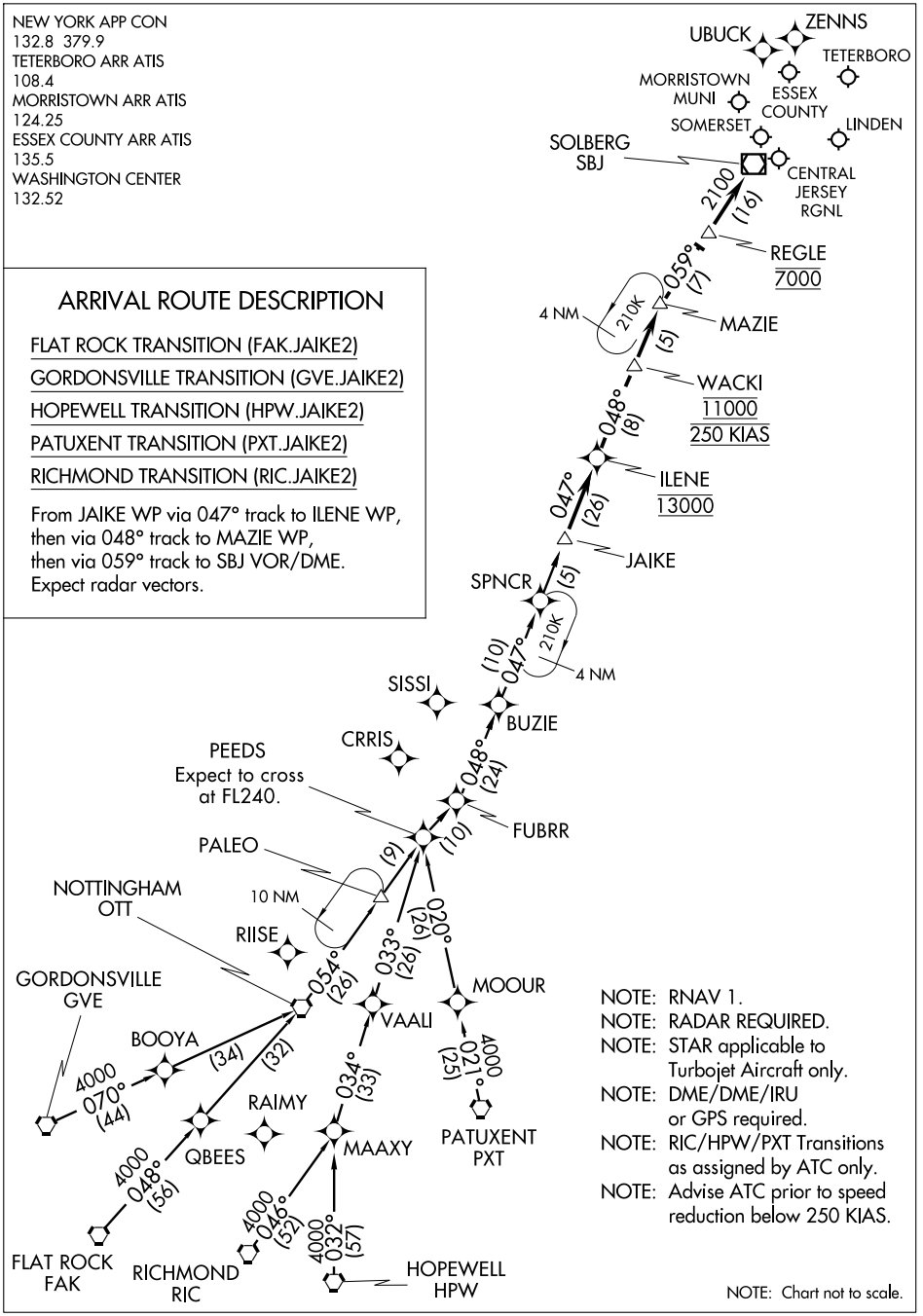
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

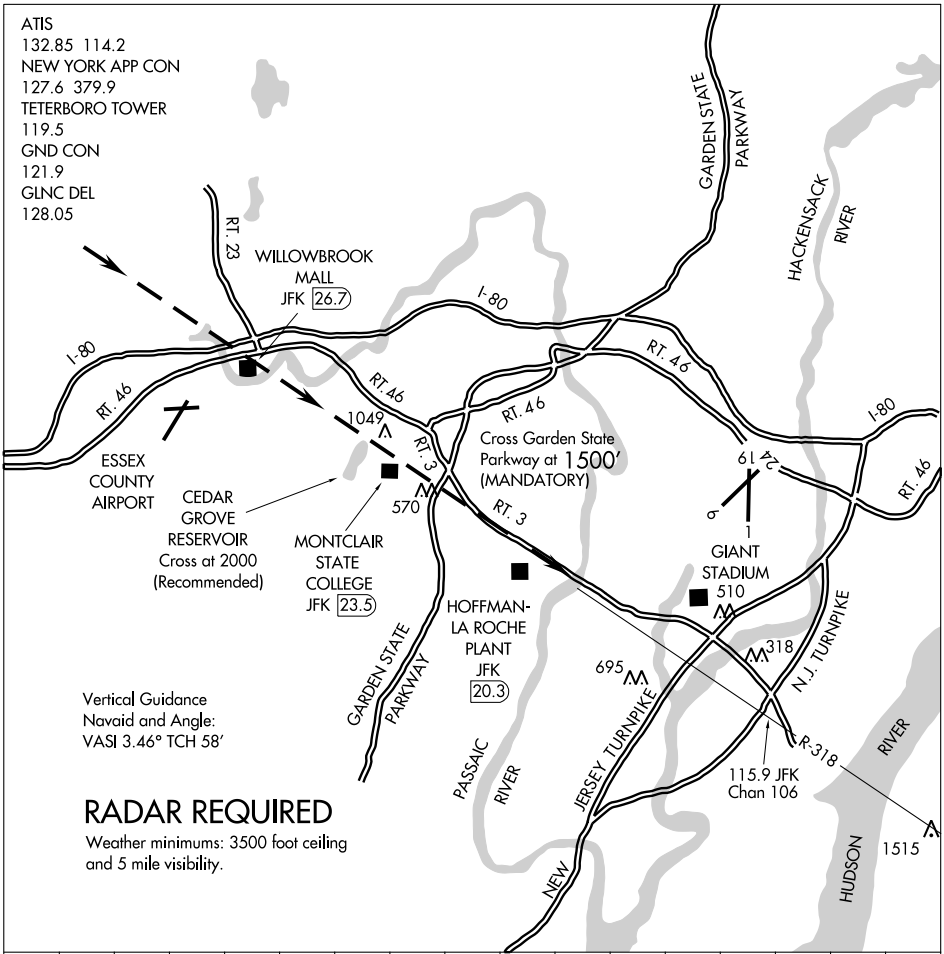
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

PASSAIC RIVER VISUAL RWY 6

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6013
CH 65707	060°	TDZE	6
W06A		Apt Elev	9

RNAV (GPS) Y RWY 6

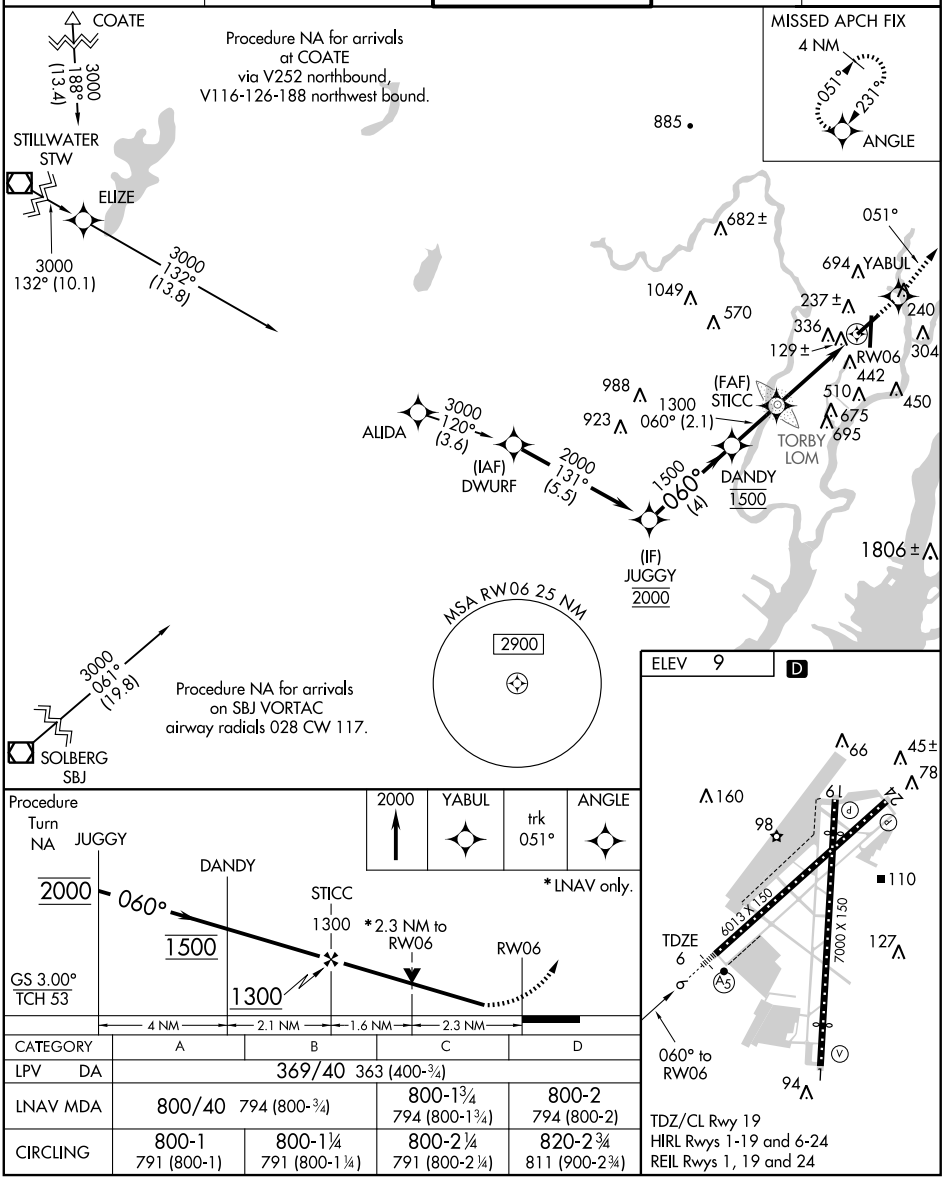
TETERBORO (TEB)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
LPV DA	369/40 363 (400-¾)			
LNAV MDA	800/40 794 (800-¾)		800-1¾ 794 (800-1¾)	800-2 794 (800-2)
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6230
195°	TDZE	7
	Apt Elev	9

RNAV (RNP) RWY 19

TETERBORO (TEB)

Missed Approach requires RNP less than 1.0. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNS and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05

NE-2, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at COATE via V116-126-188 northwest bound.

(RNP 0.30) COATE

3000 127° (14.3)

3000 095° (21)

(RNP 0.30) STILLWATER STW

3000 095° (12)

(IAF) LELME

(IF) COMOK

2000 155° (6)

MSA RW19 25 NM 2900

HOOTH

885

1500 180° (3)

(FAF) ALSIW

945

195° (3.8)

(MAP) JAPIR

682±

694

1049

179±

240 238

624

237

304 335

624

570

336

442 450

673

532

510

495

533

695

526±

1128±

1505

1806±

3000 036° (11.1)

SHOTT

3000 044° (20)

(RNP 0.30) SOLBERG SBJ

MORNS

061° 241° 4 NM

306° (5.9)

FOXIB

988

923

(9.1)

Procedure NA for arrivals at SBJ VOR/DME on airway radials 028 CW 054.

ELEV 9 D

66 45± 78 160 TDZE 7 61 98 110 127 94

6013 X 150

7000 X 150

TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

VGSI and RNAV glidepath not coincident.

1500	FOXIB	3000	MORNS
		trk 306°	

COMOK 3000 155° HOOTH 2000 180° ALSIW 1500 195° JAPIR 1500

Procedure Turn NA

GP 3.00° TCH 54

6 NM 3 NM 4 NM 0.5

CATEGORY	A	B	C	D
RNP 0.10 DA	500-1¾ 493 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	6013
060°	TDZE	6
	Apt Elev	9

RNAV (RNP) Z RWY 6

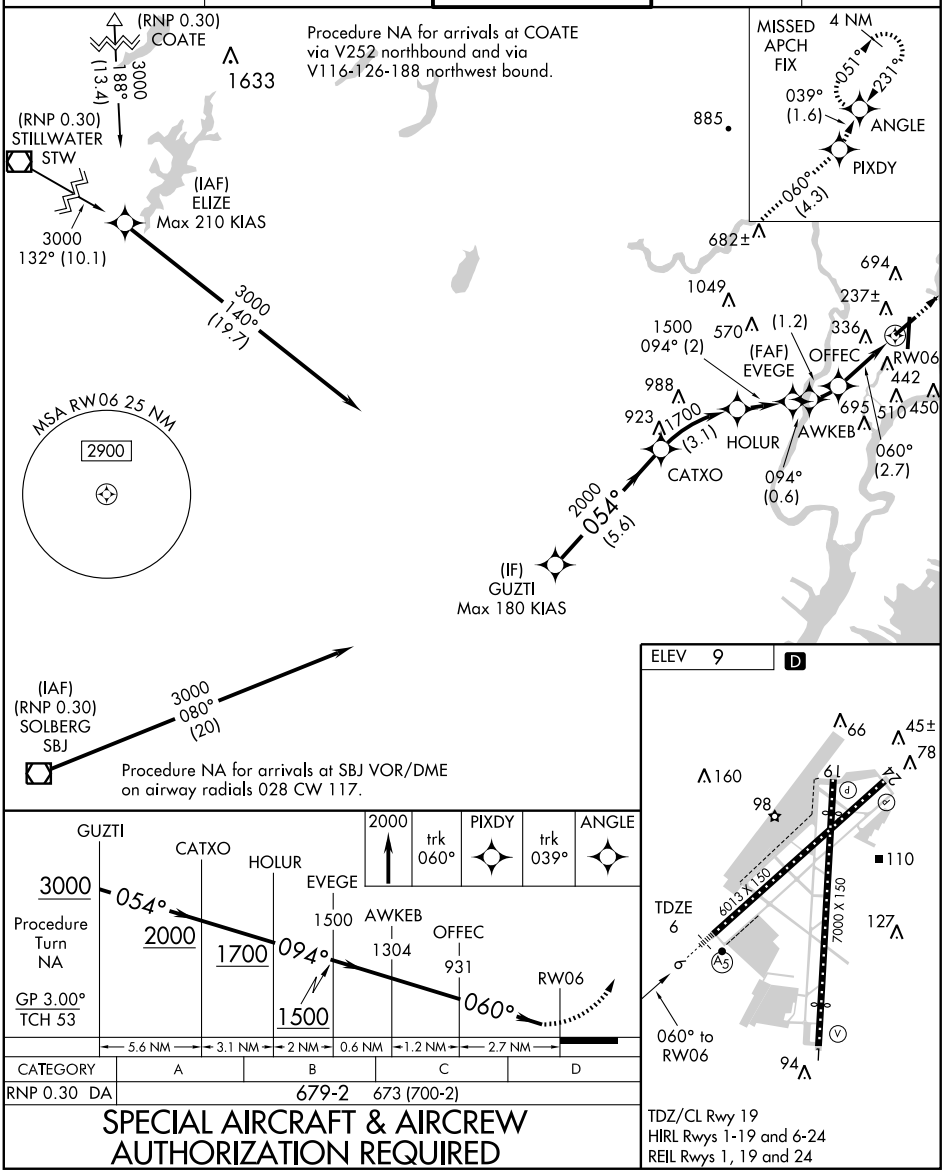
TETERBORO (TEB)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
RNP 0.30 DA	679-2	673 (700-2)		

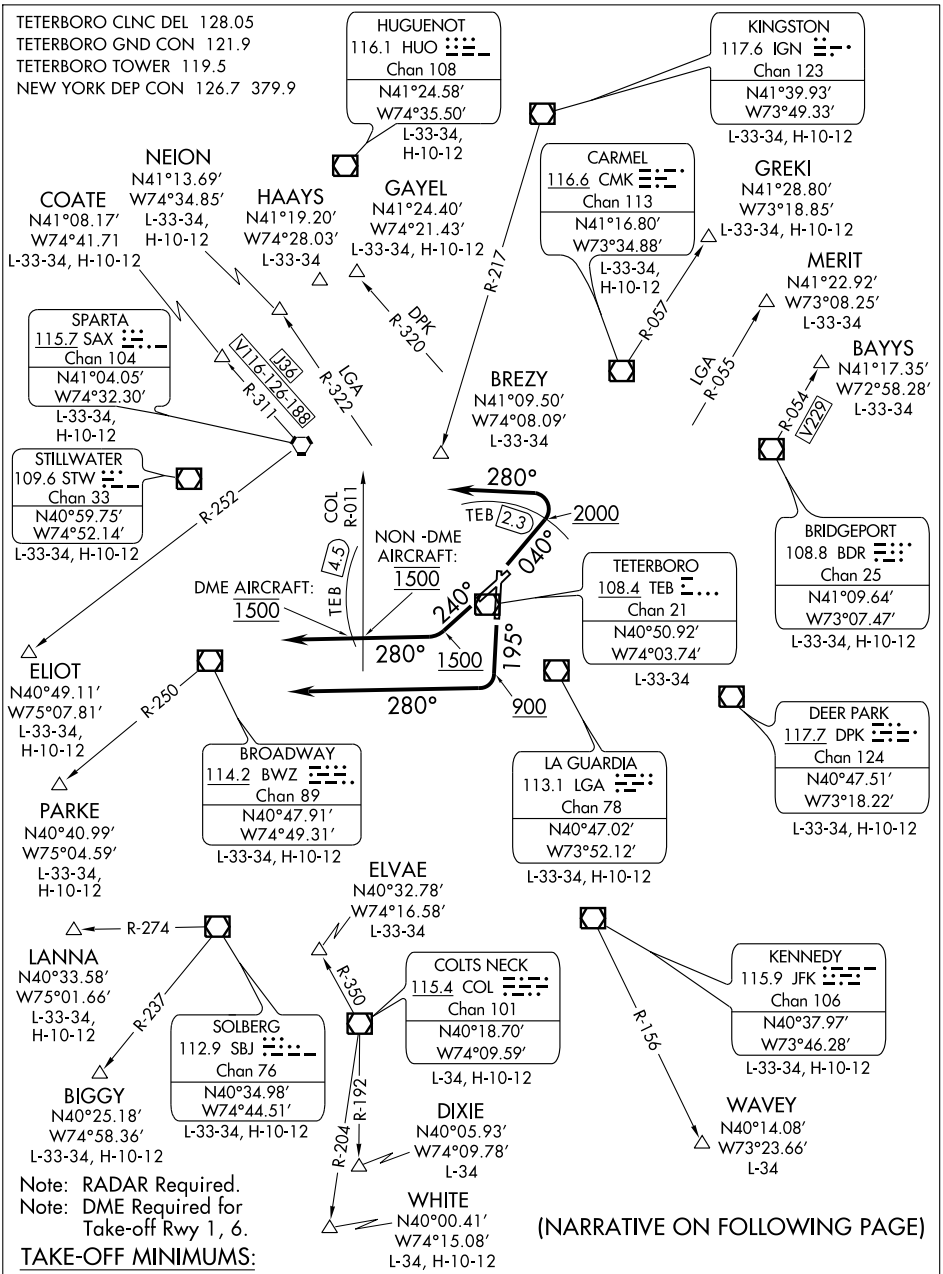
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RUUDY TWO DEPARTURE (RNAV)

RUUDY TWO DEPARTURE (RNAV)
(RUUDY2.RUUDY) 10210
TETERBORO, NEW JERSEY
TETERBORO (TEB)
NE-2, 21 OCT 2010 to 18 NOV 2010



Note: RADAR Required.
Note: DME Required for Take-off Rwy 1, 6.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 1, 6: Standard with minimum climb of 500′ per NM to 1500.
Rwy 19: 600-2¼ or Standard with minimum climb of 352′ per NM to 700.
Rwy 24: Standard. ATC climb of 360′ per NM to 1500.

Note: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence . . . .
. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195′ from DER, 507′ left of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ right of centerline, up to 44′ AGL/53′ MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235′ from DER, 10′ left of centerline, up to 106′ AGL/115′ MSL. Building, poles and trees beginning 335′ from DER, 101′ right of centerline, up to 92′ AGL/101′ MSL.

Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ left of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ right of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1621′ right of centerline, 500′ AGL′/510′ MSL.

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

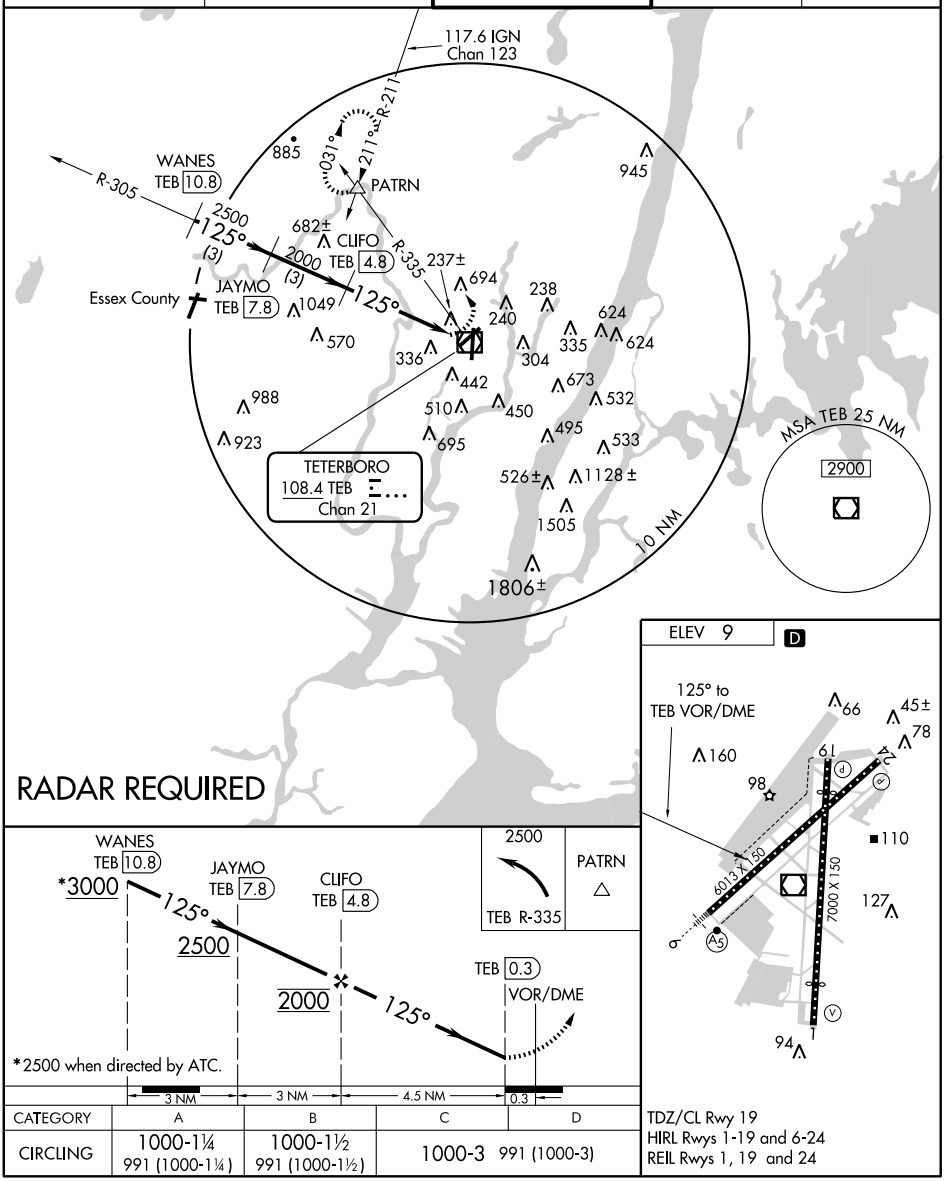
VOR/DME TEB	APP CRS	Rwy Idg	N/A
108.4	125°	TDZE	N/A
Chan 21		Apt Elev	9

VOR/DME-A
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 991 (1000-1¼)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

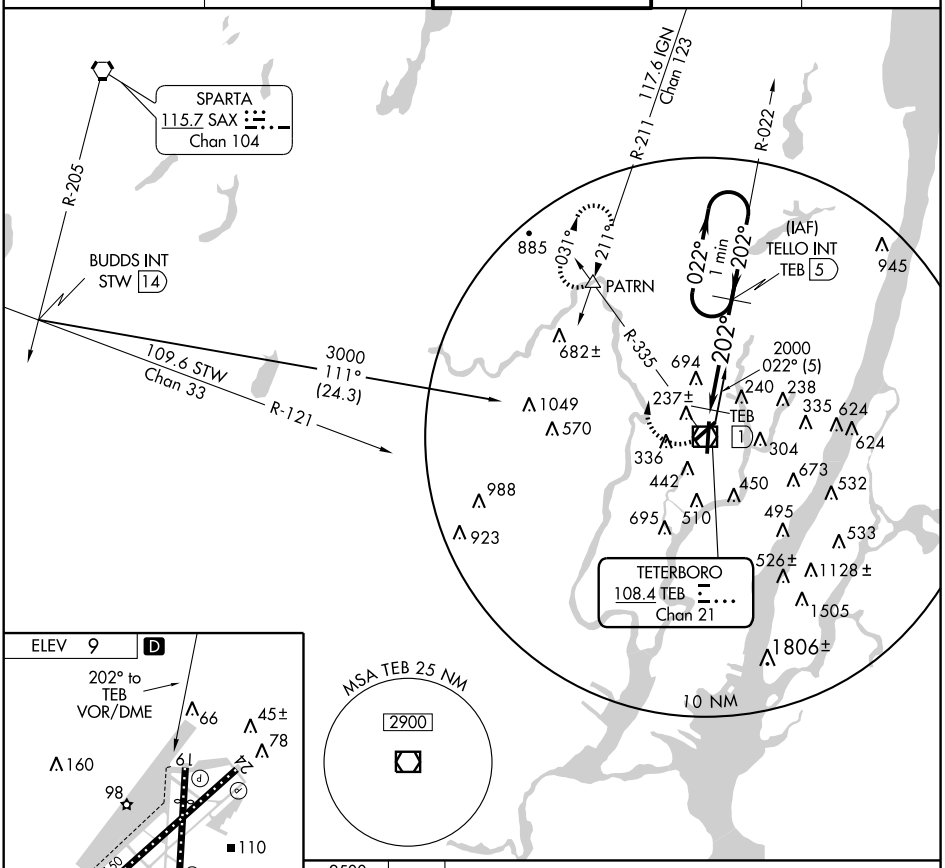
VOR/DME TEB 108.4 Chan 21	APP CRS 202°	Rwy Idg N/A TDZE N/A Apt Elev 9

VOR/DME-B
TETERBORO (TEB)

Circling NA Cat. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TEB 108.4 Chan 21	APP CRS 064°	Rwy Idg 6013 TDZE 6 Apt Elev 9

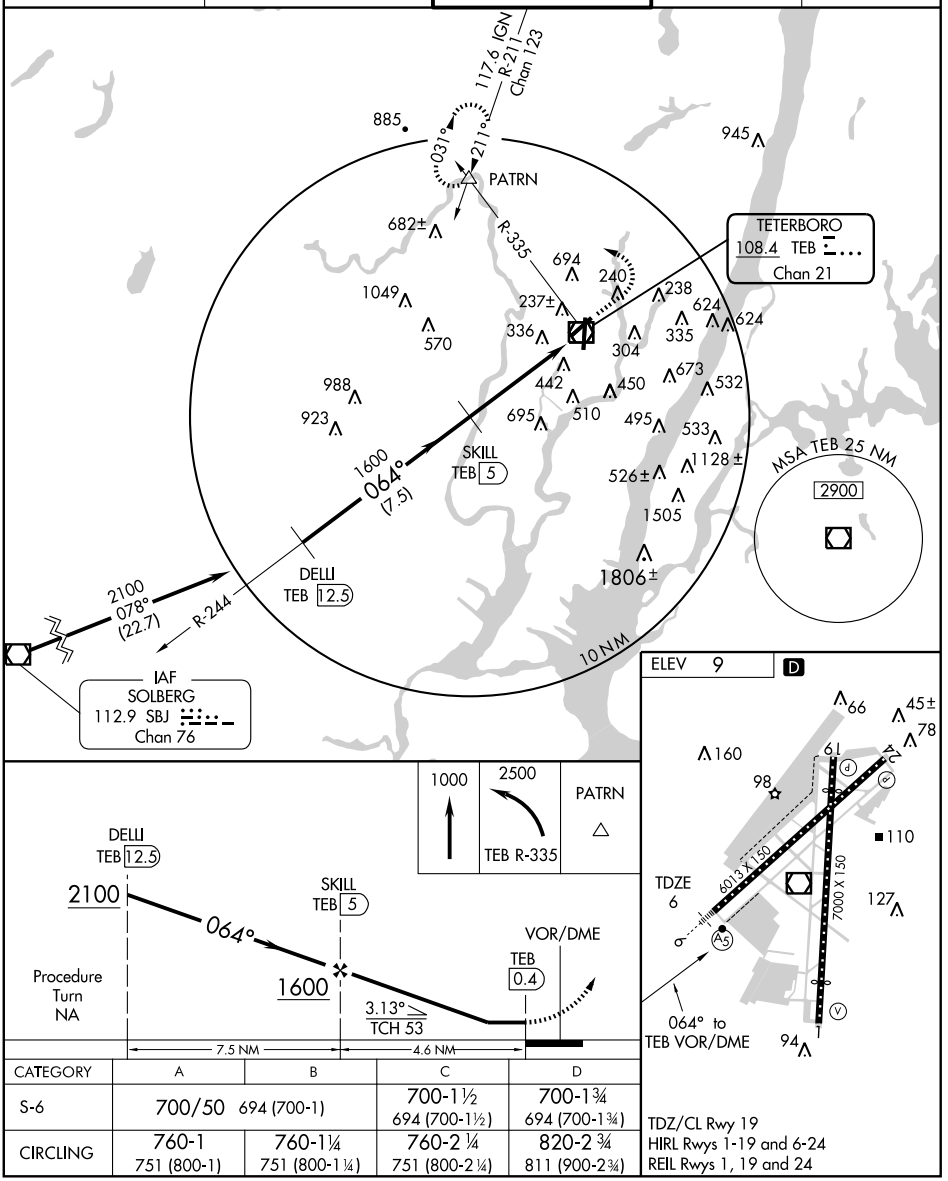
VOR/DME RWY 6
TETERBORO (TEB)

Circling NA Cats B, C and D NW of Rwys 6 and 19.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
S-6	700/50 694 (700-1)		700-1½ 694 (700-1½)	700-1¾ 694 (700-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2 ¼ 751 (800-2 ¼)	820-2 ¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TEB	APP CRS	Rwy Idg	6013
108.4	231°	TDZE	8
Chan 21		Apt Elev	9

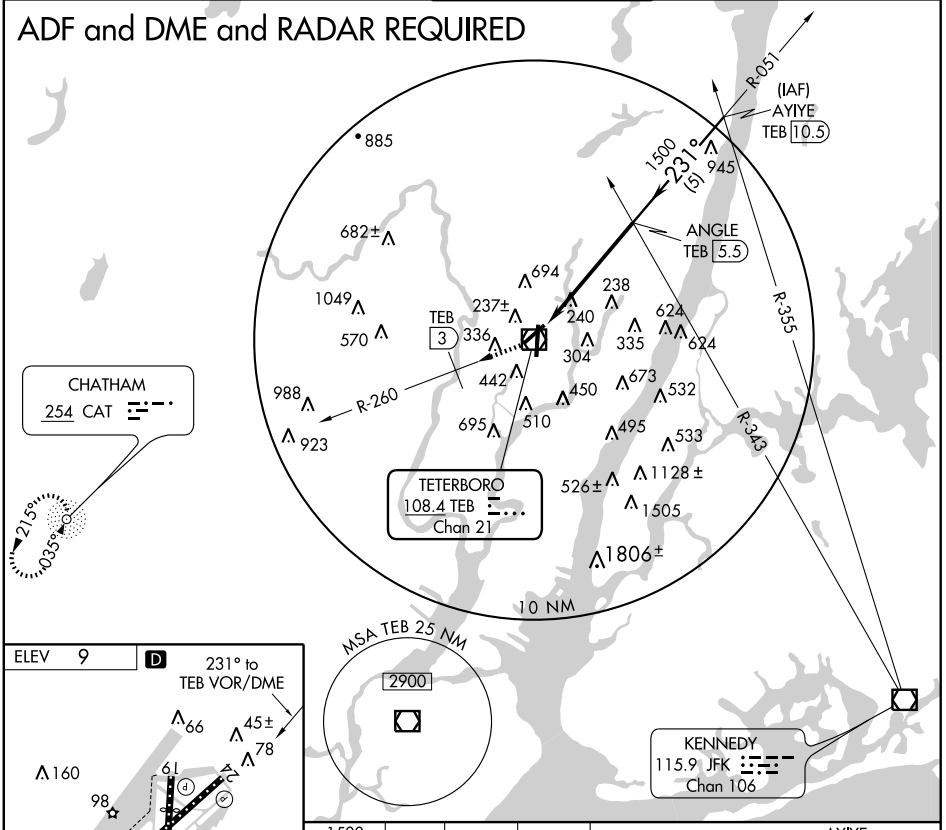
VOR RWY 24
TETERBORO (TEB)

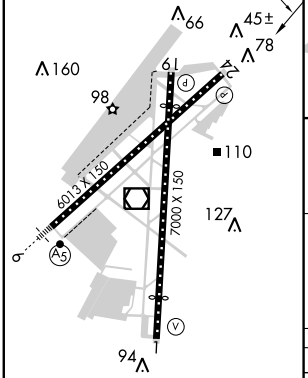
Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

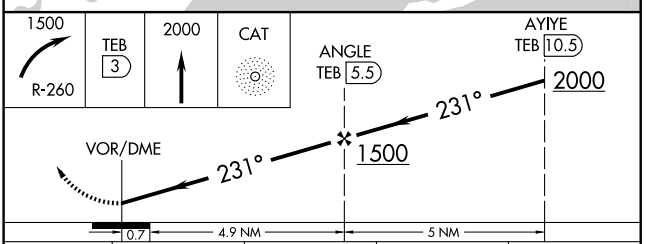
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05

ADF and DME and RADAR REQUIRED





TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



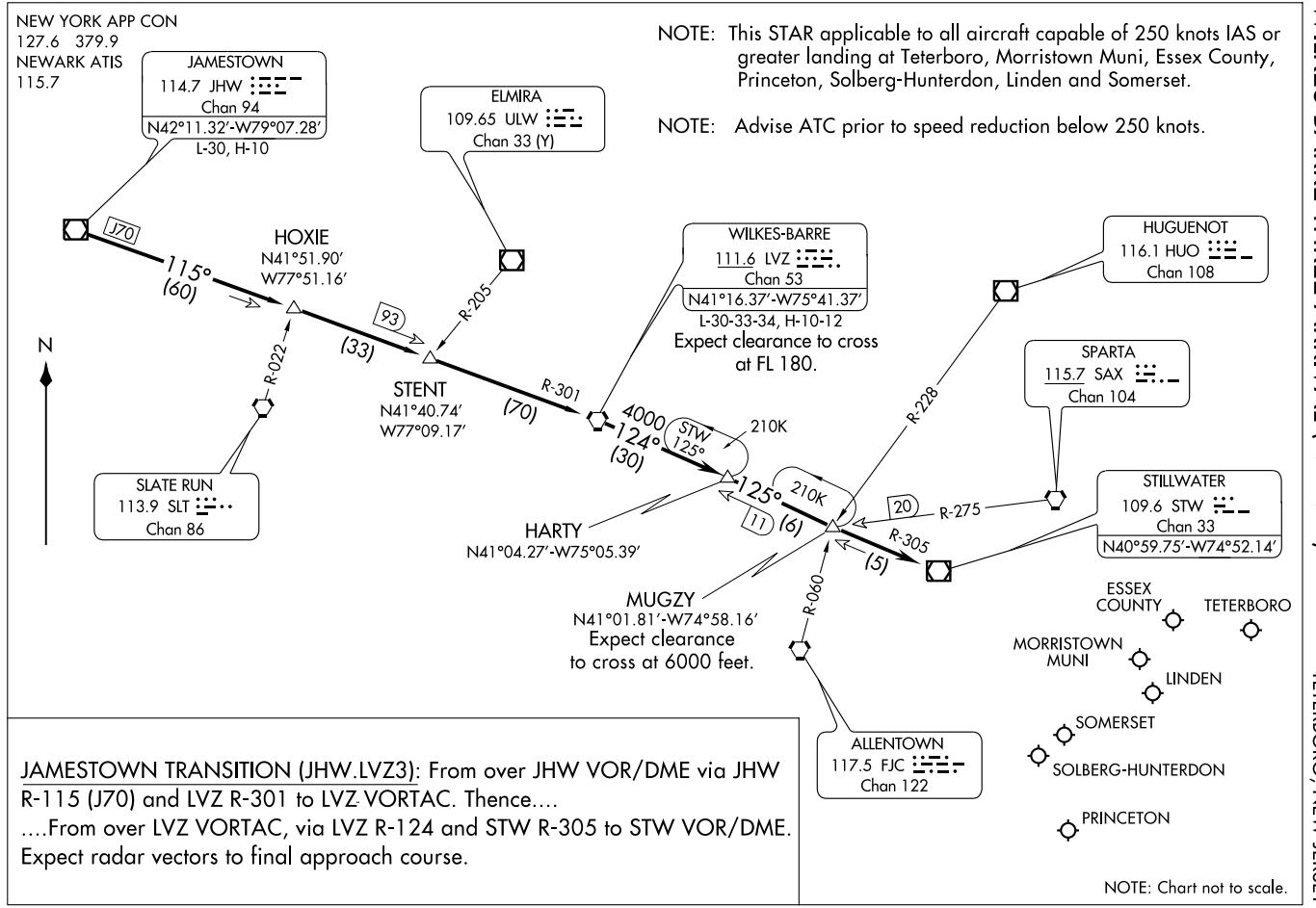
CATEGORY	A	B	C	D
S-24	500-1 492 (500-1)		500-1¼ 492 (500-1¼)	500-1½ 492 (500-1½)
CIRCLING	760-1 751 (800-1)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

TOMS RIVER

ROBERT J. MILLER AIR PARK (MJX) 5 SW UTC−5(−4DT) N39°55.65′ W74°17.54′

WASHINGTON
H–10I, 12J, L–34G
IAP

82 B S4 **FUEL** 100LL, JET A OX 3 TPA—1000(918) NOTAM FILE MJX

RWY 06–24: H5949X100 (ASPH) S–12 HIRL

RWY 06: MALSR. PAPI(P2L)—GA 3.0° TCH 53′.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.875 (732) 244–4450.

COMMUNICATIONS: CTAF/UNICOM 122.7

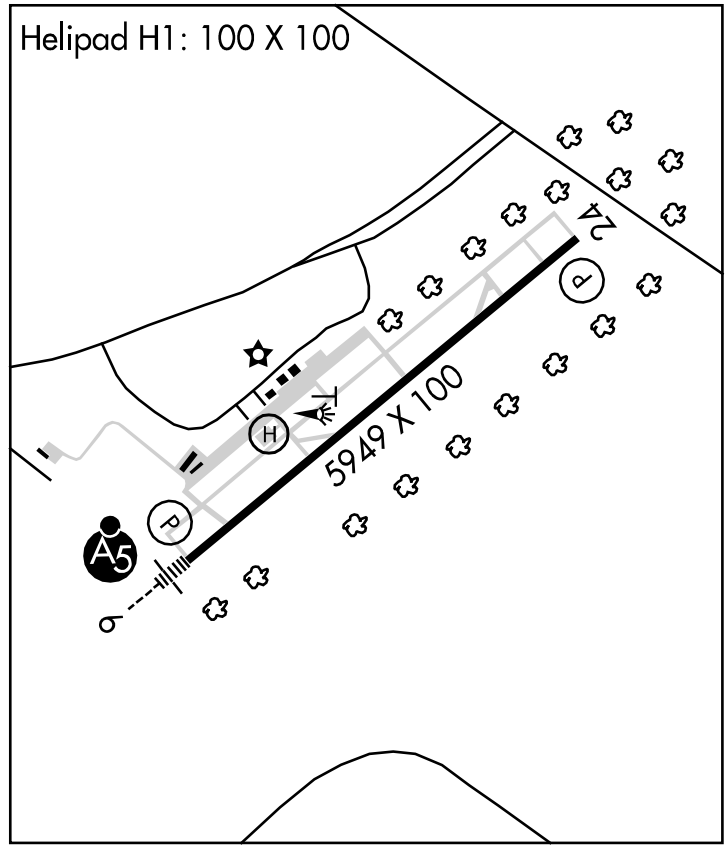
Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (NEW YORK FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 054° 9.2 NM to fld. 210/10W.

ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.



HELIPAD H1: H100X100 (ASPH–GRVL)

HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TORBY N40°48.27′ W74°07.95′ NOTAM FILE TEB.

NDB (LOM) 214 TE 062° 4.3 NM to Teterboro. Unusable byd 10 NM.

TRENN N40°12.76′ W74°53.91′ NOTAM FILE TTN.

NEW YORK
L–34G

NDB (LOM) 369 TT 057° 5.5 NM to Trenton Mercer. Unmonitored.

LOC I-MJX	APP CRS	Rwy Idg	5949
109.9	061°	TDZE	82
		Apt Elev	82

ILS RWY 6

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.

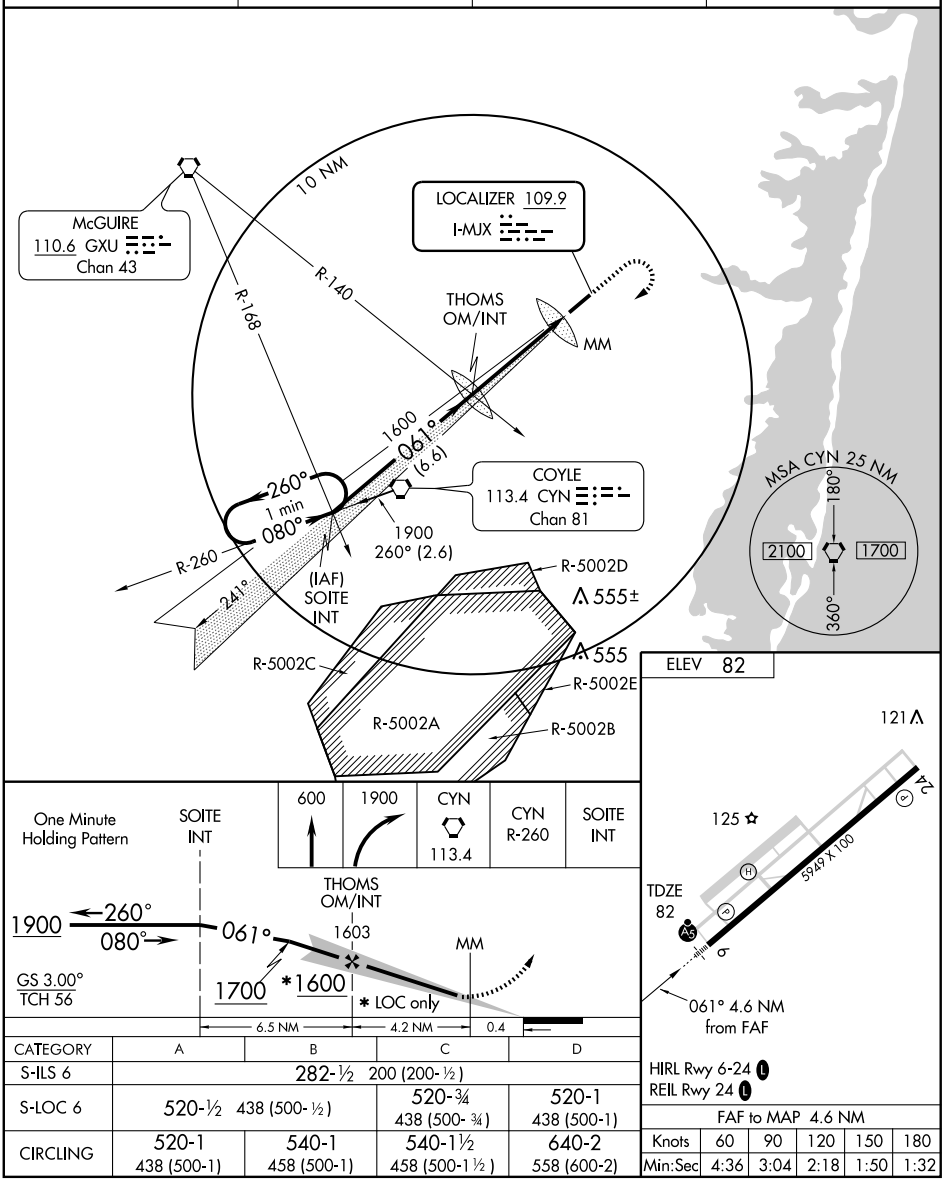
NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725

NE-2, 21 OCT 2010 to 18 NOV 2010

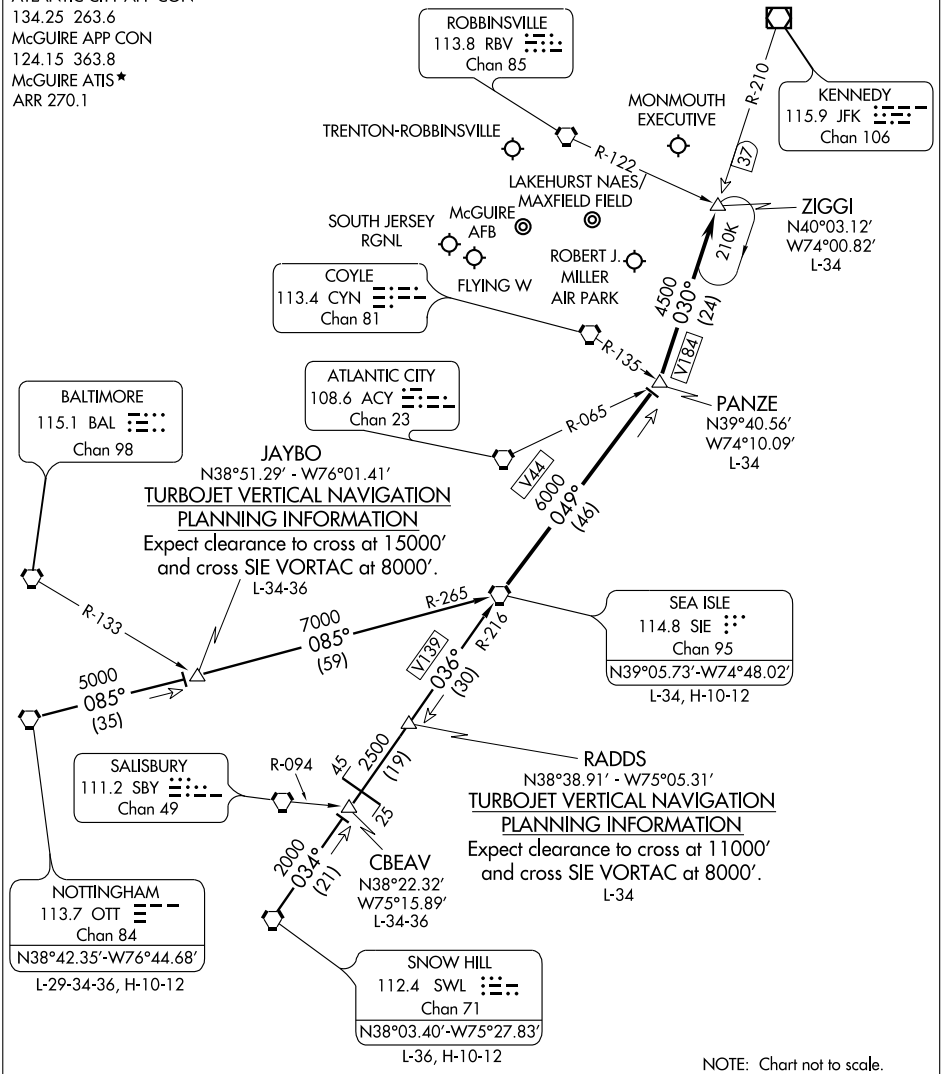


CATEGORY	A	B	C	D
S-ILS 6	282-½ 200 (200-½)			
S-LOC 6	520-½ 438 (500-½)		520-¾ 438 (500-¾)	520-1 438 (500-1)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L

REIL Rwy 24 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	054°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 6

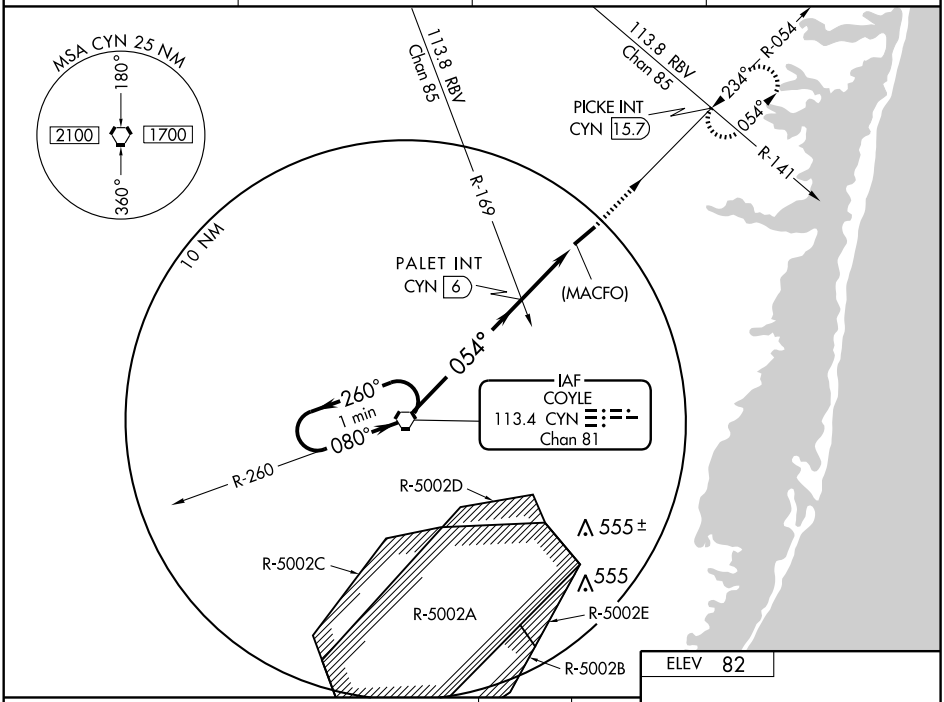
TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

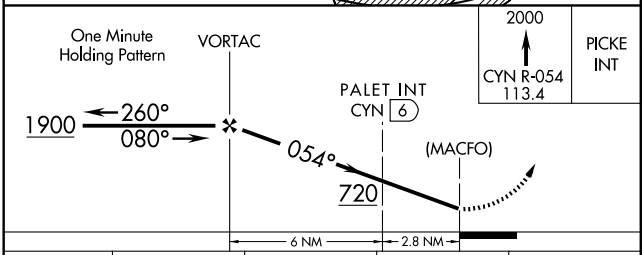
Use McGuire AFB altimeter setting.
ACTIVATE MALS Rwy 6 UNICOM.
NA Inoperative table does not apply to CAT C.

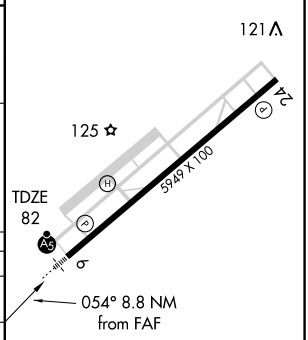
MALSR

MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-6	720-¾ 638 (700-¾)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
DUAL VOR or VOR/DME MINIMA				
S-6	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CYN	APP CRS	Rwy Idg	5949
113.4	234°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 24

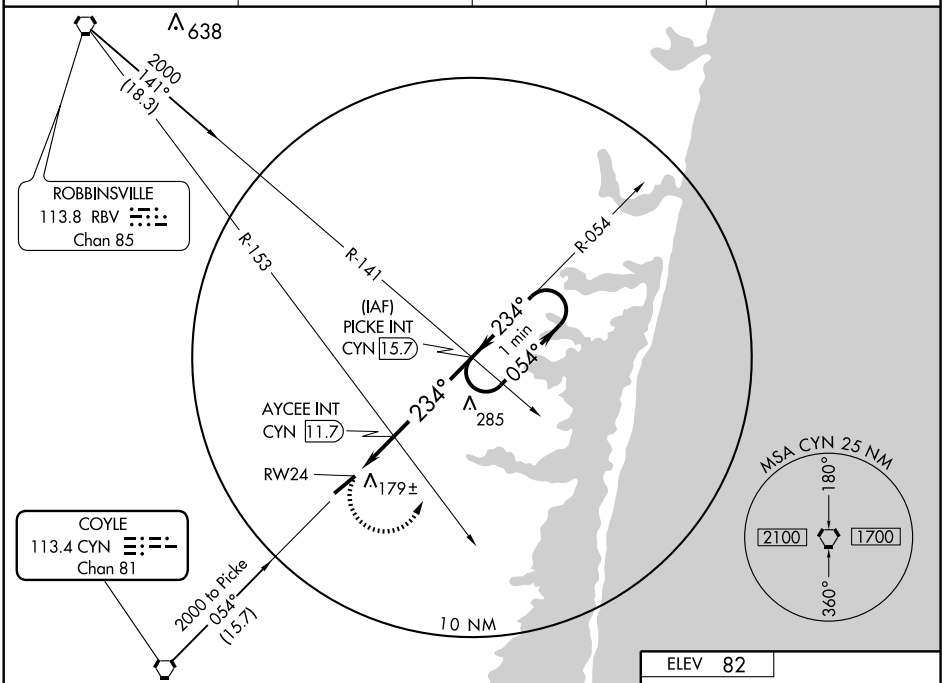
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

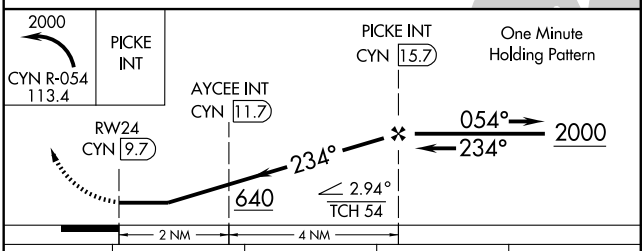
NA

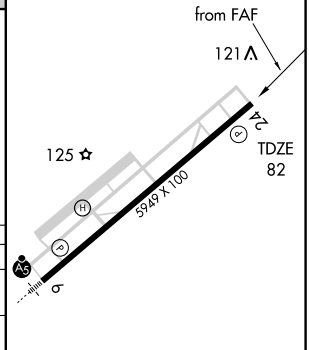
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-24	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)
DUAL VOR OR DME MINIMUMS				
S-24	480-1 398 (400-1)			480-1¼ 398 (400-1¼)
CIRCLING	540-1 458 (500-1)		540-1½ 458 (500-1½)	640-2 558 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

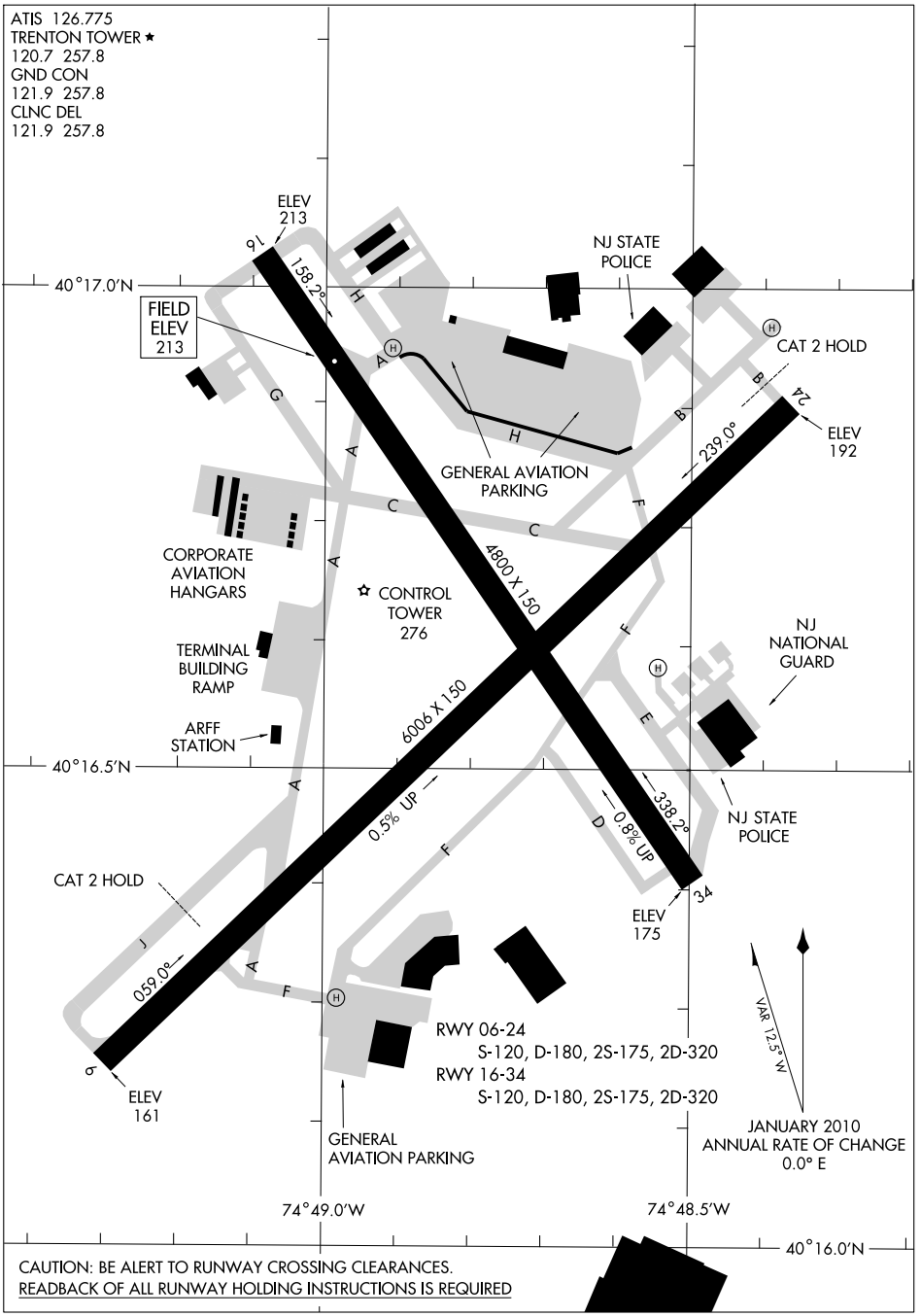
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

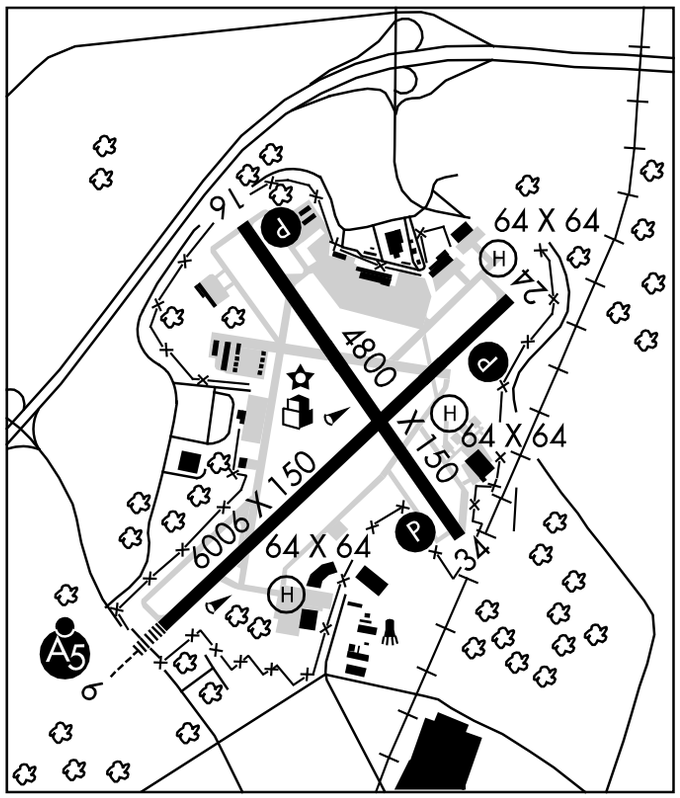


NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

TRENTON MERCER (TTN) 4 NW UTC−5(−4DT) N40°16.60′ W74°48.81′ NEW YORK

213 B S4 **FUEL** 100LL, JET A OX 2,4 TPA—See Remarks Class I, ARFF Index A **H–10I, 12J, L–34G, A**
NOTAM FILE TTN **IAP, AD**

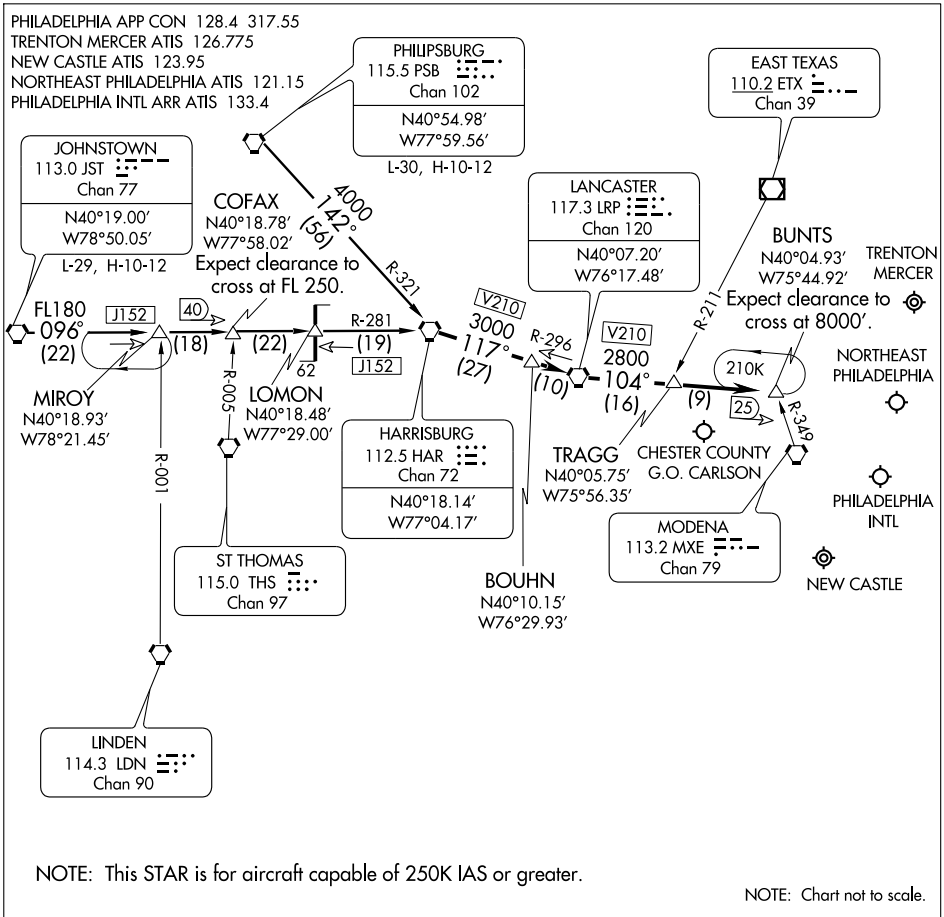


RWY 06–24: H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.5% up NE
RWY 06: MALSR. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 16–34: H4800X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.8% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
AIRPORT REMARKS: Attended continuously. Fuel avail continuously. Geese and flocks of sea gulls and deer on and invof arpt. No touch and go ldg or training ops 0300–1200Z‡. Recommend acft departing NE climb as expeditiously as possible to 1500 ft MSL to avoid Twin Pines tfc pattern; and acft ldg Rwy 24 maintain at least 1500 ft MSL till clearing the Twin Pines tfc pattern. Noise abatement procedures in effect, deps over 12,500 lbs fly rwy heading until 1700 ft MSL, deps under 12,500 lbs fly rwy heading until 1200 ft MSL. TPA for acft under 12,500 pounds 1200(987), acft over 12,500 pounds 1700(1487). When twr clsd ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 16–34, MALSR Rwy 06, PAPI Rwy 24 and Rwy 16 and Rwy 34, REIL Rwy 24 and Rwy 16 and Rwy 34, and twy lgts—CTAF. Ldg fee for all transient acft. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS 126.77 (609) 538–8690. LAWRS.
COMMUNICATIONS: CTAF 120.7 **ATIS** 126.775 **UNICOM** 122.95
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 (128.4 when twr closed) **CLNC DEL** TF 800–354–9884.
TOWER 120.7 (1100–0300Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 082° 4.5 NM to fld. 300/10W.
TRENN NDB (LOM) 369 TT N40°12.76′ W74°53.95′ 58° 5.5 NM to fld. Unmonitored.
ILS 111.3 I–TTN Rwy 06. Class IA. LOM TRENN NDB. ILS unmonitored when twr clsd.

• • • •

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

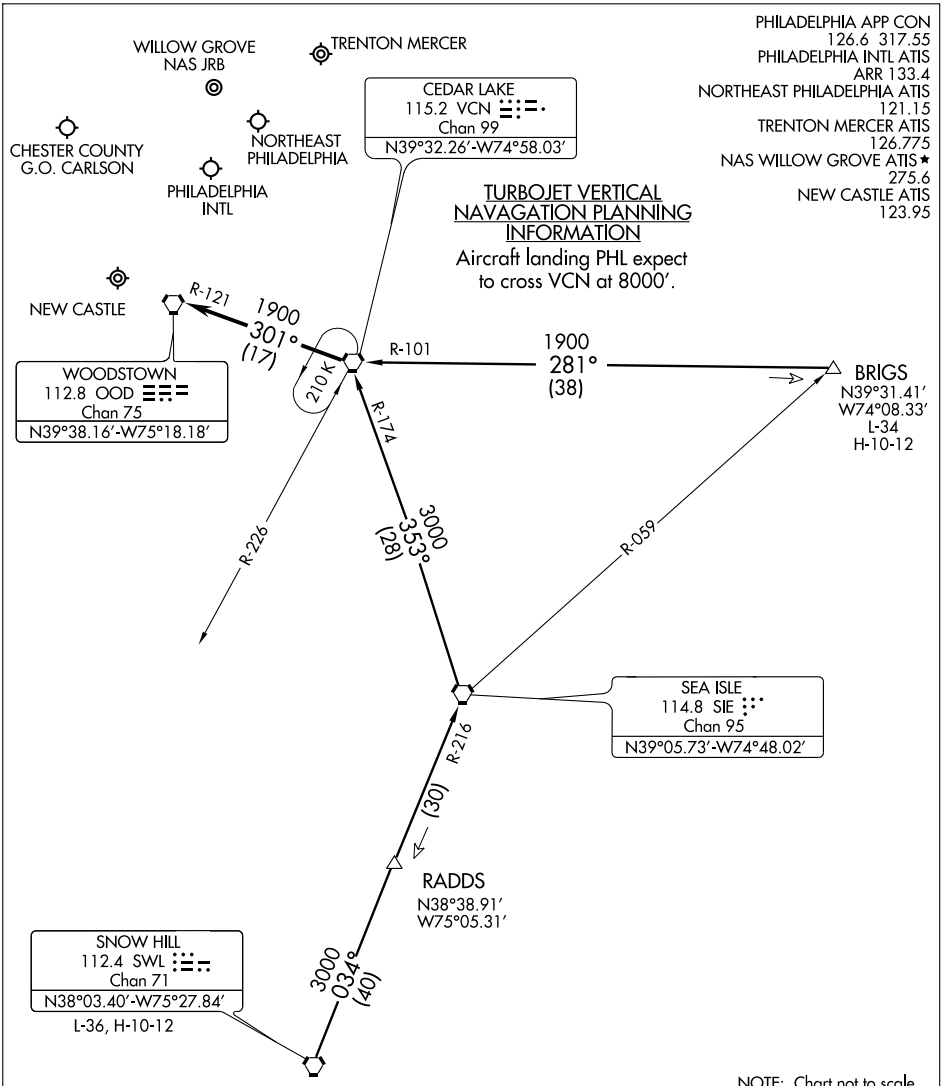
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

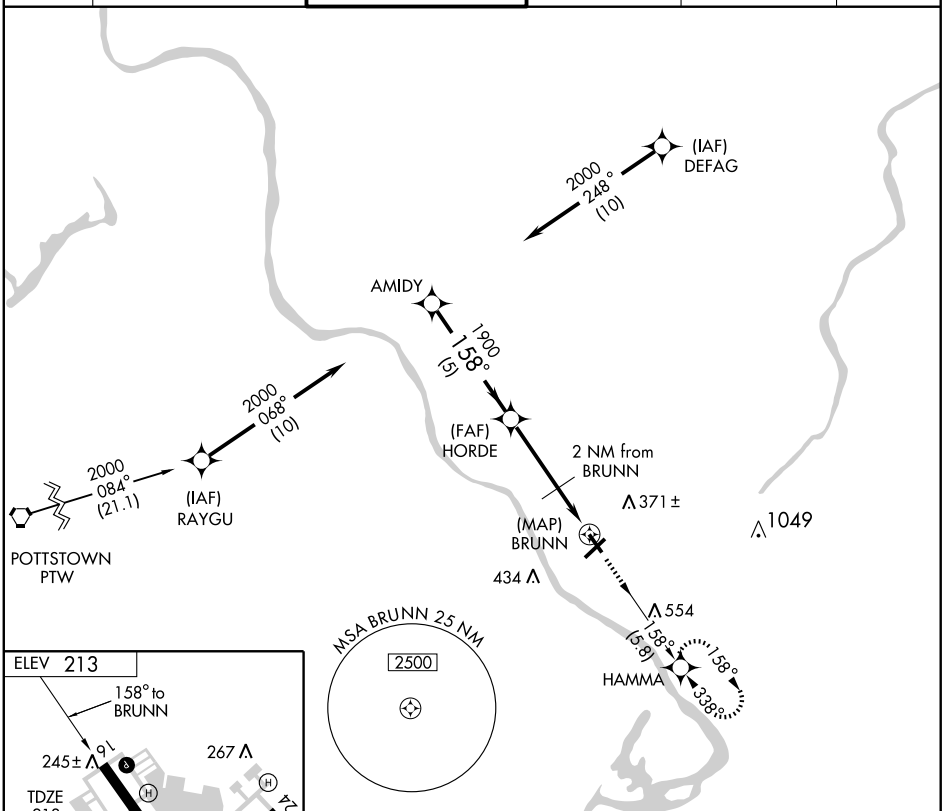
APP CRS	Rwy Idg	4800
158°	TDZE	213
	Apt Elev	213

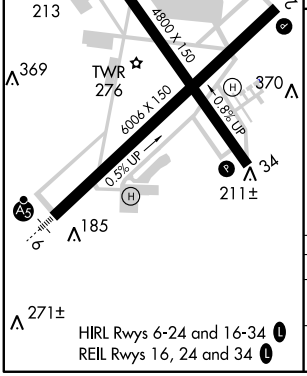
GPS RWY 16
TRENTON MERCER (TTN)

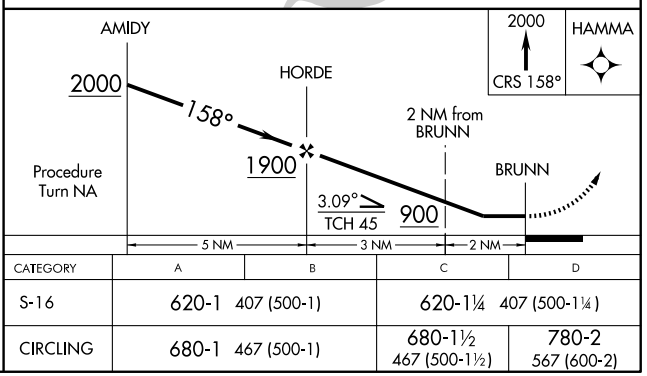
NA

MISSED APPROACH: Climb to 2000 via 158° course to HAMMA WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-16	620-1 407 (500-1)		620-1¼ 407 (500-1¼)	
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

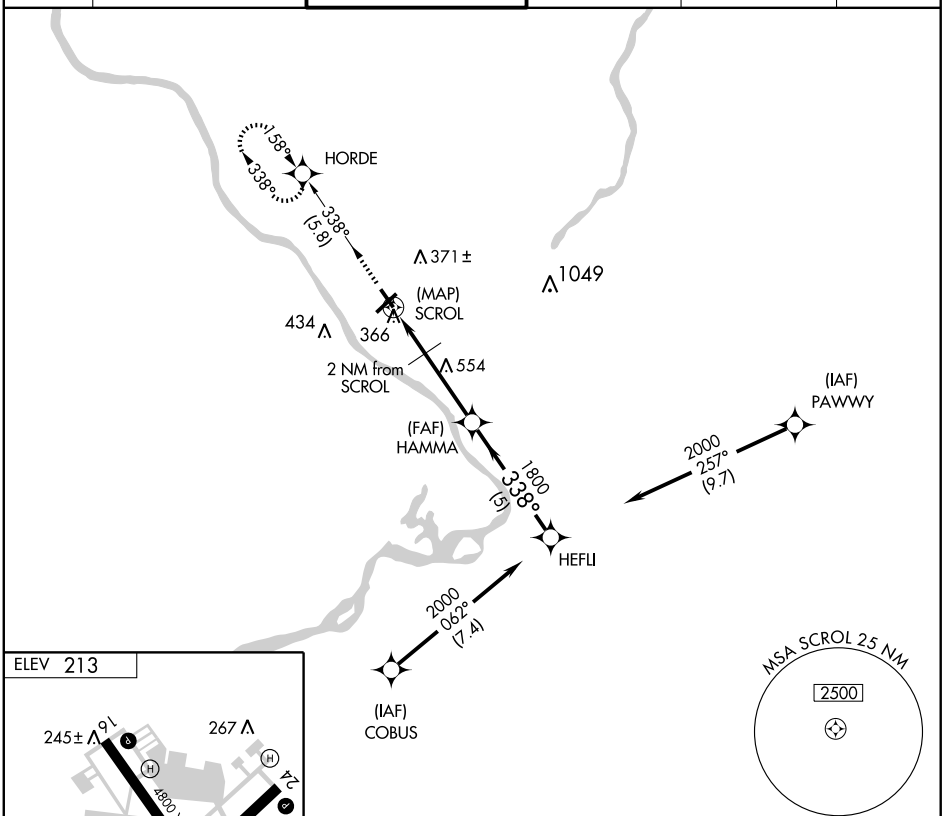
APP CRS	Rwy Idg	4800
338°	TDZE	203
	Apt Elev	213

GPS RWY 34
TRENTON MERCER (TTN)

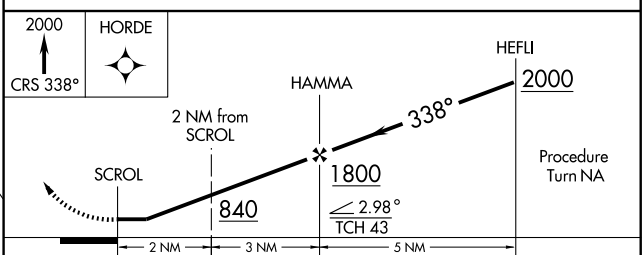
T
NA

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95



HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L



CATEGORY	A	B	C	D
S-34	620-1	417 (500-1)	620-1¼	417 (500-1¼)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TTN	APP CRS	Rwy Idg	6006
111.3	058°	TDZE	186
		Apt Elev	213

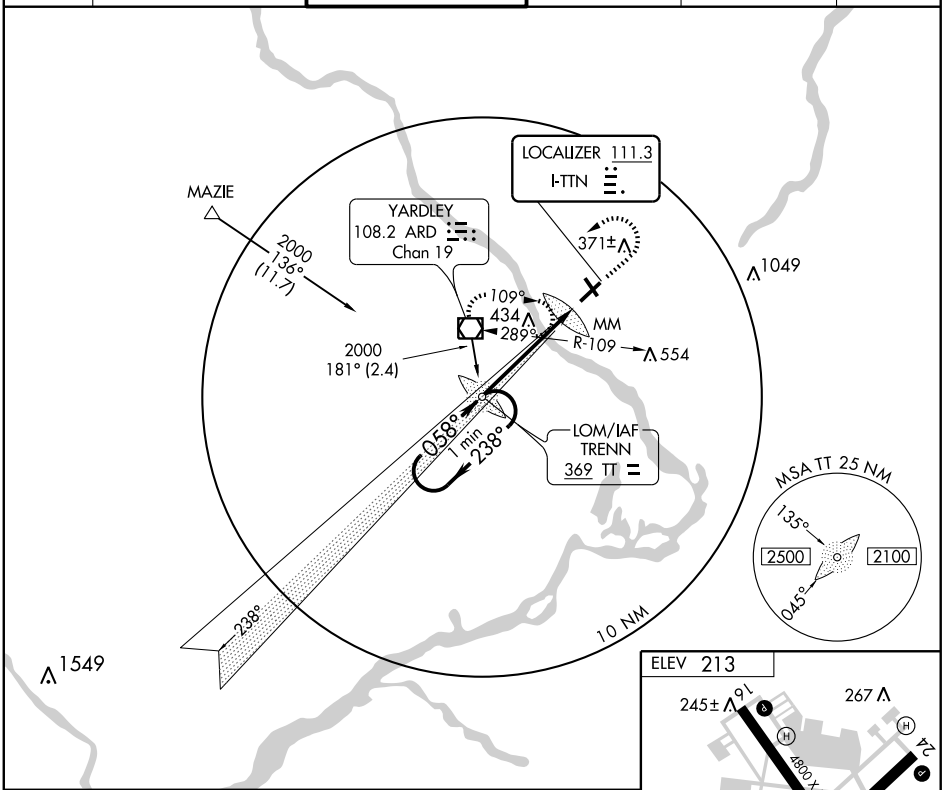
ILS RWY 6
TRENTON MERCER (TTN)

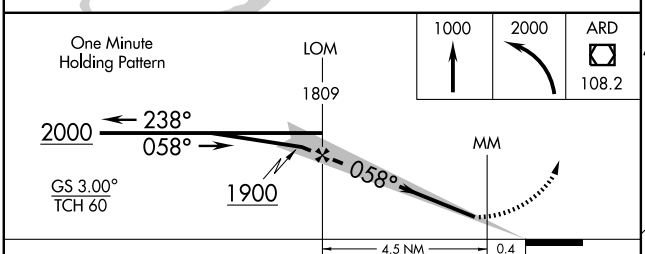
For inoperative MALSR, increase S-LOC-6 Cat D visibility to 1 mile.

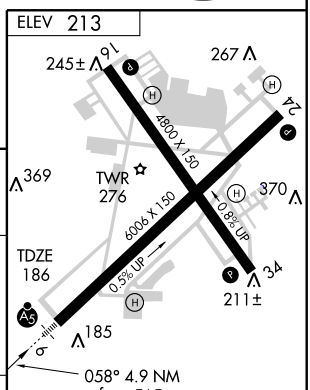
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	386-½ 200 (200-½)			
S-LOC 6	520-½ 334 (400-½)			520-¾ 334 (400-¾)
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

271±

HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 21 OCT 2010 to 18 NOV 2010

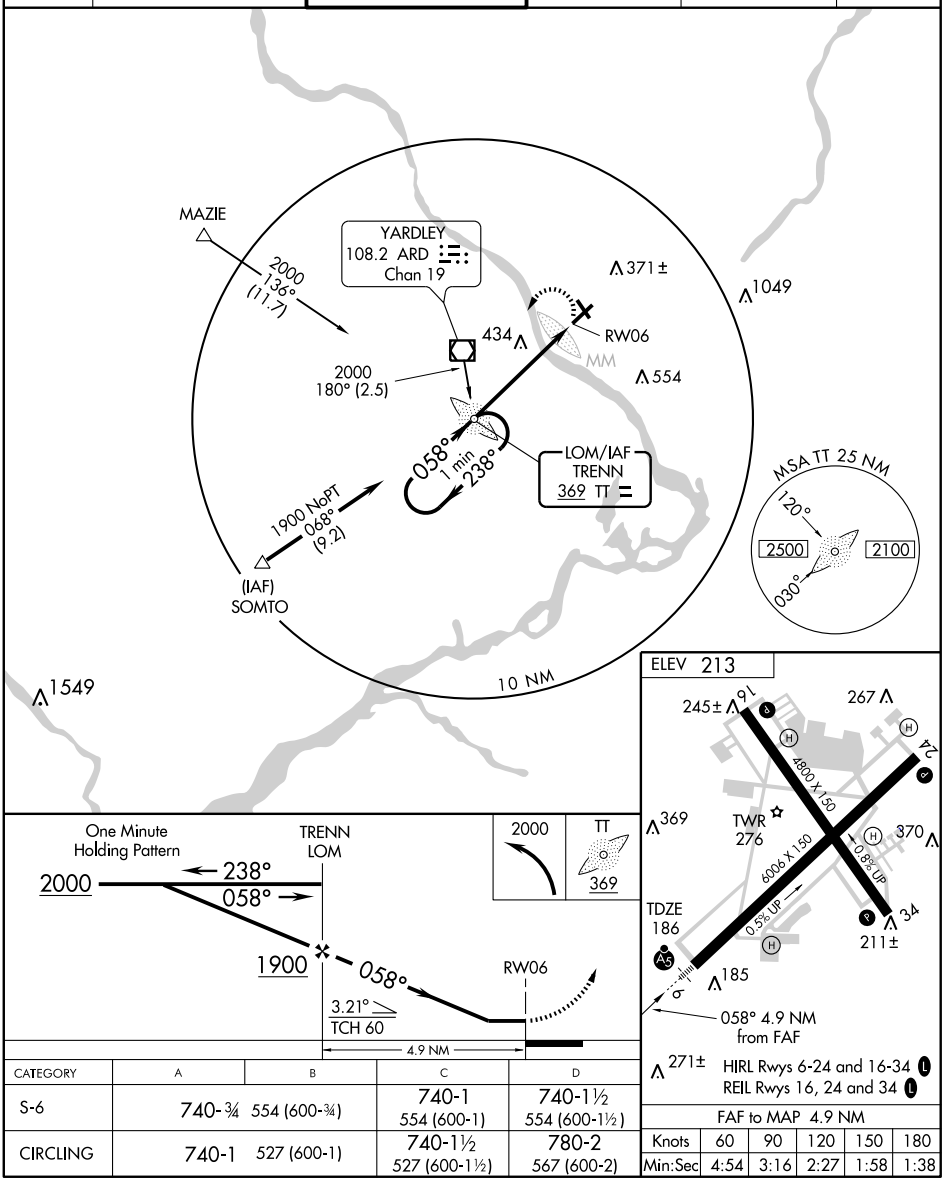
LOM TT	APP CRS	Rwy Idg	6006
369	058°	TDZE	186
		Apt Elev	213

NDB or GPS RWY 6
TRENTON MERCER (TTN)

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95



CATEGORY	A	B	C	D
S-6	740-¾ 554 (600-¾)		740-1 554 (600-1)	740-1½ 554 (600-1½)
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

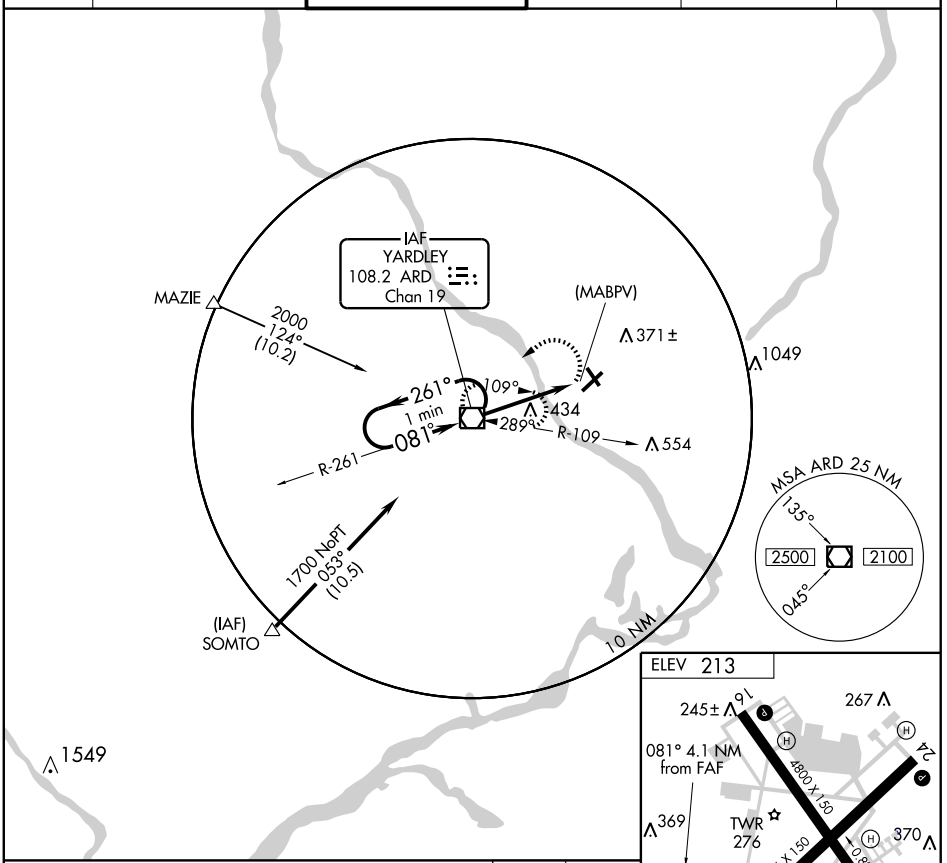
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

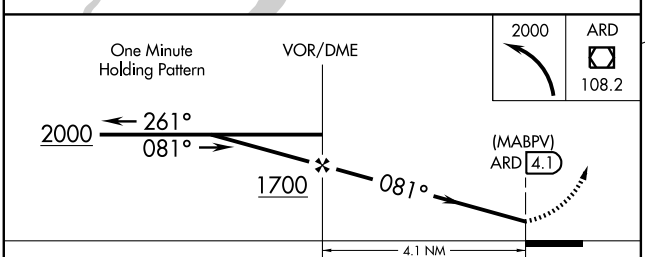
VOR/DME ARD	APP CRS	Rwy Idg	N/A
108.2	081°	TDZE	N/A
Chan 19		Apt Elev	213

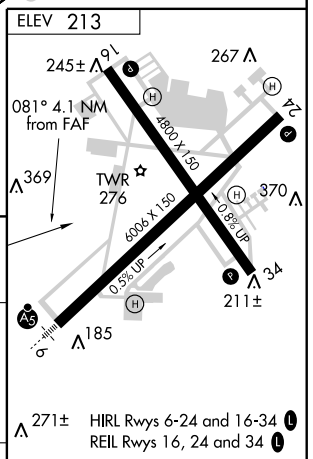
VOR or GPS-A
TRENTON MERCER (TTN)

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 21 OCT 2010 to 18 NOV 2010

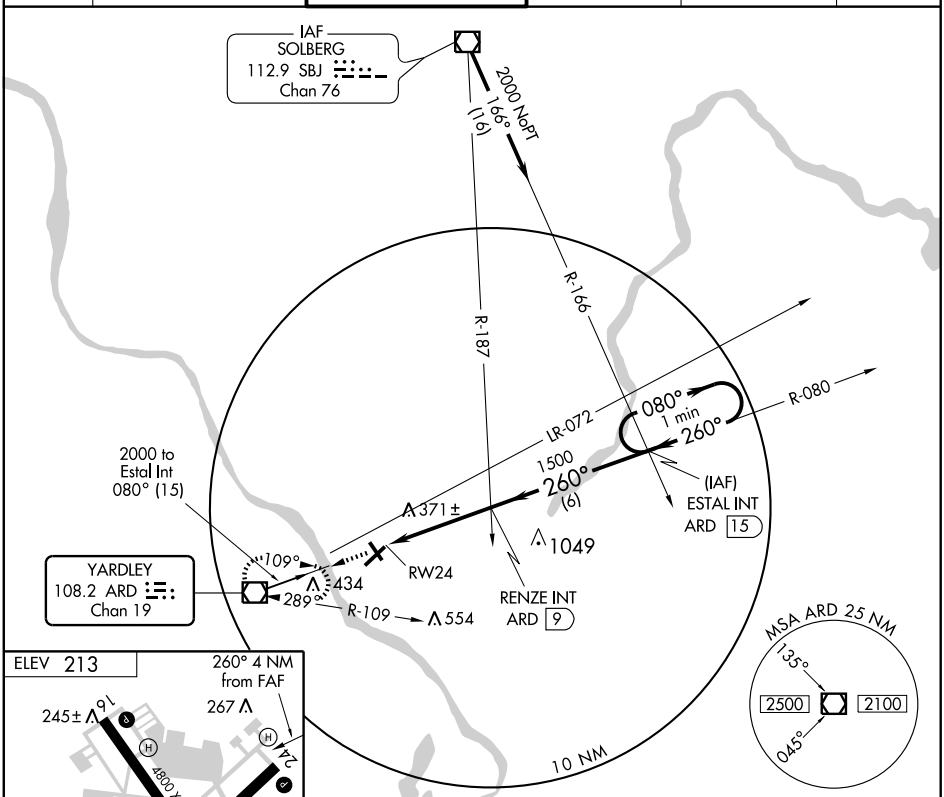
VOR/DME ARD	APP CRS	Rwy Idg	6006
108.2	260°	TDZE	193
Chan 19		Apt Elev	213

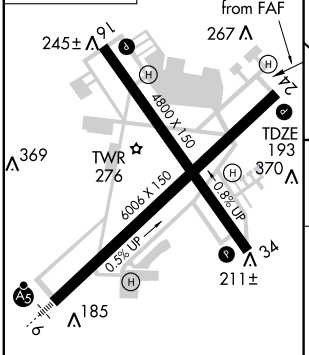
VOR or GPS RWY 24

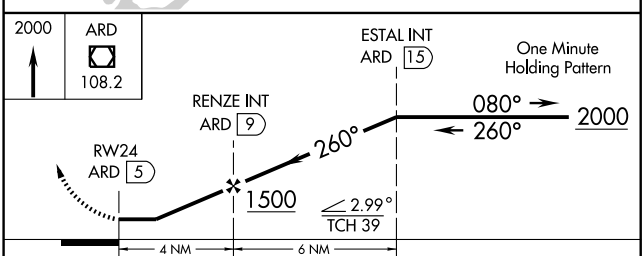
TRENTON MERCER (TTN)

MISSED APPROACH: Climb to 2000 direct to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







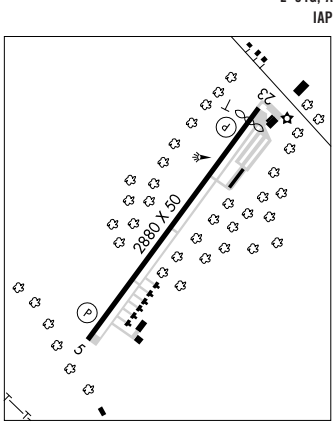
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-24	620-1	427 (500-1)	620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VINCENTOWN

RED LION (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ WASHINGTON
54 B S4 **FUEL** 100LL NOTAM FILE MIV L–34G, A
RWY 05–23: H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW IAP
RWY 05: PAPI(P2L)—GA 4.0° TCH 28′. Trees.
RWY 23: PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.



VINELAND

KROELINGER (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ WASHINGTON
93 TPA—893(800) NOTAM FILE MIV L–34G, A
RWY 10–28: 2086X190 (TURF) IAP
RWY 10: Tree. **RWY 28:** P–line.
AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.
COMMUNICATIONS: CTAF 122.9
ATLANTIC CITY APP/DEP CON 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

VINELAND–DOWNSTOWN (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ WASHINGTON
120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV
RWY 02–20: 2251X100 (TURF) LIRL
RWY 02: Tree. **RWY 20:** Building.
RWY 12–30: 1800X100 (TURF)
RWY 12: Trees. **RWY 30:** Brush.
AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.
COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ WASHINGTON
35 NOTAM FILE MIV Not insp. L–34G
RWY 14–32: H3200X60(ASPH)
RWY 14: Tree. **RWY 32:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Small group of trees 95′ north of centerline abeam AER 14. Remote ctl acft opr adjacent to rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

APP CRS	Rwy Idg	2880
048°	TDZE	54
	Apt Elev	54

RNAV (GPS) RWY 5

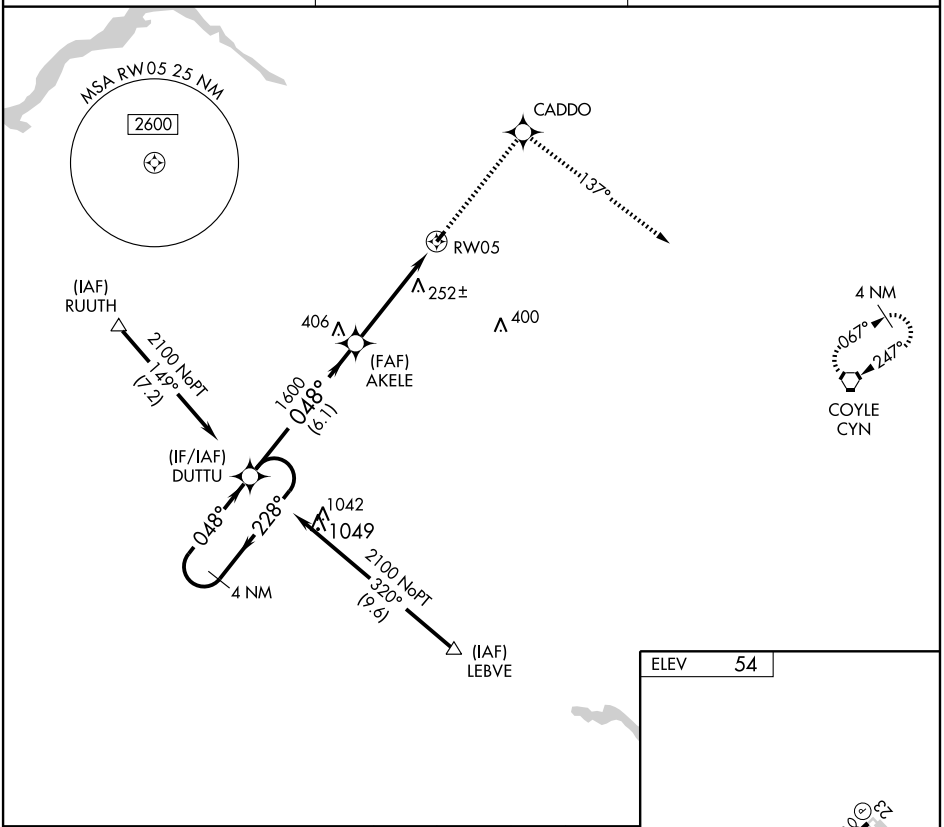
VINCENTOWN/ RED LION (N73)

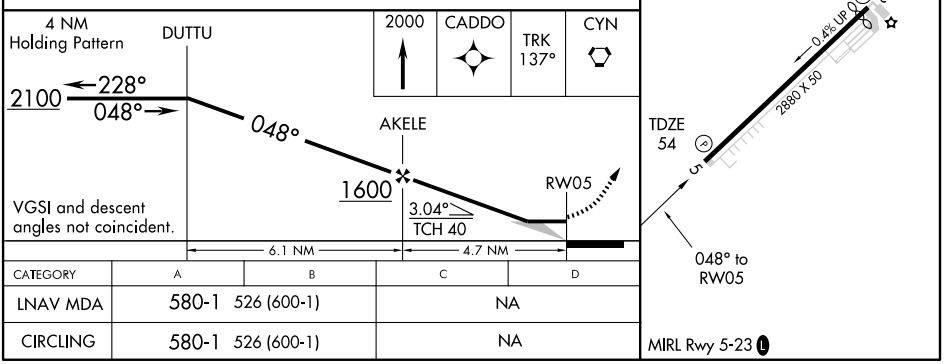
DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct CADDO and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	580-1	526 (600-1)	NA	
CIRCLING	580-1	526 (600-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy Idg N/A TDZE N/A Apt Elev 54

VOR-A

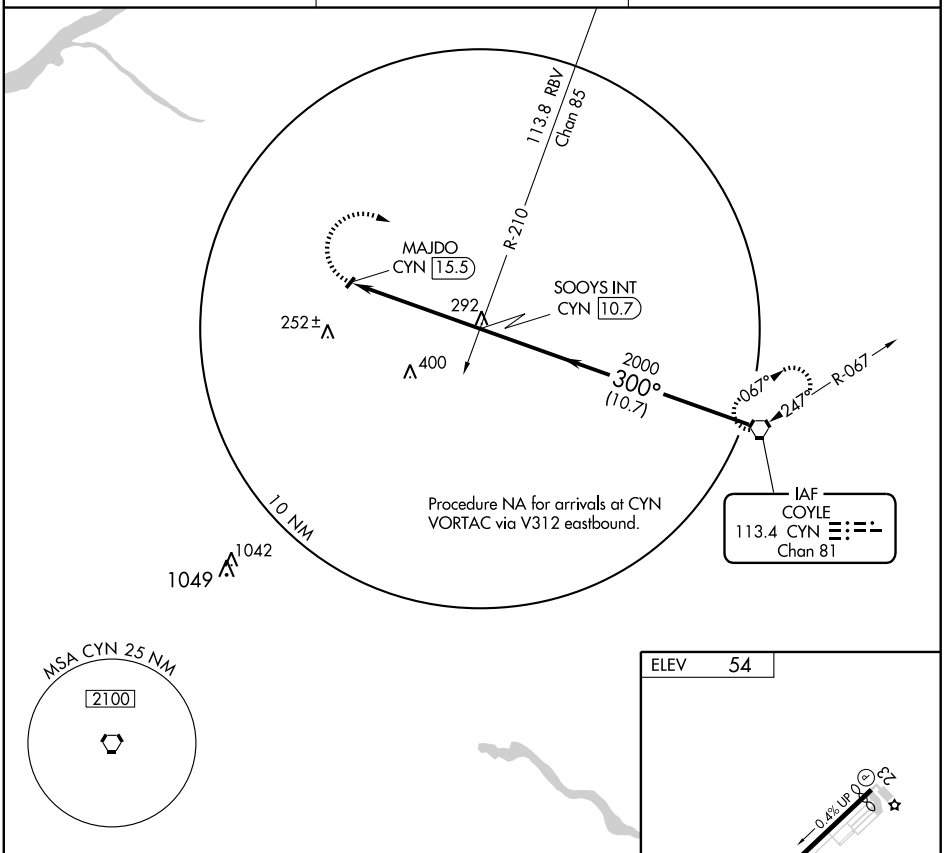
VINCENTOWN/ RED LION (N73)

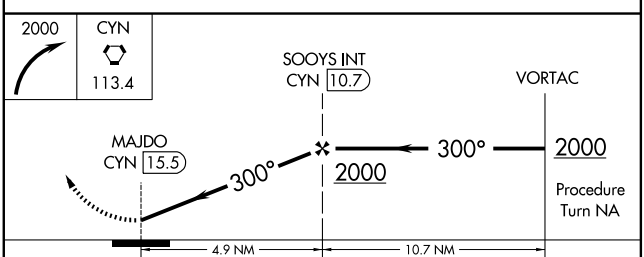
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

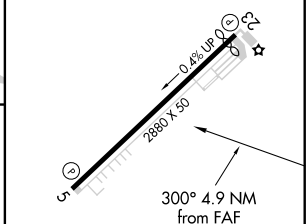
NA

MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5







ELEV 54

MIRL Rwy 5-23

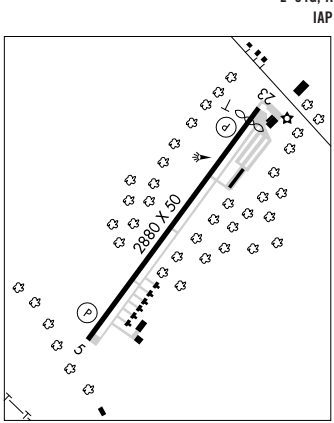
CATEGORY	A	B	C	D
CIRCLING	620-1 566 (600-1)		NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VINCENTOWN

RED LION (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ WASHINGTON
54 B S4 **FUEL** 100LL NOTAM FILE MIV L–34G, A
RWY 05–23: H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW IAP
RWY 05: PAPI(P2L)—GA 4.0° TCH 28′. Trees.
RWY 23: PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.



VINELAND

KROELINGER (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ WASHINGTON
93 TPA—893(800) NOTAM FILE MIV L–34G, A
RWY 10–28: 2086X190 (TURF) IAP
RWY 10: Tree. **RWY 28:** P–line.
AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.
COMMUNICATIONS: CTAF 122.9
ATLANTIC CITY APP/DEP CON 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

VINELAND–DOWNSTOWN (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ WASHINGTON
120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV
RWY 02–20: 2251X100 (TURF) LIRL
RWY 02: Tree. **RWY 20:** Building.
RWY 12–30: 1800X100 (TURF)
RWY 12: Trees. **RWY 30:** Brush.
AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.
COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ WASHINGTON
35 NOTAM FILE MIV Not insp. L–34G
RWY 14–32: H3200X60(ASPH)
RWY 14: Tree. **RWY 32:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Small group of trees 95′ north of centerline abeam AER 14. Remote ctl acft opr adjacent to rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

VORTAC VCN 115.2 Chan 99	APP CRS 267°	Rwy Idg N/A TDZE N/A Apt Elev 93

VOR or GPS-B

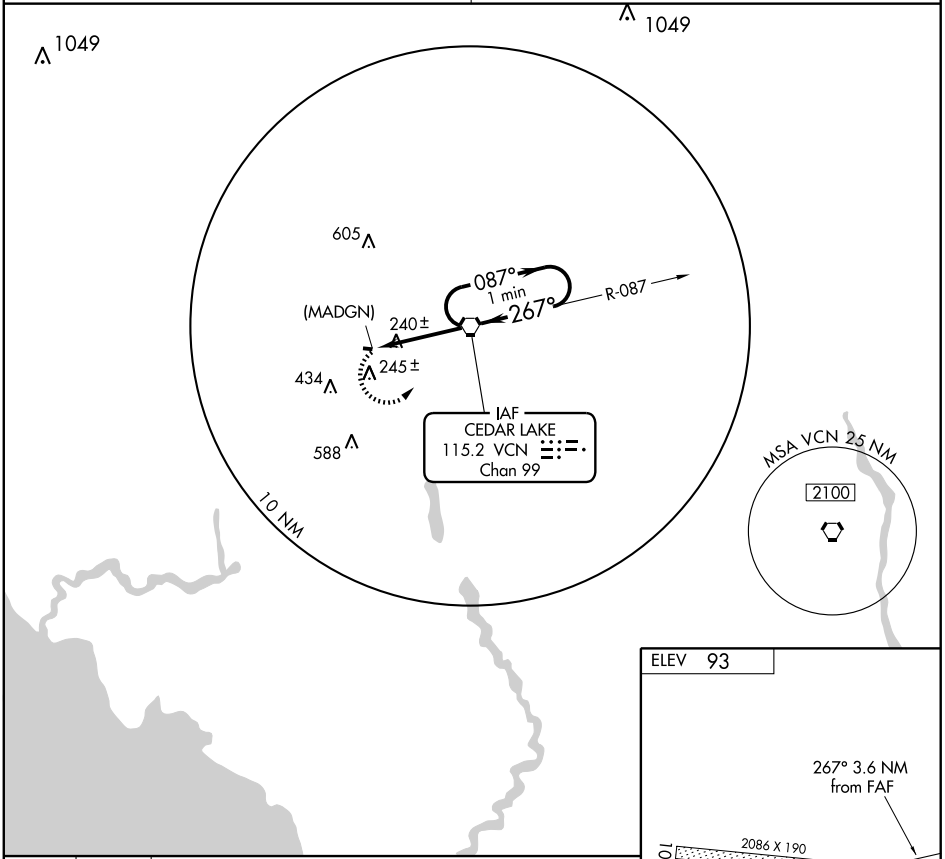
VINELAND/KROELINGER (29N)

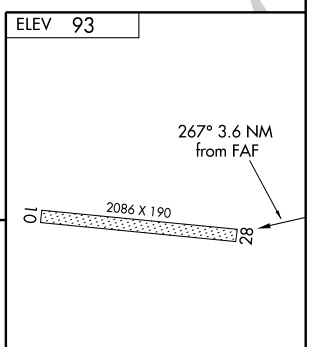
Use Millville Muni altimeter setting.
Procedure not authorized at night.

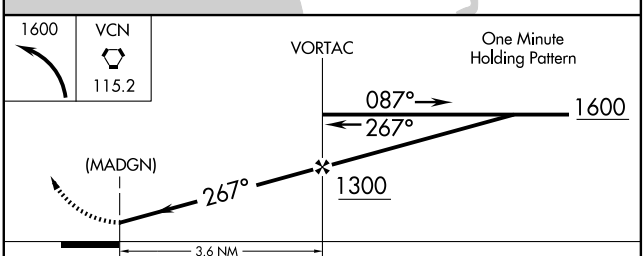
NA

MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	CTAF
124.6 327.125	122.9







CATEGORY	A	B	C	D
CIRCLING	620-1 527 (600-1)	NA		

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

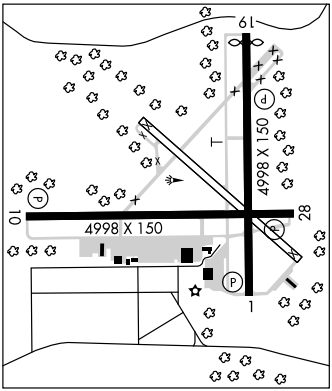
NE-2, 21 OCT 2010 to 18 NOV 2010

WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**
791 B S4 **FUEL** 100LL, JET A TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**
RWY 06–24: H3471X60 (ASPH) MIRL **IAP**
RWY 06: PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.
RWY 24: PAPI(P2L)—GA 3.5° TCH 44′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **NEW YORK APP/DEP CON** 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

WILDWOOD

CAPE MAY CO (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**
RWY 01–19: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**
RWY 01: PAPI(P4L)—GA 3.0°TCH 45′. Tree.
RWY 19: PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.
RWY 10–28: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
RWY 10: PAPI(P4L)—GA 3.0°TCH 45′. Trees.
RWY 28: PAPI(P4L)—GA 3.0°TCH 45′. Twr.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
RWY 10: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
RWY 19: TORA–4998 TODA–4998 ASDA–4998 LDA–4921
RWY 28: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.275 (609) 886–9089
COMMUNICATIONS: CTAF/UNICOM 122.7
ATLANTIC CITY APP/DEP CON 124.6 **CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.
ILS 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**
145 S2 **FUEL** 100LL NOTAM FILE MIV
RWY 09–27: 2400X80 (TURF)
RWY 09: P–line. **RWY 27:** Tree.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 09 p–line marked with orange balls.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3471
061°	TDZE	791
	Apt Elev	791

RNAV (GPS) RWY 6

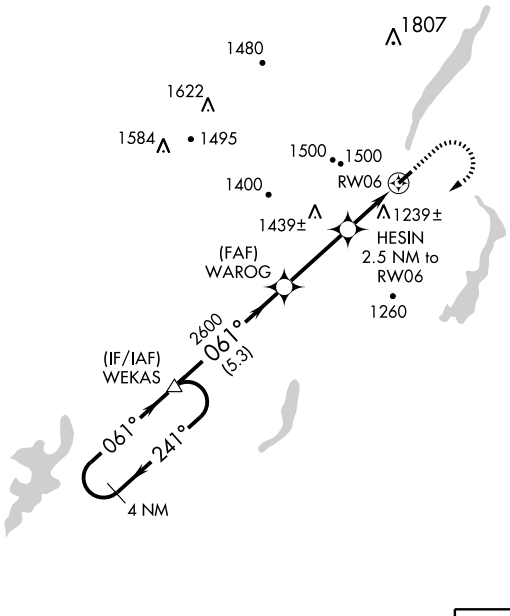
WEST MILFORD / GREENWOOD LAKE (4N1)

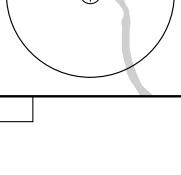
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

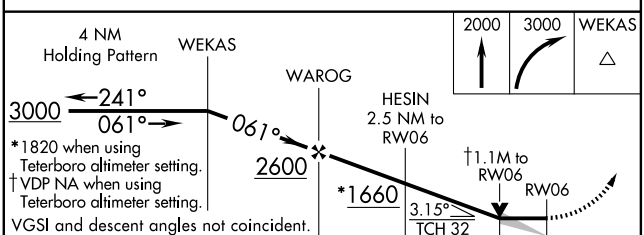
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

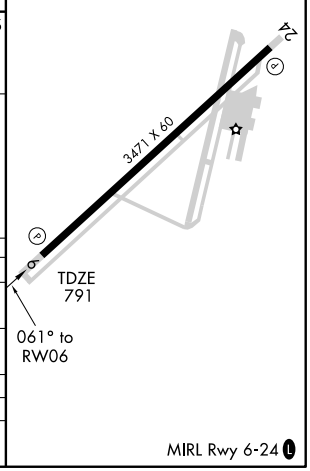
NEW YORK APP CON	CTAF
127.6 379.9	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 749 (800-1)	1540-1¼ 749 (800-1¼)	NA	
CIRCLING	1560-1 769 (800-1)	1600-1¼ 809 (900-1¼)	NA	
TETERBORO ALTIMETER SETTING MINUMUMS				
LNAV MDA	1700-1¼ 909 (1000-1¼)		NA	
CIRCLING	1720-1¼ 929 (1000-1¼)	1760-1½ 969 (1000-1½)	NA	



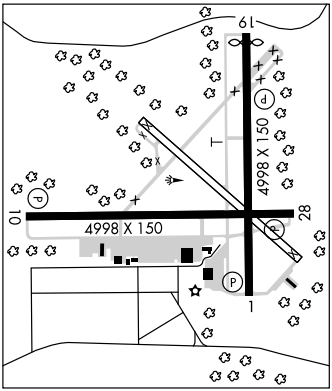
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**
791 B S4 **FUEL** 100LL, JET A TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**
RWY 06–24: H3471X60 (ASPH) MIRL **IAP**
RWY 06: PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.
RWY 24: PAPI(P2L)—GA 3.5° TCH 44′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **NEW YORK APP/DEP CON** 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

WILDWOOD

CAPE MAY CO (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**
RWY 01–19: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**
RWY 01: PAPI(P4L)—GA 3.0°TCH 45′. Tree.
RWY 19: PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.
RWY 10–28: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
RWY 10: PAPI(P4L)—GA 3.0°TCH 45′. Trees.
RWY 28: PAPI(P4L)—GA 3.0°TCH 45′. Twr.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
RWY 10: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
RWY 19: TORA–4998 TODA–4998 ASDA–4998 LDA–4921
RWY 28: TORA–4998 TODA–4998 ASDA–4998 LDA–4998
AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.275 (609) 886–9089
COMMUNICATIONS: CTAF/UNICOM 122.7
ATLANTIC CITY APP/DEP CON 124.6 **CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.
ILS 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**
145 S2 **FUEL** 100LL NOTAM FILE MIV
RWY 09–27: 2400X80 (TURF)
RWY 09: P–line. **RWY 27:** Tree.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 09 p–line marked with orange balls.
COMMUNICATIONS: CTAF 122.9

LOC I-CEJ	APP CRS	Rwy Idg	4921
108.9	190°	TDZE	19
		Apt Elev	23

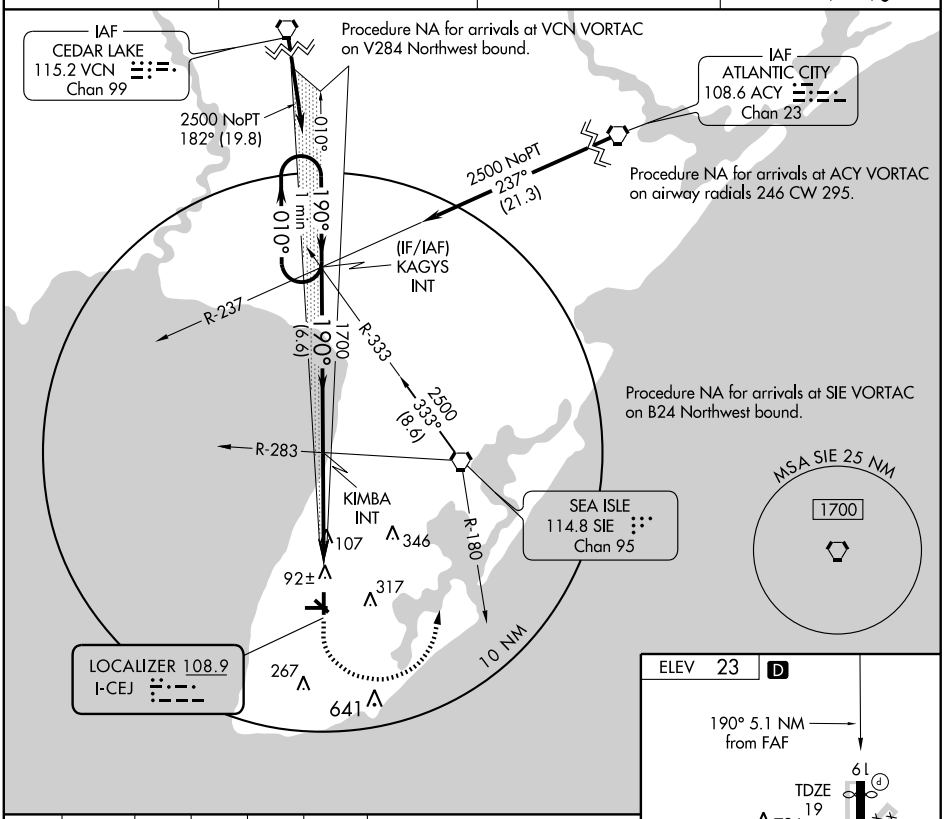
LOC RWY 19

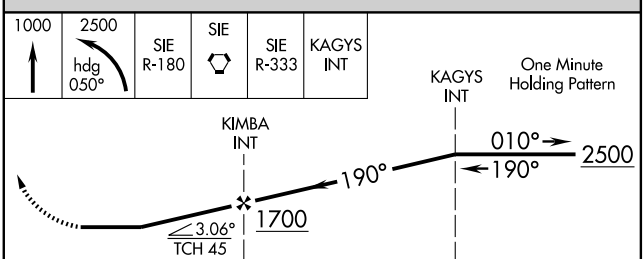
WILDWOOD/ CAPE MAY COUNTY (WWD)

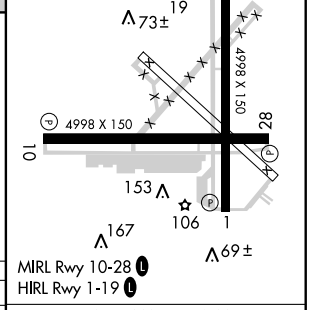
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
S-19	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4998
100°	TDZE	19
	Apt Elev	23

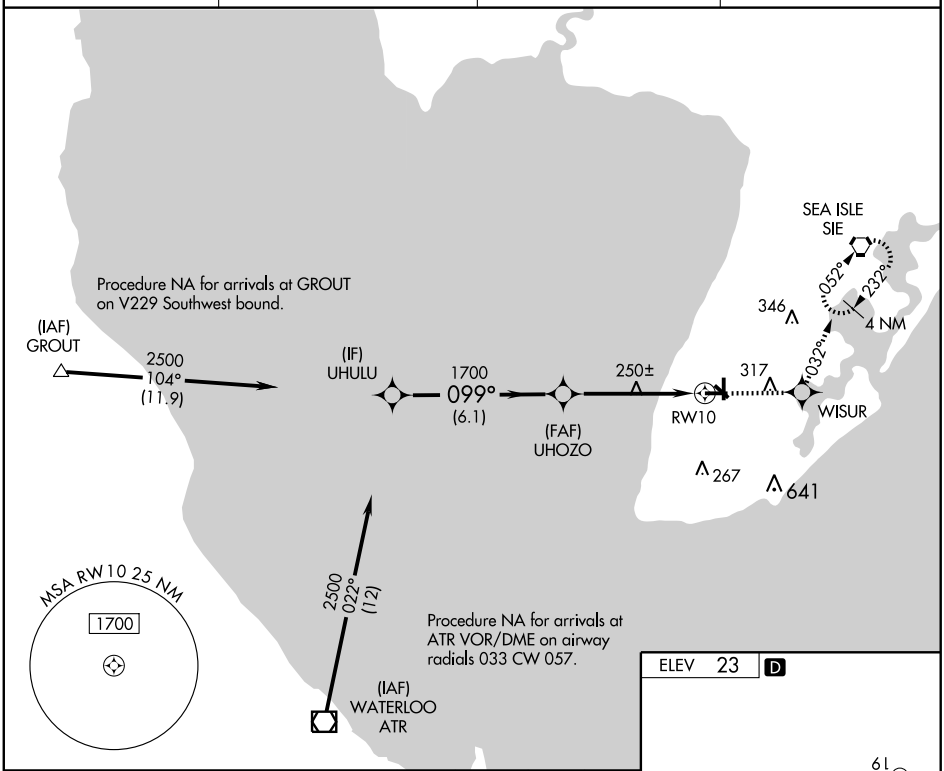
RNAV (GPS) RWY 10

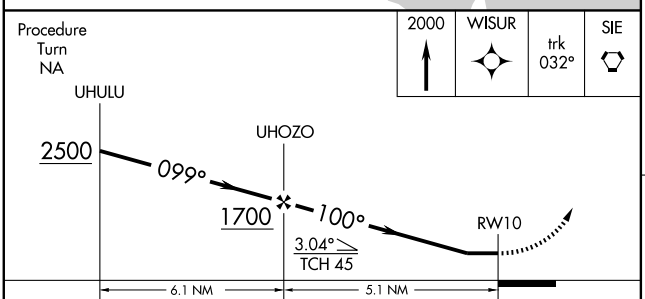
WILDWOOD/ CAPE MAY COUNTY (WWD)

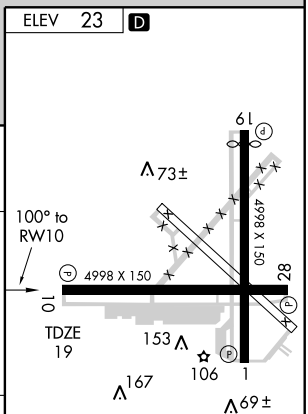
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 481 (500-1)		500-1¼ 481 (500-1¼)	500-1½ 481 (500-1½)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4921
CH 82400	190°	TDZE 19
W19A		Apt Elev 23

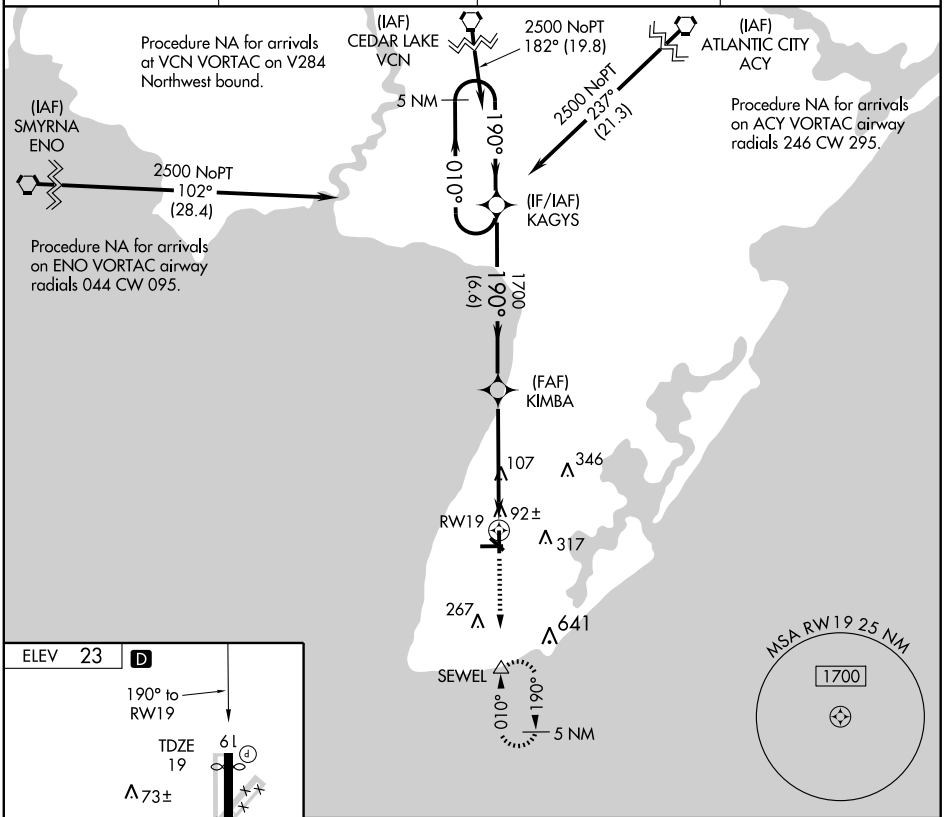
RNAV (GPS) RWY 19

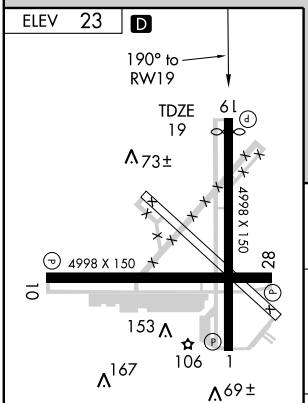
WILDWOOD/ CAPE MAY COUNTY (WWD)

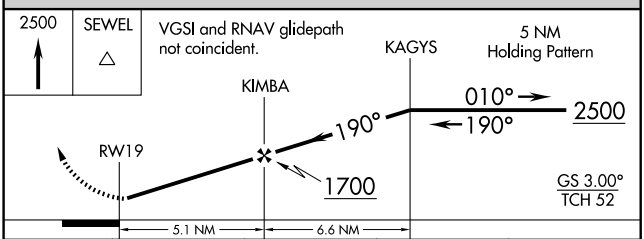
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	311-1	292 (300-1)		
LNAV MDA	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy Idg N/A TDZE N/A Apt Elev 23

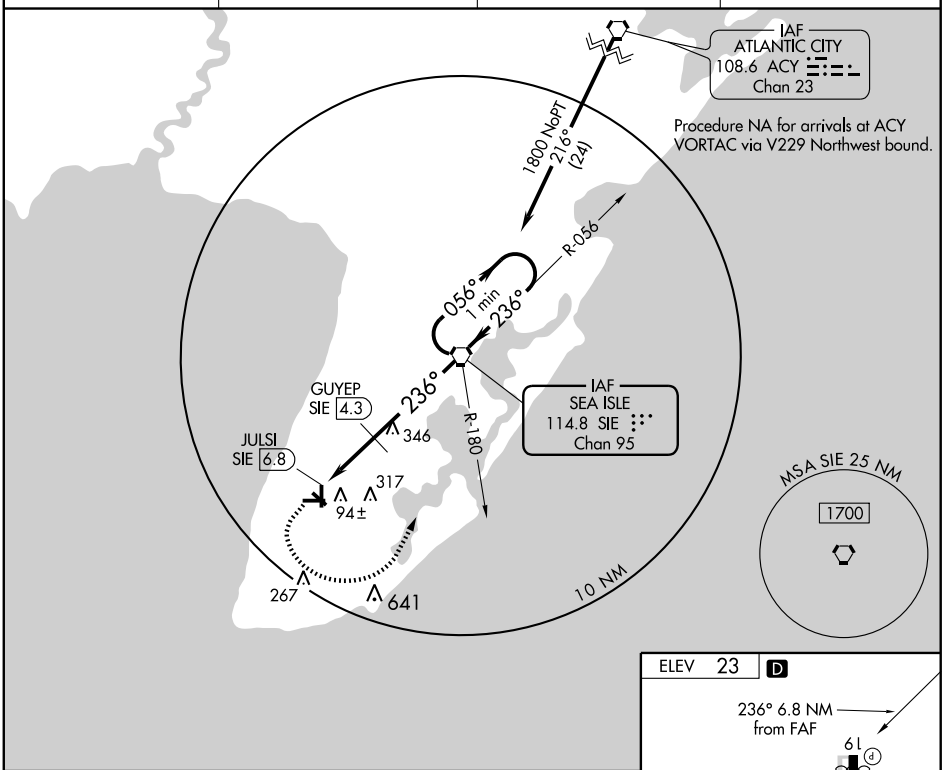
VOR-A

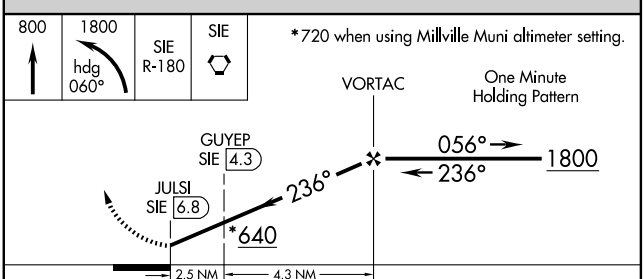
WILDWOOD/ CAPE MAY COUNTY (WWD)

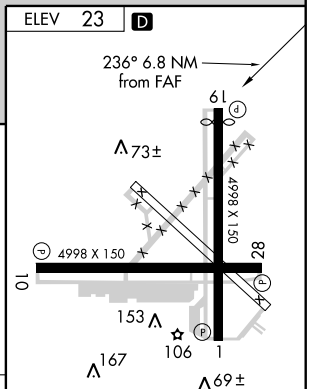
Circling NA for Cats C and D NE of Rwys 28 and 19.
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3304
012°	TDZE	41
	Apt Elev	42

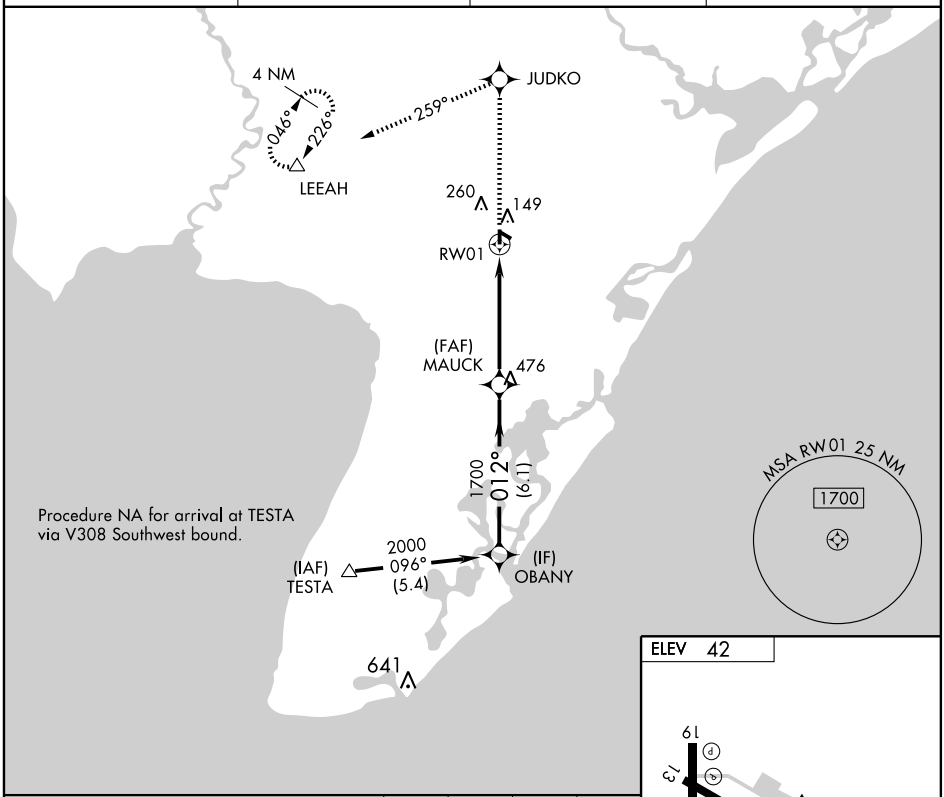
RNAV (GPS) RWY 1
WOODBINE MUNI (OBI)

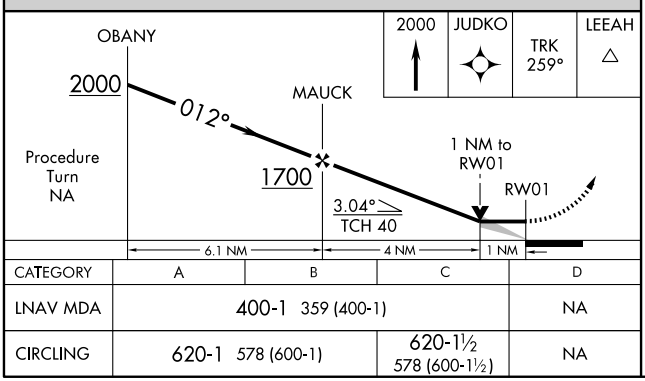
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

NA

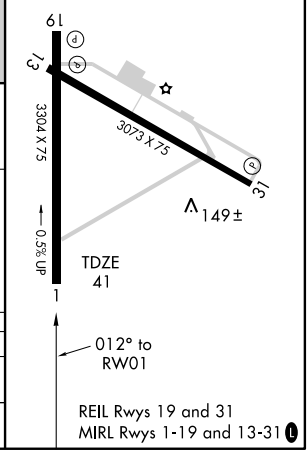
MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3304
192°	TDZE	42
	Apt Elev	42

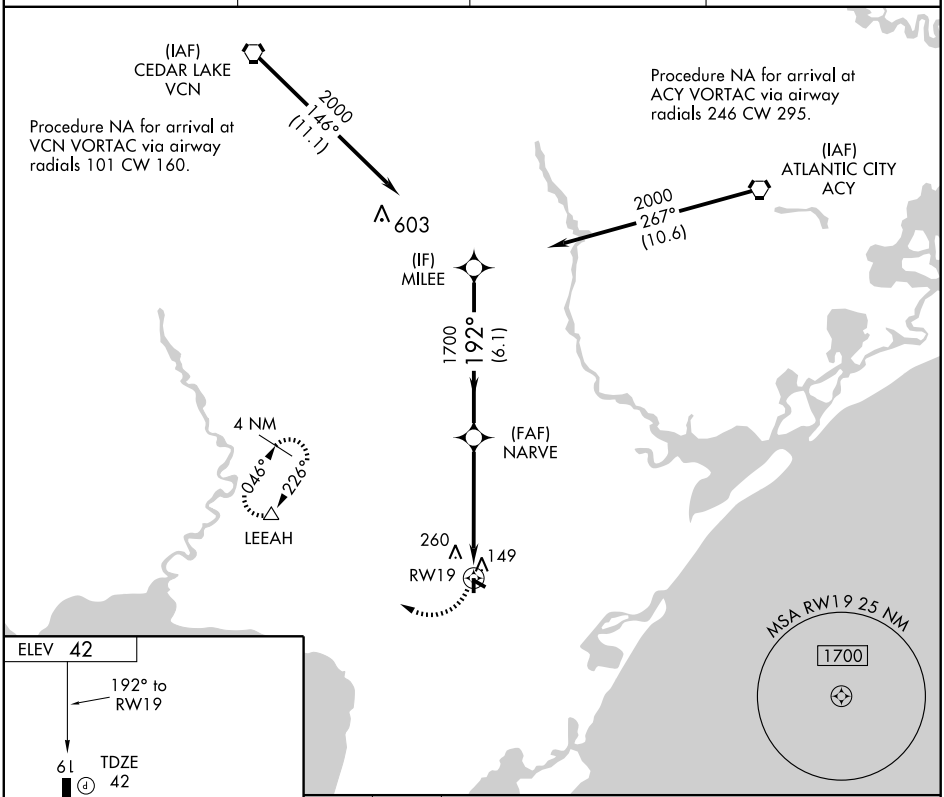
RNAV (GPS) RWY 19

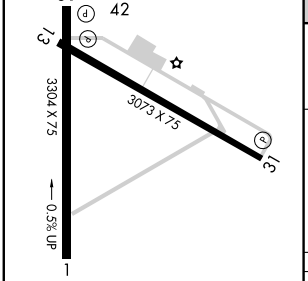
WOODBINE MUNI (OBI)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

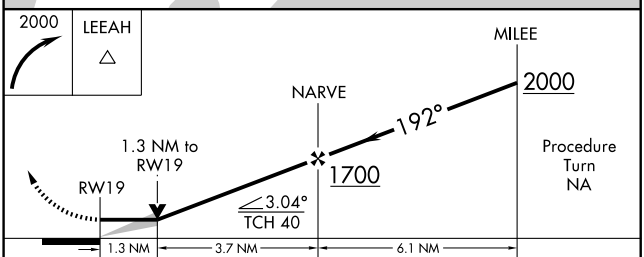
MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 458 (500-1)		500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC VCN	APP CRS	Rwy Idg	N/A
115.2	167°	TDZE	N/A
Chan 99		Apt Elev	42

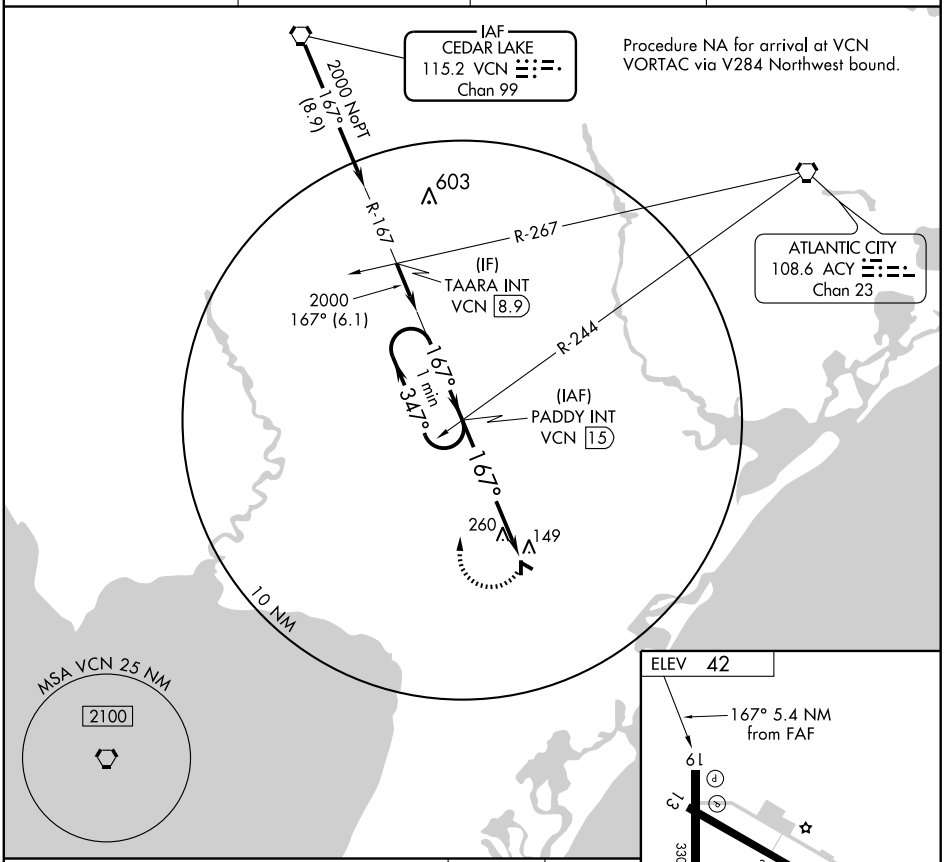
VOR-A

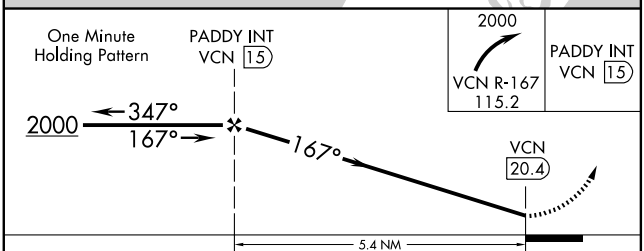
WOODBINE MUNI (OBI)

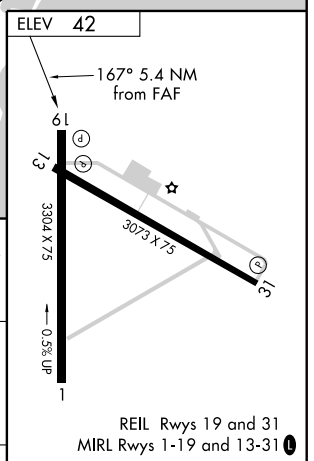
When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L



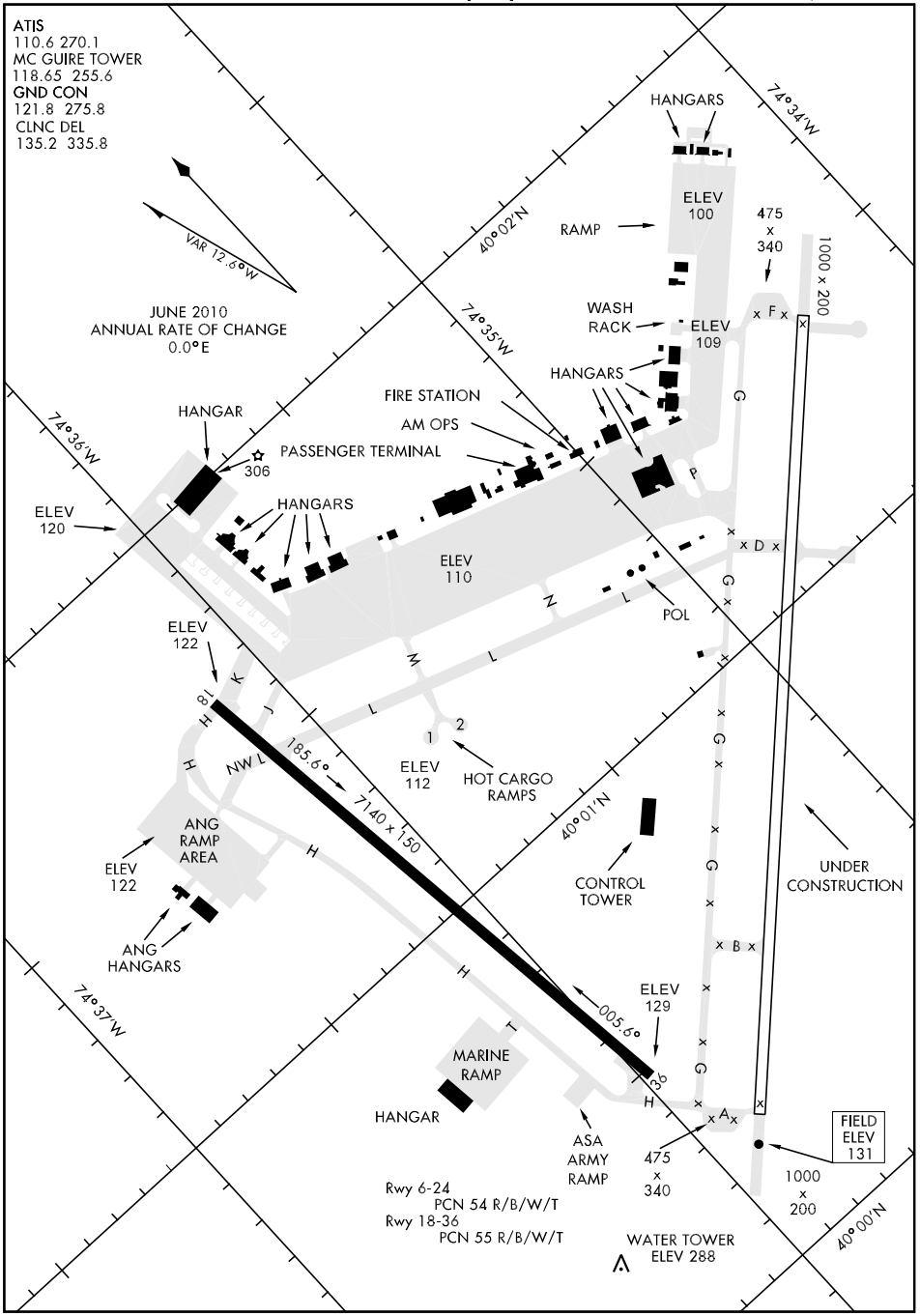




CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (600-1½)	NA

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

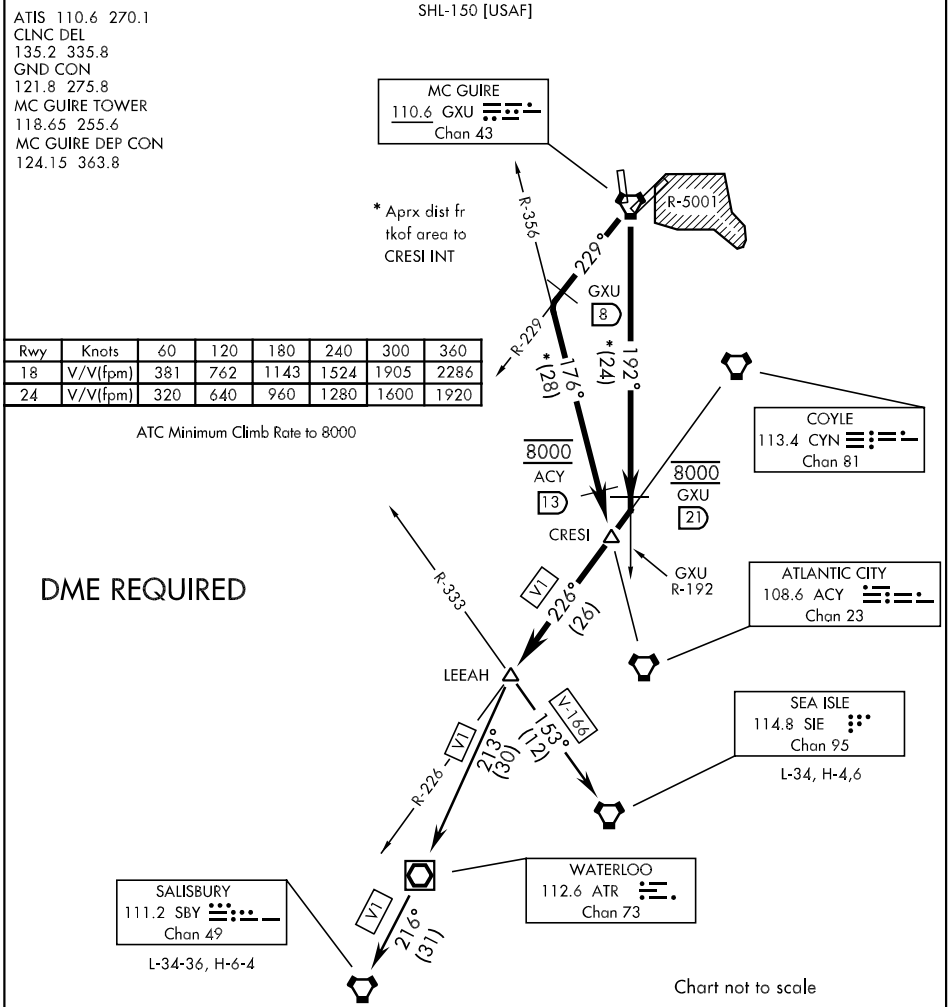
CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY

NE-2, 21 OCT 2010 to 18 NOV 2010

SHL-150 [USAF]

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8



Rwy	Knots	60	120	180	240	300	360
18	V/V(fpm)	381	762	1143	1524	1905	2286
24	V/V(fpm)	320	640	960	1280	1600	1920

ATC Minimum Climb Rate to 8000

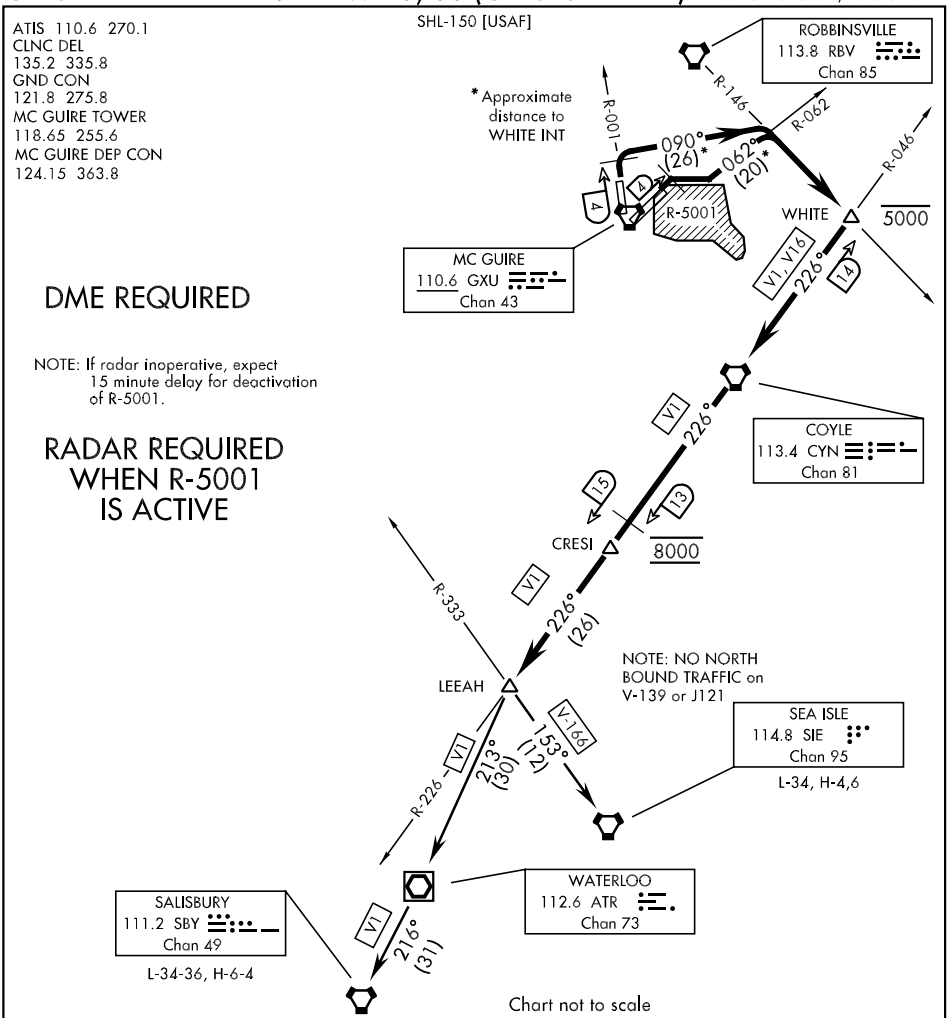
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000'. Then ....

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000'. Then ....

.... Via V1 to LEEAH.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)



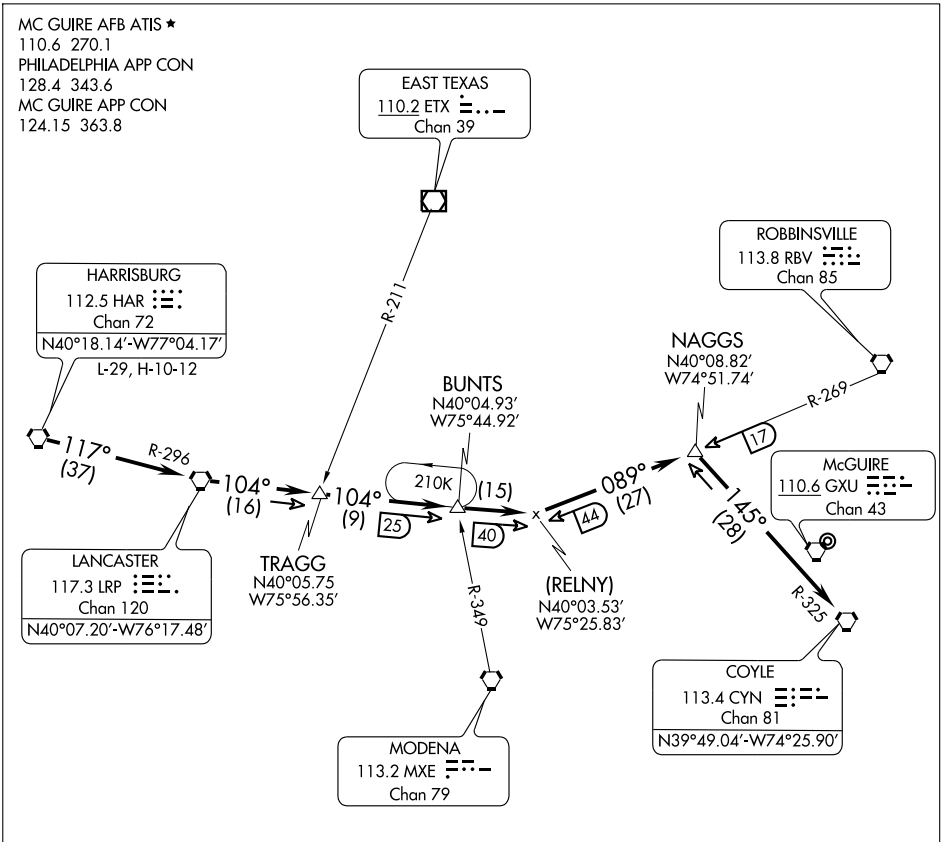
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

NE-2, 21 OCT 2010 to 18 NOV 2010

HARRISBURG FIVE ARRIVAL



NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

DME REQUIRED

LANCASTER
117.3 LRP
Chan 120

BELLAIRE
117.1 AIR
Chan 118
L-29, H-3-4-6

ROBBINSVILLE
113.8 RBV
Chan 85

MC GUIRE
110.6 GXU
Chan 43

MODENA
113.2 MXE
Chan 79

MARTINSBURG
112.1 MRB
Chan 58
L-29, H-3-4-6

WESTMINSTER
117.9 EMI
Chan 126
L-29-34-36, H-3-4-6

COYLE
113.4 CYN
Chan 81

J110 LARRI 284° (162)
J110 FLIRT 284° (28)
J110 284° (24)
CYN R-284
PENSY
R-278 278° (24)
R-064
R-269 259°
6000 NAGGS R-079 269° (17)
5000 5000
3
319 159 456 058°
5.3
5.4
3
R-5001
WHITE
R-146 326° (16)
272 250
R-310
238°
R-180
R-046
130°
046°
3000
J6 64 248° (62)
20
R-065
R-340
J48 244° (45)
R-248

(Continued on next page)

Chart not to scale

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 21 OCT 2010 to 18 NOV 2010

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NEW JERSEY

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

NE-2, 21 OCT 2010 to 18 NOV 2010

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

RADAR REQUIRED
WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

DME REQUIRED

PHILIPSBURG
115.5 PSB
Chan 102
L-30, H-3-6

EAST TEXAS
110.2 ETX
Chan 39
L-30-34, H-3-6

RAVINE
114.6 RAV
Chan 93
L-30, H-3-6

ROBBINSVILLE
113.8 RBV
Chan 85

POTTSTOWN
116.5 PTW
Chan 112

MC GUIRE
110.6 GXU
Chan 43

COYLE
113.4 CYN
Chan 81

NAGGS

R-118
298° (67)
(34) 293°
294° (35)
R-320
J64
V276
R-113
R-114
320° (18)
V22-408
354° (22)
(32) 287°
R-269
R-107
5000
5000
6000
269° (17)
326° (16)
059°
005°
319
159
456
272
250
R-310
238°
130°
046°
R-046
R-188
R-5001
WHITE
3000
7.5
5.4
6.4
6
3

SHL-150 [USAF]

(Continued on next page)

Chart not to scale

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.
RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

NE-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	10,001
058°	TDZE	131
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 06

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climbing to 2000, proceed direct BORKE, expect further clearance from ATC.

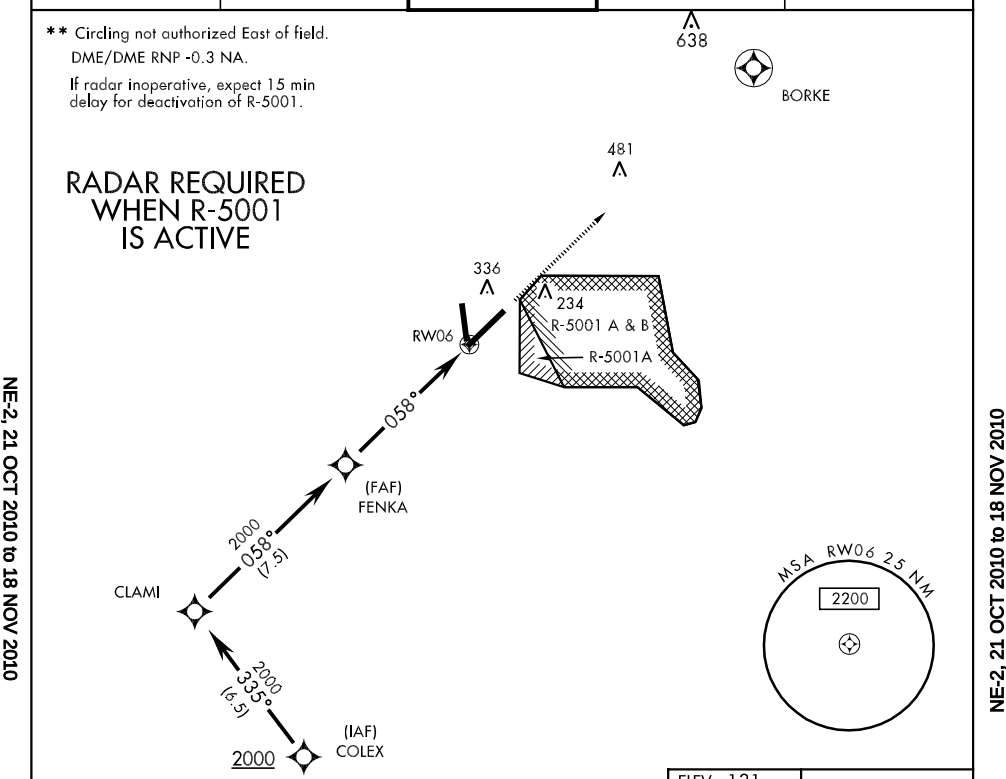
ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

** Circling not authorized East of field.

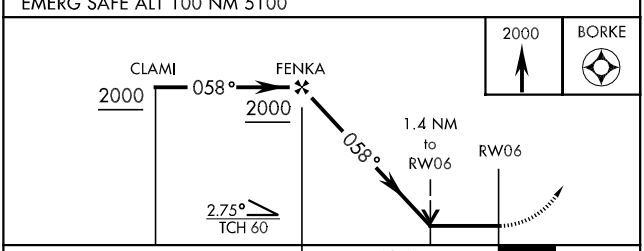
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



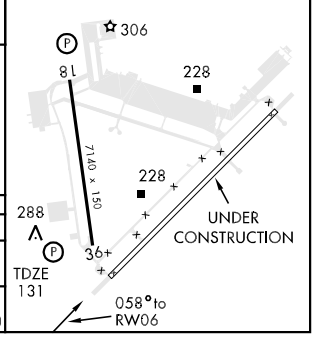
EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36

HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA*	600/24 469 (500-½)		600/40 469 (500-¾)	600/50 469 (500-1)	600/60 469 (500-1¼)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	7140
185°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

* Circling not authorized E of field.

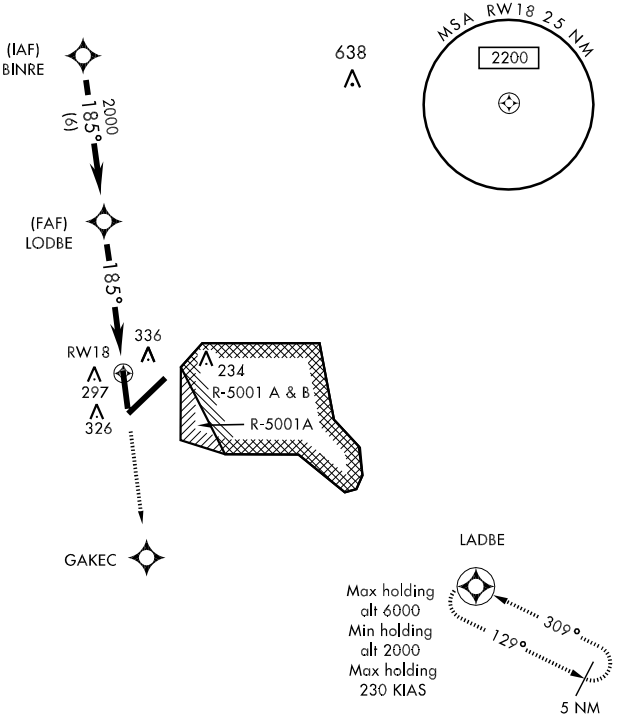
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

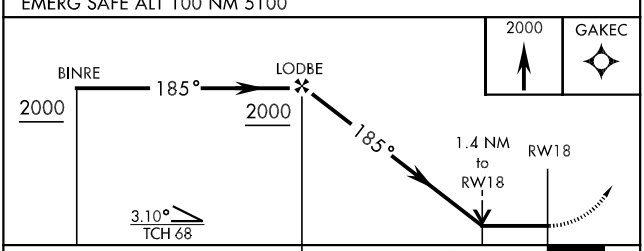
DME/DME RNP -0.3 NA.

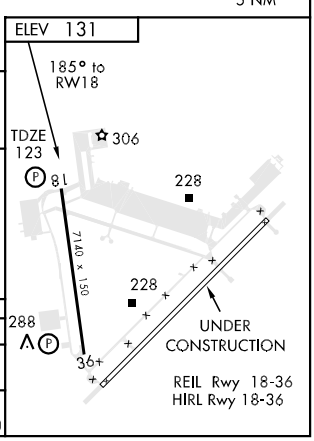
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
LNAV MDA	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)	620-1¾ 497 (500-1¾)
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy ldg	10,001
238°	TDZE	116
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

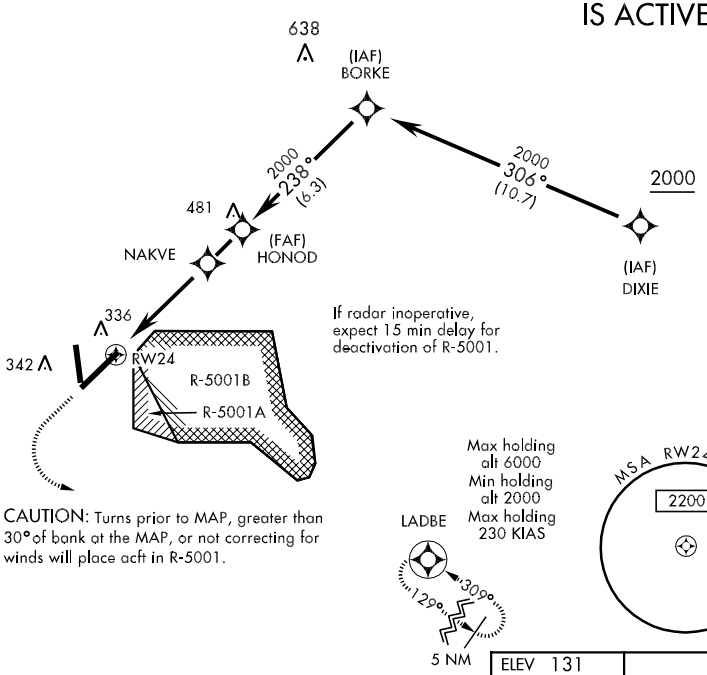
MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

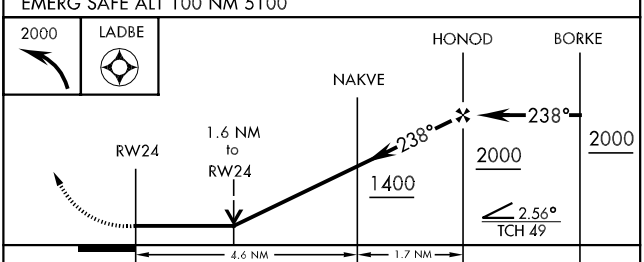
** Circling not authorized East of field.

DME/DME RNP - 0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

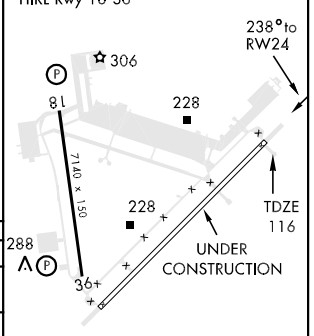


EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36
HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA*	600/40 484 (500-¾)		600/50 484 (500-1)	600-60 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

APCH CRS	Rwy ldg	7140
005°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

▼ * Circling not authorized E of field.

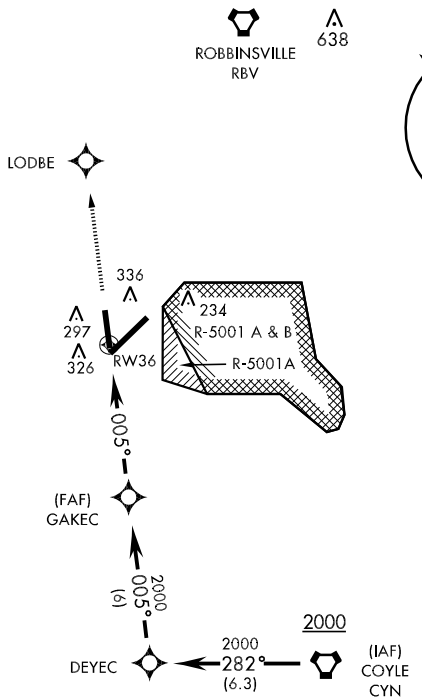
MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

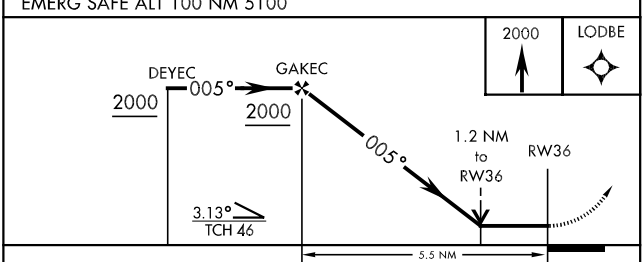
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



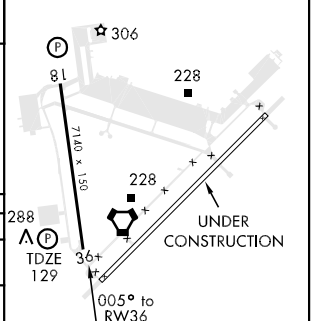
EMERG SAFE ALT 100 NM 5100



ELEV 131

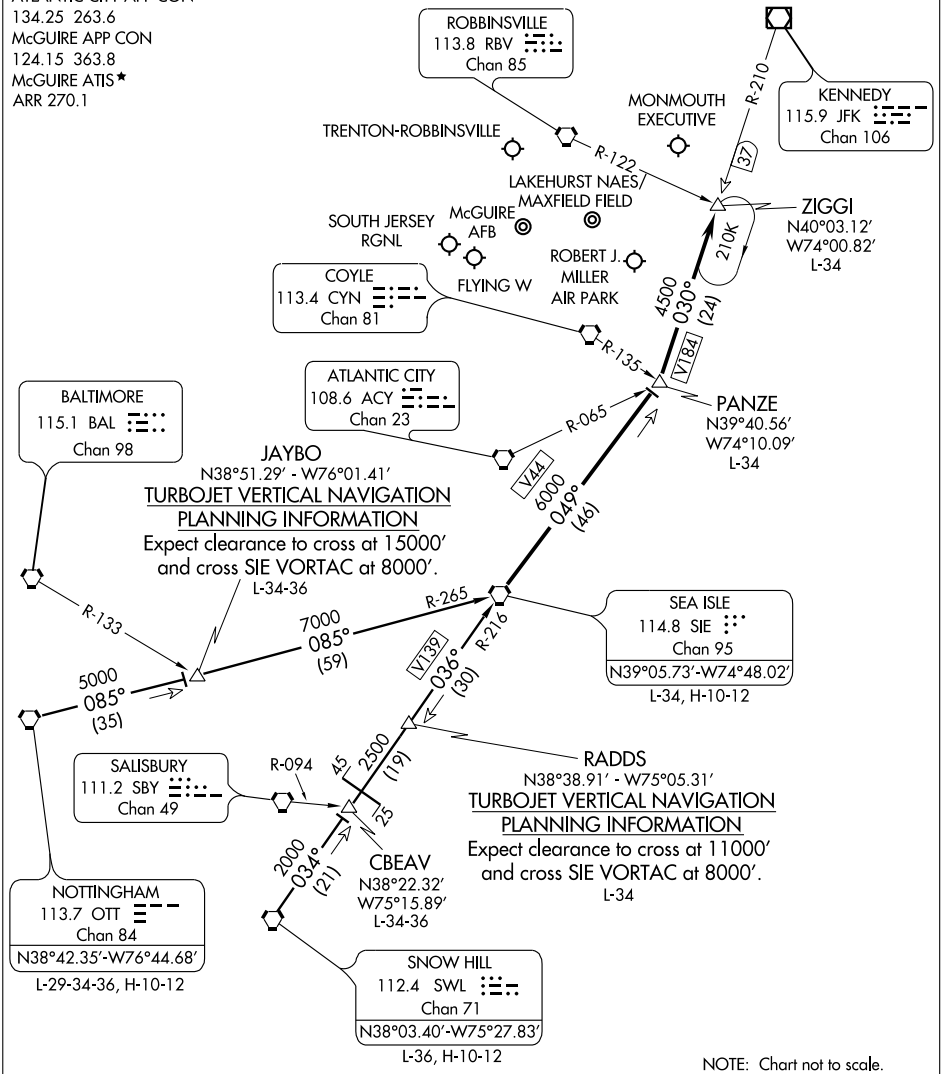
REIL Rwy 18-36

HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA	560-1	431 (500-1)	560-1¼ 431 (500-1¼)	560-1½ 431 (500-1½)	
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 6

VORTAC GXU 110.6 Chan 43	APCH CRS 043°	Rwy ldg 10,001 TDZE 131 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

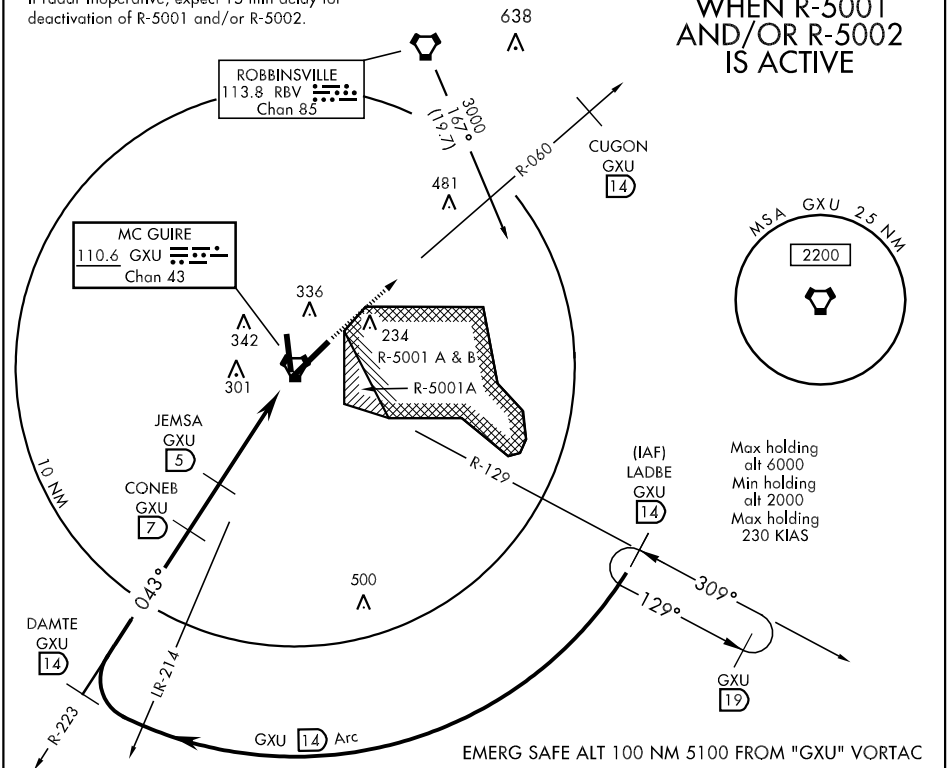
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

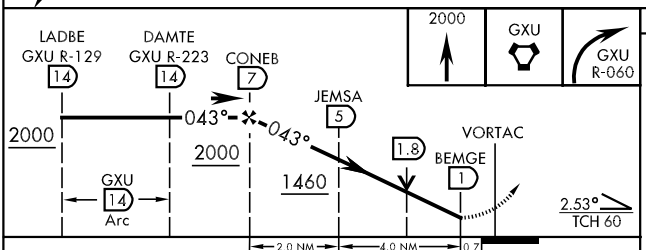
ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

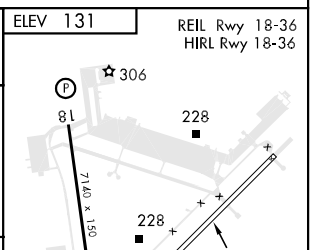
**Circling not authorized E of field.

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE







CATEGORY	A	B	C	D	E
S-6 *	620/40	489	(500-¾)	620/50 489 (500-1)	620/60 489 (500-1¼)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 18

VORTAC GXU	APCH CRS	Rwy Idg 7140
110.6	178°	TDZE 123
Chan 43		Arpt Elev 131

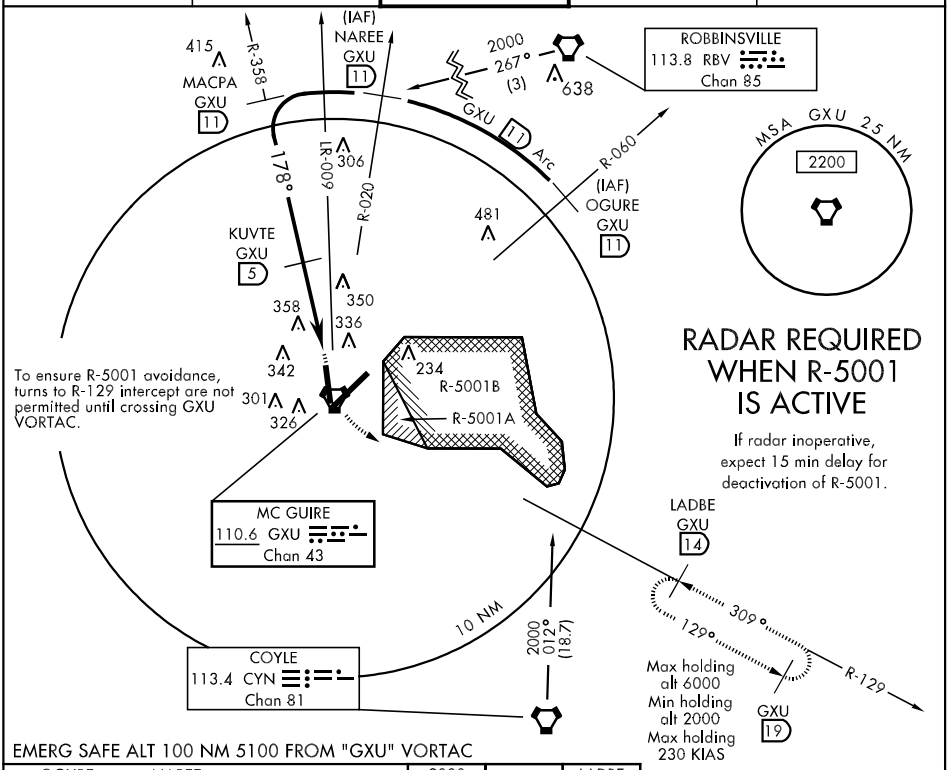
AL-150 [USAF]

MC GUIRE AFB (KWRI)

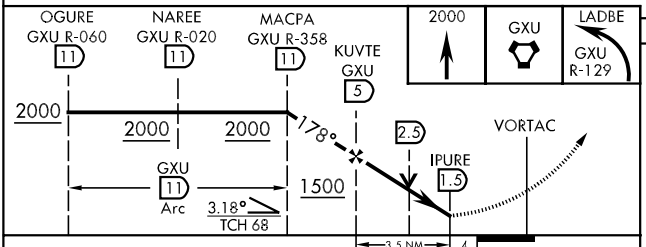
* Circling not authorized E of field.

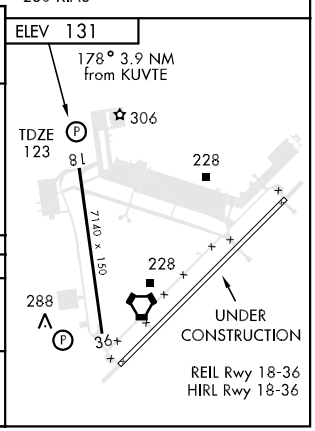
MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-18	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)	
CIRCLING *	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 24

VORTAC GXU	APCH CRS	Rwy ldg 10,001
110.6	240°	TDZE 116
Chan 43		Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

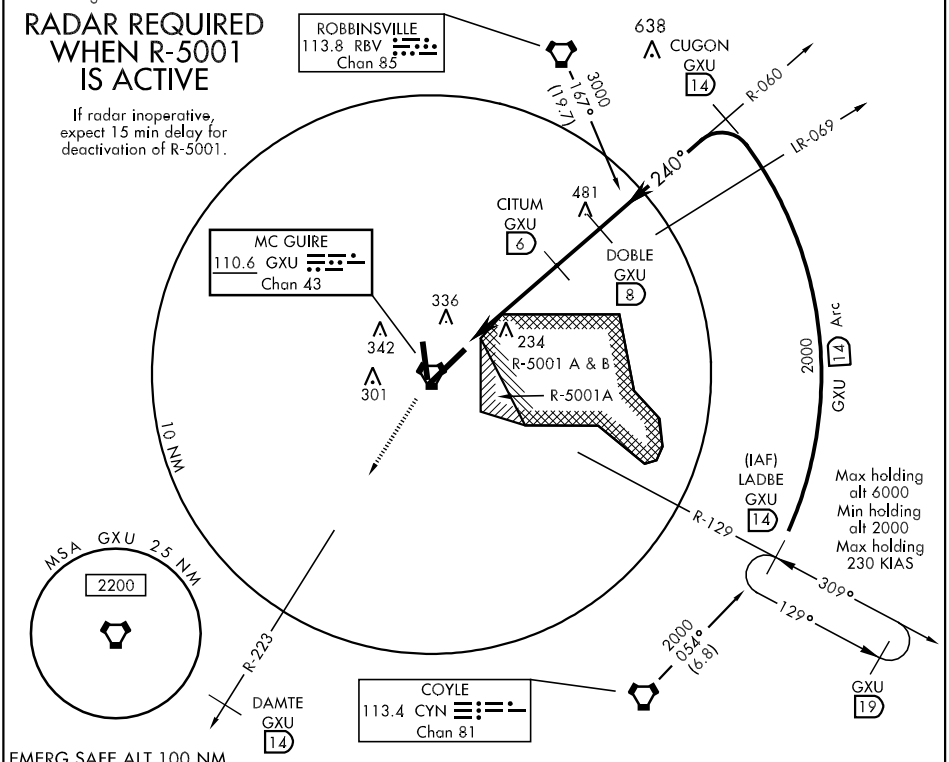
MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

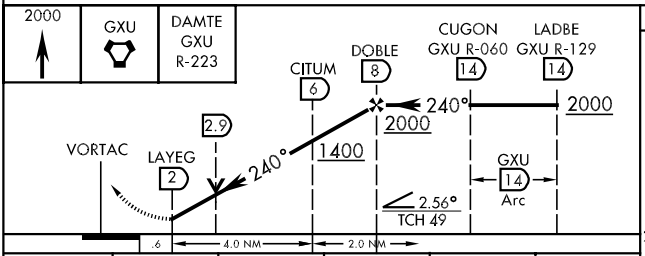
** Circling not authorized E of field.

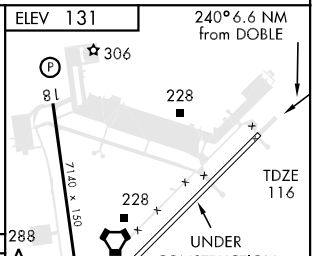
RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM
5100 FROM "GXU" VORTAC





CATEGORY	A	B	C	D	E
S-24 *	580/40	464 (500-¾)	580/50 464 (500-1)	580/60 464 (500-1¼)	580-1½ 464 (500-1½)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 36

VORTAC GXU	APCH CRS	Rwy Idg 7140
110.6	020°	TDZE 129
Chan 43		Arpt Elev 131

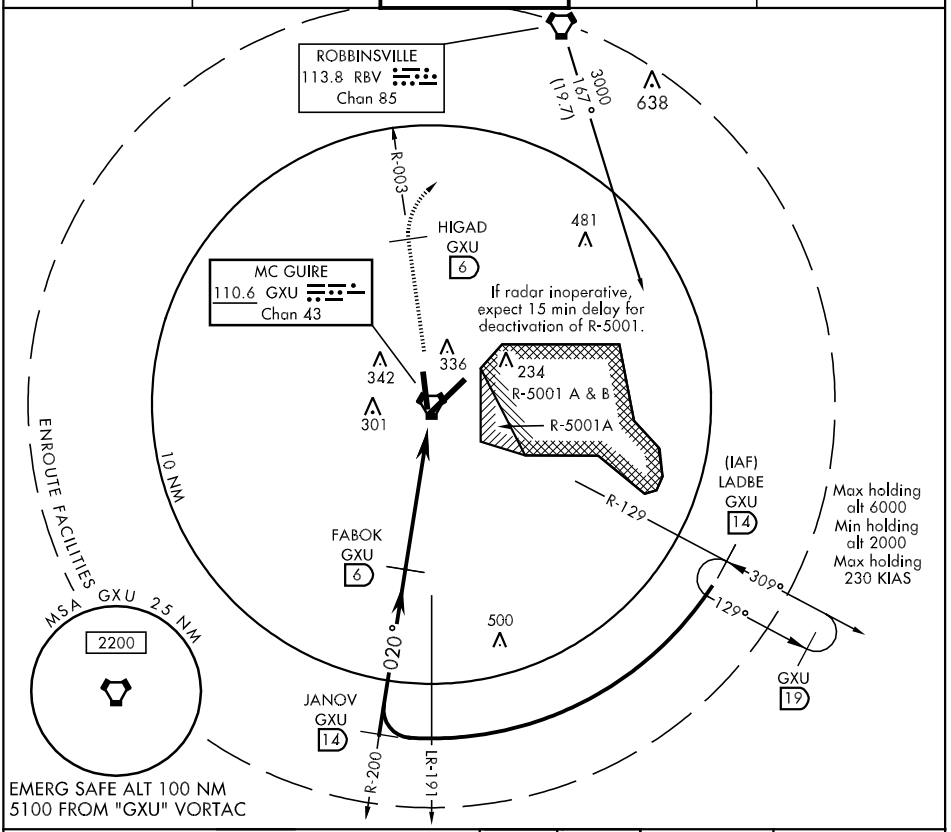
AL-150 [USAF]

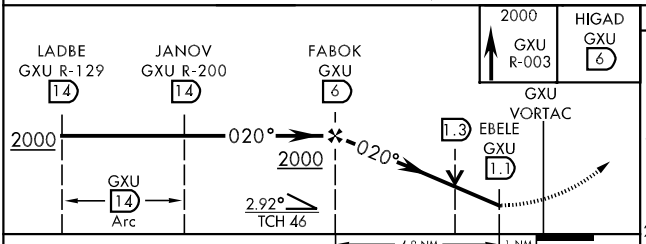
MC GUIRE AFB (KWRI)

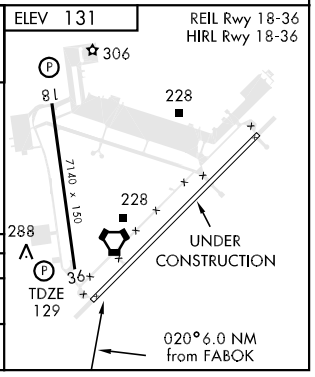
* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8







CATEGORY	A	B	C	D	E
S-36	560-1¼	431 (500-1¼)		560-1½	431 (500-1½)
CIRCLING *	660-1¼	529 (600-1¼)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Y Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Y Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16**[1]
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 34[2]
VOR/DME Rwy 28[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY ..... **LOC Rwy 22**[1]
RNAV (GPS) Rwy 22[2]

Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME	ALTERNATE MINIMUMS

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**

Categories A,B, 1100-2,Categories C,D, 1100-3.

DANSVILLE, NY

DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2¾.

ELMIRA, NY

ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY

REPUBLIC ..... **ILS or LOC Rwy 14**[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

GLENS FALLS, NJ

FLOYD BENNET MEMORIAL ..... **ILS or LOC Rwy 1**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19

NA when local weather not available.
[1]Category D, 800-2¼.

ISLIP, NY

LONG ISLAND MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

ITHACA, NY

ITHACA TOMPKINS RGNL ..... **ILS or LOC Rwy 32[12]**
RNAV (GPS) Y Rwy 14[3]
RNAV (GPS) Z Rwy 14
RNAV (GPS) Rwy 32[4]
VOR Rwy 14[3]
VOR Rwy 32[5]

NA when local weather not available.
[1]ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/ JAMESTOWN ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2¼.
NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONTGOMERY, NY

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MONTICELLO, NY

SULLIVAN COUNTY INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NDB Rwy 15

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F. KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

21 OCT 2010 to 18 NOV 2010

NAME — ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5**[1]
VOR or GPS Rwy 9[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
NDB Rwy 22

NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS or LOC Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY ..... **ILS or LOC Rwy 16**[12]
ILS or LOC Rwy 34[2]
NDB Rwy 16[234]
RNAV (GPS) Y Rwy 16[2]
RNAV (GPS) Y Rwy 34[2]
VOR/DME-A[3]

[1]Categories A, B, C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

21 OCT 2010 to 18 NOV 2010

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

RADAR (E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[1 3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)
	18[3]	3.0°/51/950	ABCDE	**323**-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	**329**-¾	200	(200-¾)
	24[2 3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

21 OCT 2010 to 18 NOV 2010

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 **ELEV 690**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

21 OCT 2010 to 18 NOV 2010

CALDWELL, NJ

ESSEX COUNTY (CDW)

AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)

AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY
COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.
NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY
LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY
ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.
NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

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JAMESTOWN, NY
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY
FULTON COUNTY (NY0)
AMDT 2 10266 (FAA)
NOTE: **Rwy 10,** trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL. Trees beginning 206' from DER, 176' right of centerline, up to 43' AGL/922' MSL. **Rwy 28,** trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL. Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

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MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

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NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

21 OCT 2010 to 18 NOV 2010

NEWBURGH, NY

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.
NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.
DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.
NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.
NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.
NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY
BROOKHAVEN (HWV)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.
NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

21 OCT 2010 to 18 NOV 2010

TETERBORO, NJ
TETERBORO (TEB)
AMDT 6 09267 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.
NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY
TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ
ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)
NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ
TRENTON MERCER (TTN)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ
RED LION (N73)
AMDT 1 09071 (FAA)
NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ
KROELINGER (29N)
AMDT 1 94062 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY
WATERTOWN INTL (ART)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.
NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY
WHITFORDS (B16)
ORIG 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

21 OCT 2010 to 18 NOV 2010

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

21 OCT 2010 to 18 NOV 2010

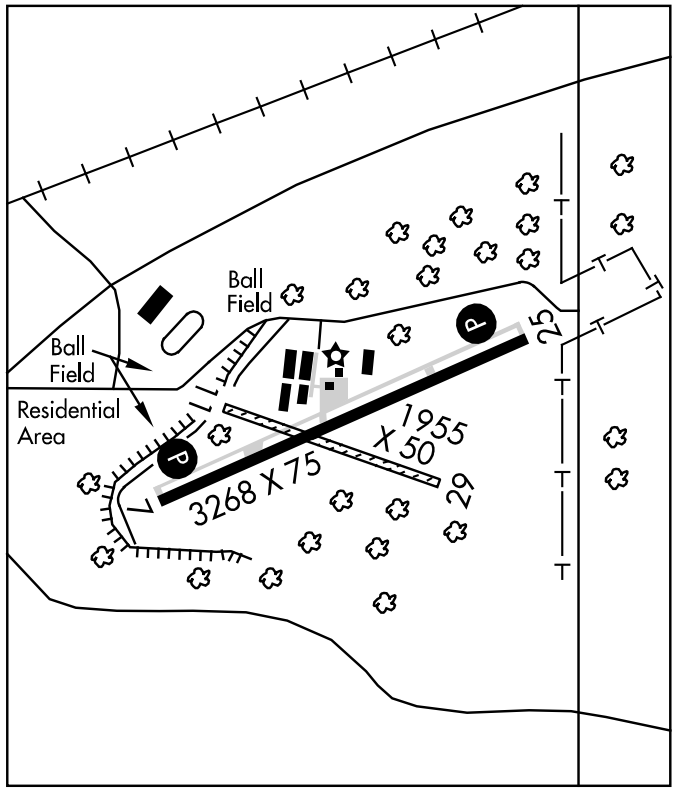
ADIRONDACK RGNL (See SARANAC LAKE)

AIRHAVEN (See STAATSBURG)

AIRLANE ENTERPRISES (See CLAY)

AIRTREK (See WATERLOO)

AKRON (9G3) 1 E UTC−5(−4DT) N43°01.25′ W78°28.97′ **DETROIT**
840 B S4 **FUEL** 100LL TPA—1840(1000) NOTAM FILE BUF **L–31E**
RWY 07–25: H3268X75 (ASPH) S–8 MIRL 0.3% up NE **IAP**
RWY 07: PAPI(P2L)—GA 4.0° TCH 56′. Road.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 56′. Road.
RWY 11–29: 1955X50 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–sunset. Rwy 11–29 CLOSED indef. Deer and turkey invof arpt. Arpt manager recommends Rwy 11–29 be used for ldgs only. Parallel twy lighted and 35′ wide. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07 and 25 and REIL Rwy 25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **BUFFALO APP DEP/CON** 126.15
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 061° 9.1 NM to fld. 730/08W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



RNAV (GPS) RWY 7

AKRON (9G3)

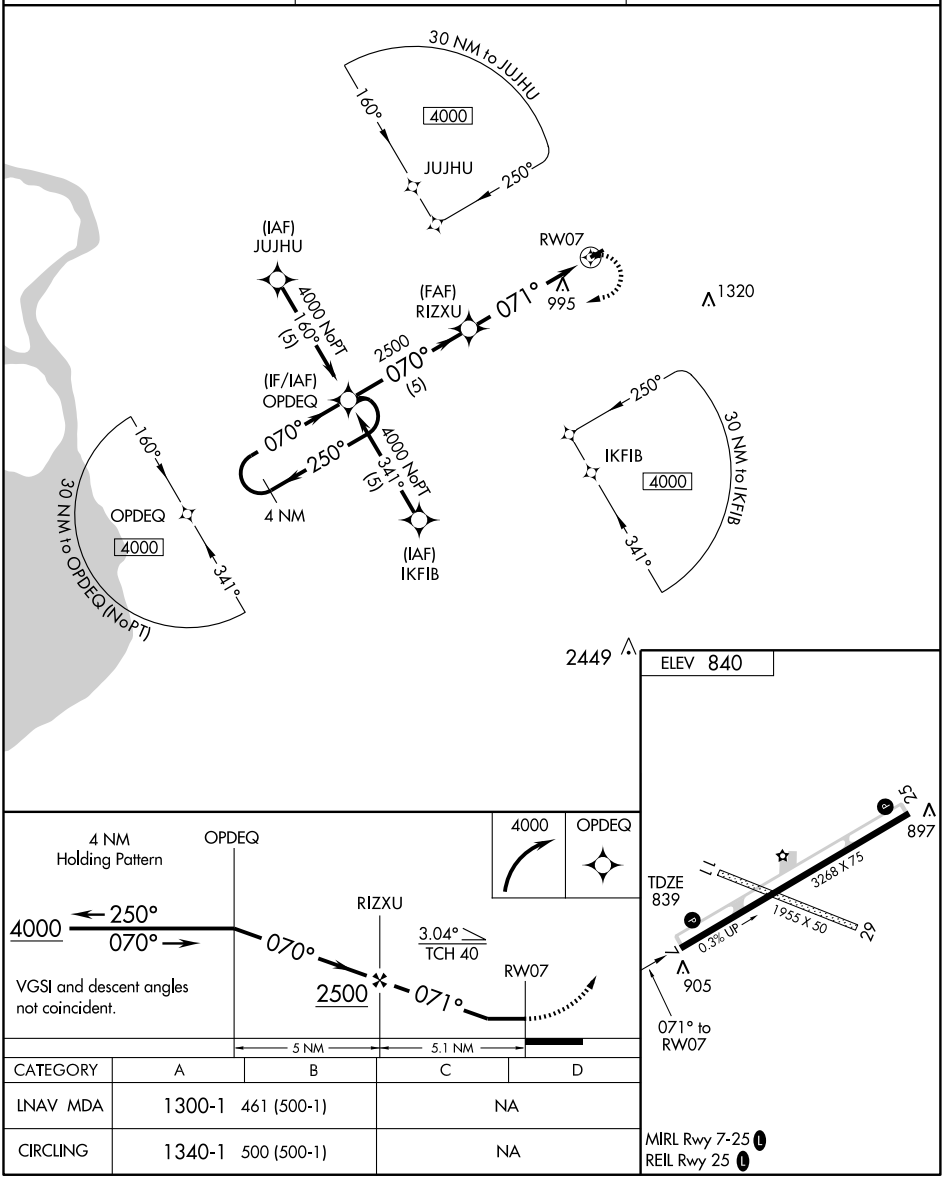
APP CRS	Rwy Idg	3268
071°	TDZE	839
	Apt Elev	840

T
A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Buffalo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ and hold, continue climb-in-hold to 4000.

BUFFALO ASOS	BUFFALO APP CON	UNICOM
135.35	126.15 263.125	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1	461 (500-1)	NA	
CIRCLING	1340-1	500 (500-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 25 L

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RNAV (GPS) RWY 25

AKRON (9G3)

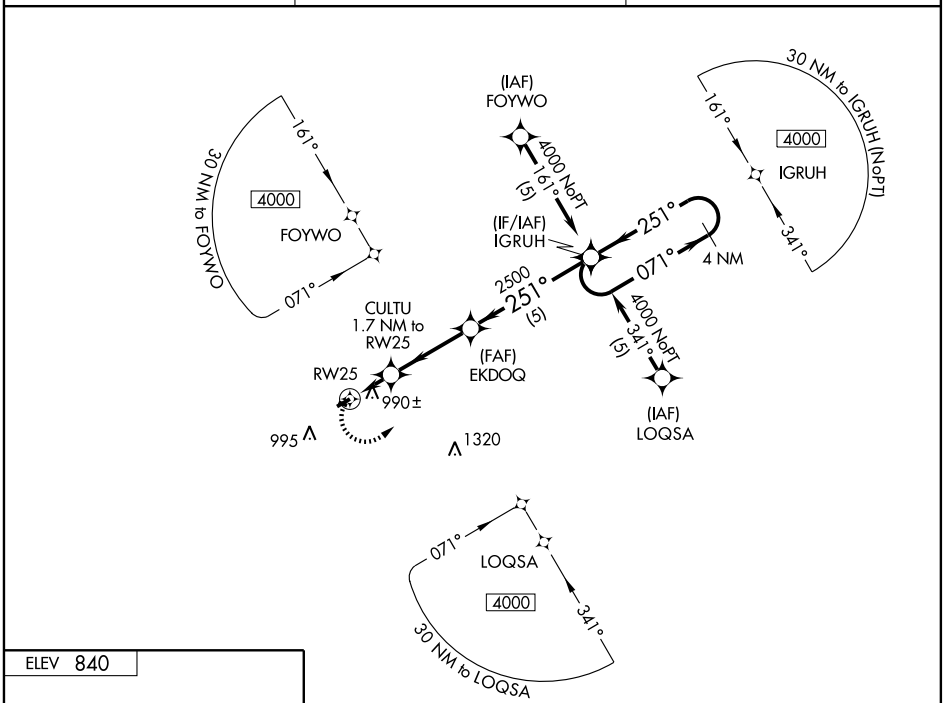
APP CRS	Rwy Idg	3268
251°	TDZE	840
	Apt Elev	840

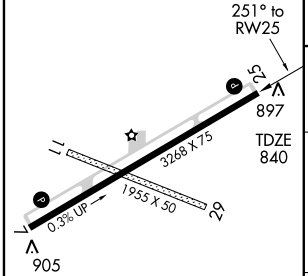
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Buffalo altimeter setting.

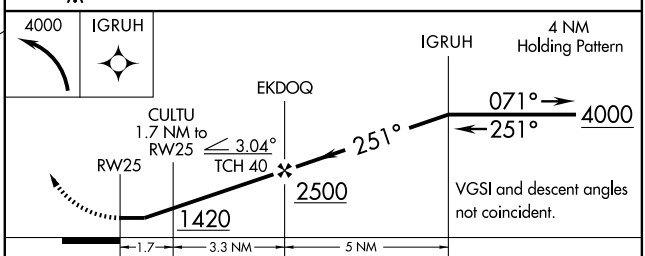
NA

MISSED APPROACH: Climbing left turn to 4000 direct IGRUH and hold, continue climb-in-hold 4000.

BUFFALO ASOS	BUFFALO APP CON	UNICOM
135.35	126.15 263.125	122.725 (CTAF) L



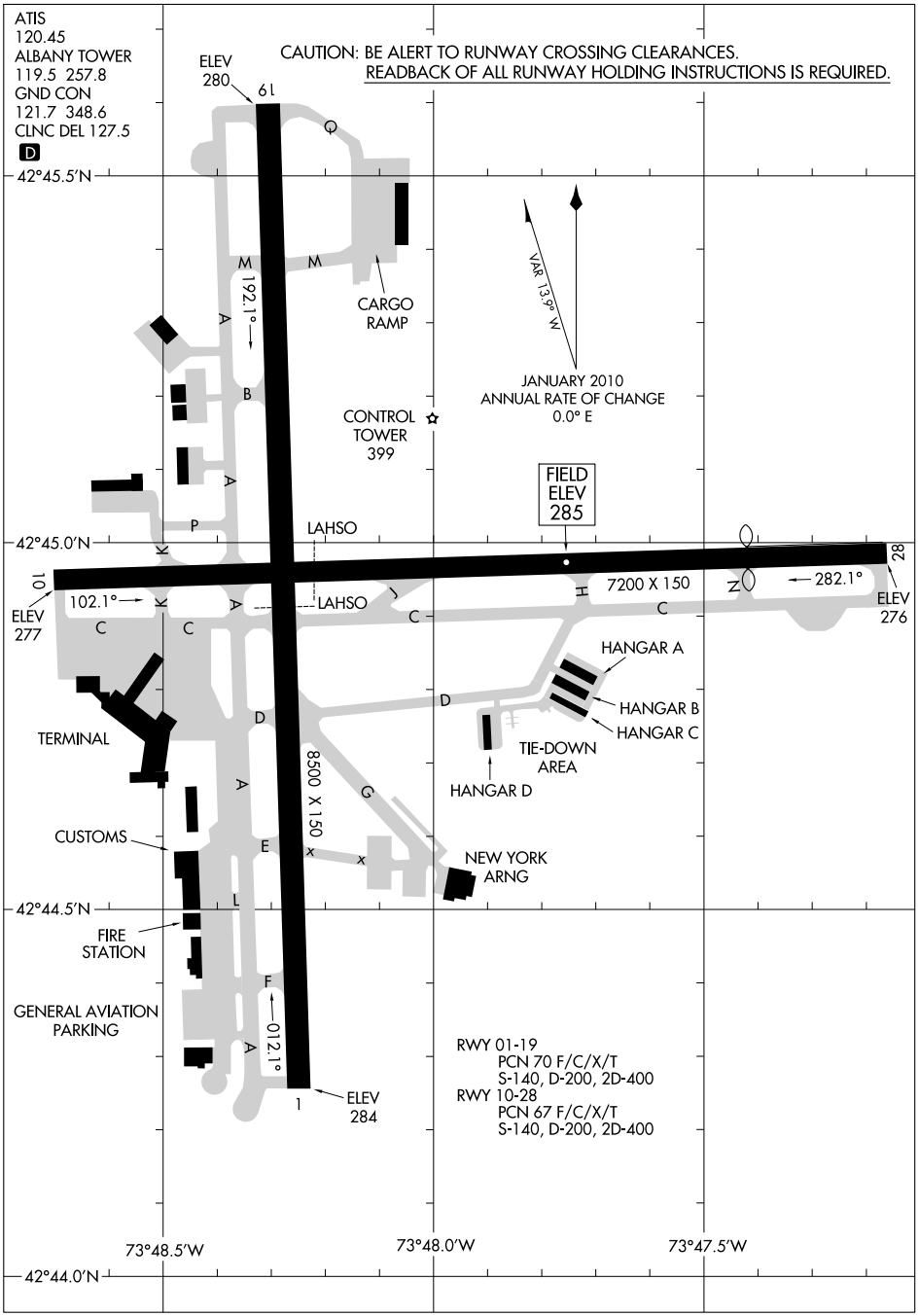




CATEGORY	A	B	C	D
LNAV MDA	1300-1 460 (500-1)		NA	
CIRCLING	1340-1 500 (500-1)		NA	

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

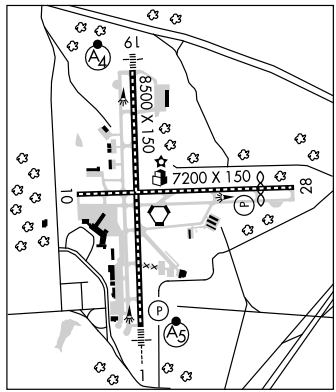


NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ALBANY INTL (ALB) 6 NW UTC−5(−4DT) N42°44.95′ W73°48.12′ **NEW YORK**
285 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C **H–10I, 11C, 12K, L–32G, 33B, 34I**
NOTAM FILE ALB **IAP, AD**

RWY 01–19: H8500X150 (ASPH–GRVD) S–140, D–200, 2D–400
PCN 70 F/C/X/T HIRL CL
RWY 01: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 54′.
RWY 19: MALS.
RWY 10–28: H7200X150 (ASPH–GRVD) S–140, D–200, 2D–400
PCN 67 F/C/X/T MIRL CL
RWY 10: REIL. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.35° TCH 50′. Thld dsplcd 1202′. Tank.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	10–28	4150
RWY 28	01–19	3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 10: TORA–7200	TODA–7200	ASDA–6780	LDA–6780
RWY 19: TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 28: TORA–7200	TODA–7200	ASDA–7200	LDA–5998

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Weather balloon launches approximately 3 miles S of arpt at 1100Z‡ and 2300Z‡. Rwy 01 touchdown and rollout runway visual range avbl. Rwy 19 touchdown and rollout runway visual range avbl. Twy 'C' west of Twy 'A' non movement area. Twy D east of Rwy 01–19 restricted to acft 12,500 lbs and less. Customs/Immigration's Flight Information Service adjacent to Twy E east of Rwy 01–19 on apron area; please follow markings. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (518) 464–6423.

COMMUNICATIONS: D–ATIS 120.45 (1–800–342–0120) **UNICOM** 122.95
RCO 122.1R 115.3T (BURLINGTON RADIO) **RCO** 122.45 122.2 (BURLINGTON RADIO)
Ⓡ **APP/DEP CON** 132.825 (011°–194°) 118.05 (194°–011°) 127.15
TOWER 119.5 **GND CON** 121.7 **CLNC DEL** 127.5

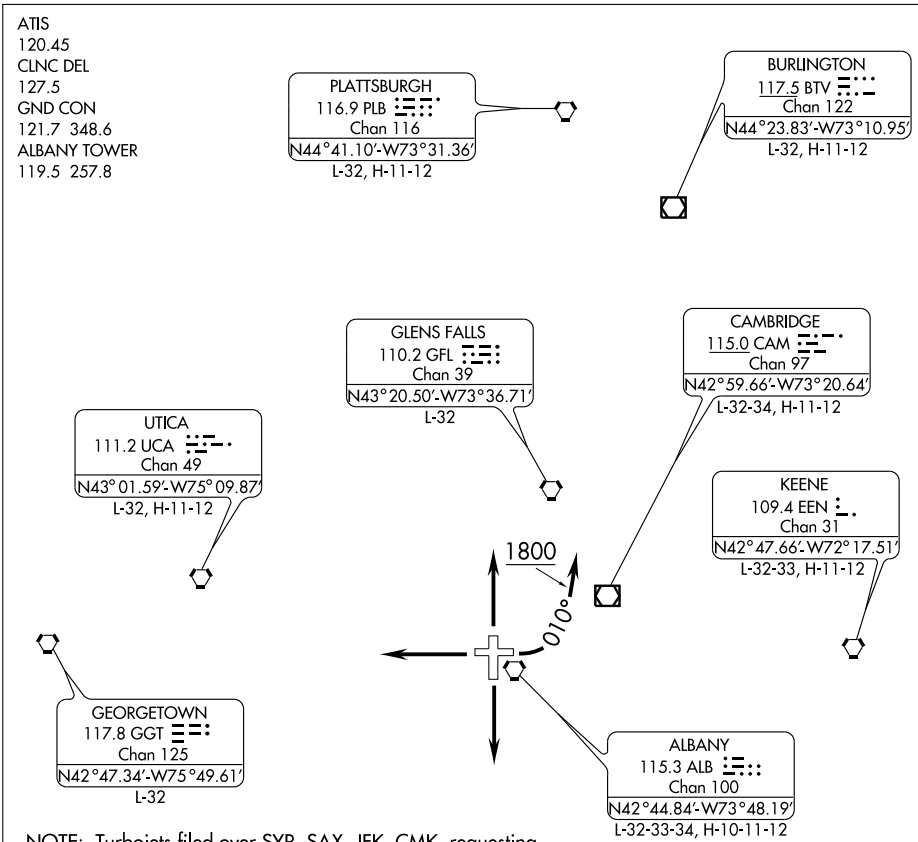
AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.

(L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ at fld. 275/13W.
VOR unusable:
330°–019° blo 3000′
330°–019° byd 10 NM blo 6000′
330°–019° byd 19 NM blo 9000′
330°–019° byd 28 NM blo 10000′
020°–059° byd 13 NM blo 6000′
060°–080°
100°–135° byd 8 NM blo 10000′
120°–135° byd 37 NM blo 14500′
136°–175° byd 8 NM blo 6000′
176°–193° byd 17 NM blo 8000′
176°–193° byd 25 NM blo 12000′
194°–221° blo 6000′
194°–221° byd 28 NM blo 8000′
310°–320° byd 30 NM blo 5000′
DME unusable:
030°–055° byd 10 NM
155°–195° byd 28 NM blo 5500′
255°–340° byd 28 NM

HAWKY NDB (LOM) 219 AL N42°49.04′ W73°48.51′ 189° 4.1 NM to fld. Unusable 160°–210° byd 10 NM.
ILS/DME 109.5 I–ALB Chan 32 Rwy 19. Class IB. LOM HAWKY NDB.
ILS/DME 109.5 I–DEJ Cham 32 Rwy 01. Class IE.

COMM/NAV/WEATHER REMARKS: CLASS C information available on ATIS frequency 20 NM.



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM Chan 97
R-231
097°
277°
WARUV INT
ALB 10
R-097
526
2500 to DOTCA
192° (5)
(IAF)
DOTCA
ALB 5
DELMY
I-DEJ 8.2
467
(IF)
MUJIK
I-DEJ 12.5
011° (4.3)
2500
ALB R-175
R-221 115.0 CAM Chan 97
10 NM
146°
326°
(IAF)
CIRRU INT
ALB 16
(IYIYO)
191°
2600 NoPT to MUJIK
282° (4.5)
and 011° (3.8)
MSA ALB 25 NM
3600
270°
4700
360°

723 476 455 640 693 463 411 855 1688 1660 2280 1935 2123

DME REQUIRED

ELEV 285 D

61 357± 359± TWR 399 8500 X 150 398± 302± 7200 X 150 28 10 362 HIRL Rwy 1-19 MIRL Rwy 10-28 REIL Rwys 10 and 28 TDZE 285 380 384± 011° 6.7 NM from FAF

800 5000 WARUV ALB R-097 115.3 DOTCA ALB 5 Remain within 10 NM I-DEJ 2.9 I-DEJ 1.6 DELMY I-DEJ 8.2 191° 2500 011° 2500 2500 Use I-DEJ DME when on the localizer course. GS 3.00° TCH 55 1.3 5.3 NM

FAF to MAP 6.7 NM					
Knots	45	60	75	90	105
Min:Sec	8:56	6:42	5:22	4:28	3:50

CATEGORY	COPTER
H-ILS 1	485/12 200 (200-¼)
H-LOC 1	760/12 475 (500-¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

GPS RWY 10
ALBANY INTL (ALB)

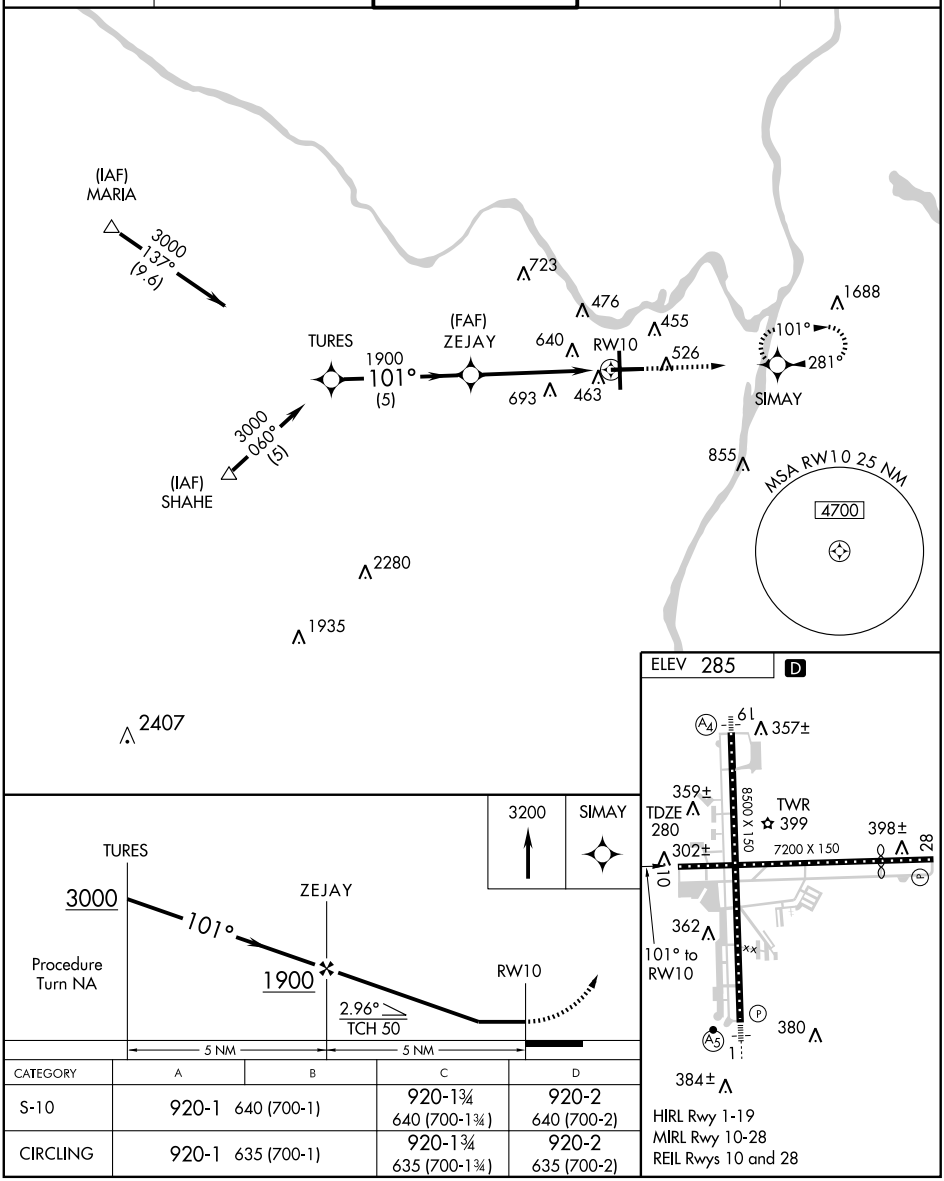
T
A NA

Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

NE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

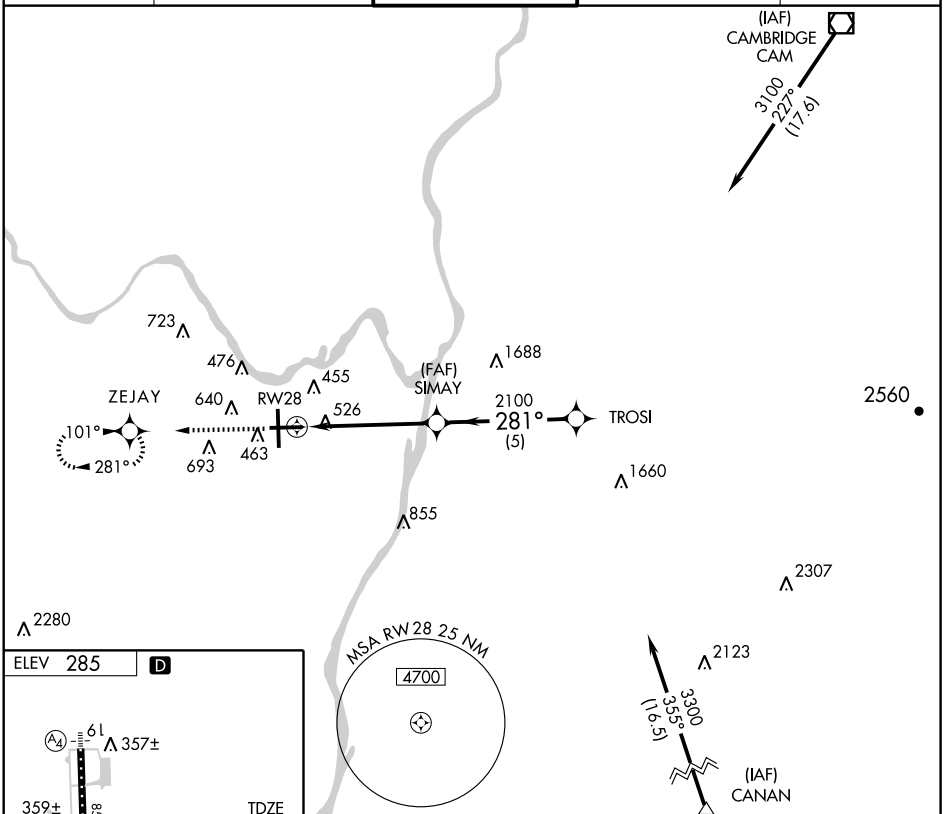
APP CRS	Rwy Idg	5998
281°	TDZE	285
	Apt Elev	285

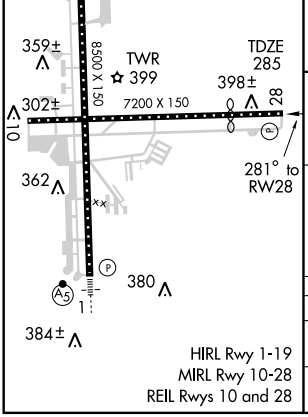
GPS RWY 28
ALBANY INTL (ALB)

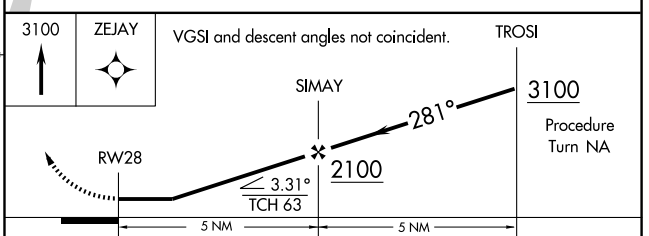
NA — Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

ILS or LOC RWY 1

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

MISSED APCH FIX

CAMBRIDGE CAM
115.0
Chan 97

115.0 CAM Chan 97

R-251

R-340

160°

340°

FLEIG
I-DEJ 6.4
RADAR

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

(IAF)
CIRRU
ALB 16

(IYIYO)

011°

191°

1900

(6.1)

1 min

R-175

R-221

10 NM

476

640

463

693

455

526

380

411±

855

1688

1660

2123

2280

1935

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285

D

61

357±

359±

TWR
399

8500 X 150

7200 X 150

398±

302±

28

10

362

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

TDZE
285

380

384±

011° 4.8 NM
from FAF

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800

5000
CAM R-251

CAM
115.0

MUJIK
I-DEJ 12.5
RADAR

One Minute Holding Pattern

FLEIG
I-DEJ 6.4
RADAR

1900

I-DEJ
2.8

I-DEJ
1.6

011°

191°

3000

GS 3.00°
TCH 55

1900

Use I-DEJ DME when on the localizer course.

1.2 — 3.6 NM — 6.1 NM

CATEGORY	A	B	C	D
S-ILS 1	*485/24 200 (200-½)			
S-LOC 1	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ALB	APP CRS	Rwy Idg	8500
109.5	191°	TDZE	280
Chan 32		Apt Elev	285

ILS or LOC RWY 19

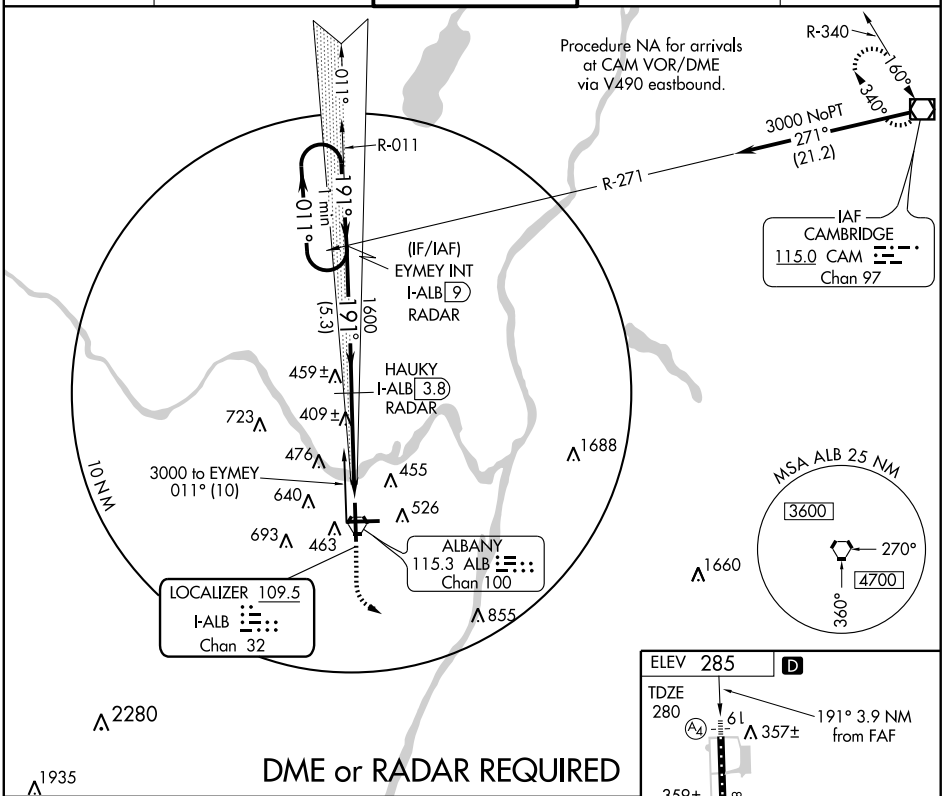
ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.

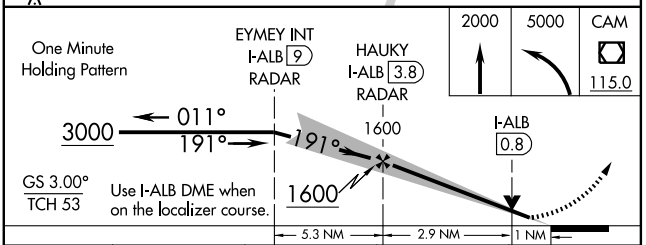
MALS

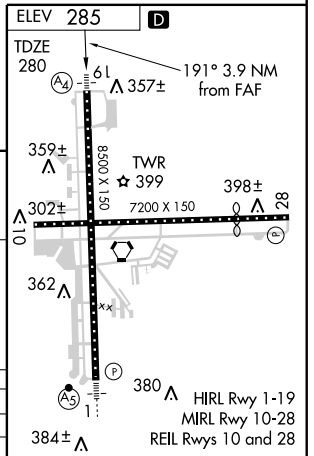
MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



DME or RADAR REQUIRED





FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 19	480/40 200 (200-¾)			
S-LOC 19	660/40 380 (400-¾)			660/60 380 (400-1¼)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

WAAS CH 97402 W01A	APP CRS 011°	Rwy Idg 8500 TDZE 285 Apt Elev 285

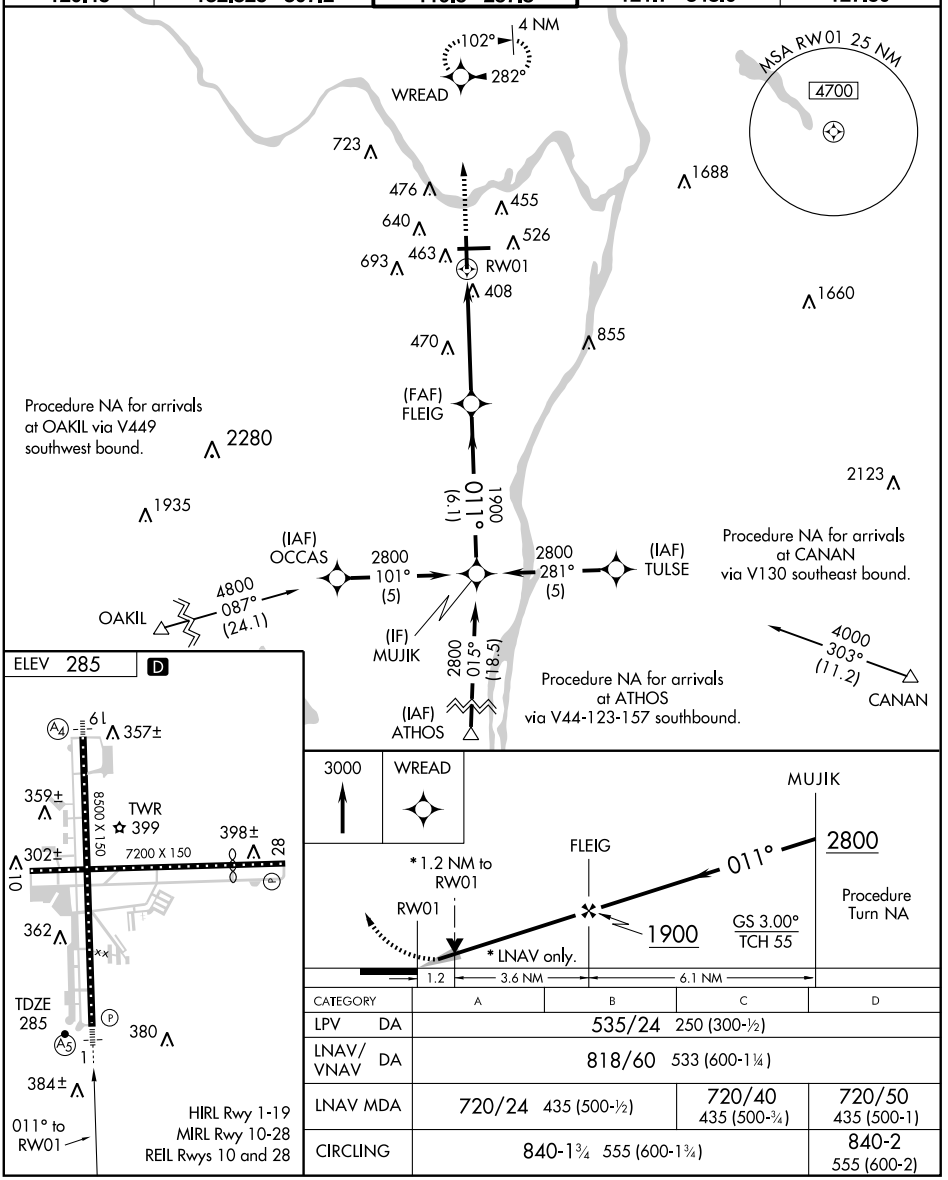
RNAV (GPS) RWY 1
ALBANY INTL (ALB)

Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



CATEGORY	A	B	C	D
LPV DA	535/24 250 (300-½)			
LNAV/VNAV DA	818/60 533 (600-1¼)			
LNAV MDA	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾ 555 (600-1¾)			840-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
CH 56302	191°	TDZE	280
W19A		Apt Elev	285

RNAV (GPS) RWY 19

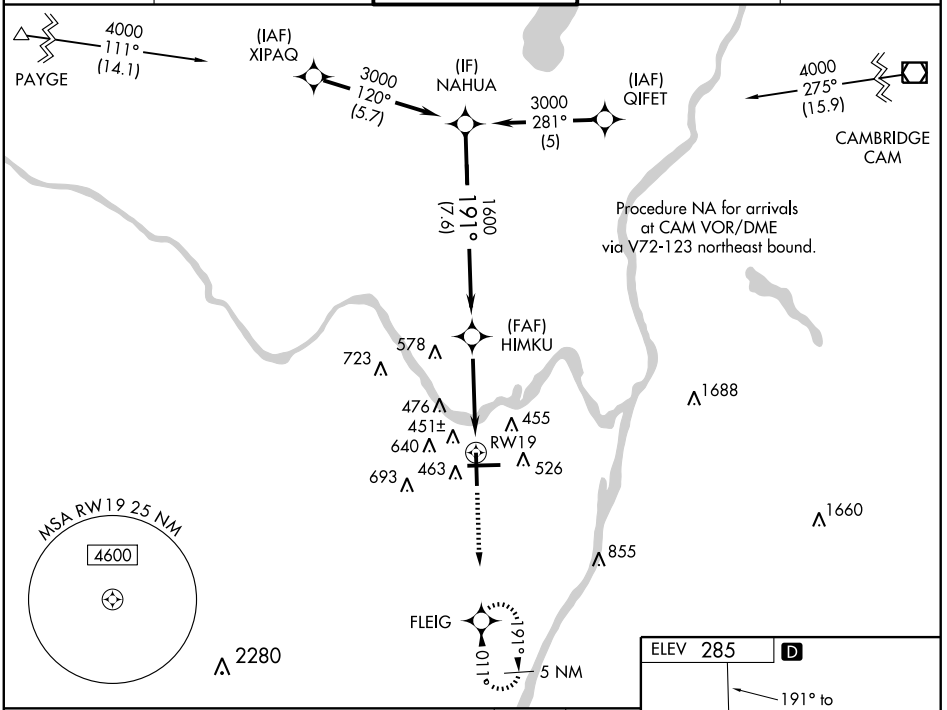
ALBANY INTL (ALB)

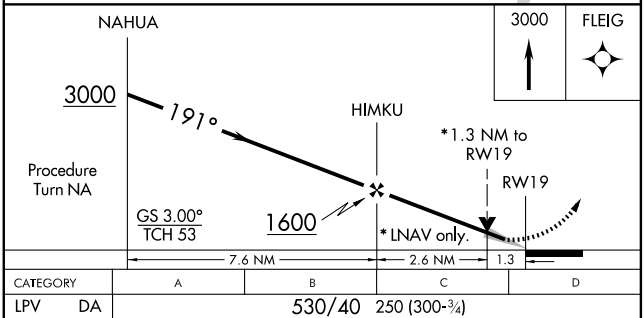
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

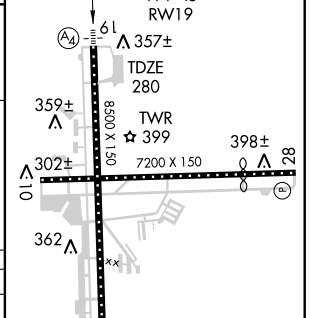
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
LPV DA	530/40 250 (300-¾)			
LNAV/VNAV DA	777-1¾ 497 (500-1¾)			
LNAV MDA	760/40 480 (500-¾)		760/60 480 (500-1¼)	760-1½ 480 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

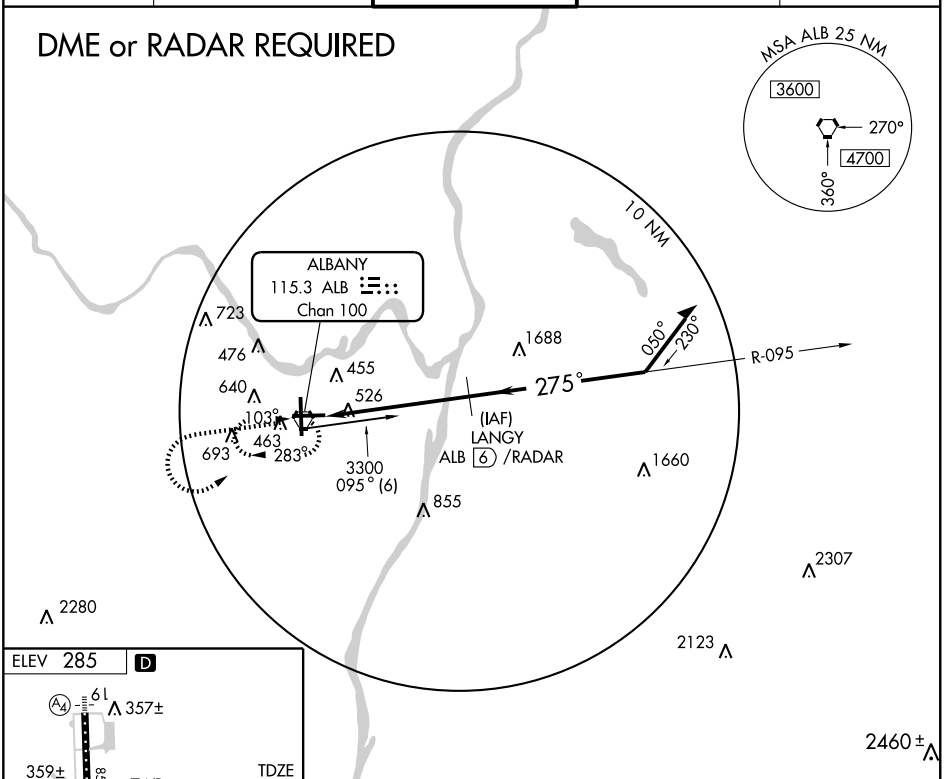
VOR RWY 28
ALBANY INTL (ALB)

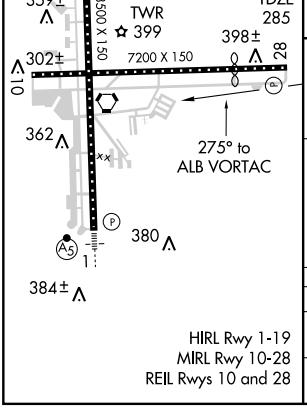
Circling NA West of Rwy 1-19.

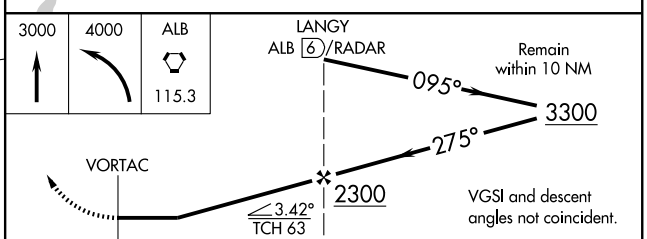
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED







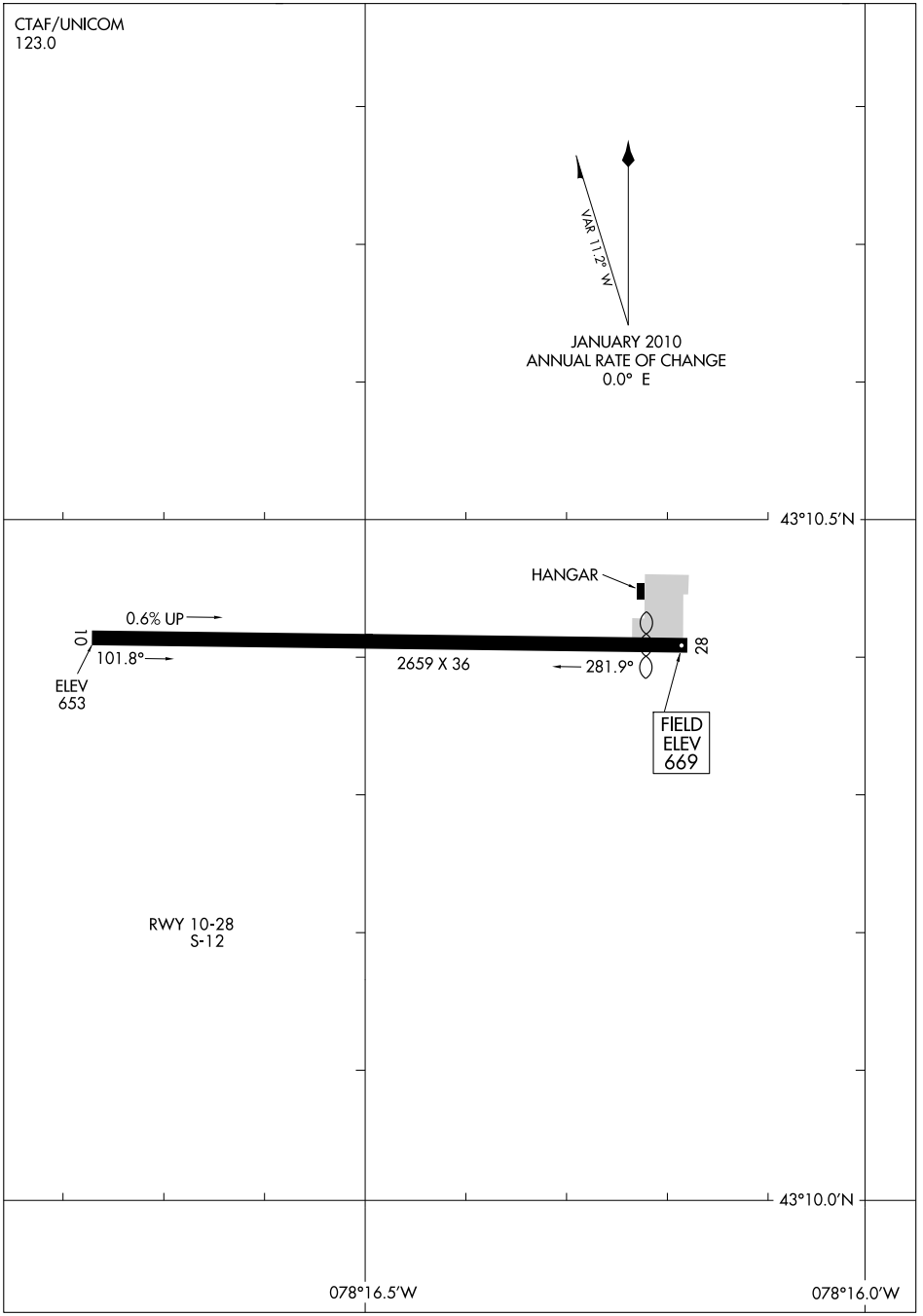
CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK



AIRPORT DIAGRAM

ALBION, NEW YORK
ALBION/PINE HILL (9G6)

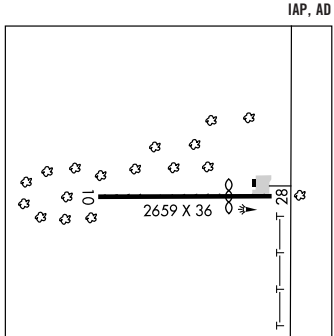
10210

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ALBION

PINE HILL (9G6) 5 SW UTC−5(−4DT) N43°10.41′ W78°16.48′ DETROIT
669 NOTAM FILE BUF Not insp. L–31E, 32F
RWY 10–28: H2659X36 (ASPH) S–12 LIRL (NSTD) 0.6% up E IAP, AD
RWY 10: Tree. **RWY 28:** Thld dsplcd 250′. Road.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 10–28 limited to aircraft 12,500 lbs. 930′ twr 930′ SSE AER 28. 70′–80′ trees 150′ left AER 10. PAEW 75′ east of Rwy 28. Rwy 10–28 localized open spalling with loose material located only at beginning Rwy 10. Rwy 10–28 NSTD LIRL first 225′ east end unlgtd. ACTIVATE rwy lgts at 585–589–7758.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BUFFALO APP DEP/CON** 126.15
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 056° 22 NM to fld. 730/08W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



ALPINE N42°14.32′ W76°45.84′ NOTAM FILE ELM. NEW YORK
NDB (MHW) 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl. L–30J, 32F

ARCADE–TRI CO (D23) 2 N UTC−5(−4DT) N42°34.00′ W78°25.57′ DETROIT
1745 NOTAM FILE BUF
RWY 09–27: 3220X60 (GRVL) MIRL
RWY 09: Trees. **RWY 27:** Brush.
RWY 14–32: 2710X80 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Parachute activities irregular hrs. Arpt CLOSED winter months. Ultralgt acft prohibited. Rwy 09–27 CLOSED except PPR 716–537–9172. ACTIVATE MIRL Rwy 09–27—123.0.
COMMUNICATIONS: CTAF/UNICOM 123.0
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

ARGYLE (1C3) 2 NE UTC−5(−4DT) N43°15.27′ W73°28.21′ NEW YORK
330 S4 NOTAM FILE BTV
RWY 03–21: 2400X87 (TURF)
RWY 03: Trees. **RWY 21:** Brush.
AIRPORT REMARKS: Attended 1130Z‡–dusk. Arpt may be CLOSED wet weather call 518–638–9723. Ultralgts on and invof arpt. Aerobatics box E of Rwy 03. Rwy 03–21 width varies from 87′–100′.
COMMUNICATIONS: CTAF 122.9

AVON N43°00.60′ W77°46.16′ NOTAM FILE ROC. DETROIT
NDB (MHW) 344 AVN 042° 7.8 NM to Greater Rochester Intl. L–31E, 32F

BABYLON N40°40.35′ W73°23.06′ NOTAM FILE FRG. NEW YORK
NDB (HW) 275 BBN 353° 3.6 NM to Republic. NDB unusable byd 15 NM. COPTER
L–33B, 34H

APP CRS	Rwy Idg	N/A
059°	TDZE	N/A
	Apt Elev	669

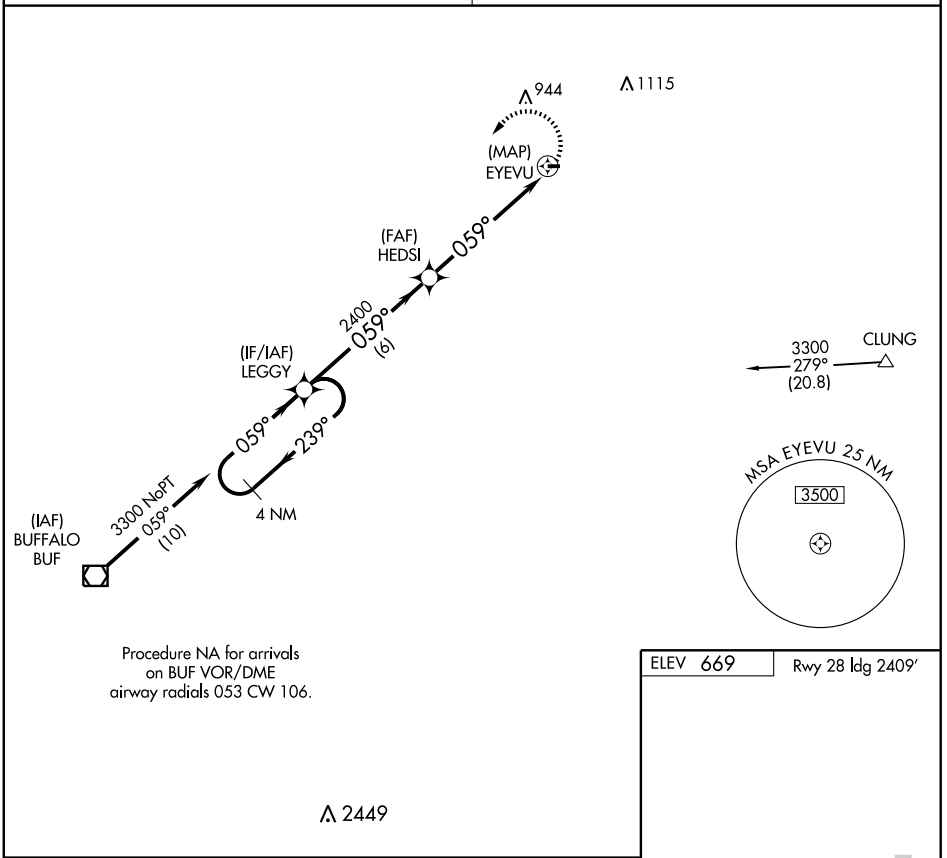
RNAV (GPS) -B

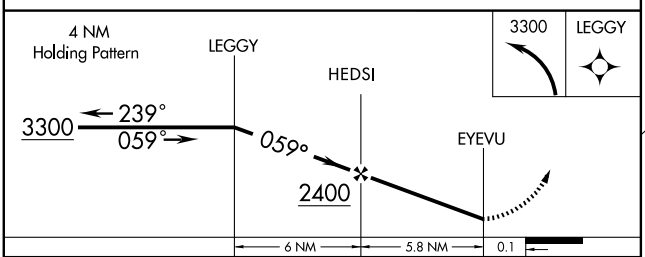
ALBION/ PINE HILL (9G6)

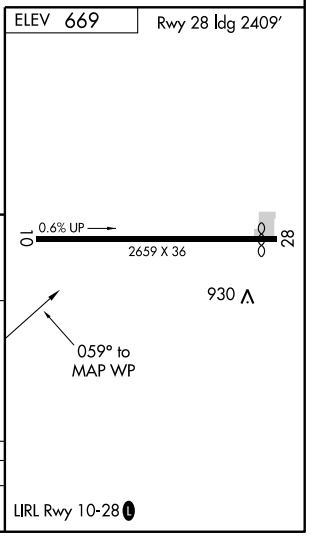
DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUFFALO APP CON	UNICOM
126.15 263.125	123.0 (CTAF)







NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

BATAVIA

GENESEE CO (GVQ) 2 N UTC−5(−4DT) N43°01.91′ W78°10.18′

DETROIT
H–10H, 11B, L–31E, 32F
IAP

914 B S4 **FUEL** 100LL, JET A1 + OX 1 TPA—1914(1000) NOTAM FILE GVQ

RWY 10–28: H5500X100 (ASPH) S–21, D–33 HIRL

RWY 10: REIL. PAPI(P2L). Fence.

RWY 28: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 43′.

AIRPORT REMARKS: Attended Apr–Oct 1230–0100Z‡, Nov–Mar 1230–2330Z‡. Rwy 28 MALSR OTS indef. Rwy 28 REIL OTS indef. ACTIVATE HIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28, REIL Rwy 10 and Rwy 28, and MALSR Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS–3 127.525 (716) 343–6369.

COMMUNICATIONS: CTAF/UNICOM 122.7

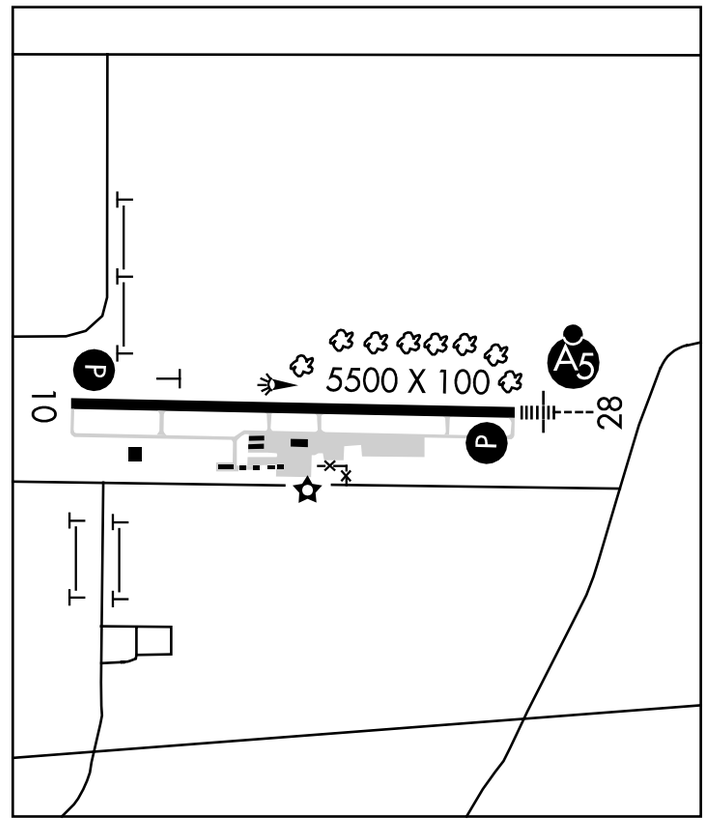
Ⓡ **ROCHESTER APP/DEP CON** 123.7 **CLNC DEL** 121.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 311° 22.6 NM to fld. 990/09W.

ILS 108.9 I–GVQ Rwy 28.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



BAYPORT AERODROME (23N) 1 NW UTC−5(−4DT) N40°45.51′ W73°03.22′

NEW YORK
COPTER

41 TPA—641(600) NOTAM FILE ISP

RWY 18–36: 2740X150 (TURF)

RWY 18: Trees. Rgt tfc. **RWY 36:** APAP(PNIR)—GA 5.0° TCH 20′. Thld dsplcd 550′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED 30 minutes after SS–30 minutes before SR. Rwy 18–36 east 75′ CLOSED Oct–Apr, west 75′ CLOSED May–Sep. No closed tfc pattern or touch and go landings. All tfc enter 45° left base for Rwy 36 at 600 ft MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45° rgt downwind for Rwy 18 over lakes at 600 ft MSL due to heavy jet tfc ldg Rwy 33L at ISP. Rwy 36 dsplcd thld marked with one ft wide apron and 2 ft wide thld (white) both made with conc blocks flush with turf surface. Phone at arpt 631–472–4747.

COMMUNICATIONS: CTAF/UNICOM 122.7

BECKS GROVE (See ROME)

BINGHAMTON N42°09.45′ W76°08.19′ NOTAM FILE BUF.

NEW YORK
L–30J, 32F

(L) VORTAC 112.2 CFB Chan 59 076° 7.6 NM to Greater Binghamton/Edwin A Link Fld. 1583/10W.

LOC I-GVQ	APP CRS	Rwy Idg	5500
108.9	282°	TDZE	911
		Apt Elev	913

ILS or LOC RWY 28

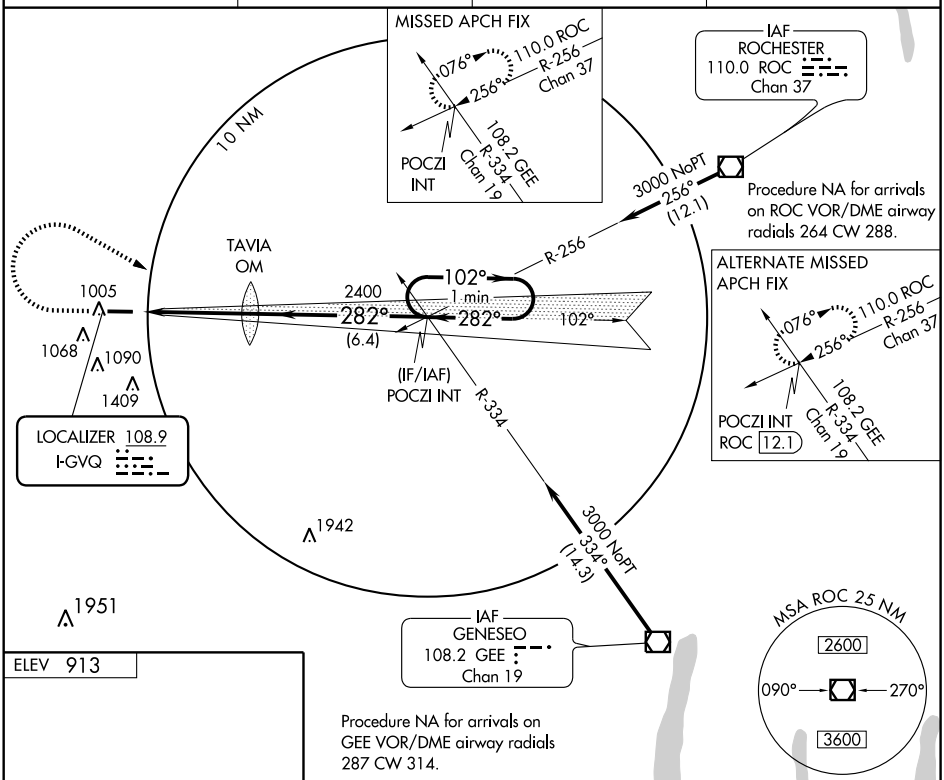
BATAVIA/GENESEE COUNTY (GVQ)

T When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet;
NA increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

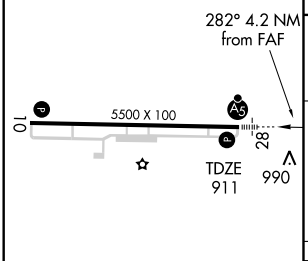
MALSR

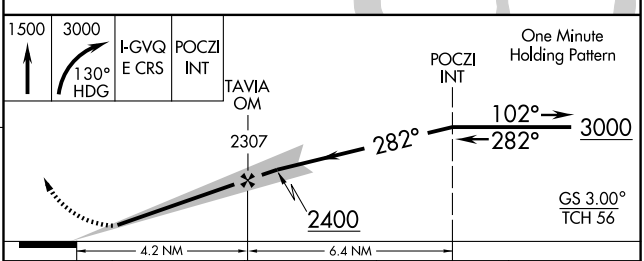
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



ELEV 913





REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg 5500 TDZE 911 Apt Elev 913

RNAV (GPS) RWY 28

BATAVIA/GENESEE COUNTY (GVQ)

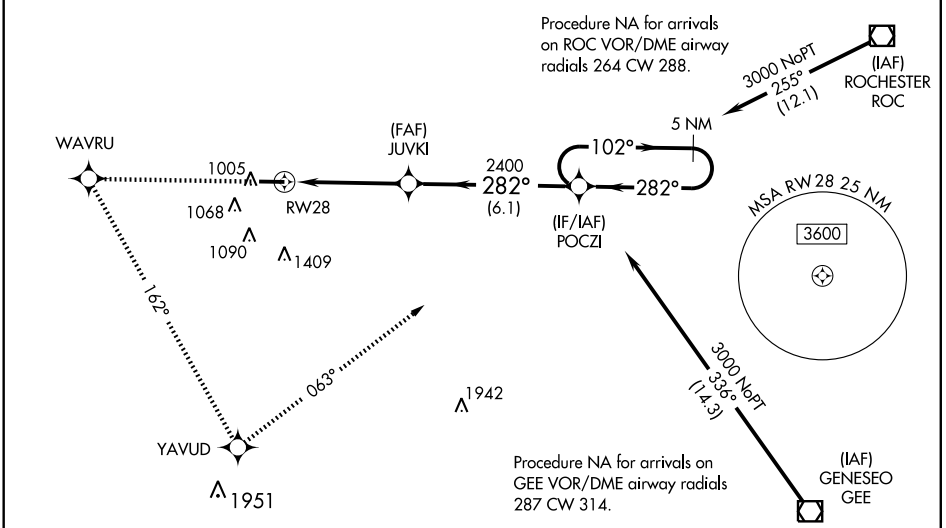
T NA

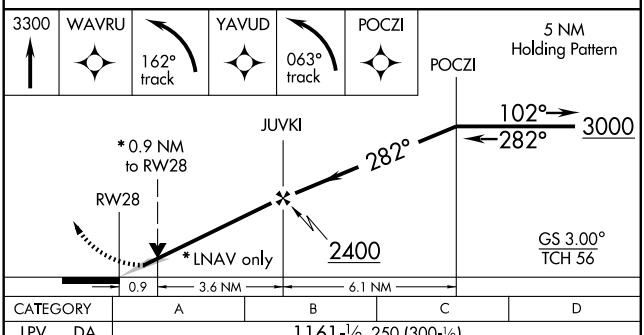
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

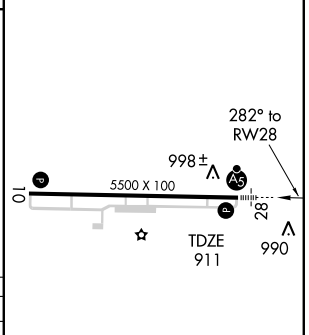
MALSR

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	311°	TDZE	N/A
Chan 19		Apt Elev	913

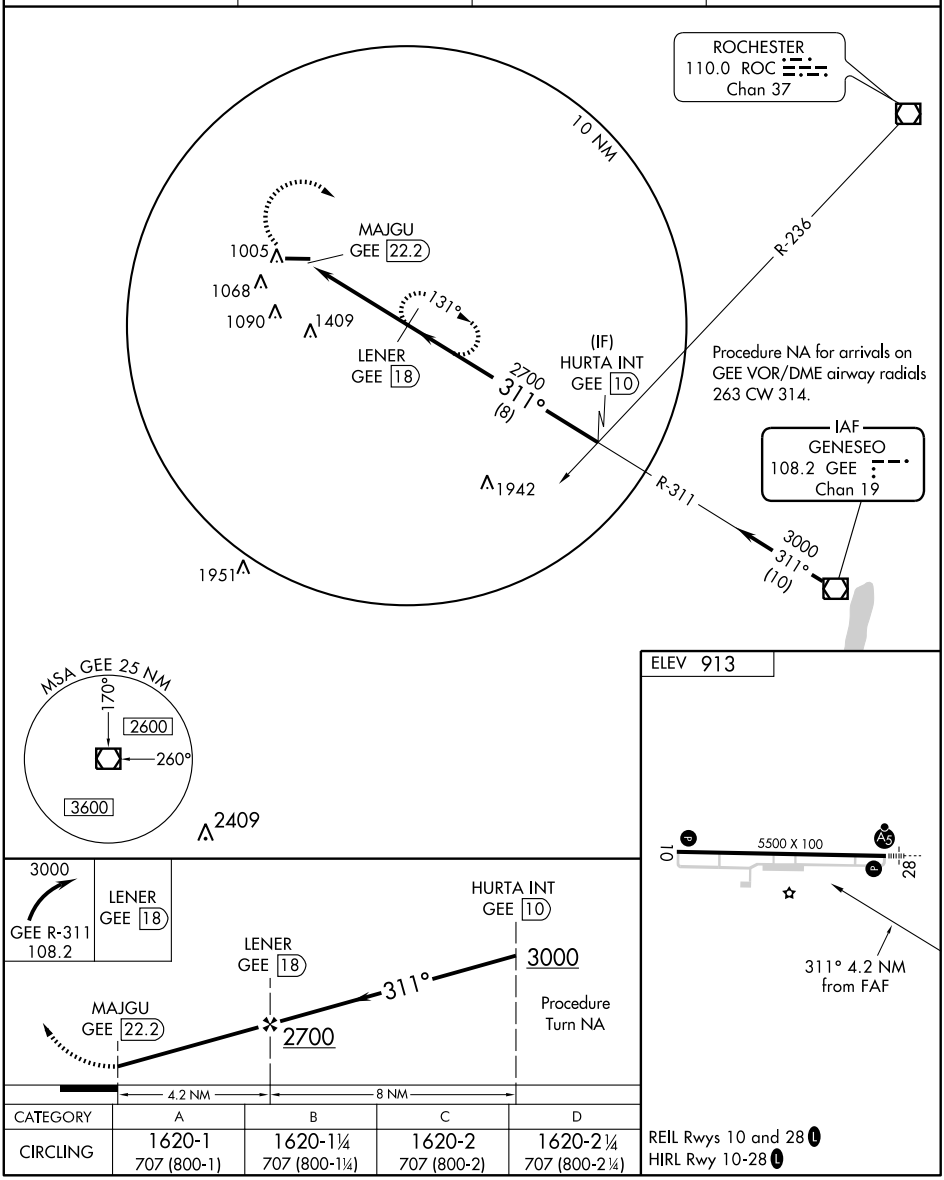
VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



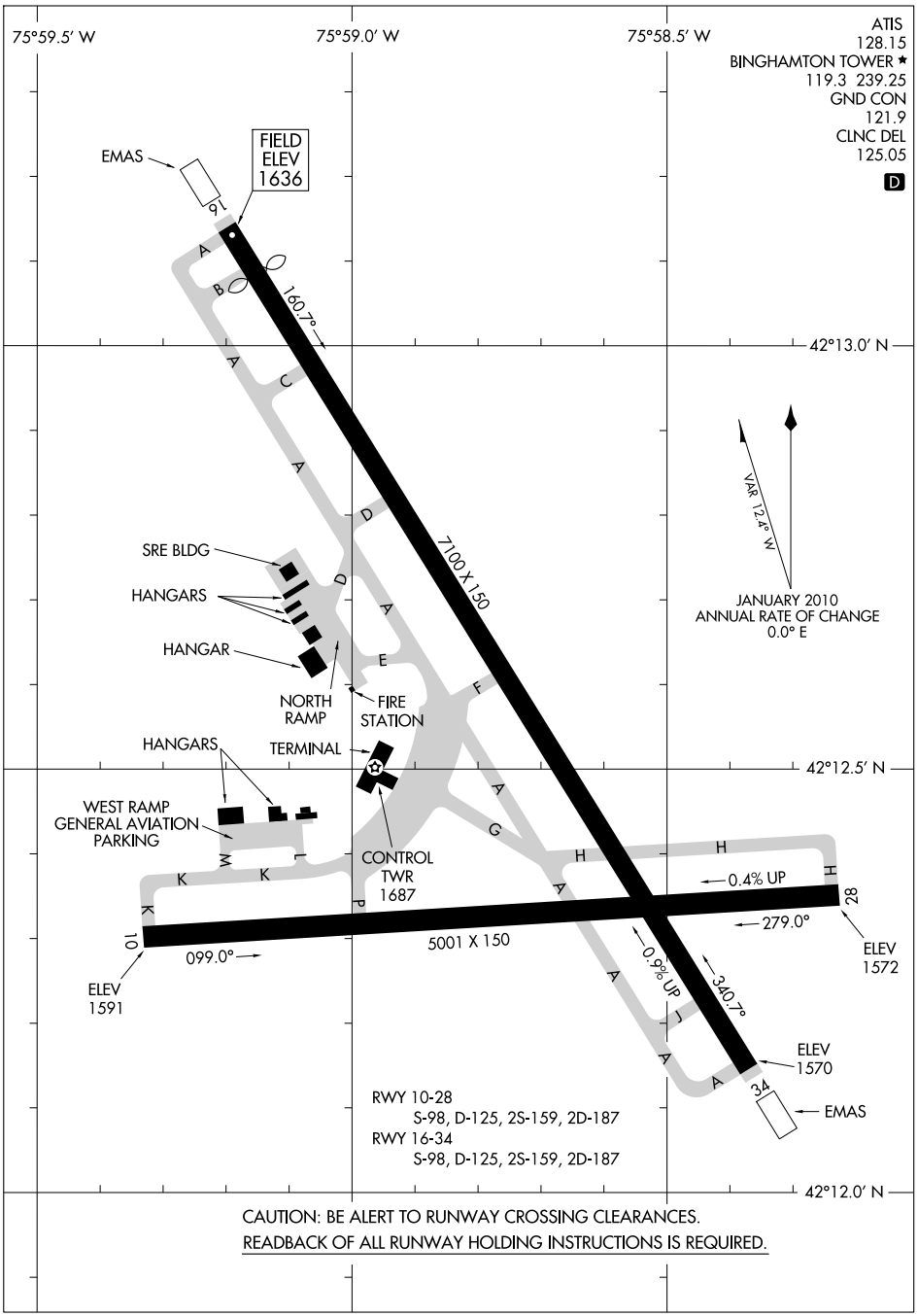
CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK



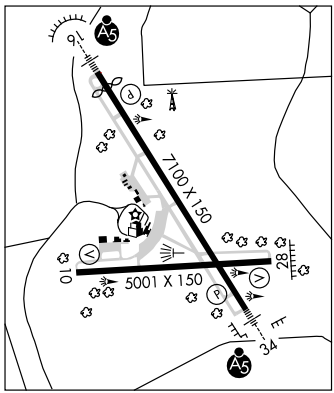
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 21 OCT 2010 to 18 NOV 2010

BINGHAMTON

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM) 7 N UTC−5(−4DT) **NEW YORK**
N42°12.51′ W75°58.78′ **H–10H, 11C, 12J, L–30J, 32F, 33A**
1636 B S2 **FUEL** 100LL, JET A OX 3, 4 TPA—2436(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE BGM

RWY 16–34: H7100X150 (ASPH–GRVD) S–98, D–125, 2S–159, 2D–187 HIRL 0.9% up NW
RWY 16: MALSR. PAPI(P2L)—GA 3.0°TCH 52′. Thld dsplcd 400′. Antenna.
RWY 34: MALSR. PAPI(P2L)—GA 3.0°TCH 44′.
RWY 10–28: H5001X150 (ASPH–GRVD) S–98, D–125, 2S–159, 2D–187 MIRL 0.4% up W
RWY 10: VASI(V4L)—GA 3.0°TCH 55′ (Unmonitored).
RWY 28: REIL. VASI(V4L)—GA 3.0°TCH 45′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 10:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 16:	TORA–7100	TODA–7100	ASDA–7100	LDA–6699
RWY 28:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 34:	TORA–7100	TODA–7100	ASDA–7100	LDA–7100

ARRESTING GEAR/SYSTEM
RWY 16: EMAS
RWY 34: EMAS

AIRPORT REMARKS: Attended continuously. Lgtd structure 118 ft AGL 2000 ft south of apch end Rwy 10. Bird activity on and in vicinity of arpt. PPR 12 hours for unscheduled air carrier ops with more than 9 passenger seats 0400–1100Z‡ call arpt manager 607–763–4474. ARFF available 1015–0545Z‡ and/or until 15 minutes after the last scheduled air carrier opr. Tower unable to see hard surface W of maintenance building. FBO services available Sun–Sat 0930–0300Z‡. For after hrs services ctc 607–727–5975/481–0726/727–9621. When twr clsd ACTIVATE HIRL Rwy 16–34, MIRL Rwy 10–28, MALSR Rwy 16 and Rwy 34 and twy lgts—CTAF. Ldg fee for multi-engine and turbine acft over 4000 pounds. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (607) 729–8335.
COMMUNICATIONS: CTAF 119.3 **ATIS** 128.15 **UNICOM** 122.95
BINGHAMTON RCO 122.1R 112.2T (BUFFALO RADIO)
Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (surface–5000′) 127.55 (6000′–8000′) (1100–0500Z‡)
Ⓡ **NEW YORK CENTER APP/DEP CON** 132.175 (0500–1100Z‡)
BINGHAMTON TOWER 119.3 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 125.05
AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON.**
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 076° 7.6 NM to fld. 1583/10W.
SMITE NDB (LOM) 332 BG N42°06.28′ W75°53.47′ 340° 7.4 NM to fld.
ILS 110.3 I–BGM Rwy 34. Class IA. LOM SMITE NDB. ILS unmonitored when twr clsd.
ILS 110.3 I–AAJ Rwy 16. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: When BGM twr clsd, clnc del thru Flight Services on CFB VOR 122.1R/112.2T and 1–888–766–8267.

BREIT N43°07.59′ W77°33.24′ NOTAM FILE ROC.
NDB (LOM) 400 RO 275° 5.2 NM to Greater Rochester Intl

BRIDGE N40°34.09′ W73°52.98′ NOTAM FILE ISP. **NEW YORK**
NDB (MHW) 414 OGY 060° 6.5 NM to John F. Kennedy. **COPTER**
Unusable 011°–055° byd 15 NM; 300°–010° byd 7 NM. **L–34H**

BRIEL N44°28.61′ W74°07.45′ NOTAM FILE SLK. **MONTREAL**
NDB (LOM) 395 SL 227° 6.5 NM to Adirondack Rgnl. **L–32G**

LOC I-BGM	APP CRS	Rwy Idg	7100
110.3	340°	TDZE	1600
		Apt Elev	1636

ILS or LOC RWY 34

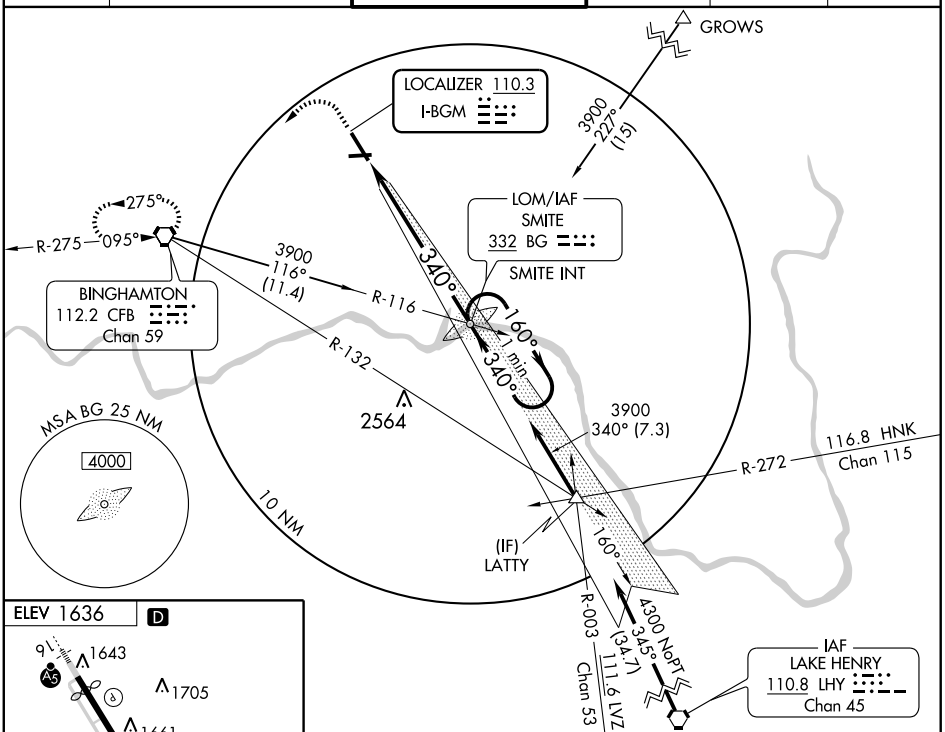
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

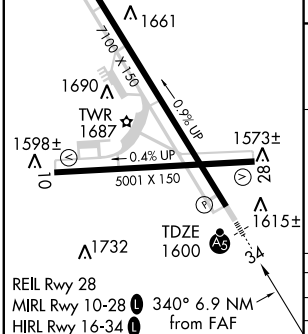
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility ¼ mile.
For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.

MALSR

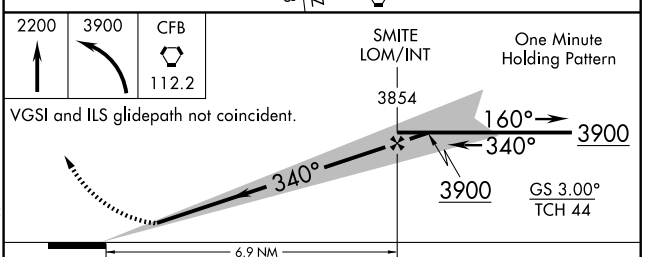
MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 34	1800/24 200 (200-½)			
S-LOC 34	1940/24 340 (400-½)			1940/40 340 (400-¾)
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-AAJ	APP CRS	Rwy Idg	6700
110.3	158°	TDZE	1634
		Apt Elev	1636

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

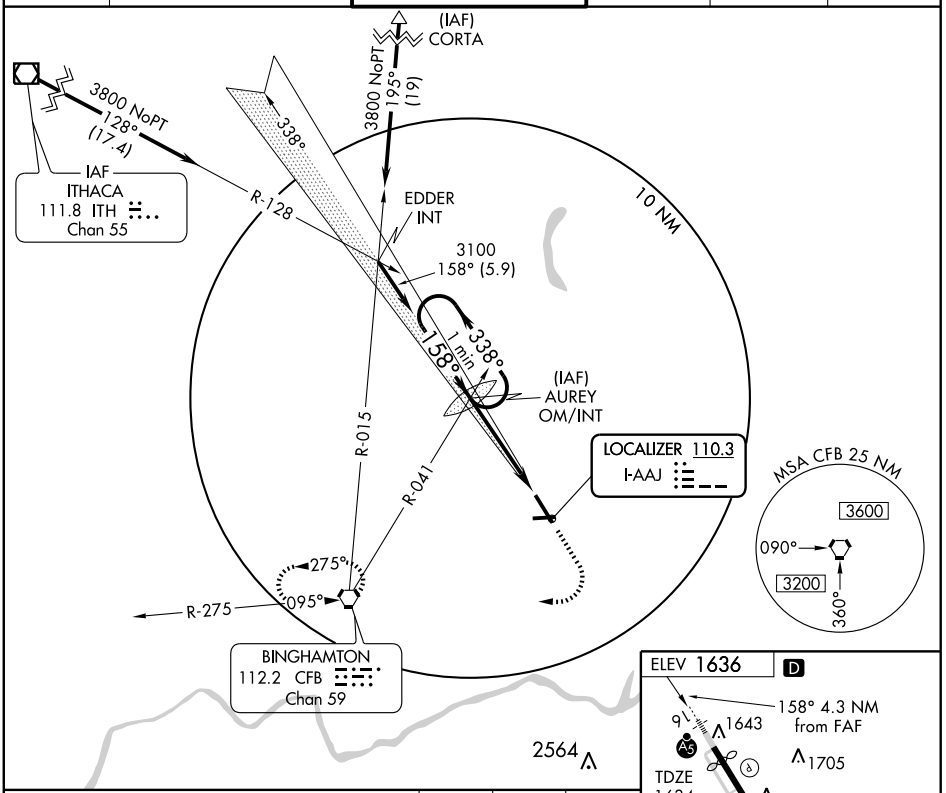
ILS RWY 16

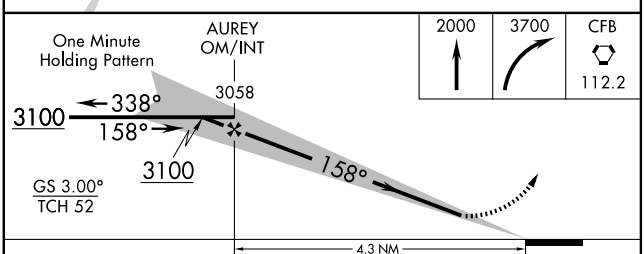
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

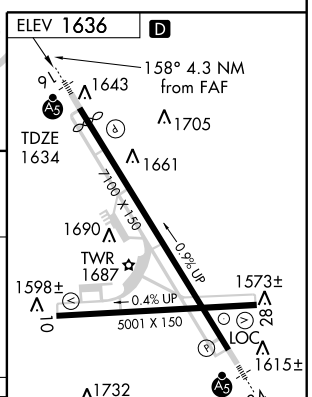
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-ILS 16	1884-½ 250 (300-½)			
S-LOC 16	1920-½ 286 (300-½)			1920-¾ 286 (300-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6700
CH 66015	160°	TDZE	1634
W16A		Apt Elev	1636

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM) RNAV (GPS) RWY 16

When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 4000 direct WUSOB and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

Procedure NA for arrivals at VILCU via V252 Northwest Bound and V428 Southwest Bound.

VILCU 4400 111° (19.4)

(IF) SOCOP

(IAF) UYOGA 3900 250° (5)

(IAF) TODOY 3900 070° (5)

3100 160° (6)

(FAF) REPIE

RW16 1799±

GROWS 4400 305° (15.2)

Procedure NA for arrival at GROWS via V542 Eastbound, and V153 Southbound.

MSA RW16 25 NM 3600

2564

MISSED APCH FIX WUSOB 160° 4 NM 340°

ELEV 1636 D

160° to RW16

1643 1705 1661 1690 TWR 1687 1598± 1573± 1615± 1732

TDZE 1634

7100 X 150

0.9% UP

0.4% UP

5001 X 150

10 28 34

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

SOCOP 3900 160° 3100

REPIE

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

GS 3.00° TCH 53

*1.2 NM to RW16

RW16

4000 WUSOB *LNAV only

6 NM 3.2 NM 1.2

CATEGORY	A	B	C	D
LPV DA	1884-¾ 250 (300-¾)			
LNAV/VNAV DA	1984-¾ 350 (400-¾)			
LNAV MDA	2060-¾ 426 (500-¾)			2060-1 426 (500-1)
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
279°	TDZE	1587
	Apt Elev	1636

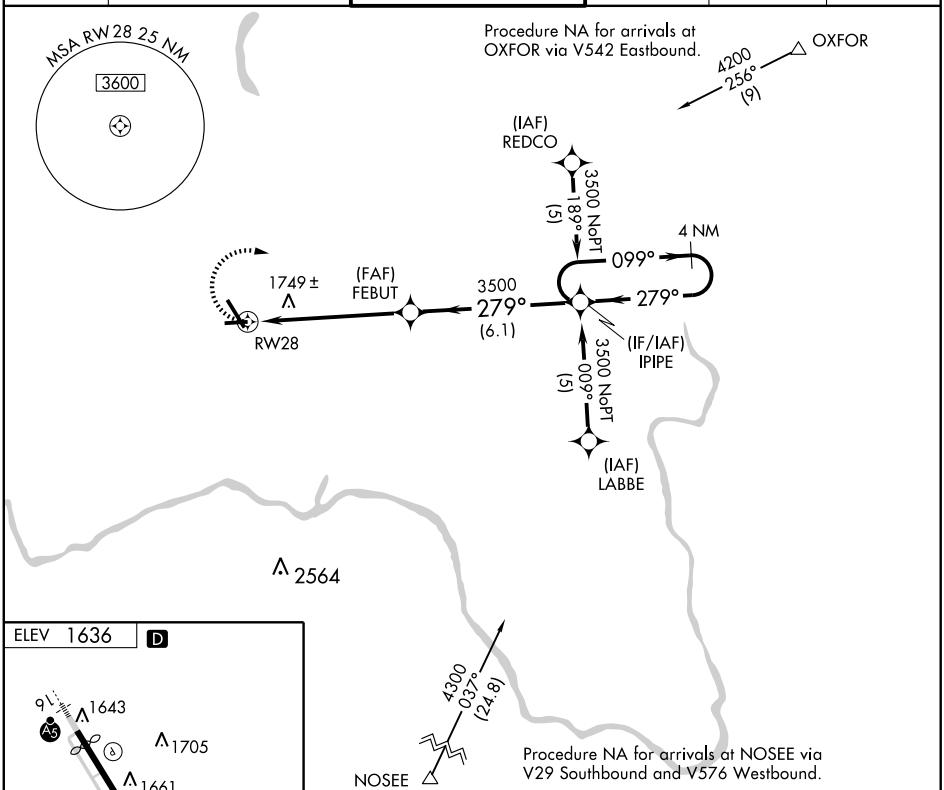
RNAV (GPS) RWY 28

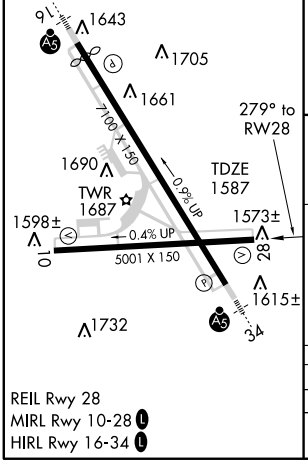
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

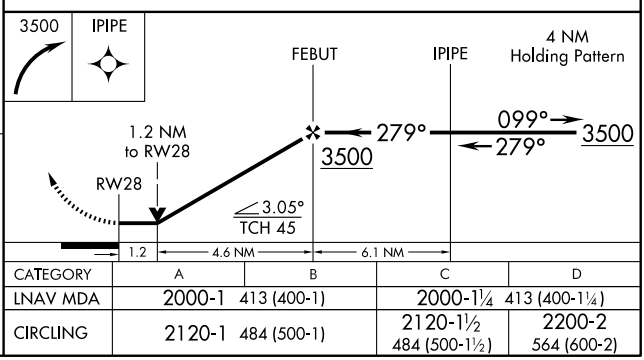
When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile and LNAV Cat D visibility ½ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
LNAV MDA	2000-1 413 (400-1)		2000-1¼ 413 (400-1¼)	
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93915 W34A | APP CRS 340° | Rwy ldg 7100 TDZE 1600 Apt Elev 1636

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
RNAV (GPS) RWY 34

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

MISSED APCH FIX
4 NM 160° 340° SOCOP

30 NM to ZUNGA
4500
160° 250°
ZUNGA
RW34
(FAF) WALUB
30 NM to YUTUG
160°
4700
YUTUG
070°
2564
3900
340° (6.1)
(IAF) ZUNGA
4000 NoPT
250° (5)
4000 NoPT
070° (5)
160°
340°
4 NM
(IAF) YUTUG
(IF/IAF) WUSOB
WUSOB
250°
5000
4000
070°
14 NM
353°
4600
30 NM to WUSOB (NoPT)

ELEV 1636 D

1643
1705
1661
7100 X 150
0.9% UP
1690
TWR 1687
1598±
0.4% UP
1573±
5001 X 150
10
28
1615±
1732
TDZE 1600
34
340° to RW34
REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

3900 SOCOP
VGSI and RNAV Glidepath not coincident.
WUSOB
4 NM Holding Pattern
*LNAV only
WALUB
160°
4000
340°
340°
*1.3 NM to RW34
RW34
3900
GS 3.00°
TCH 44
1.3 5.8 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1800/24	200 (200-½)		
LNAV/VNAV DA	2082/60	482 (500-1¼)		
LNAV MDA	2040/24	440 (500-½)	2040/40 440 (500-¾)	2040/50 440 (500-1)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	260°	TDZE	1587
Chan 59		Apt Elev	1636

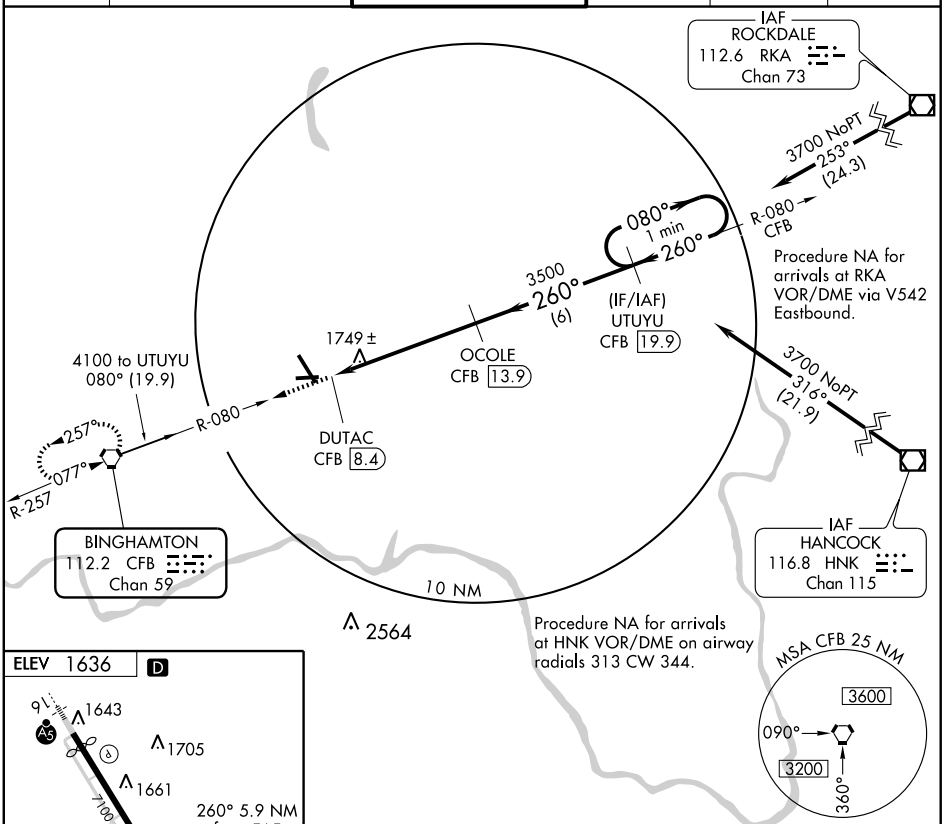
VOR/DME RWY 28

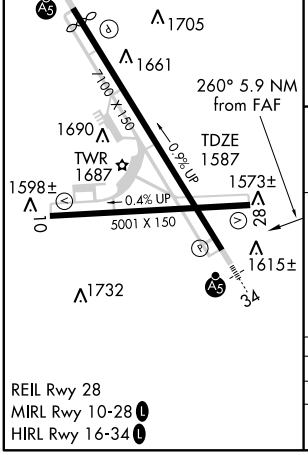
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

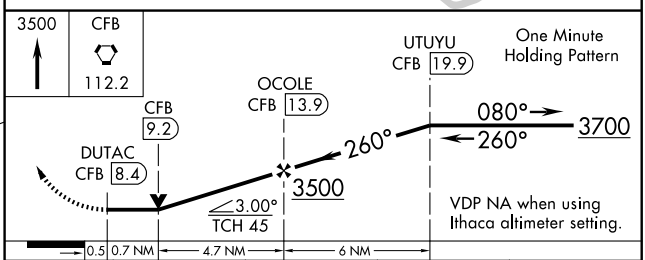
When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet, S-28 Cat C and Circling Cat C and D visibility ¼ mile and S-28 Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-28	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

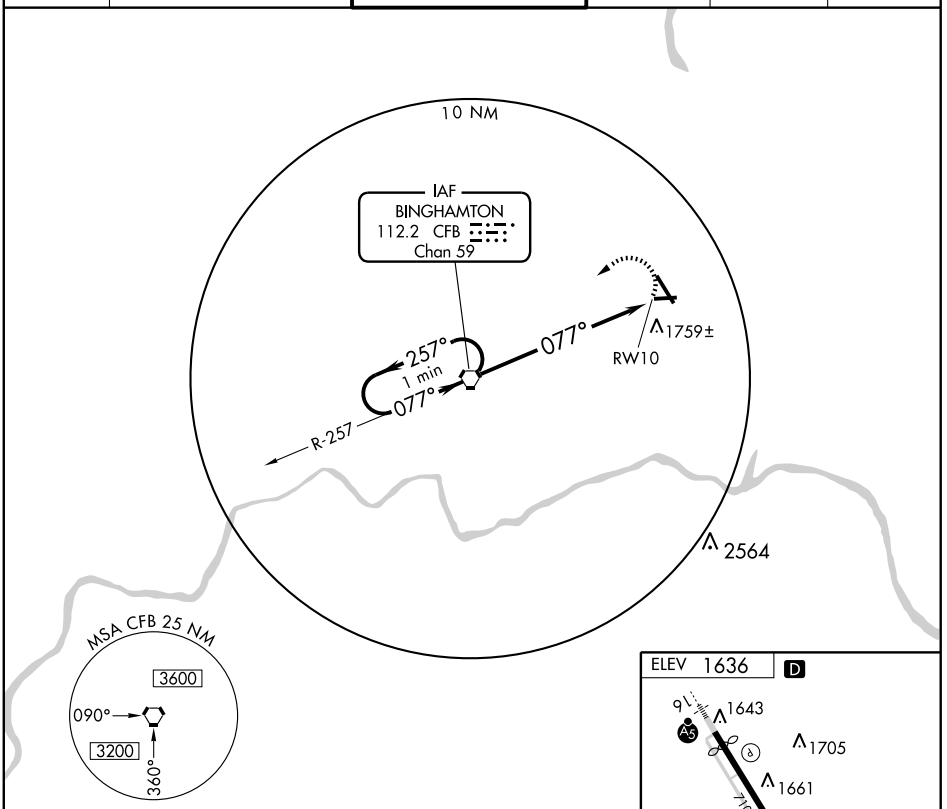
VORTAC CFB 112.2 Chan 59	APP CRS 077°	Rwy Idg 5001 TDZE 1591 Apt Elev 1636

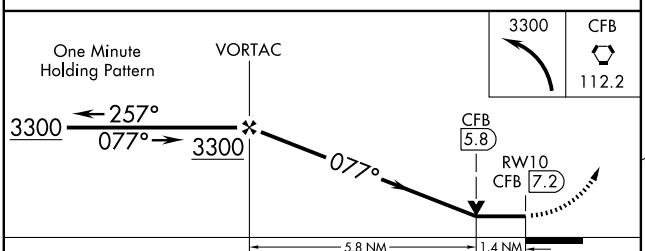
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

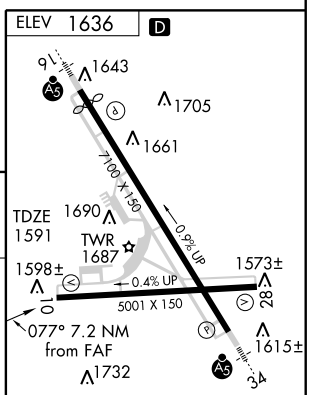
VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON *	BINGHAMTON TOWER *	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-10	2080-1	489 (500-1)	2080-1¼ 489 (500-1¼)	2080-1½ 489 (500-1½)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BROCKPORT

LEDGEDALE AIRPARK (7GØ) 3 SE UTC−5(−4DT) N43°10.87′ W77°54.93′

DETROIT
L–31E, 32F
IAP

665 S4 **FUEL** 100LL, JET A NOTAM FILE BUF

RWY 10–28: H4204X75 (ASPH) S–12 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Tree.

RWY 28: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.

AIRPORT REMARKS: Attended 1500–2100Z‡. For attendance other hrs Mon–Fri 585–637–5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

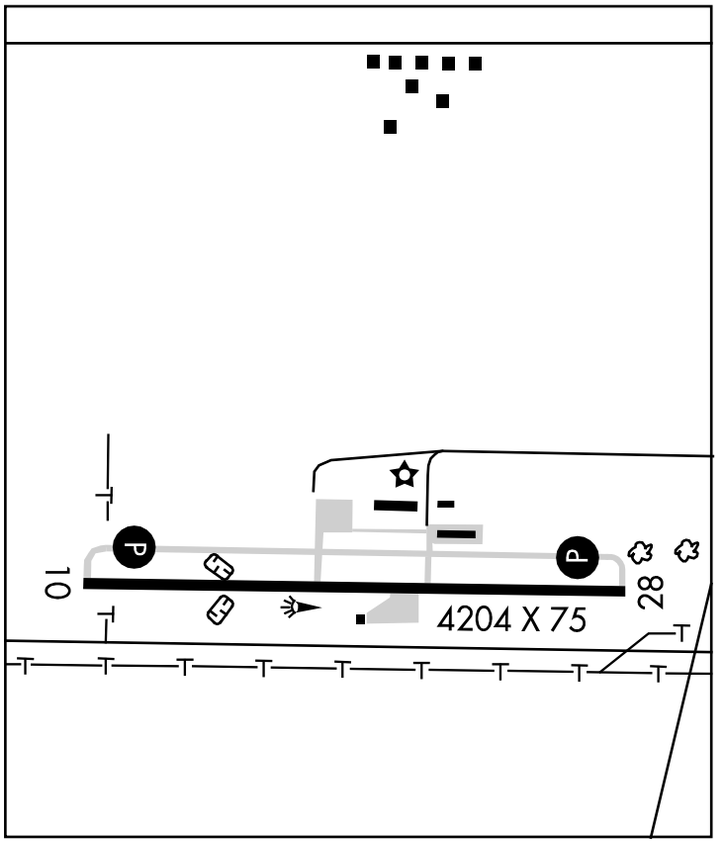
COMMUNICATIONS: CTAF 122.7 **UNICOM** 123.0

Ⓡ **ROCHESTER APP/DEP CON** 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.



BROOKHAVEN (See SHIRLEY)

BUFFALO

BUFFALO AIRFIELD (9GØ) 6 SE UTC−5(−4DT) N42°51.72′ W78°43.00′

DETROIT
L–30I, 31E
IAP

670 B S4 **FUEL** 100LL TPA—1500 (830) NOTAM FILE BUF

RWY 06–24: H2668X59 (ASPH) S–8 MIRL 0.3% up NE.

RWY 06: Brush. **RWY 24:** Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218′ safety area; Rwy 24 76′ safe area. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.

APP CRS	Rwy Idg	4204
282°	TDZE	666
	Apt Elev	666

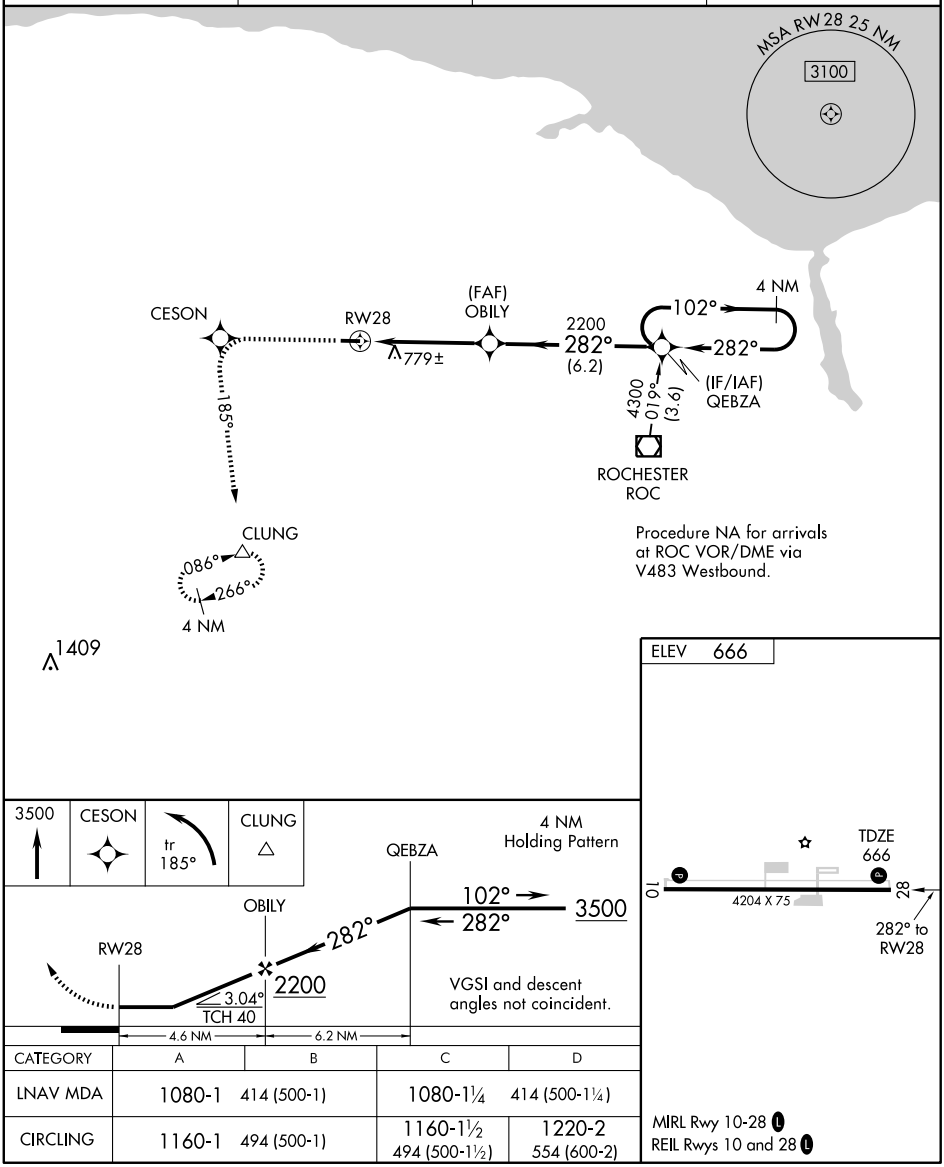
RNAV (GPS) RWY 28

BROCKPORT / LEDGEDALE AIRPARK (7G0)

DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS	ROCHESTER APP CON	CTAF	UNICOM
124.825	123.7 322.3	122.7 L	123.0



CATEGORY	A	B	C	D
LNAV MDA	1080-1	414 (500-1)	1080-1¼	414 (500-1¼)
CIRCLING	1160-1	494 (500-1)	1160-1½ 494 (500-1½)	1220-2 554 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BROCKPORT

LEDGEDALE AIRPARK (7GØ) 3 SE UTC−5(−4DT) N43°10.87′ W77°54.93′

DETROIT
L–31E, 32F
IAP

665 S4 **FUEL** 100LL, JET A NOTAM FILE BUF

RWY 10–28: H4204X75 (ASPH) S–12 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0° TCH 36′. Tree.

RWY 28: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.

AIRPORT REMARKS: Attended 1500–2100Z‡. For attendance other hrs Mon–Fri 585–637–5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

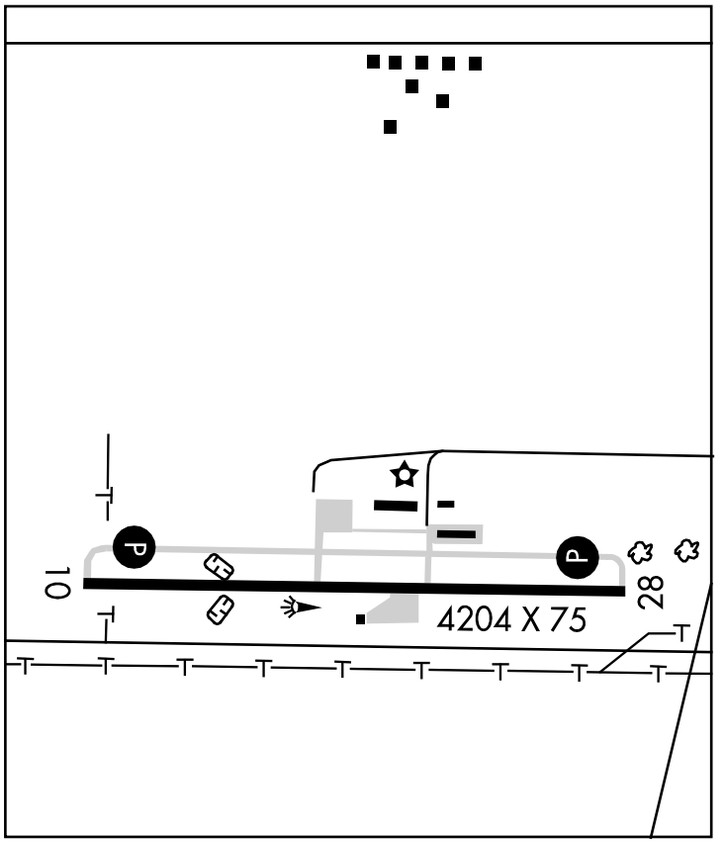
COMMUNICATIONS: CTAF 122.7 **UNICOM** 123.0

Ⓡ **ROCHESTER APP/DEP CON** 123.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.

ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 302° 11.3 NM to fld. 549/12W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.



BROOKHAVEN (See SHIRLEY)

BUFFALO

BUFFALO AIRFIELD (9GØ) 6 SE UTC−5(−4DT) N42°51.72′ W78°43.00′

DETROIT
L–30I, 31E
IAP

670 B S4 **FUEL** 100LL TPA—1500 (830) NOTAM FILE BUF

RWY 06–24: H2668X59 (ASPH) S–8 MIRL 0.3% up NE.

RWY 06: Brush. **RWY 24:** Fence.

AIRPORT REMARKS: Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218′ safety area; Rwy 24 76′ safe area. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ **BUFFALO APP DEP/CON** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 226° 5.1 NM to fld. 730/08W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.

APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

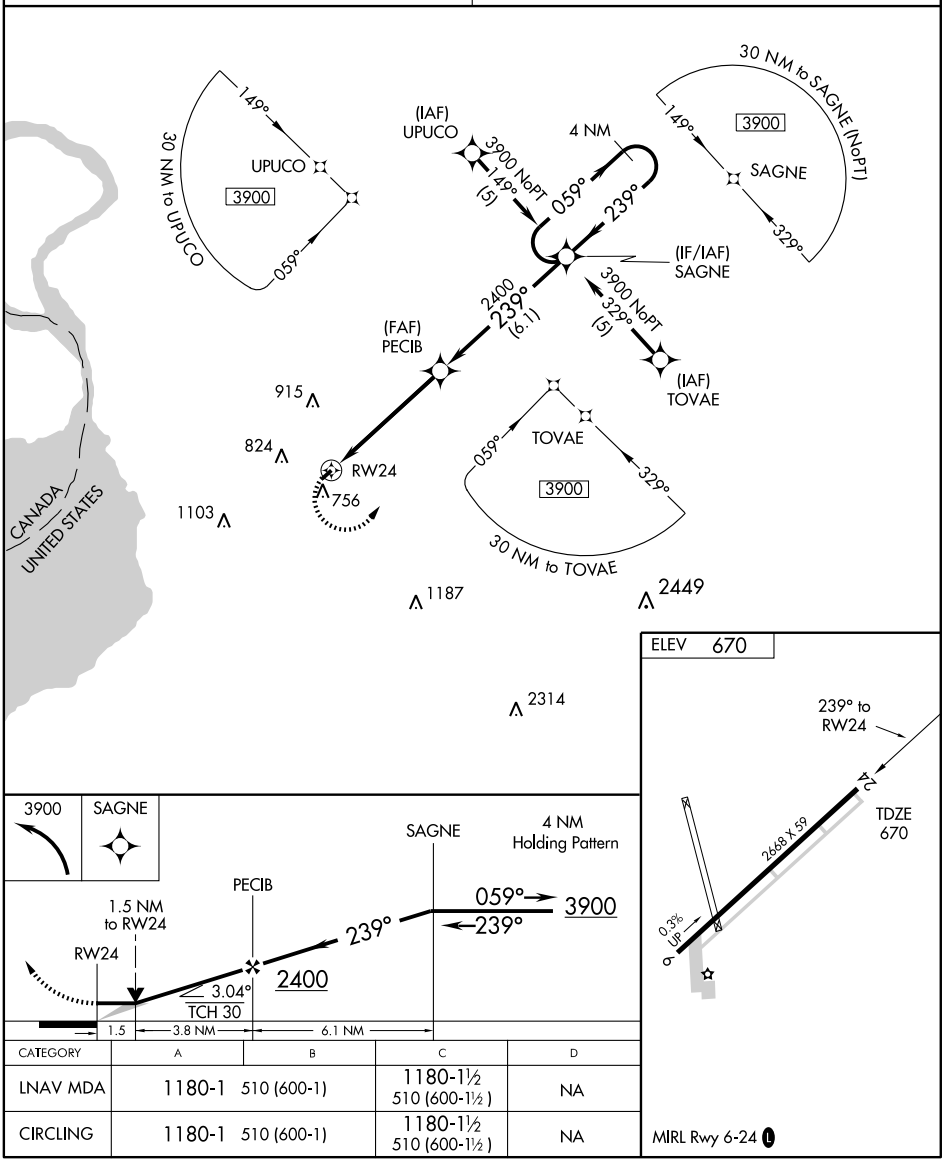
RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G∅)

Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. NA Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

BUFFALO APP CON	UNICOM
126.15 263.125	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA
CIRCLING	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA

MIRL Rwy 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

AL-65 (FAA)

NE-2, 21 OCT 2010 to 18 NOV 2010

ATIS
135.35
BUFFALO TOWER
120.5 257.8
GND CON
133.2 257.8
CLNC DEL
124.7 257.8

D

VAR 10.8° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

42° 57′N

FIELD ELEV 728

ELEV 700

14

23

137.5°

234.8°

7161 X 150

8827 X 150

887

317.5°

32

ELEV 710

0.9% UP

054.7°

ELEV 675

5

PASSENGER TERMINAL

42° 56′N

RWY 05-23
S-75, D-195, 2S-175, 2D-450
RWY 14-32
PCN 47 F/A/X/T
S-75, D-150, 2D-240

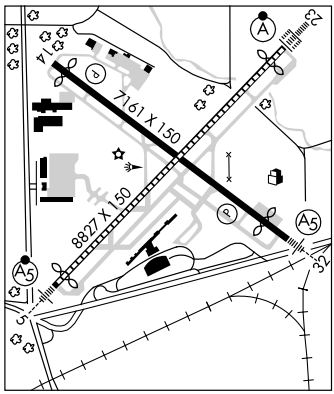
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

78° 44′W

78° 43′W

BUFFALO NIAGARA INTL (BUF) 5 E UTC−5(−4DT) N42°56.43′ W78°43.93′ **DETROIT**
728 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–10H, 11B, L–31E**
NOTAM FILE BUF **IAP, AD**

RWY 05–23: H8827X150 (ASPH–GRVD) S–75, D–195, 2S–175, 2D–450 HIRL CL
RWY 05: MALSR. TDZL. Thld dsplcd 535′. Bldg. 0.9% up.
RWY 23: ALSF2. TDZL. Thld dsplcd 725′. Tree.
RWY 14–32: H7161X150 (ASPH–GRVD) S–75, D–150, 2D–240 PCN 47 F/A/X/T HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 320′. Tree.
RWY 32: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 720′. Sign.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–8827 TODA–8827 ASDA–8292 LDA–7757
RWY 14: TORA–7161 TODA–7161 ASDA–6441 LDA–6121
RWY 23: TORA–8827 TODA–8827 ASDA–8292 LDA–7567
RWY 32: TORA–7161 TODA–7161 ASDA–6841 LDA–6121

AIRPORT REMARKS: Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000 ft on and invof arpt. Deer on and invof arpt. Twy K1 clsd 0200–1100Z‡ daily. Twy A SW runup area/holding bay marked design group 3 acft (generally B727 or smaller), unavbl design group 4 (includes but not limited to B757, DC8). For fixed–base operator svcs ctc 131.75; for cargo svcs ctc 122.95. Rwy 23 ALSF2 unmonitored. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (716) 635–0532. WSP.
COMMUNICATIONS: D–ATIS 135.35
RCO 122.6 122.2 122.1R (BUFFALO RADIO)
Ⓡ **APP DEP/CON** 126.15 (053°–233°) 126.5 (234°–052°)
TOWER 120.5 **GND CON** 133.2 **CLNC DEL** 124.7 **PRE–TAXI CLNC** 124.7
AIRSPACE: CLASS C svc continuous, ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
(H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 288° 3.8 NM to fld. 730/08W.
VOR/DME unusable:
036°–261° blo 11,000′ 276°–305° blo 6000′
262°–275° blo 2300′
KLUMP NDB (LOM) 231 BU N43°00.01′ W78°39.05′ 234° 5.1 NM to fld.
PLAZZ NDB (LOM) 204 GB N42°52.43′ W78°48.99′ 052° 5.5 NM to fld.
ILS 111.3 I–BUF Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5° rgt of course.
ILS 108.5 I–GBI Rwy 05. Class IA. LOM PLAZZ NDB.
ILS/DME 109.95 I–BNQ Chan 36(Y) Rwy 32.

CLARENCE AERODROME (D51) 5 NE UTC−5(−4DT) N43°04.00′ W78°40.99′ **DETROIT**
589 NOTAM FILE BUF
RWY 10–28: 2500X67 (TURF) LIRL
RWY 10: Pole. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. Rwy 10–28 outlined with cones. ACTIVATE LIRL Rwy 10–28—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.7

BUFFALO–LANCASTER RGNL (See LANCASTER)

BURRELLO–MECHANICVILLE (See MECHANICVILLE)

CALVERTON N40°55.78′ W72°47.93′ NOTAM FILE ISP. **NEW YORK**
(L) VORW/DME 117.2 CCC Chan 119 219° 7.2 NM to Brookhaven. 86/13W. **COPTER**
VOR portion unusable 280°–290° byd 25 NM. **H–10I, L–33B, 34I**

CAMBRIDGE N42°59.66′ W73°20.64′ NOTAM FILE BTV. **NEW YORK**
(L) VORW/DME 115.0 CAM Chan 97 159° 7.5 NM to Bennington State, Vt. 1490/14W. **H–11C, 12J, L–32G, 34J**
HIWAS.
DME unusable 050°–130° beyond 20 NM below 9000′.

ATIS 135.35
CLNC DEL
124.7
GND CON
133.2 257.8
BUFFALO TOWER
120.5 257.8

TAKEOFF MINIMUMS:
All Rwys, STANDARD.

BUFFALO
116.4 BUF
Chan 111
N42°55.74′
W78°38.78′
L-31, H-10-11

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

ROCHESTER
110.0 ROC
Chan 37
N43°07.08′
W77°40.37′
L-31-32, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117
N43°09.63′
W76°12.27′
L-32, H-11-12

316°
053°
233°
136°

GENESEO
108.2 GEE
Chan 19
N42°50.06′
W77°43.97′
L-31-32, H-10-11-12

AYLMER
114.2 YQO
Chan 89
N42°42.40′
W80°53.27′
L-30, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43′
W79°16.45′
L-30, H-10

WELLSVILLE
111.4 ELZ
Chan 51
N42°05.38′
W77°59.97′
L-30-32, H-10-12

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′
W79°07.28′
L-30, H-10

STONYFORK
108.6 SFK
Chan 23
N41°41.72′
W77°25.19′
L-30, H-10-12

DRYER
113.6 DJB
Chan 83
N41°21.48′
W82°09.72′
L-30, H-10

BRADFORD
116.6 BFD
Chan 113
N41°47.18′
W78°37.16′
L-30

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12

NOTE: RADAR Required.
NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:
TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .
TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .
TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

NE-2, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BNQ	APP CRS	Rwy Idg	6121
109.95	316°	TDZE	714
Chan 36 (Y)		Apt Elev	728

ILS or LOC/DME RWY 32

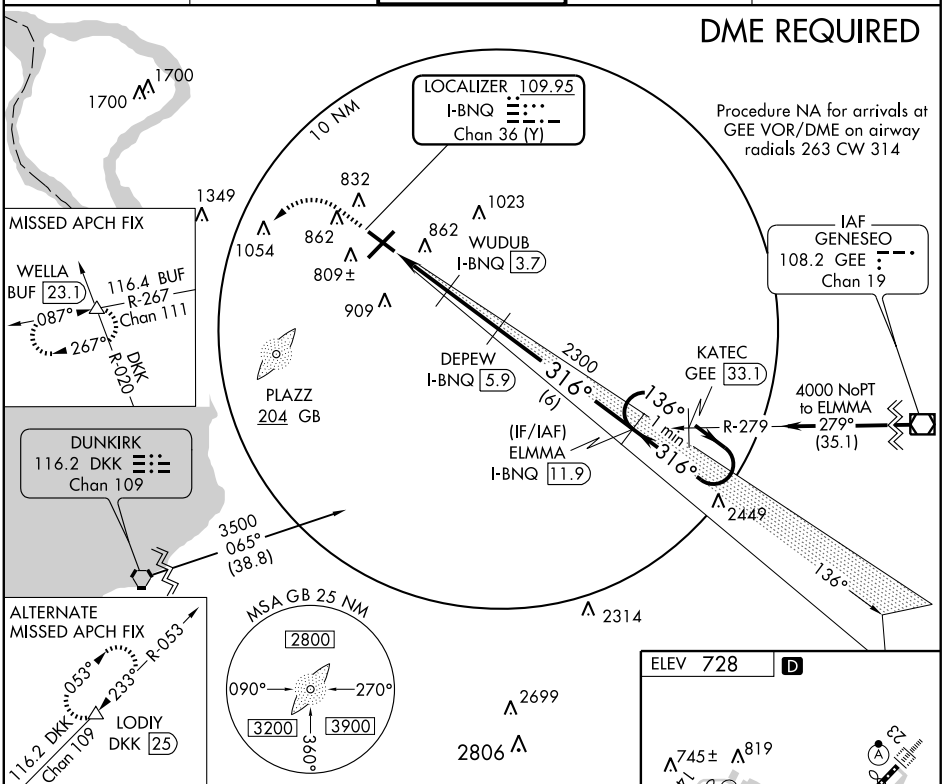
BUFFALO NIAGARA INTL (BUF)

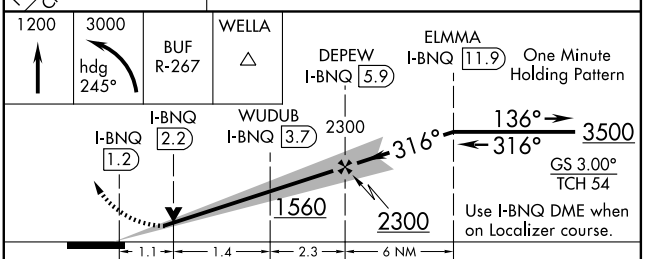
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 32	938-½ 224 (300-½)			
S-LOC 32	1100-½ 386 (400-½)			1100-¾ 386 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5

BUFFALO NIAGARA INTL (BUF)

LOC I-GBI	APP CRS	Rwy Idg	7757
108.5	053°	TDZE	706
		Apt Elev	728

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

ALTERNATE MISSED APCH FIX

042° 222° 116.4 BUF R-267 Chan 111 116.2 DKK R-042 Chan 109 HIDUB DKK 29.5

MSA GB 25 NM

2800 090° 270° 3200 3900 360°

10 NM

1700 1700

LOCALIZER 108.5 I-GBI

1349 862 832 1023 1054 809± 862 821± 909

HIDUB DKK 29.5

2600 119° (3.5)

BUFFALO 116.4 BUF Chan 111

WELLA BUF 23.1 R-267 087° 267°

DKK R-042

2300 053° (10.8)

LOM/IAF PLAZZ 204 GB

CANADA UNITED STATES

2300 053° (10.8) 233° 1888 800

IAF DUNKIRK 116.2 DKK Chan 109

R-047 4000 NoPT 047° (19.9) 114.7 JHW R-017 Chan 94

(IF) ZOBSO DKK 19.9

Procedure NA for arrival at DKK VORTAC on airway radials 003 CW 080.

1930

ELEV 728 D

745± 819 754 820 887 779 731± 694

14 32 23 5 7161 X 150 8827 X 150 0.9% UP TDZE 706

Remain within 10 NM

LOM 233° 2600 053° 2295

GS 3.00° TCH 45 *

* at Displ Thld 53 at Rwy end. 2300

4.9 NM

1200 3000 hdg 245° BUF R-267 WELLA

REIL Rwy 14

053° 4.9 NM from FAF TDZ/CL Rwy 5 and 23 HIRL Rwy 5-23 and 14-32

CATEGORY	A	B	C	D
S- ILS 5	906/18 200 (200-½)			
S- LOC 5	1080/24 374 (400-½)			1080/40 374 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BUF	APP CRS	Rwy Idg	8102
111.3	233°	TDZE	728
		Apt Elev	728

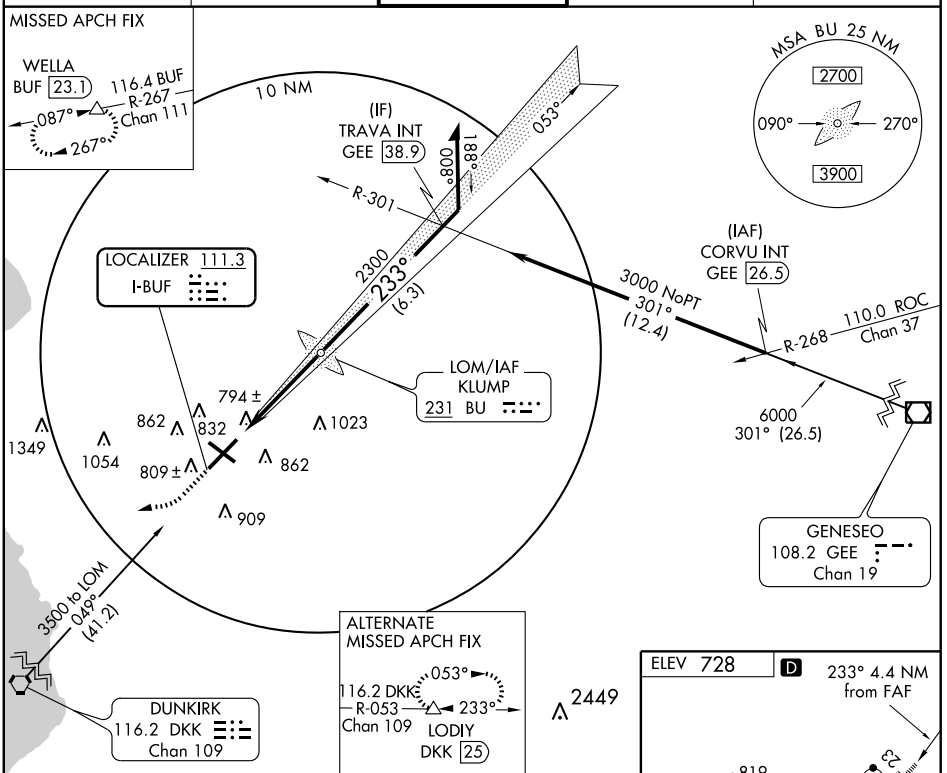
ILS or LOC RWY 23
BUFFALO NIAGARA INTL (BUF)

For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

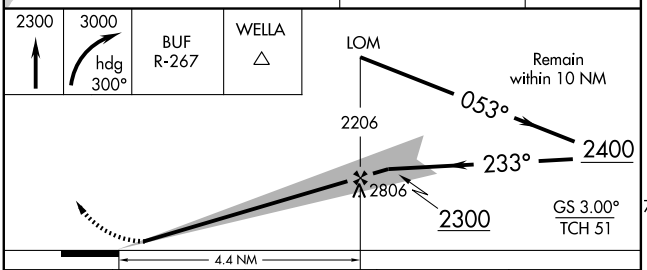
ALSF-2

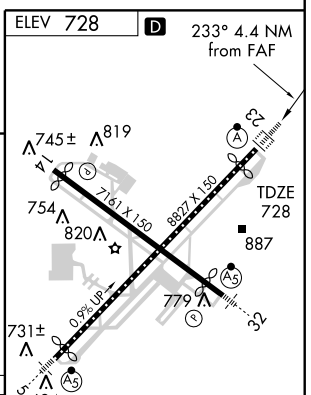
MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA INT/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8



2300	3000 hdg 300°	BUF R-267	WELLA





CATEGORY	A	B	C	D
S-ILS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7757
CH 70311	053°	TDZE	706
W05A		Apt Elev	728

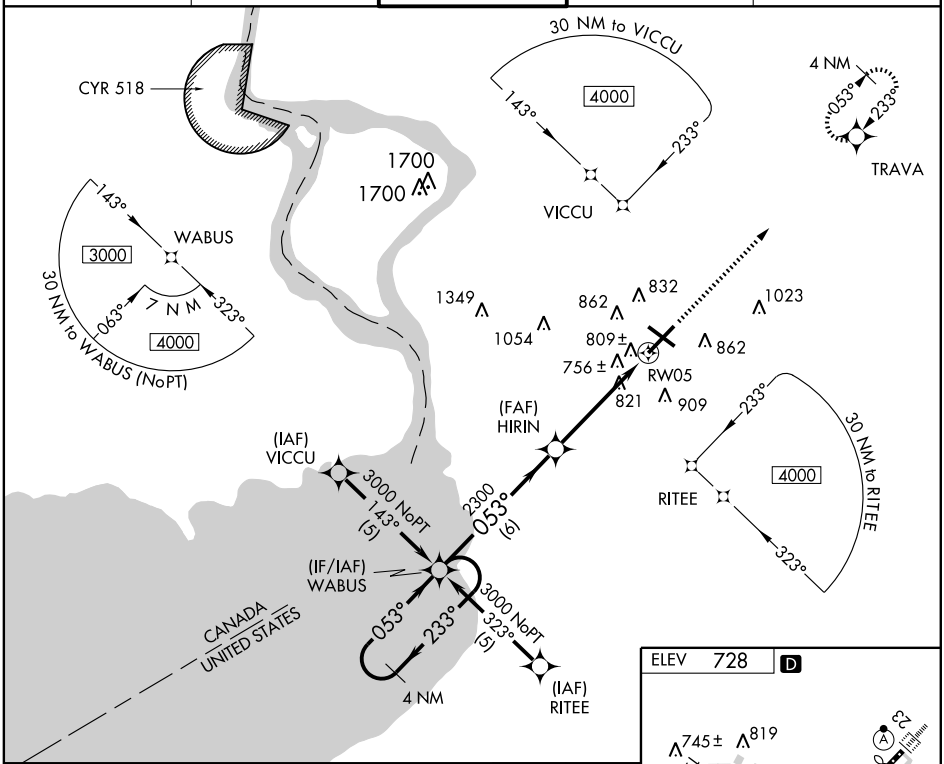
RNAV (GPS) RWY 5
BUFFALO NIAGARA INTL (BUF)

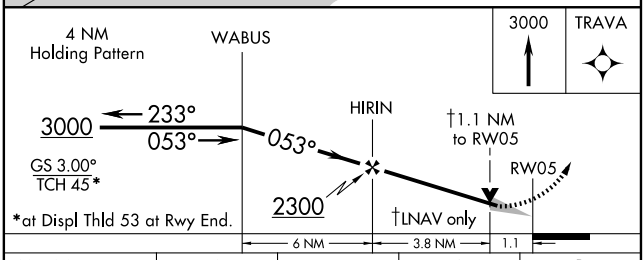
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

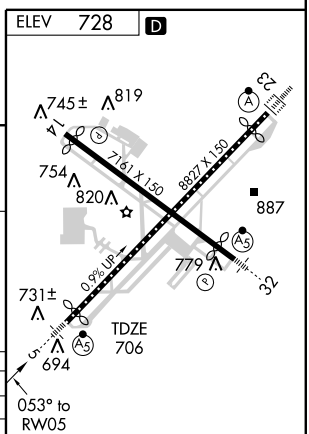
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA	973/24 267 (300-½)			
LNAV/VNAV DA	1026/40 320 (400-¾)			
LNAV MDA	1080/24 374 (400-½)			1080/50 374 (400-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

BUFFALO NIAGARA INTL (BUF)

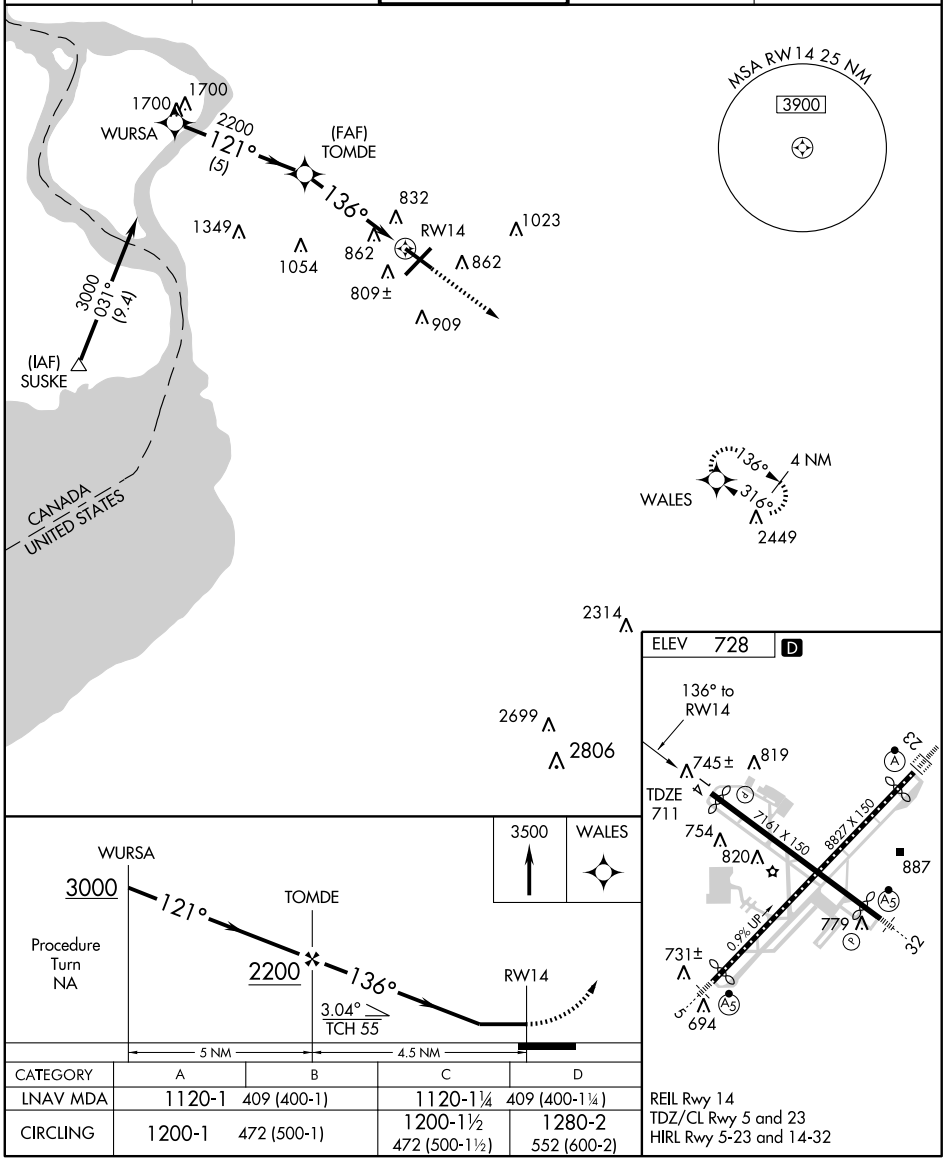
APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

T
A NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI INOP, Straight-in Rwy 14 and Circling Rwy 14/32 NA at night. No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8



CATEGORY	A	B	C	D
LNAV MDA	1120-1	409 (400-1)	1120-1¼	409 (400-1¼)
CIRCLING	1200-1	472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8102
CH 77511	233°	TDZE	728
W23A		Apt Elev	728

RNAV (GPS) RWY 23

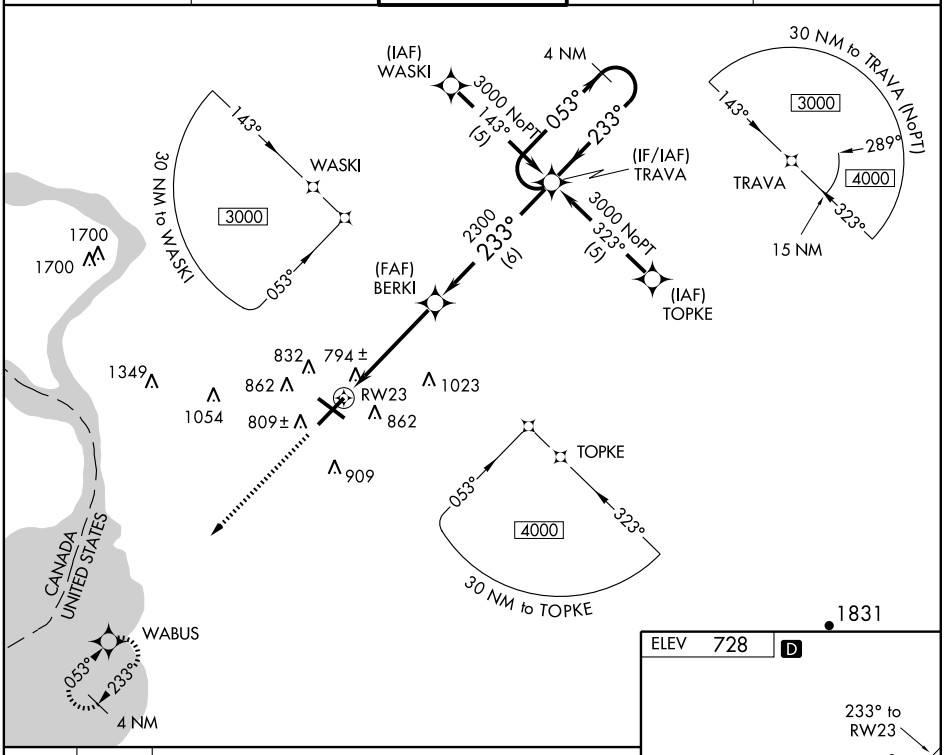
BUFFALO NIAGARA INTL (BUF)

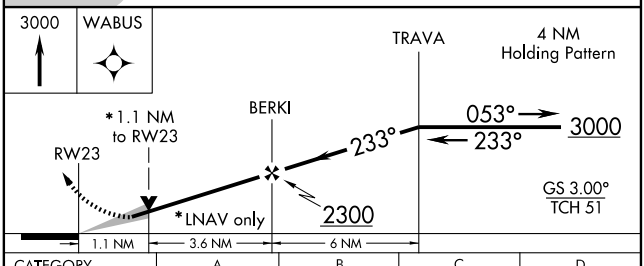
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

ALSF-2

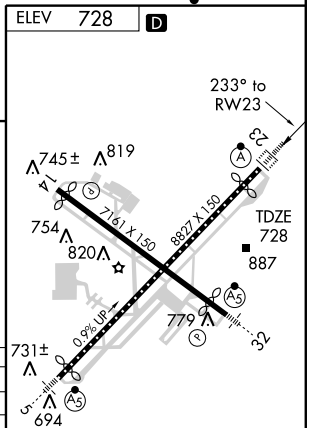
MISSED APPROACH: Climb to 3000 direct WABUS and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8





CATEGORY	A	B	C	D
LPV DA		978/24	250 (300-½)	
LNAV/VNAV DA		1099/40	371 (400-¾)	
LNAV MDA	1140/24 412 (500-½)		1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81811 W32A	APP CRS 316°	Rwy Idg 6121 TDZE 714 Apt Elev 728

RNAV (GPS) RWY 32

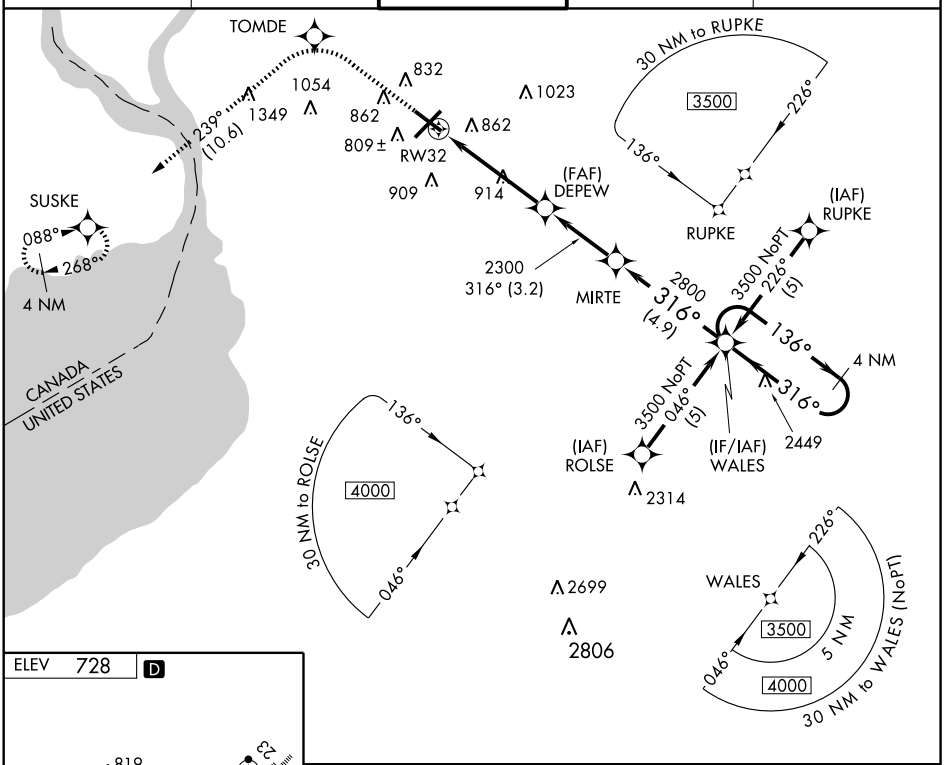
BUFFALO NIAGARA INTL (BUF)

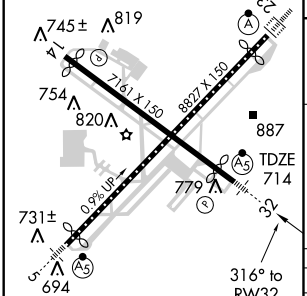
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

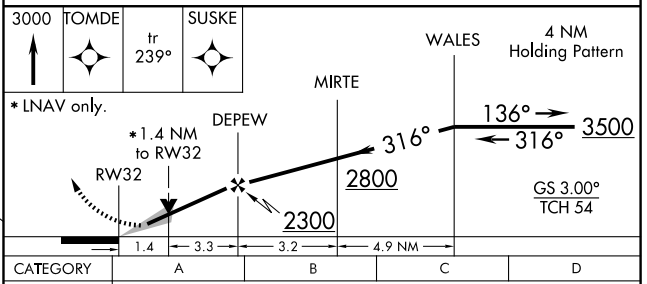
MALSR

MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA	1003-½ 289 (300-½)			
LNAV/VNAV DA	1146-1 432 (500-1)			
LNAV MDA	1220-½ 506 (500-½)		1220-1 506 (500-1)	
CIRCLING	1220-1½ 492 (500-1½)			1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

CAMBRIDGE

CHAPIN FLD (1B8) 2 N UTC−5(−4DT) N43°03.16′ W73°21.79′ **NEW YORK**

508 S2 NOTAM FILE BTV

RWY 05–23: 2130X65 (TURF)

RWY 05: Trees. **RWY 23:** Trees.

RWY 07–25: 2100X63 (TURF)

RWY 07: REIL. Thld dsplcd 222′. Railroad. **RWY 25:** Thld dsplcd 306′. Road.

AIRPORT REMARKS: Unattended. Rwy 05–23 width varies from 65′–80′ based on mowing. Rwy 05–23 and Rwy 07–25 soft and wet Mar–Jun. Lgtd 5′ fence at Rwy 25 end. Rwy 07 and Rwy 25 dsplcd thld marked with striped cylinders.

COMMUNICATIONS: CTAF 122.9

CAMILLUS

(NY2) 4N UTC−5(−4DT) N43°05.12′ W76°17.56′ **NEW YORK**

405 B NOTAM FILE BUF **L–32F**

RWY 10–28: H3970X60 (ASPH) LIRL(NSTD)

RWY 10: Trees. **RWY 28:** Building.

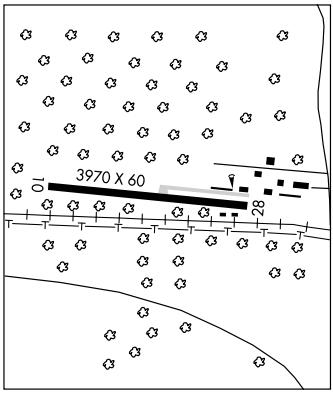
AIRPORT REMARKS: Unattended. Rwy 10–28 terrain drops off 3′ to 4′ along both sides of rwy on W end. Sheriff heliport adjacent to Rwy 28 thld. Rwy 10–28 NSTD LIRL due to location and spacing. ACTIVATE rotating bcn and LIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.

SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 232° 5.9 NM to fld. 420/11W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



CANANDAIGUA

CANANDAIGUA (D38) 3 NW UTC−5(−4DT) N42°54.43′ W77°19.30′ **DETROIT**

814 B S4 **FUEL** 100LL NOTAM FILE BUF **L–31E, 32F**

RWY 13–31: H3200X75 (ASPH) MIRL 0.4% up SE **IAP**

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Brush.

RWY 31: REIL. PAPI(P2R)—GA 3.0° TCH 20′.

AIRPORT REMARKS: Attended irregularly. For services call 716–394–8651. For arpt conditions call 585–394–8651. ACTIVATE PAPI Rwy 13 and Rwy 31, and MIRL Rwy 13–31—CTAF. REILS ACTIVATED only when rwy lgts are on high intensity.

WEATHER DATA SOURCES: AWOS–3 118.675 (585) 396–5861.

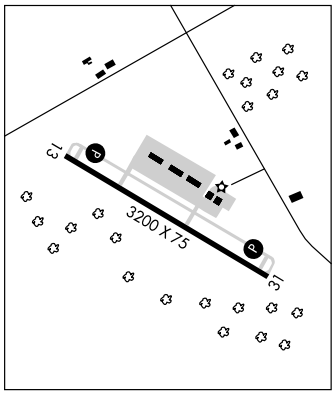
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ROCHESTER APP/DEP CON** 119.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W 77°43.97′ 085° 18.7 NM to fld. 990/9W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



CANARSIE

N40°36.75′ W73°53.67′ NOTAM FILE JFK. **NEW YORK**

(T) VORW/DME 112.3 CRI Chan 70 041° 1.7 NM to lead–in lgt Rwys 13L, 13R John F. Kennedy Intl. 10/11W. **COPTER**

VOR/DME unusable 320°–005° blo 2500′. **L–33B, 34I**

RNAV (GPS) RWY 13

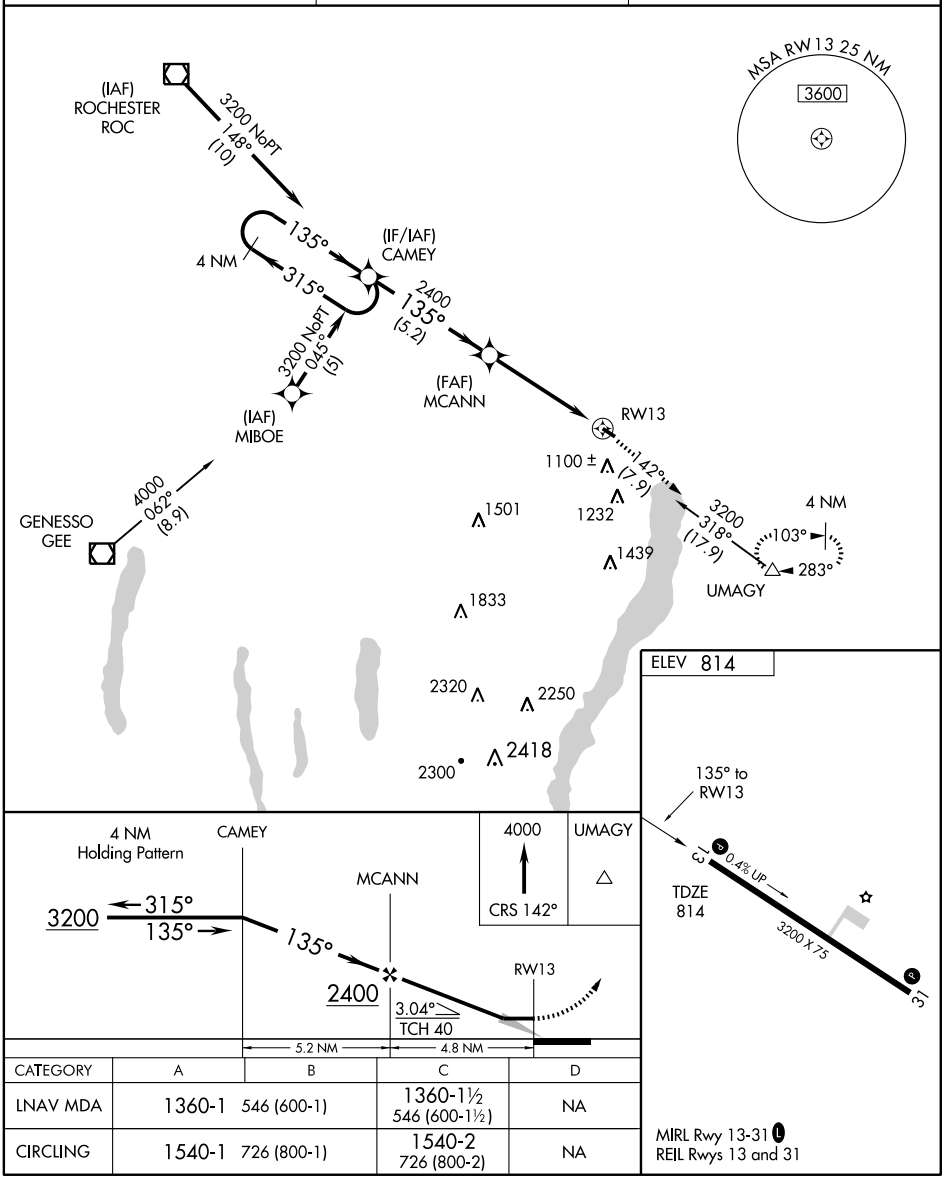
CANANDAIGUA (D38)

APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	085°	TDZE	N/A
Chan 19		Apt Elev	814

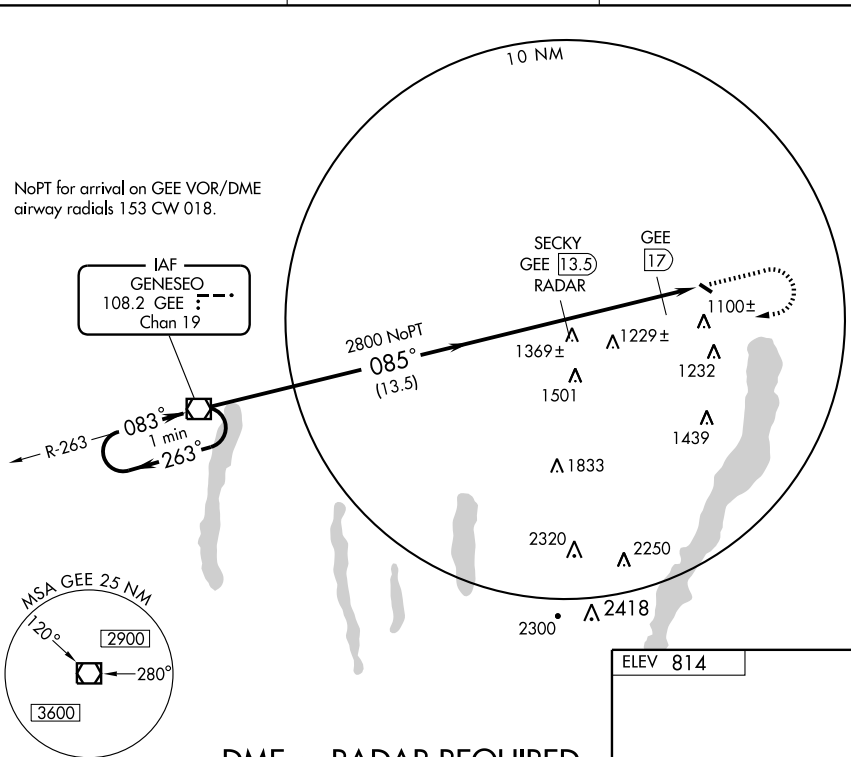
VOR-A
CANANDAIGUA (D38)

NA

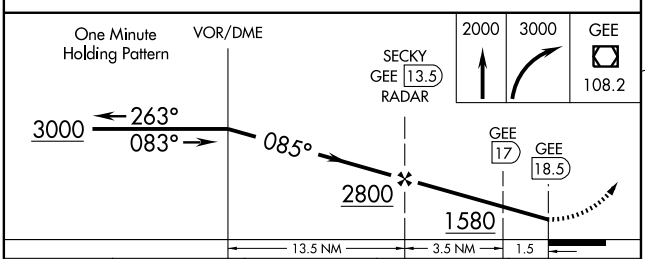
Use Greater Rochester Intl altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L

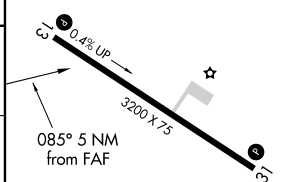


DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1¼ 766 (800-1¼)	1580-2¼ 766 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1540-1 726 (800-1)		1540-2 726 (800-2)	NA

ELEV 814



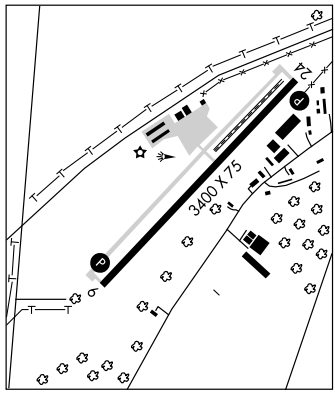
MIRL Rwy 13-31 L
REIL Rwys 13 and 31

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

CORTLAND CO–CHASE FLD (NØ3) 2 SW UTC–5(–4DT) N42°35.56′ W76°12.89′
1198 B S4 **FUEL** 100LL NOTAM FILE NØ3
RWY 06–24: H3400X75 (ASPH) S–12 MIRL 1.0% up SW
RWY 06: PAPI(P2L)—GA 4.0° TCH 40′. Tree.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Unattended holidays. Heavy concentration of geese and gulls on and invof arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy24, and twy lgts—CTAF. Snow removal during day only.
WEATHER DATA SOURCES: AWOS–3 132.225 (607) 753–9784.
COMMUNICATIONS: CTAF/UNICOM 122.8
GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)
BINGHAMTON APP CON 118.6 (S–SE) (1100–0500Z‡)
ELMIRA APP CON 124.3 (W) (1100–0500Z‡)
SYRACUSE APP CON 126.125 (N–NE)
NEW YORK CENTER APP CON 133.35 (0500–1100Z‡)
SYRACUSE DEP CON 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 072° 12.3 NM to fld. 1102/10W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

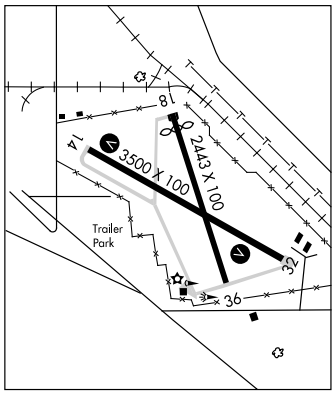
NEW YORK
L–32F
IAP



CREEKSIDE (See HOLCOMB)

DANSVILLE MUNI (DSV) 1 NW UTC–5(–4DT) N42°34.25′ W77°42.78′
662 B S4 **FUEL** 100LL NOTAM FILE DSV
RWY 14–32: H3500X100 (ASPH) S–30 MIRL 0.7% up SE
RWY 14: VASI(V2L)—GA 3.0°TCH 53′. Road.
RWY 32: VASI(V4L)—GA 4.0° TCH 53′. Road.
RWY 18–36: H2443X100 (ASPH) S–30 MIRL 0.9% up S
RWY 18: Thld dsplcd 165′. Tree.
RWY 36: Tree.
AIRPORT REMARKS: Attended 1300Z‡–dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwys 14–32 and 18–36 and VASI Rwys 14 and 32—123.0.
WEATHER DATA SOURCES: ASOS 118.325 (585) 335–2380.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROCHESTER APP/DEP CON** 123.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 186° 15.6 NM to fld. 990/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

DETROIT
L–30I, 31E, 32F
IAP



DART (See MAYVILLE)

DEER PARK N40°47.51′ W73°18.22′ NOTAM FILE ISP.
(L) VORW/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.
VOR/DME unusable byd 25 NM blo 5000′
DME unusable 265°–274° byd 17 NM blo 5000′
275°–280°
281°–015° byd 17 NM blo 5000′

NEW YORK
COPTER
H–10I, L–33B, 34H

APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

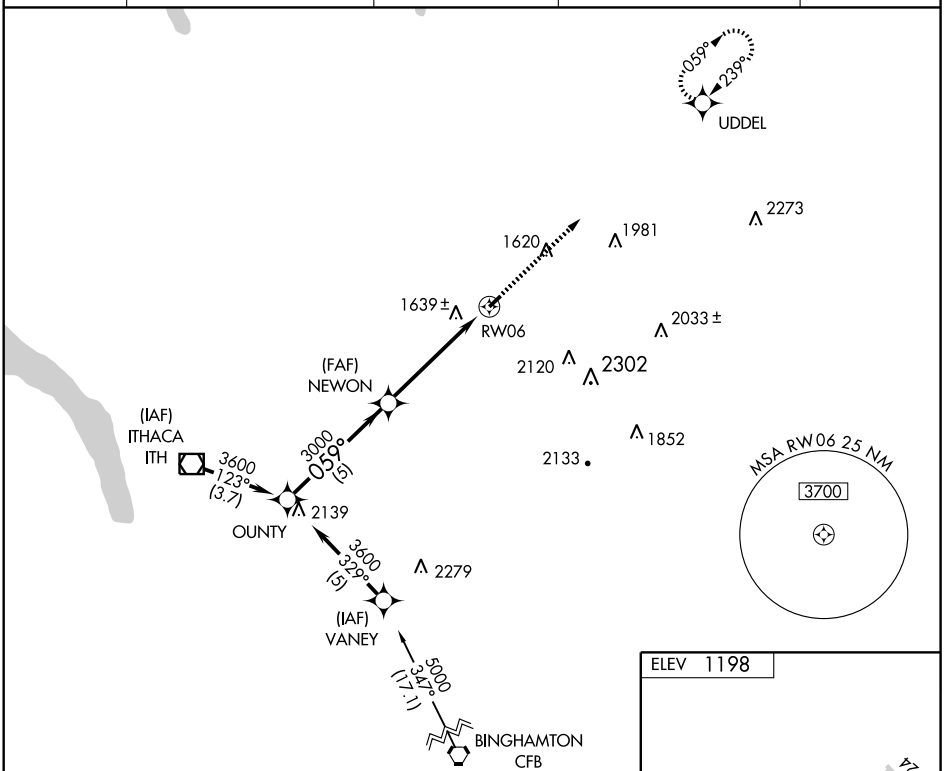
GPS RWY 6

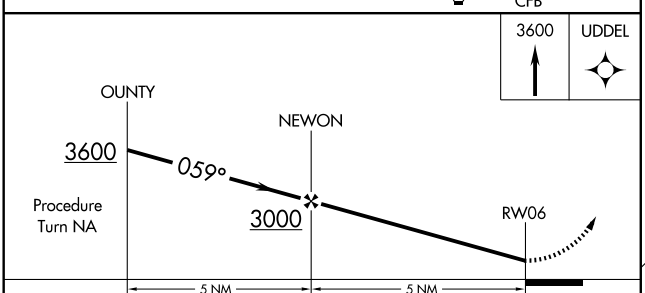
CORTLAND COUNTY-CHASE FIELD (NØ3)

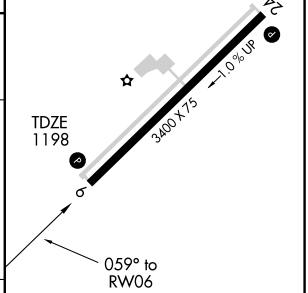
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

GPS RWY 24

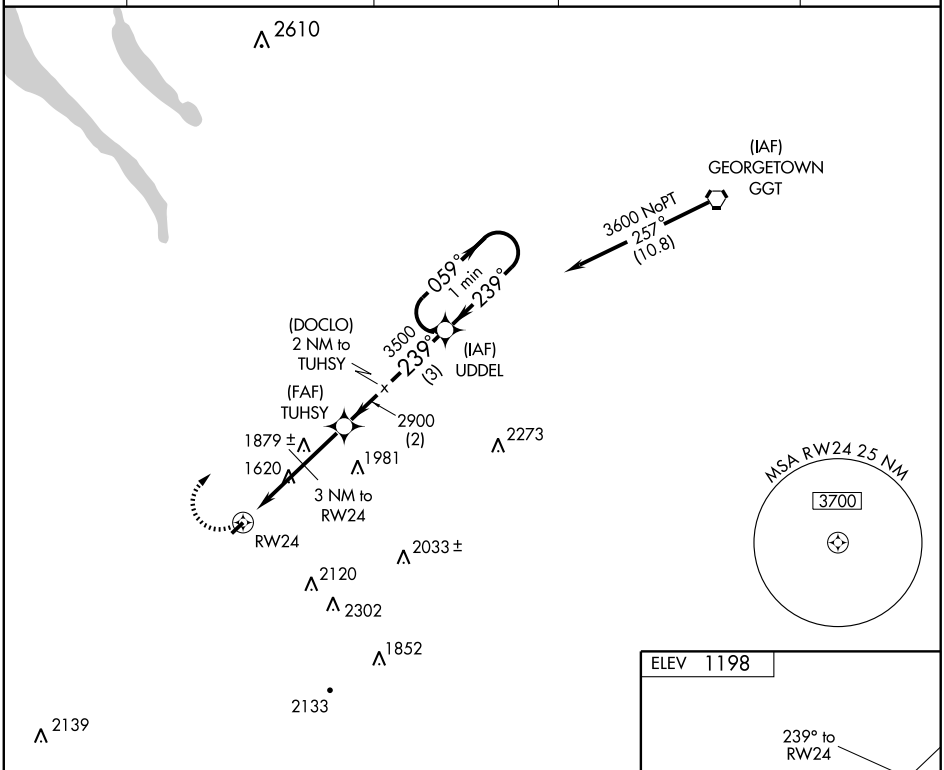
CORTLAND COUNTY-CHASE FIELD (NØ3)

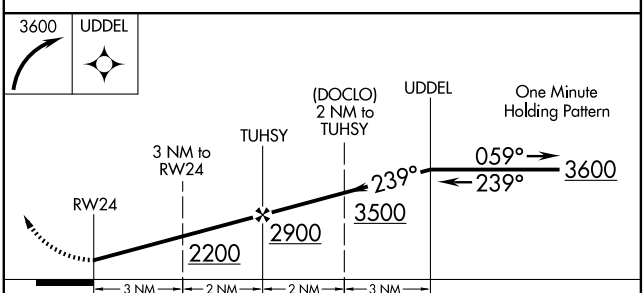
APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

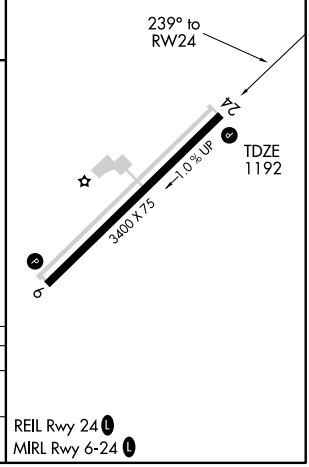
NA

MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CFB 112.2 Chan 59	APP CRS 002°	Rwy Idg N/A TDZE N/A Apt Elev 1198

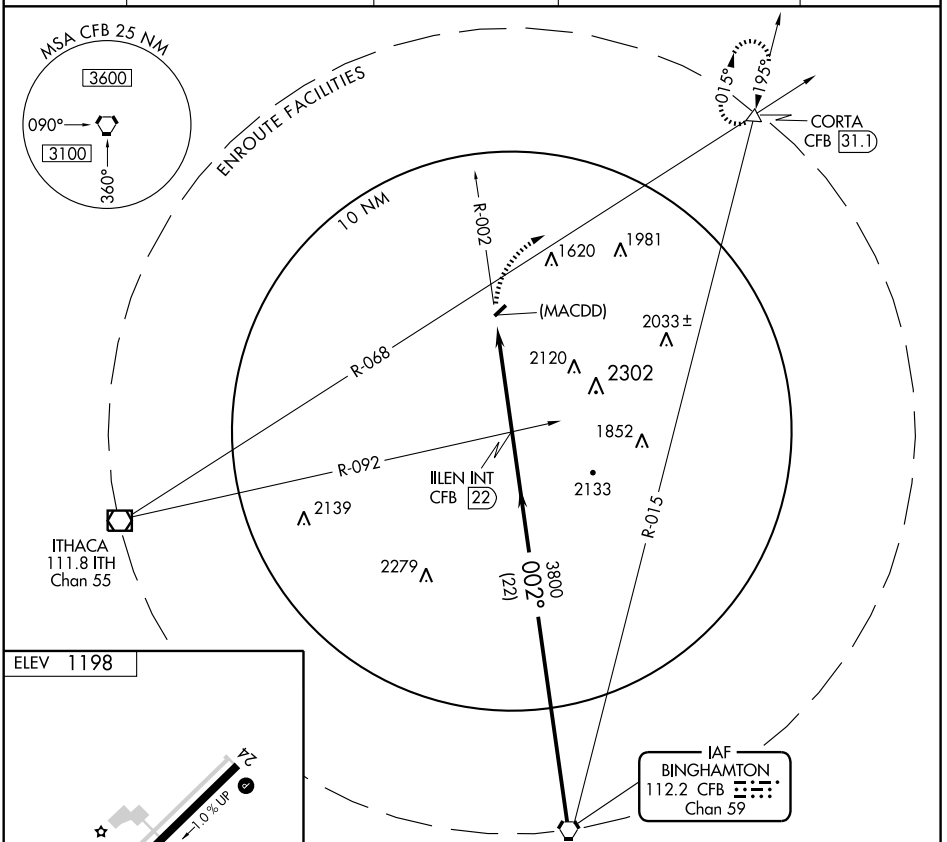
VOR or GPS-A

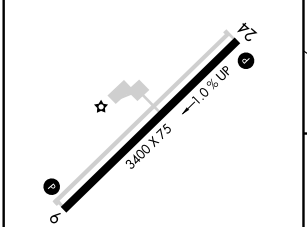
CORTLAND COUNTY-CHASE FIELD (NØ3)

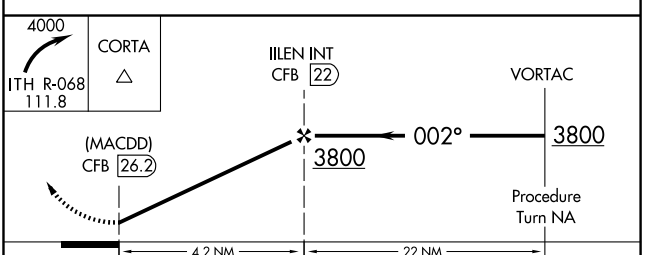
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







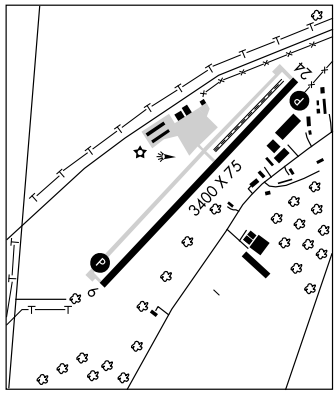
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

CORTLAND CO–CHASE FLD (NØ3) 2 SW UTC–5(–4DT) N42°35.56′ W76°12.89′
1198 B S4 **FUEL** 100LL NOTAM FILE NØ3
RWY 06–24: H3400X75 (ASPH) S–12 MIRL 1.0% up SW
RWY 06: PAPI(P2L)—GA 4.0° TCH 40′. Tree.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Unattended holidays. Heavy concentration of geese and gulls on and invof arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy24, and twy lgts—CTAF. Snow removal during day only.
WEATHER DATA SOURCES: AWOS–3 132.225 (607) 753–9784.
COMMUNICATIONS: CTAF/UNICOM 122.8
GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)
BINGHAMTON APP CON 118.6 (S–SE) (1100–0500Z‡)
ELMIRA APP CON 124.3 (W) (1100–0500Z‡)
SYRACUSE APP CON 126.125 (N–NE)
NEW YORK CENTER APP CON 133.35 (0500–1100Z‡)
SYRACUSE DEP CON 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 072° 12.3 NM to fld. 1102/10W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

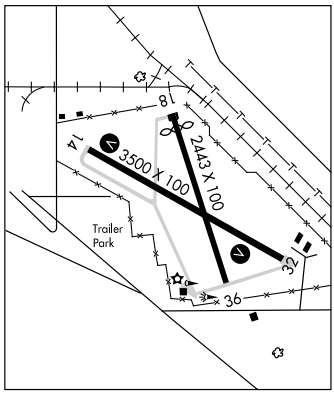
NEW YORK
L–32F
IAP



CREEKSIDE (See HOLCOMB)

DANSVILLE MUNI (DSV) 1 NW UTC–5(–4DT) N42°34.25′ W77°42.78′
662 B S4 **FUEL** 100LL NOTAM FILE DSV
RWY 14–32: H3500X100 (ASPH) S–30 MIRL 0.7% up SE
RWY 14: VASI(V2L)—GA 3.0°TCH 53′. Road.
RWY 32: VASI(V4L)—GA 4.0° TCH 53′. Road.
RWY 18–36: H2443X100 (ASPH) S–30 MIRL 0.9% up S
RWY 18: Thld dsplcd 165′. Tree.
RWY 36: Tree.
AIRPORT REMARKS: Attended 1300Z‡–dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwys 14–32 and 18–36 and VASI Rwys 14 and 32—123.0.
WEATHER DATA SOURCES: ASOS 118.325 (585) 335–2380.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROCHESTER APP/DEP CON** 123.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 186° 15.6 NM to fld. 990/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

DETROIT
L–30I, 31E, 32F
IAP



DART (See MAYVILLE)

DEER PARK N40°47.51′ W73°18.22′ NOTAM FILE ISP.
(L) VORW/DME 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.
VOR/DME unusable byd 25 NM blo 5000′
DME unusable 265°–274° byd 17 NM blo 5000′
275°–280°
281°–015° byd 17 NM blo 5000′

NEW YORK
COPTER
H–10I, L–33B, 34H

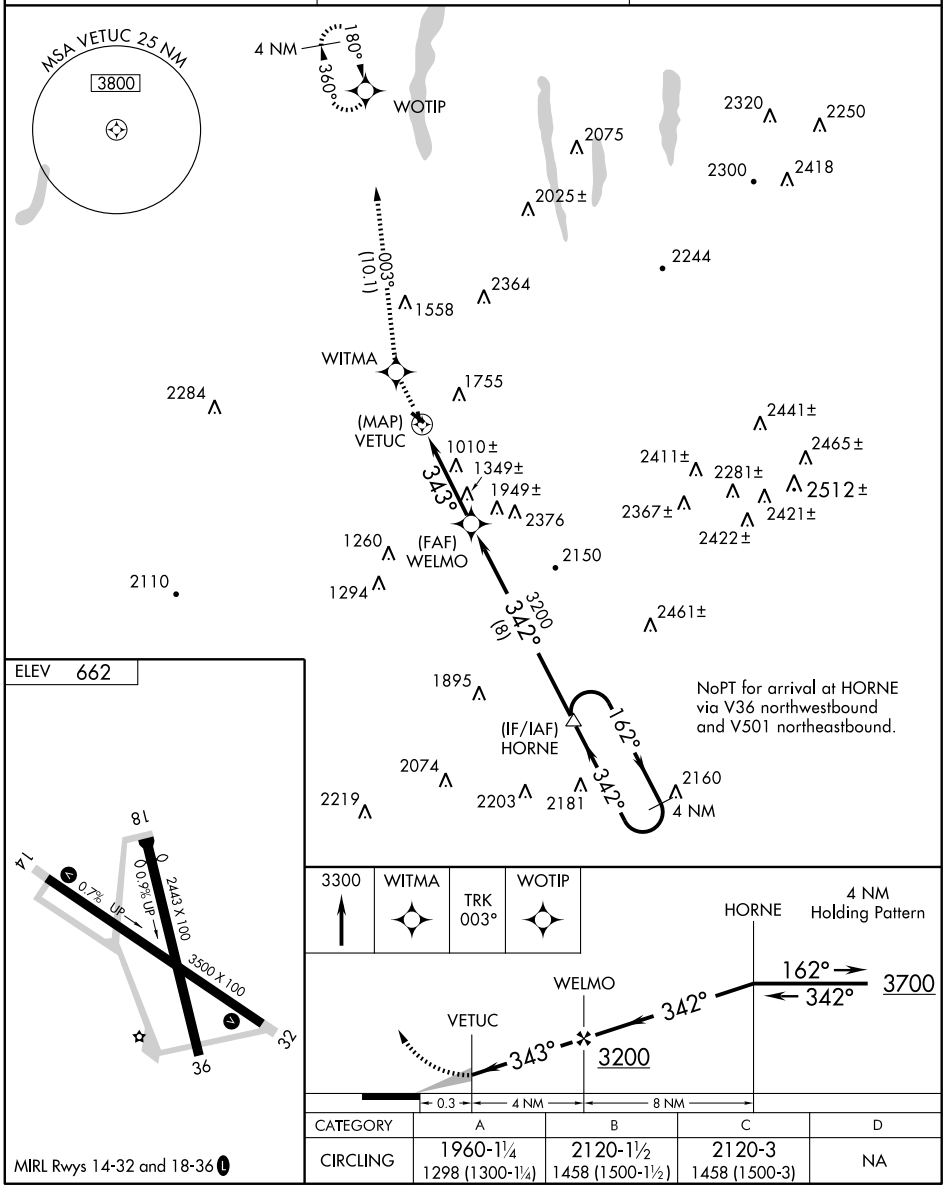
APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

RNAV (GPS) - A
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

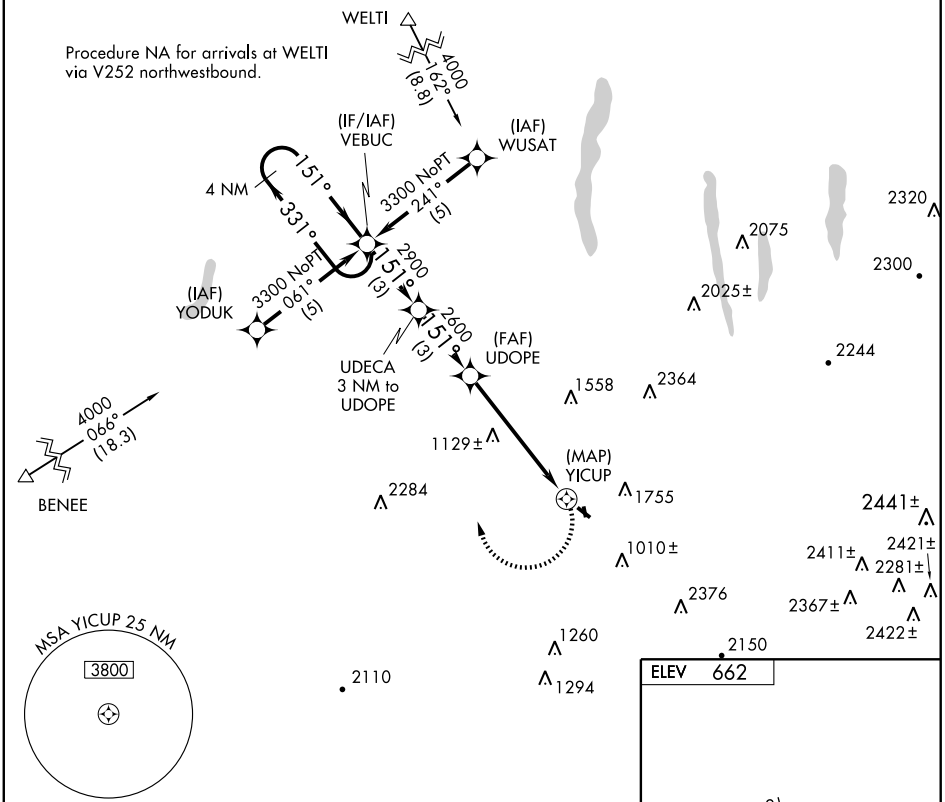
APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

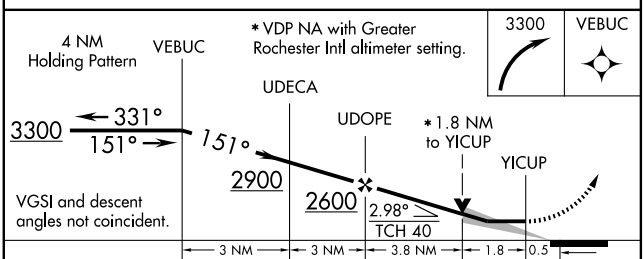
RNAV (GPS) RWY 14
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

MIRL Rwys 14-32 and 18-36 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

DANSVILLE MUNI (DSV)

APP CRS	Rwy Idg	2278
180°	TDZE	657
	Apt Elev	662

T A DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L

Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.

DALEE 4100 100° (19.3)

(IAF) YOGUL 3300 NoPT 090° (5)

4 NM 180° 360°

(IF/IAF) WOTIP 3300 NoPT 270° (5)

(IAF) ZINSA 4100 271° (20.3) UMAGY

180° 2500 (6)

(FAF) VICUD

RW18

2075 2320 2250 2300 2418 2025± 2244 1558 2364 2284 1755 2441± 2465± 2411± 2421± 2512± 1010± 2376 2367± 2281± 2422± 1260 2150 2110 1294 1895

MSA RW18 25 NM 3800

4 NM Holding Pattern

WOTIP 3300 360° 180° 180°

VICUD 2500 3.05° TCH 40

RW18

* VDP NA when using Greater Rochester Intl altimeter setting.

* 3.7 NM to RW18

3300 WOTIP

6 NM 2 NM 3.7

ELEV 662

180° to RW18

TDZE 657

18 14 32 36

0.7% UP 0.6% UP

2443 X 100 3500 X 100

MIRL Rwys 14-32 and 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

DEGRASSE

MOORES (1E8) 3 N UTC−5(−4DT) N44°23.28′ W75°03.98′ **MONTREAL**

814 NOTAM FILE BTV

RWY 02–20: 2200X55 (TURF)

RWY 02: Trees. **RWY 20:** Trees

AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt. Rwy 20 52′ trees 263′ from thld crosses rwy width. Rwy 02 ditch outlets located 31′ from thld marked by cones. Rwy 20 starts at approximately 250′ from trees on rwy end.

COMMUNICATIONS: CTAF 122.9

DE LANCEY N42°10.70′ W74°57.42′ NOTAM FILE BUF. **NEW YORK**

(L) VORW/DME 112.1 DNY Chan 58 301° 21.8 NM to Sidney Muni. 2560/11W. **H–11C, 12H, L–33A**

HIWAS. HIWAS OTS indef.

DOLGEVILLE (1F6) 1 NE UTC−5(−4DT) N43°07.00′ W74°44.98′ **NEW YORK**

945 NOTAM FILE BUF

RWY 11–29: 1360X100 (TURF)

RWY 11: Road. **RWY 29:** Trees.

AIRPORT REMARKS: Unattended. There is no definite edge for Rwy 11 which is part of a playing fld. Athletics may be going on from Jun to Nov. Radio control airplanes invof rwy throughout the year. Rwy 11–29 soft and wet during spring.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

DOWNTOWN MANHATTAN/WALL STREET HELIPORT (See NEW YORK)

DRUM N44°04.11′ W75°44.16′ NOTAM FILE GTB. **NEW YORK**

NDB (MHW) 257 GTB 150° 1.1 NM to Wheeler Sack AAF. **L–32F**

DUANESBURG (4B1) 0 S UTC−5(−4DT) N42°45.50′ W74°07.97′ **NEW YORK**

710 TPA—1510(800) NOTAM FILE BTV

RWY 10–28: H2600X45 (ASPH)

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Attended daylight hours. Parachute jumping. Rwy 10–28 loose and broken asph and may have loose material, check with arpt management for current condition at 518–895–4184. Rwy 10 safety area has −20′ slope 25′ from thld.

COMMUNICATIONS: CTAF/UNICOM 123.0

DUNKIRK N42°29.43′ W79°16.45′ NOTAM FILE BUF **DETROIT**

(H) VORTAC 116.2 DKK Chan 109 at Chautauqua Co Dunkirk. 680/07W. **H–10H, L–30H**

VOR portion unusable 120°–180° byd 22 NM blo 4000′.

DME portion unusable:

100°–169° byd 17 NM blo 4700′

170°–190° byd 17 NM blo 7500′

191°–205° byd 17 NM blo 5500′

206°–235° byd 17 NM blo 4500′

DUNKIRK

CHAUTAUQUA CO/DUNKIRK (DKK) 3 E UTC−5(−4DT) N42°29.60′ W79°16.32′ **DETROIT**

693 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE DKK **H–10H, L–30H**

RWY 06–24: H5000X100 (ASPH–GRVD) S–45 HIRL **IAP**

RWY 06: REIL. PAPI(P4L)—GA 3.0°. Trees. **RWY 24:** REIL. PAPI(P2L)—GA 3.0°. TCH 44′.

RWY 15–33: H4000X100 (ASPH) S–25 MIRL 0.8% up SE

RWY 15: PAPI(P4L)—GA 3.0°. TCH 36′. Tree. **RWY 33:** PAPI(P4L)—GA 3.1°. TCH 45′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds invof arpt. Ngt snow plowing not avbl. PPR for services after hrs, call FBO manager 716–366–6938. ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (716) 366–7664.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.1R 116.2T (BUFFALO RADIO)

Ⓡ **BUFFALO APP/DEP CON** 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

DUNKIRK (H) VORTAC 116.2 DKK Chan 109 N42°29.43′ W79°16.45′ at fld. 680/07W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services on DKK VOR 122.1R,116.2T and 1–888–766–8267.

DUTCHESS CO (See POUGHKEEPSIE)

APP CRS	Rwy Idg	5000
056°	TDZE	676
	Apt Elev	693

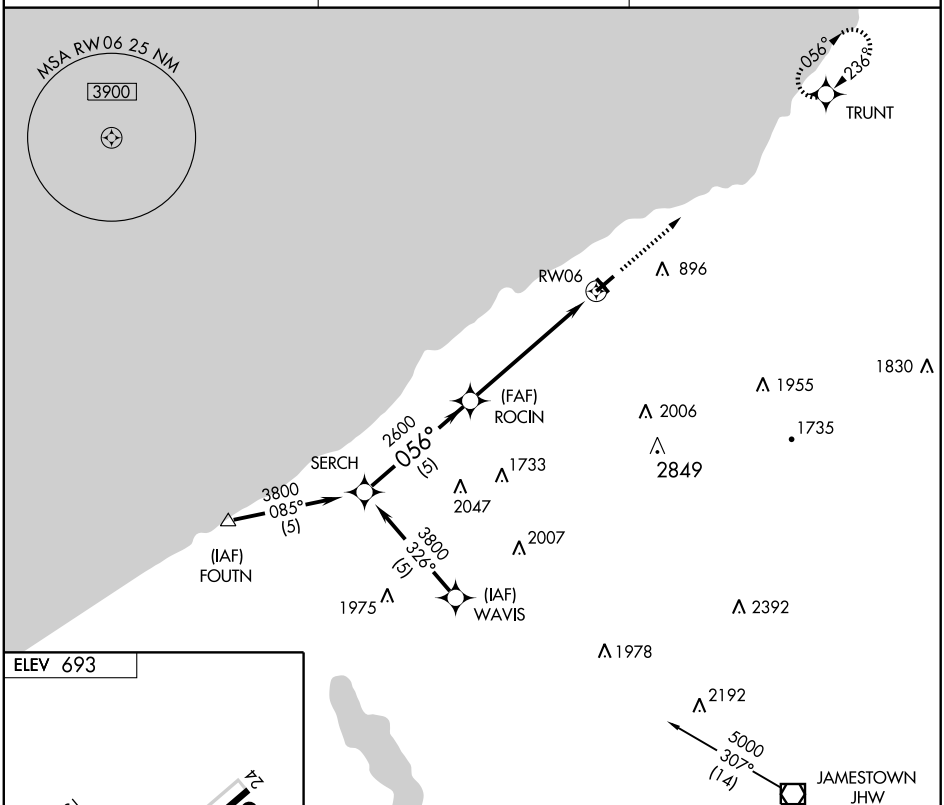
GPS RWY 6

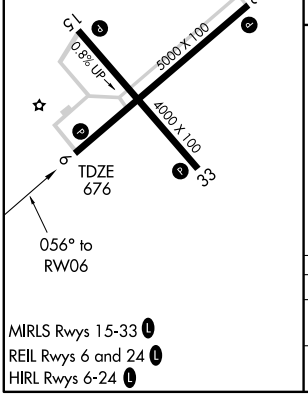
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

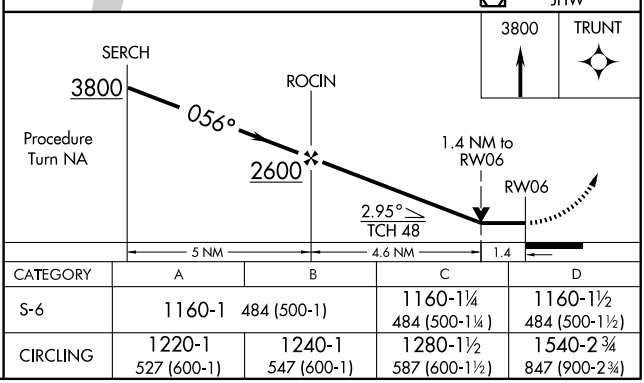
NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-6	1160-1 484 (500-1)		1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
236°	TDZE	676
	Apt Elev	693

GPS RWY 24

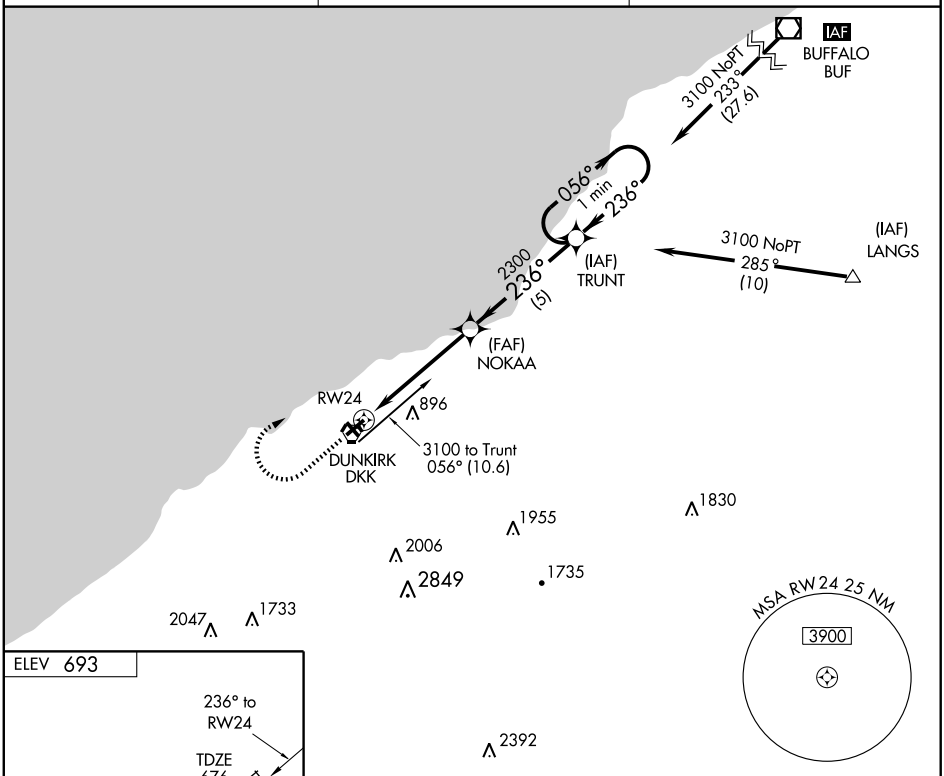
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

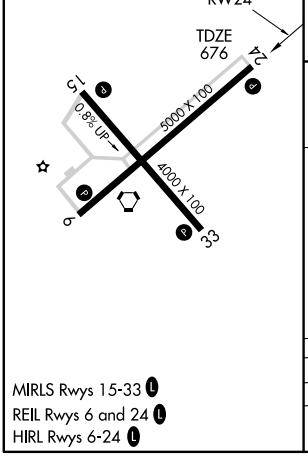
NA

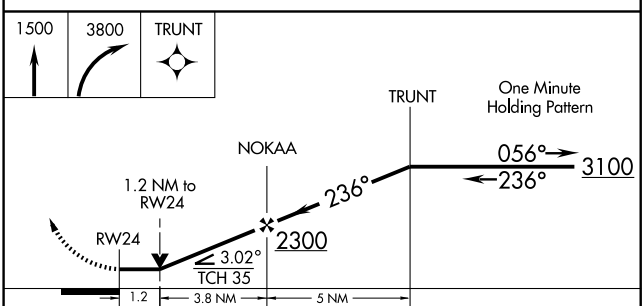
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-24	1080-1	404 (400-1)	1080-1¼	404 (400-1¼)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
326°	TDZE	693
	Apt Elev	693

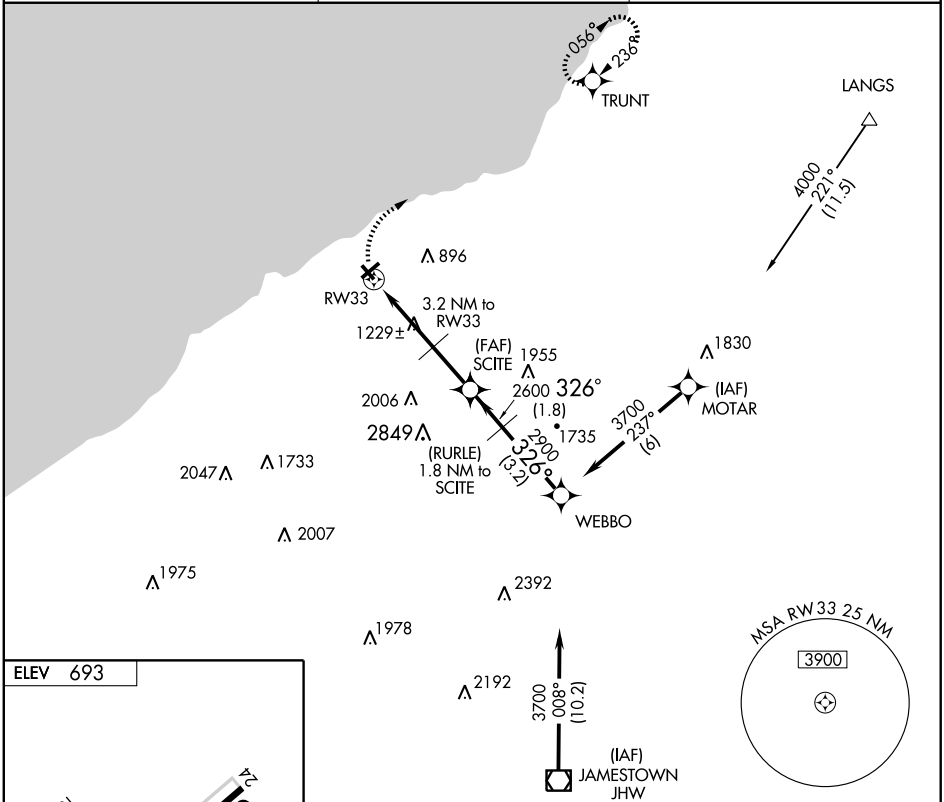
GPS RWY 33

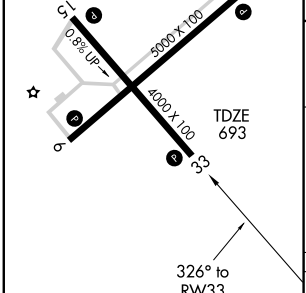
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

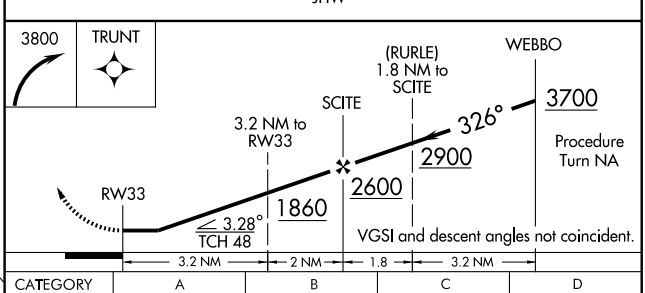
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

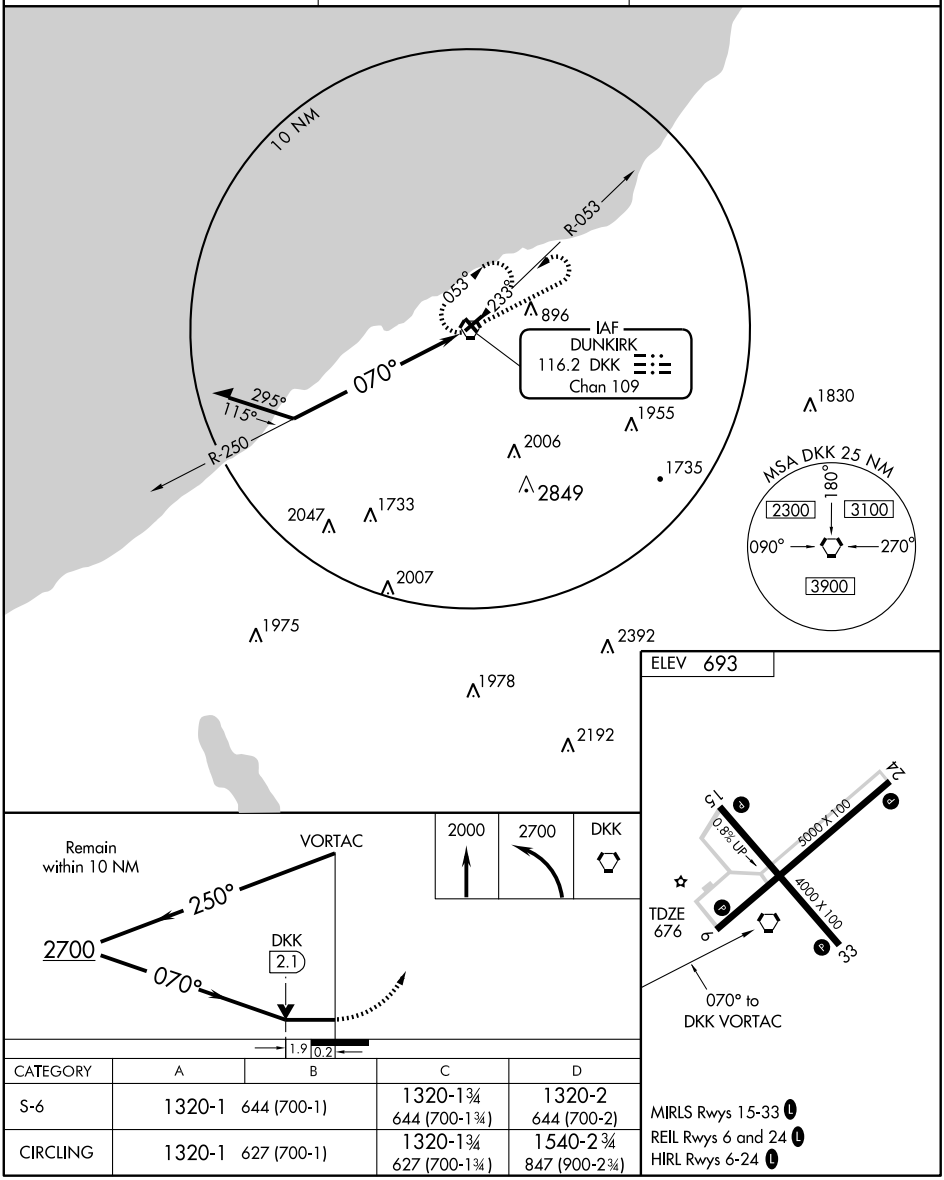
VORTAC DKK 116.2 Chan 109	APP CRS 070°	Rwy Idg 5000 TDZE 676 Apt Elev 693

VOR RWY 6

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-6	1320-1 644 (700-1)		1320-1¾ 644 (700-1¾)	1320-2 644 (700-2)
CIRCLING	1320-1 627 (700-1)		1320-1¾ 627 (700-1¾)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

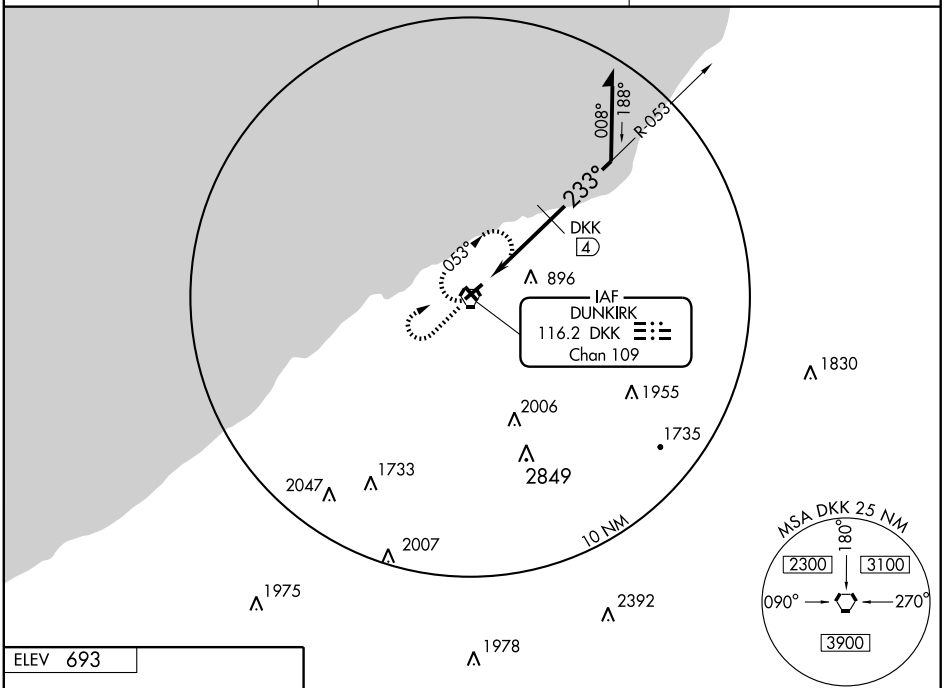
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	233°	TDZE	676
Chan 109		Apt Elev	693

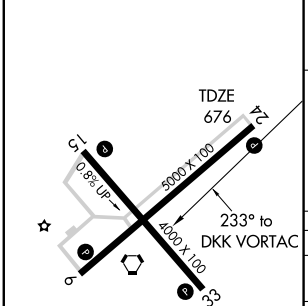
VOR RWY 24

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

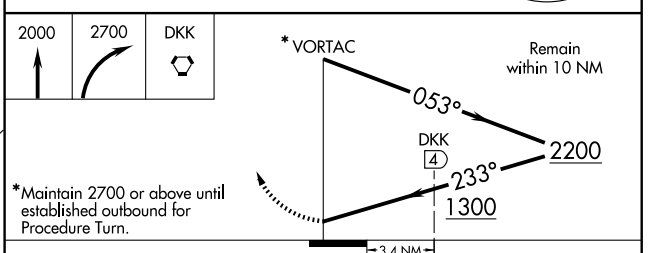
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L





MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

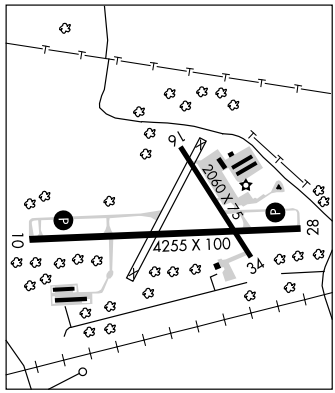


CATEGORY	A	B	C	D
S-24	1300-1 624 (700-1)		1300-1¾ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1 607 (700-1)		1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)
DME MINIMUMS				
S-24	1160-1 484 (500-1)		1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

EAST 34TH STREET HELIPORT (See NEW YORK)

EAST HAMPTON (HTO) 3 W UTC−5(−4DT) N40°57.57′ W72°15.10′ NEW YORK COPTER
55 B S4 **FUEL** 100LL, JET A NOTAM FILE HTO L–33C, 34I
RWY 10–28: H4255X100 (ASPH) S–60 MIRL 0.6% up W IAP
RWY 10: REIL. PAPI (P2L)–GA 3.0° TCH 55′. Trees.
RWY 28: REIL. PAPI(P2R)—GA 3.0°. Pole.
RWY 16–34: H2060X75 (ASPH) S–8 0.6% up NW
RWY 16: Road.
RWY 34: Road.
AIRPORT REMARKS: Attended 1300Z‡–SS. Deer on and invof arpt. Rwy 16–34 cracked with vegetation growing through, standing water. Noise abatement procedures in effect ctc arpt management for details at 631–537–1130. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10, PAPI Rwy 28, REIL Rwy 10, REIL Rwy 28—CTAF. Pilot-controlled ltg unavbl dalgt hrs. Ldg fee for all transient acft to include touch and go ops.
WEATHER DATA SOURCES: HIWAS 113.6 HTO.
COMMUNICATIONS: CTAF/UNICOM 122.7
HAMPTON RCO 122.6 122.1R 113.6T (NEW YORK RADIO)
Ⓡ **NEW YORK APP/DEP CON** 125.975 **CLNC DEL** 118.95
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 064° 3.8 NM to fld. 22/13W. **HIWAS.**



EAST MORICHES

LUFKER (49N) 1 NE UTC−5(−4DT) N40°49.49′ W72°45.06′ NEW YORK COPTER
57 NOTAM FILE ISP
RWY N–S: 2300X100 (TURF)
RWY N: Tree. **RWY S:** Road. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Banner towing ops May–Oct. Glider and ultralights ops dalgt hrs May–Oct. Spadaro arpt tfc pat 590′ east. Ldg fee. Rwy N–S south end of rwy marked with boards.
COMMUNICATIONS: CTAF 122.9

SPADARO (1N2) 1 NE UTC−5(−4DT) N40°49.67′ W72°44.92′ NEW YORK COPTER
50 S4 NOTAM FILE ISP
RWY 18–36: H2400X25 (ASPH) S–12.5E
RWY 18: Brush. **RWY 36:** Thld displaced 485′. P–line. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct dalgt hours. Parachute Jumping. Ultralgts on and invof arpt. PAEW 75′ east of Rwy 18. Due to close proximity of LUFKER arpt (590 ft between rwys) adhere to the following tfc pattern. North ops: SPADARO–Rgt tfc, LUFKER–Left tfc. South ops: SPADARO–Left tfc, LUFKER–Rgt tfc. Arrivals: Intercept final apch 45° to final apch leg 1500 ft from apch end of rwy. Departures: Make 45° turn ASAP after tkf to intercept crosswind leg. Use south ops for ldg when winds are 5 knots or less; or when winds are more than 5 knots 90° either side of centerline. Use north ops for tkf with no wind; heavy gross weight and for noise abatement. Rwy 18–36 marked with orange gray striped cones 2′ high.
COMMUNICATIONS: CTAF/UNICOM 123.0

EDINBURG

PLATEAU SKY RANCH (1F2) 1 NW UTC−5(−4DT) N43°13.50′ W74°06.89′ NEW YORK
1070 NOTAM FILE BTV
RWY 06–24: 2400X100 (TURF)
RWY 06: Road. **RWY 24:** Trees.
RWY 01–19: 2000X100 (TURF)
RWY 01: Road. **RWY 19:** Road.
AIRPORT REMARKS: Unattended. Ultralgt acft on and invof arpt. Trap and skeet shooting between Rwys 01 and 06. Rwy 01–19 edges marked with red cones all seasons exc winter. Rwy 06–24 edges marked with red cones all seasons exc winter. Acft parked/hangared on non–arpt land. Cross public road to/from arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8

ELIZABETH FLD (See FISHERS ISLAND)

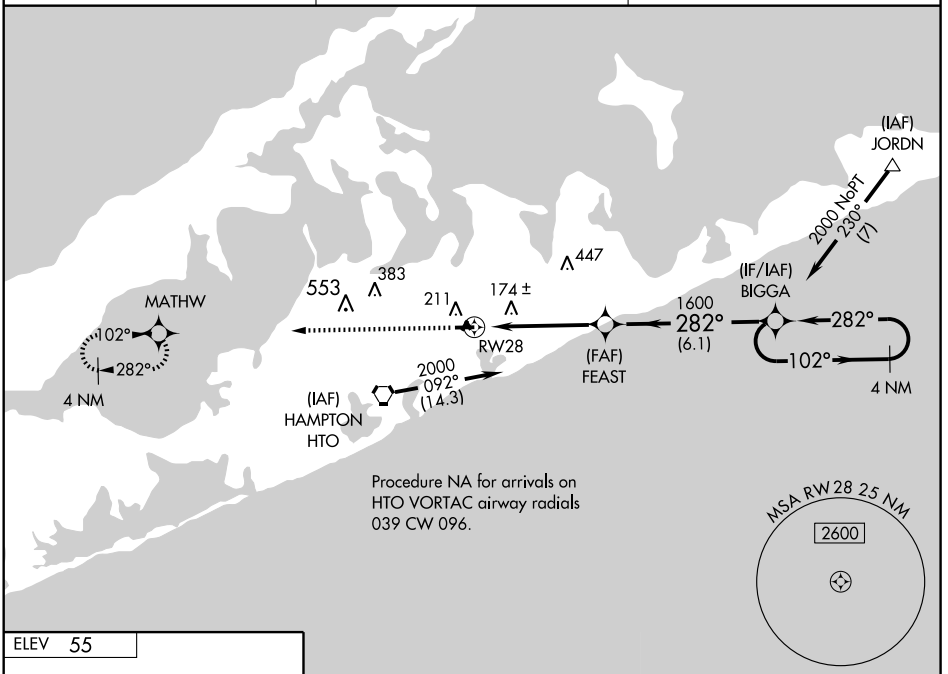
APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

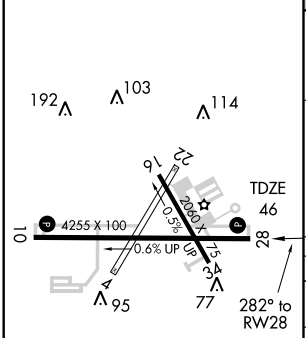
RNAV (GPS) RWY 28
EAST HAMPTON (HTO)

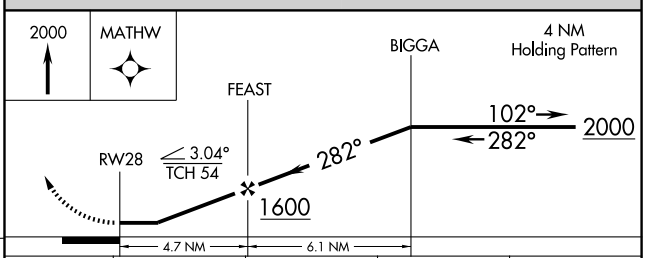
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 394 (400-1)			440-1¼ 394 (400-1¼)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 434 (500-1)		480-1¼ 434 (500-1¼)	480-1½ 434 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4255
102°	TDZE	55
	Apt Elev	55

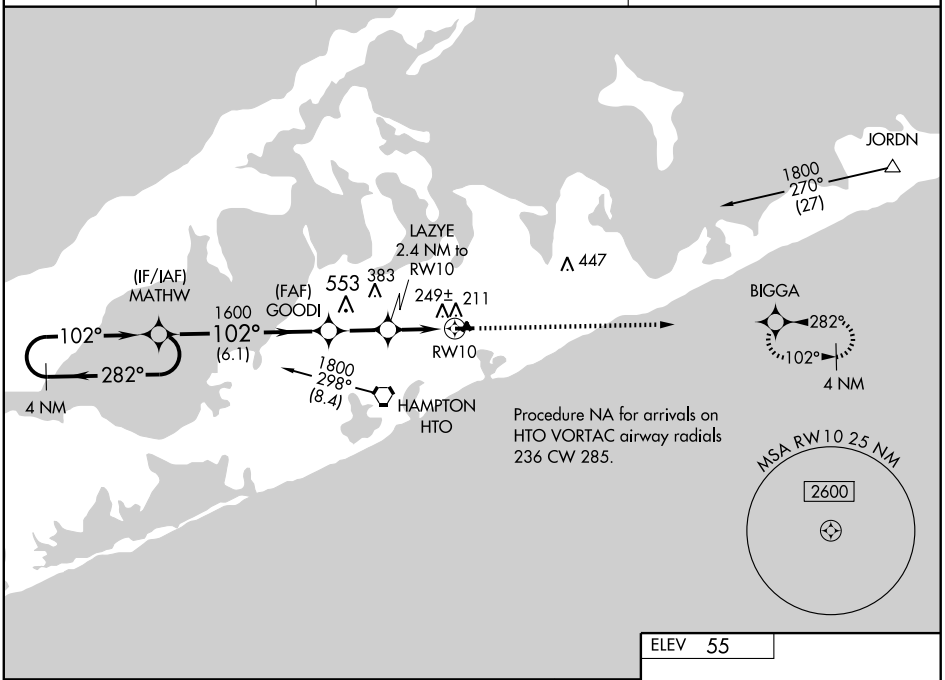
RNAV (GPS) Y RWY 10
EAST HAMPTON (HTO)

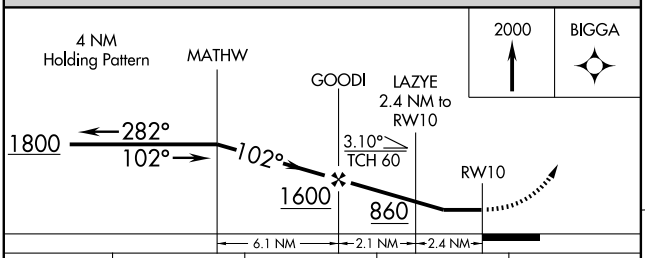
NA

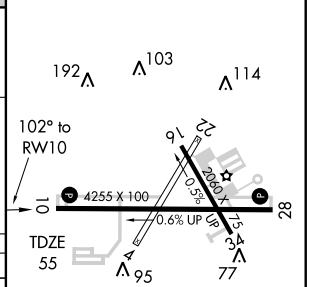
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 505 (600-1)		560-1½ 505 (600-1½)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH **40112** **W10A** | APP CRS **102°** | Rwy Idg **4255** TDZE **55** Apt Elev **55**

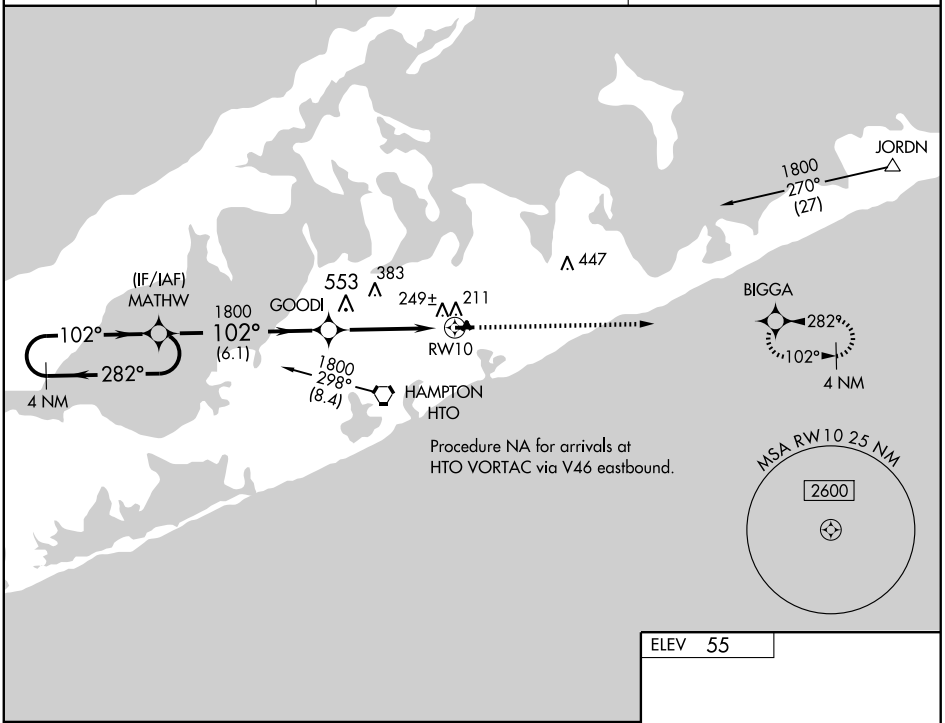
RNAV (GPS) Z RWY 10

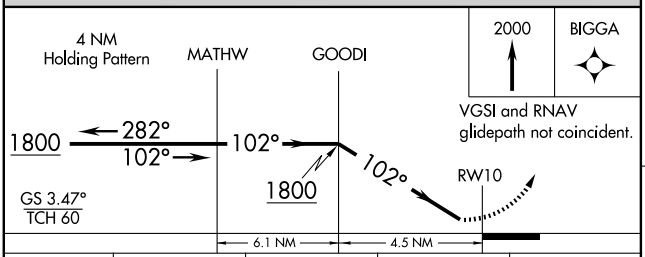
EAST HAMPTON (HTO)

T A NA — Baro-VNAV NA when using Westhampton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

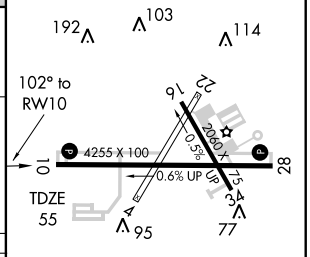
MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 **343.65**	**118.95**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/VNAV DA	524-1½	469 (500-1½)		NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/VNAV DA	569-1½	514 (600-1½)		NA



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

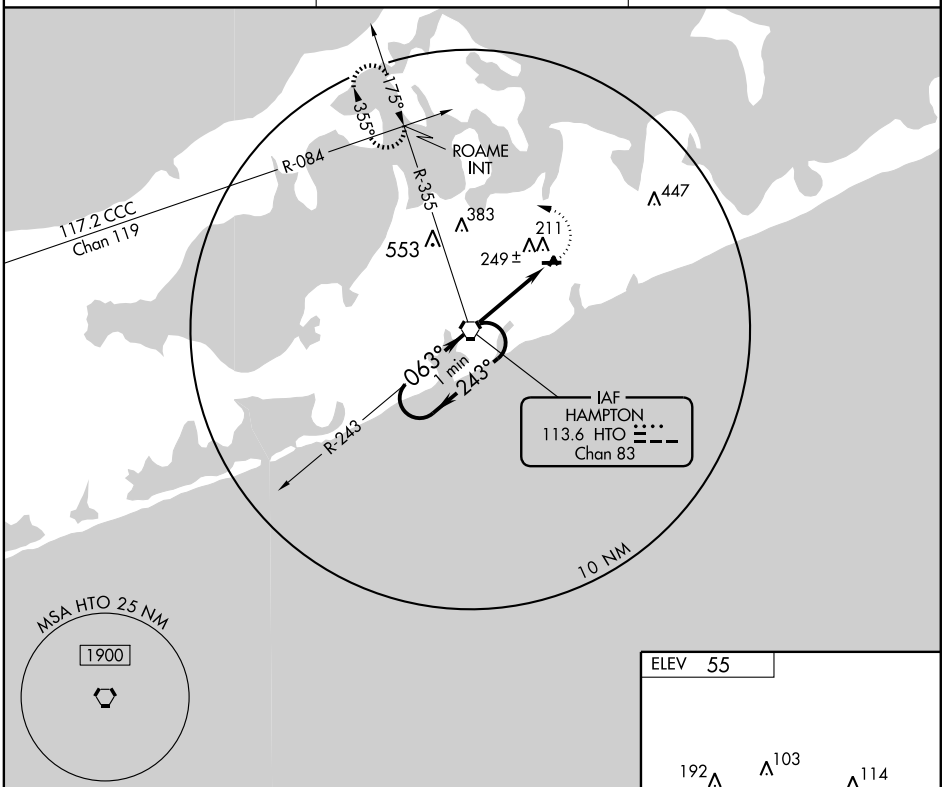
VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

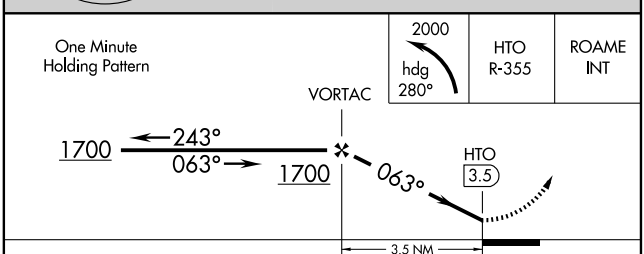
VOR-A
EAST HAMPTON (HTO)

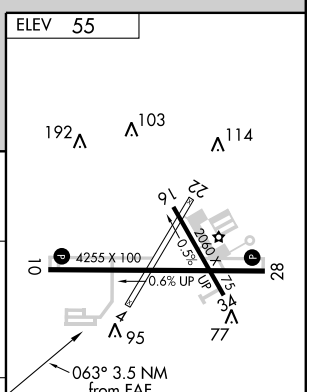
NA — Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ELLENVILLE

JOSEPH Y RESNICK (N89) 01 NE UTC−5(−4DT) N41°43.67′ W74°22.64′

NEW YORK
L–33B, 34I

292 B **FUEL** 100LL NOTAM FILE ISP

RWY 04–22: H3838X75 (ASPH) MIRL

RWY 04: REIL. PAPI(P2L). Trees.

RWY 22: REIL. PAPI(P2L). Thld dsplcd 300′. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–3838 TODA–3838 ASDA–3838 LDA–3538

RWY 22: TORA–3838 TODA–3838 ASDA–3838 LDA–3538

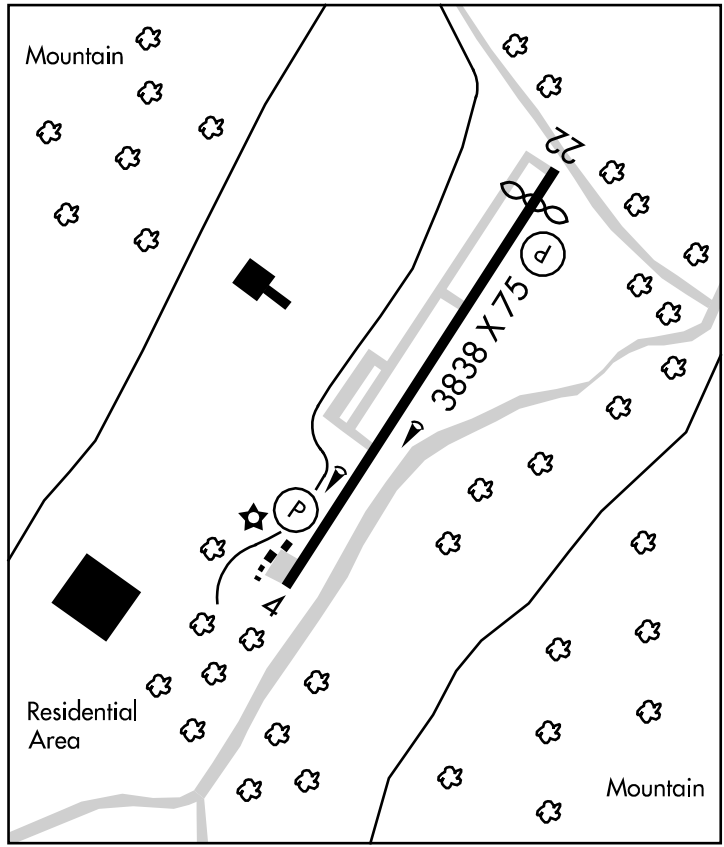
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 04–22 PAEW Mon–Fri 1200–2200Z‡. Deer on and invof arpt. Avoid overflight of hospital and school buildings approximately one mile SW of Rwy 22 and prison approximately ½ mile NE of arpt. Glider activity on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 291° 25.2 NM to fld. 580/12W. **HIWAS.**



APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

GPS RWY 4

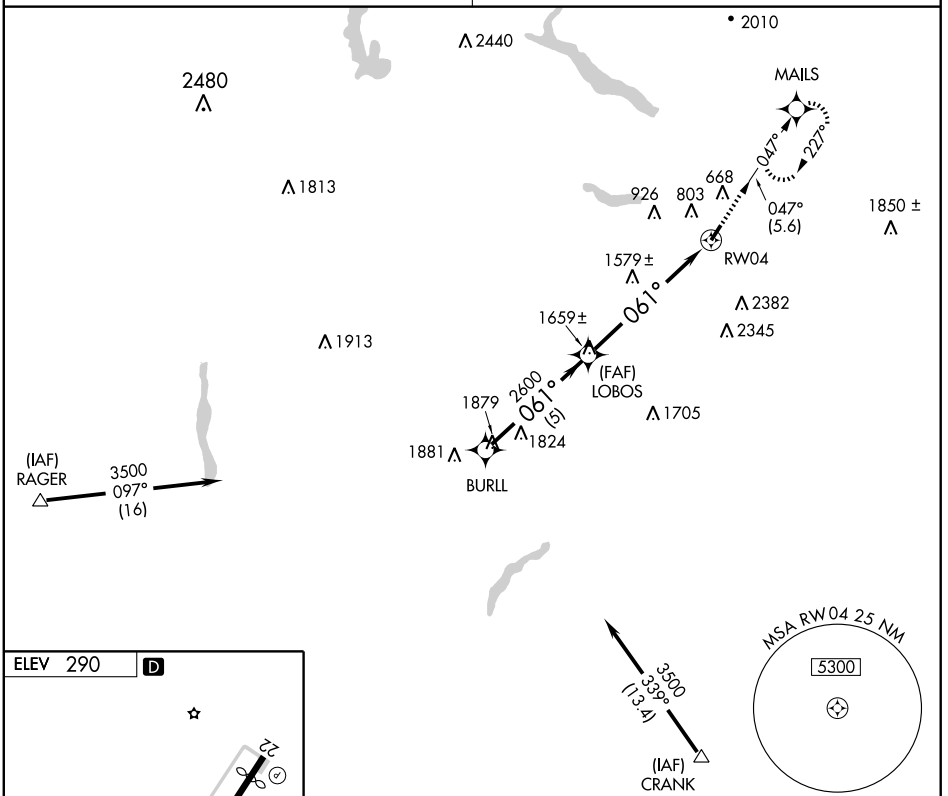
ELLENVILLE/JOSEPH Y RESNICK (N89)

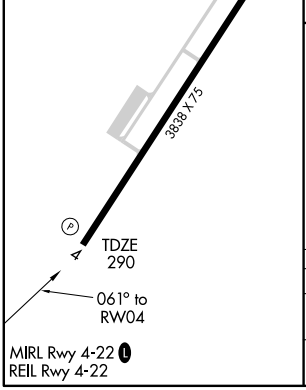
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

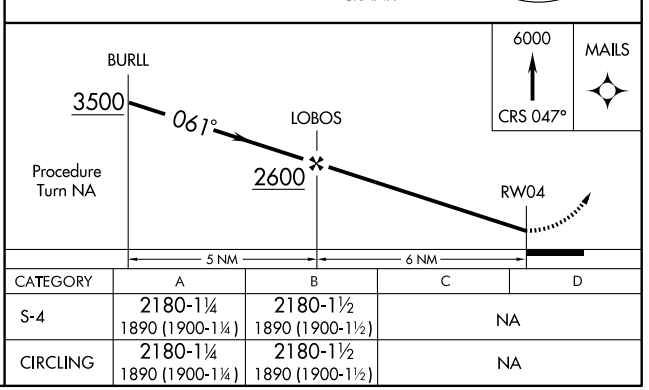
MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3538
227°	TDZE	289
	Apt Elev	290

GPS RWY 22

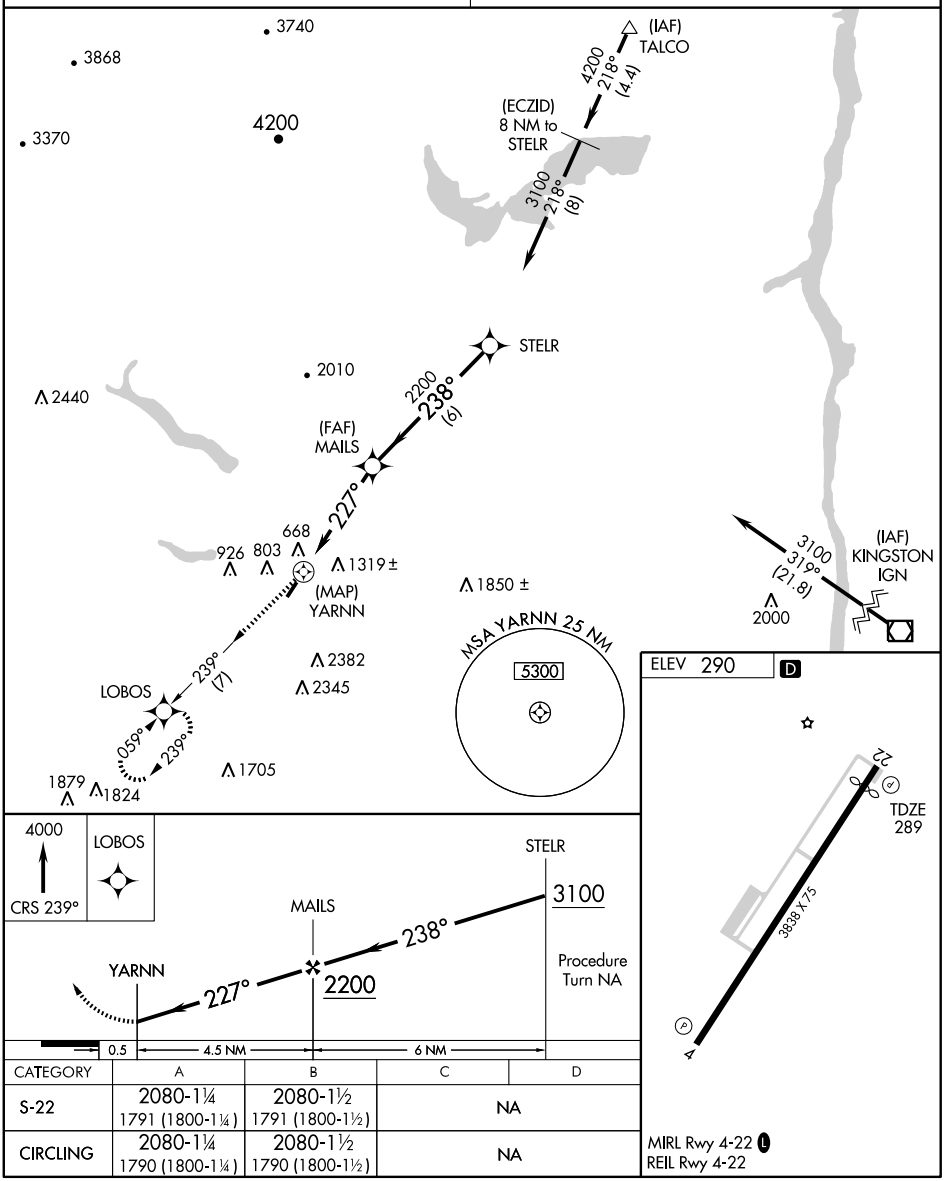
ELLENVILLE/JOSEPH Y RESNICK (N89)

Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

NA

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

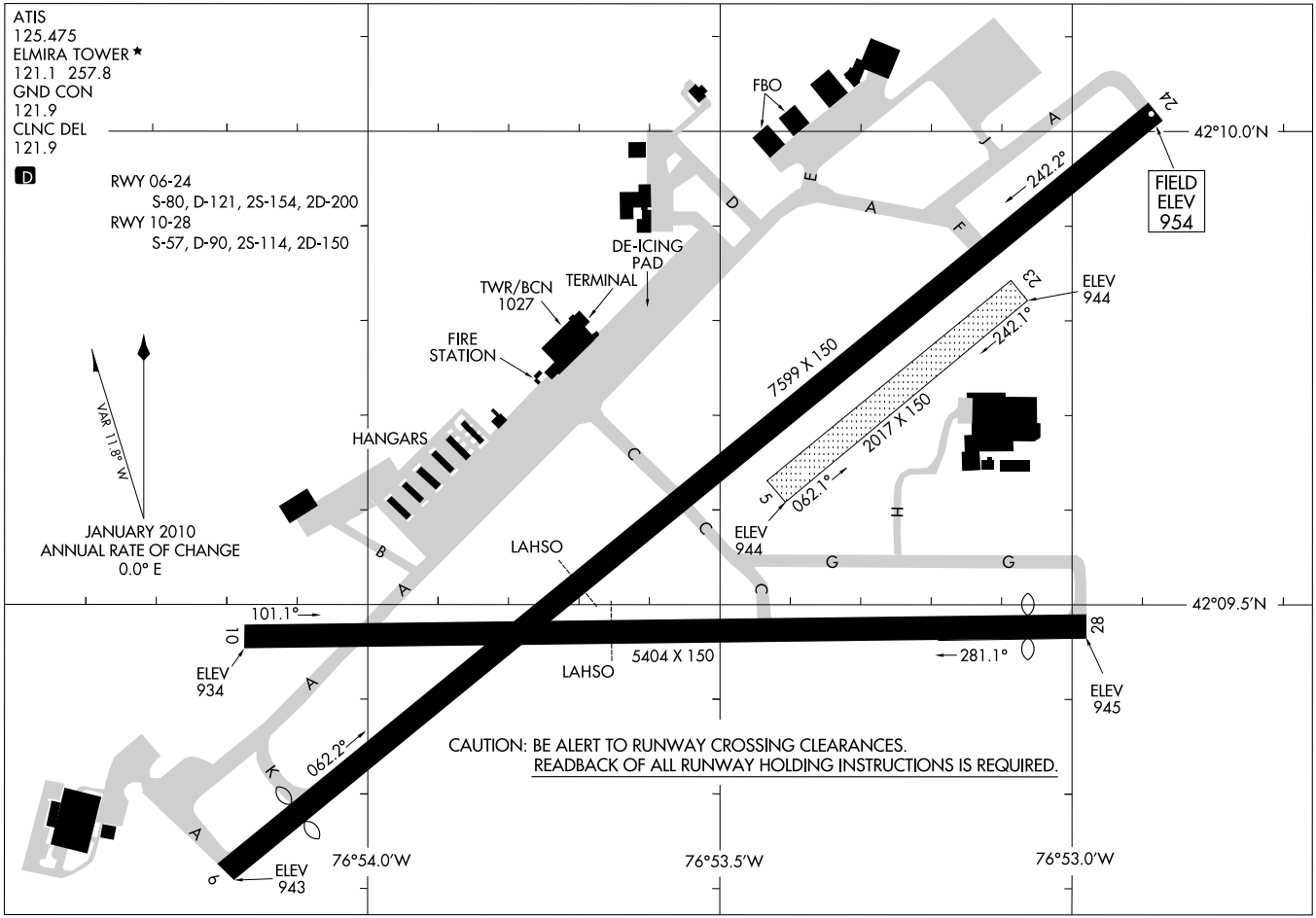
NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	

MIRL Rwy 4-22 L
REIL Rwy 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010


ATIS
125.475
ELMIRA TOWER ★
121.1 257.8
GND CON
121.9
CLNC DEL
121.9
D
RWY 06-24
S-80, D-121, 2S-154, 2D-200
RWY 10-28
S-57, D-90, 2S-114, 2D-150
FBO
DE-ICING PAD
TWR/BCN 1027
TERMINAL
FIRE STATION
HANGARS
FIELD ELEV 954
24
242.2°
ELEV 944
23
242.1°
7599 X 150
2017 X 150
062.1°
5
ELEV 944
LAHSO
42°10.0'N
42°09.5'N
101.1°
10
ELEV 934
5404 X 150
LAHSO
281.1°
28
ELEV 945
062.2°
6
ELEV 943
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
76°54.0'W
76°53.5'W
76°53.0'W
VAR 11.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

ELMIRA/CORNING RGNL (ELM) 6 NW UTC−5(−4DT) N42°09.59′ W76°53.50′ **NEW YORK**

954 B S4 **FUEL** 100LL, JET A OX 4 TPA–2099(1145) ARFF Index–See Remarks **H–10H, 12J, L–30J, 32F**

NOTAM FILE ELM **IAP, AD**

RWY 06–24: H7599X150 (ASPH–GRVD) S–80, D–121, 2S–154, 2D–200 HIRL CL

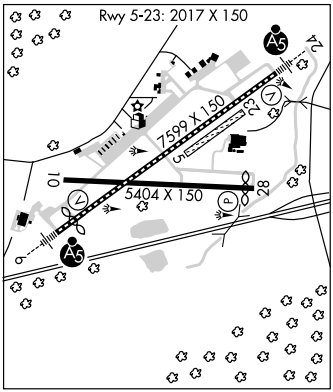
RWY 06: MALSR. VASI(V4L)—GA 3.0°TCH 51′. Thld dsplcd 600′. Tree.

RWY 24: MALSR. VASI(V4L)—GA 3.0°TCH 52′. Tree.

RWY 10–28: H5404X150 (ASPH–GRVD) S–57, D–90, 2S–114, 2D–150 MIRL

RWY 28: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 400′.

RWY 05–23: 2017X150 (TURF)



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	10–28	4750
RWY 28	06–24	3050

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–2017	TODA–2017	ASDA–2017	LDA–2017
RWY 06:	TORA–7599	TODA–7599	ASDA–7599	LDA–6999
RWY 10:	TORA–5404	TODA–5404	ASDA–5004	LDA–5004
RWY 23:	TORA–2017	TODA–2017	ASDA–2017	LDA–2017
RWY 24:	TORA–7599	TODA–7599	ASDA–7599	LDA–7599
RWY 28:	TORA–5404	TODA–5404	ASDA–5404	LDA–5004

AIRPORT REMARKS: Attended continuously. Extensive glider activity on and invof arpt. Birds and deer on and invof arpt. Blimp activity req PPR, ctc arpt manager at 607–426–5622. Class I, ARFF Index B. ARFF index C equipment coverage is avbl upon request ctc arpt management at 607–426–5622. Acft with wing spans greater than 93 ft should use extreme care when taxiing on Twy A adjacent to ramps. Rwy 05–23 (SE of Rwy 06–24) unmarked seasonal use TURF rwy CLOSED 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM arpt attendant at 607–426–5621. Rwy 05–23 marked with asph L corner markers. Winter de-icing on Glycol Ramp only. When twr clsd ACTIVATE HIRL Rwy 06–24; MALSR Rwy 06 and Rwy 24; twy lgts Twy A and Twy C north of Rwy 06–24—CTAF, for MIRL Rwy 10–28 and all other twy lgts call 607–426–5621. Ldg fee for all non based acft.

WEATHER DATA SOURCES: ASOS (607) 796–0065.

COMMUNICATIONS: CTAF 121.1 **ATIS** 125.475 **UNICOM** 122.95

RCO 122.4 122.2 (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 118.15 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

ELMIRA TOWER 121.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON** (within 15 NM).

RADIO AIDS TO NAVIGATION: NOTAM FILE ELM.

(L) VOR/DME 109.65 ULW Chan 33(Y) N42°05.65′ W77°01.49′ 068° 7.1 NM to fld. 1620/12W.

ALPINE NDB (MHW) 245 ALP N42°14.32′ W76°45.84′ 242° 7.4 NM to fld.

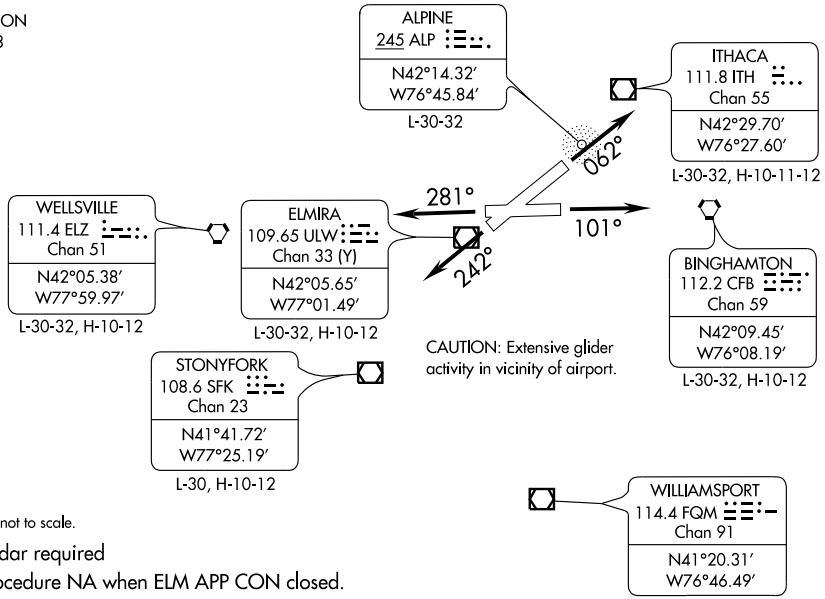
ILS 109.1 I–ELM Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 109.1 I–UEK Rwy 06. Class IT. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When ELM twr clsd, clnc del/cancellations avbl thru RCO 122.2/122.4 or call Buffalo AFSS 1–800–WX–BRIEF.

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:
Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 ¾ or Standard with minimum climb of 325′ per NM to 1700.
Rwy 10: Standard with minimum climb of 449′ per NM to 1600.
Rwy 24: Standard with minimum climb of 423′ per NM to 2400.
Rwy 28: Standard with minimum climb of 636′ per NM to 2100.



NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ELM	APP CRS	Rwy Idg	7599
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

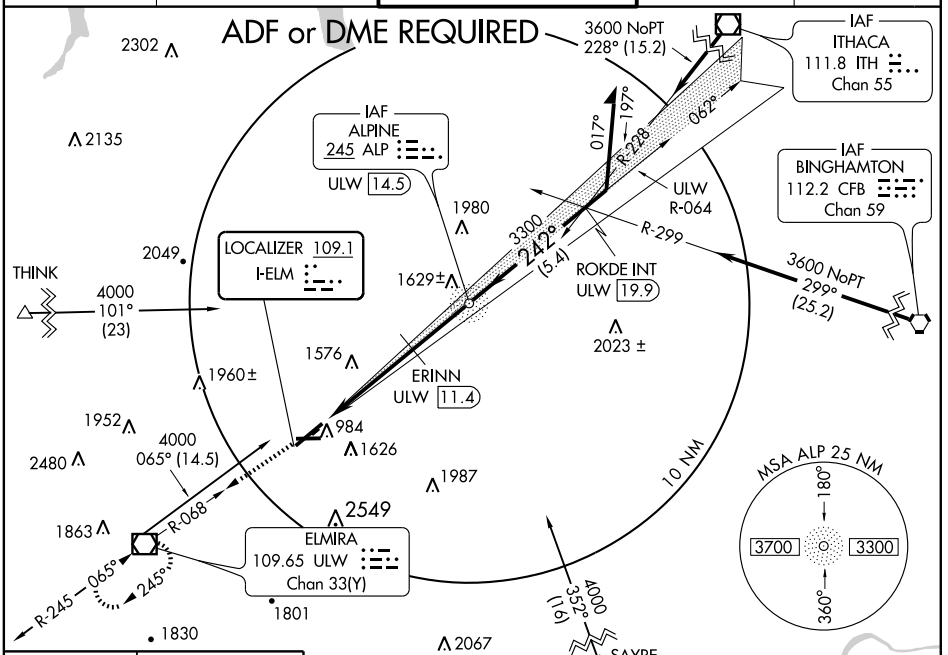
ELMIRA/CORNING RGNL (ELM)

DME from ULW VOR/DME.

MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

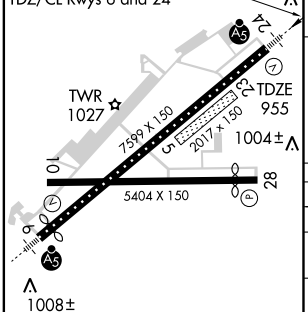
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95

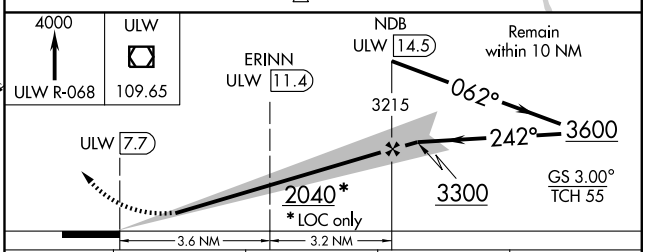


ELEV 955 D

HIRL Rwy 6-24 L
MIRL Rwy 10-28
TDZ/CL Rwys 6 and 24

242° 6.8 NM from FAF 975±





CATEGORY	A	B	C	D
S-ILS 24	1205/24 250 (300-½)			
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	
ERINN FIX MINIMUMS				
S-LOC 24	1600/24 645 (700-½)		1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

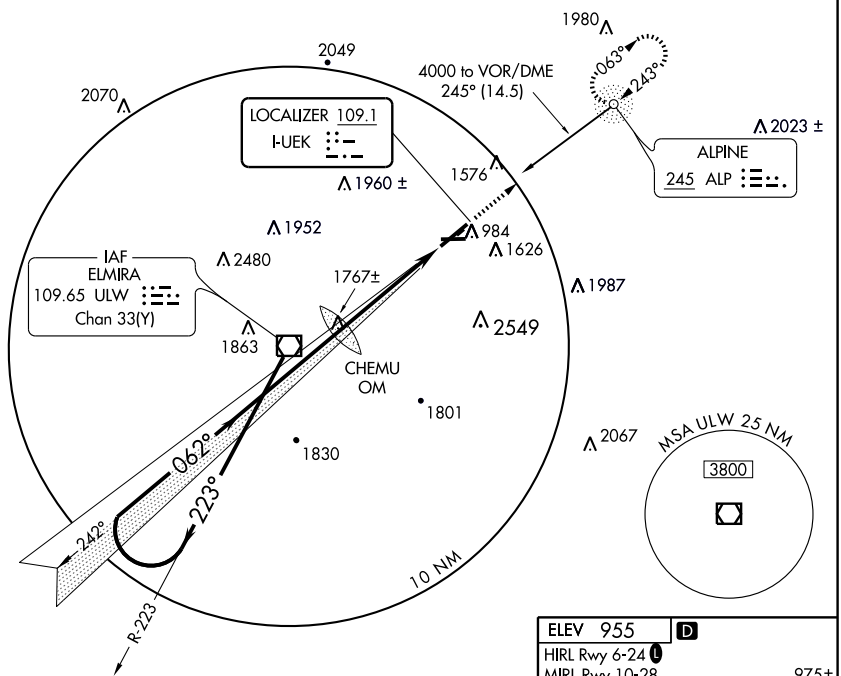
LOC I-UEK	APP CRS	Rwy Idg	6999
109.1	062°	TDZE	944
		Apt Elev	955

ILS RWY 6
ELMIRA/CORNING RGNL (ELM)

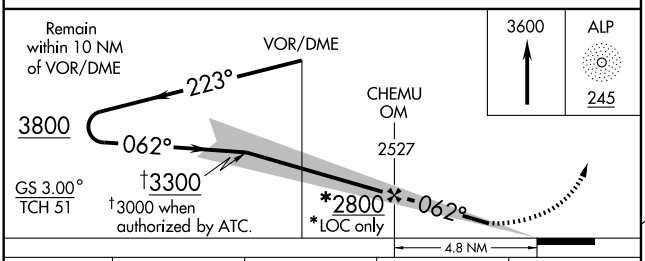
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

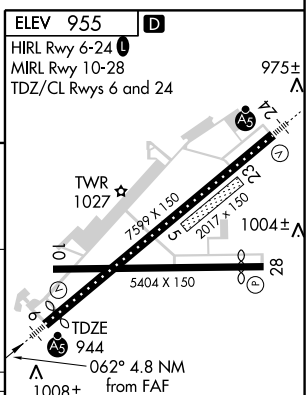
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 6	1144-½ 200 (200-½)			
S-LOC 6	2020-¾ 1076 (1100-¾)	2020-1 1076 (1100-1)	2020-2½ 1076 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (ELM)

APP CRS	Rwy ldg	6999
062°	TDZE	944
	Apt Elev	955

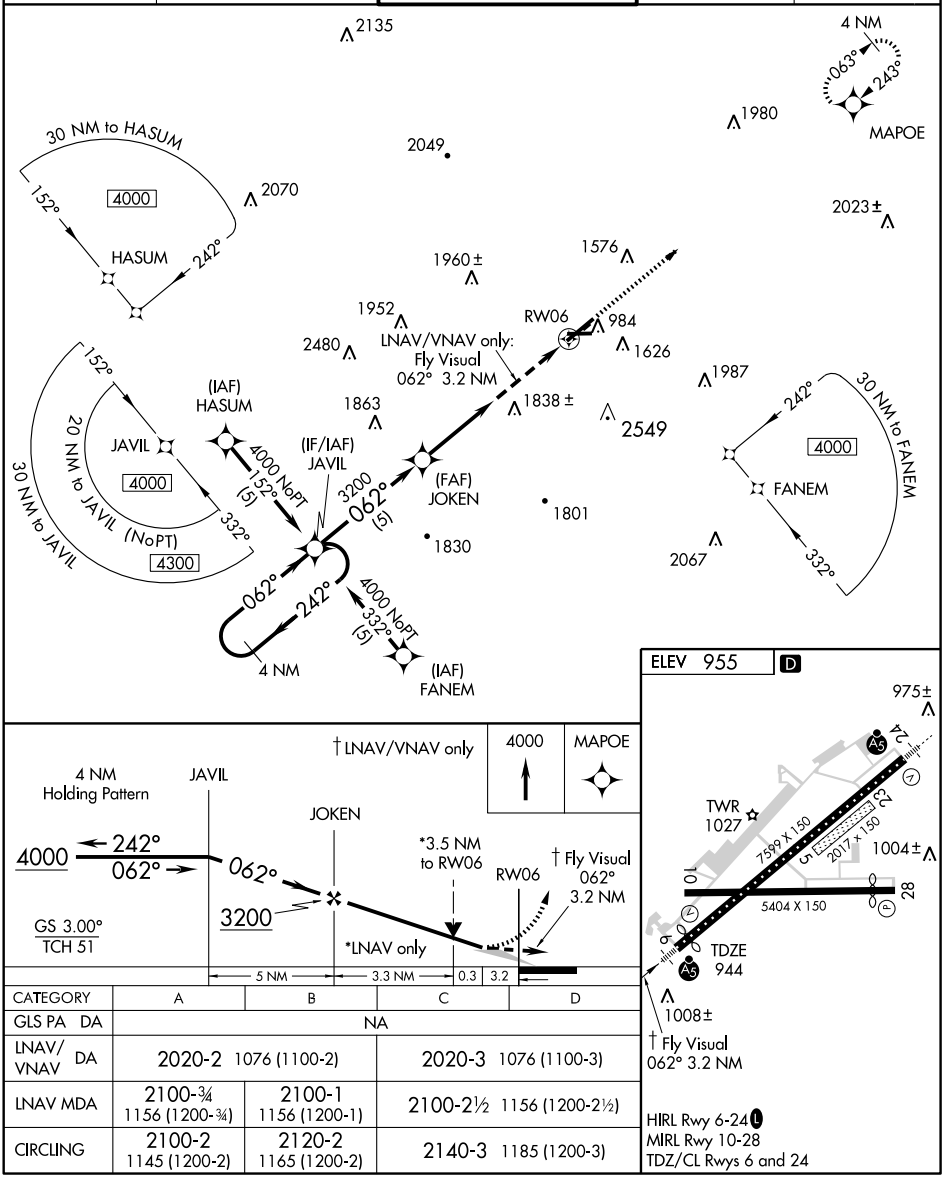
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

NA

MALSR

MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
LNAV MDA	2100-¾ 1156 (1200-¾)	2100-1 1156 (1200-1)	2100-2½ 1156 (1200-2½)	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5004
101°	TDZE	942
	Apt Elev	955

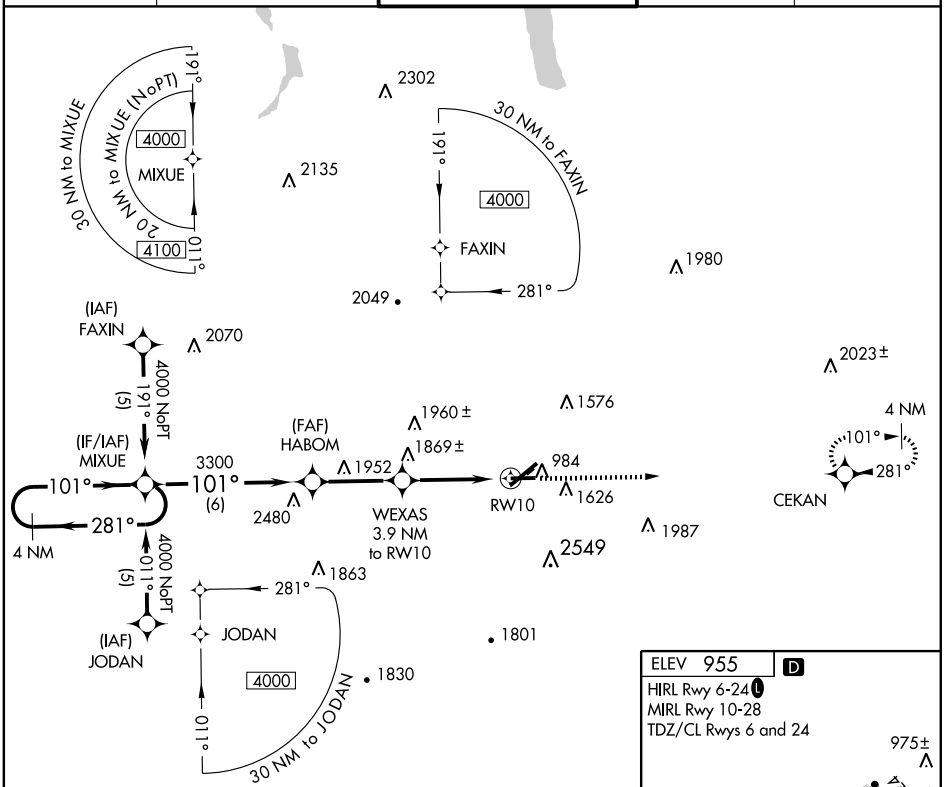
RNAV (GPS) RWY 10

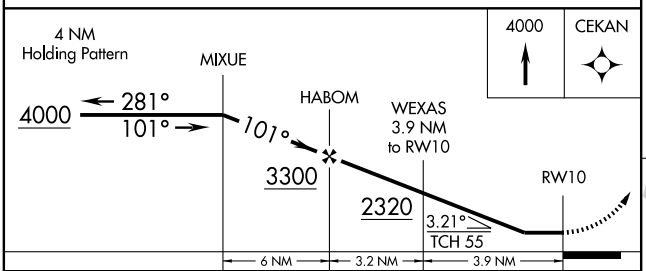
ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

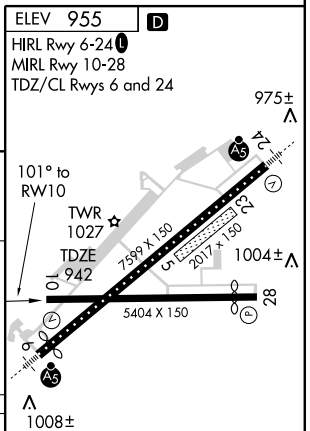
MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	7599
242°	TDZE	955
	Apt Elev	955

RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

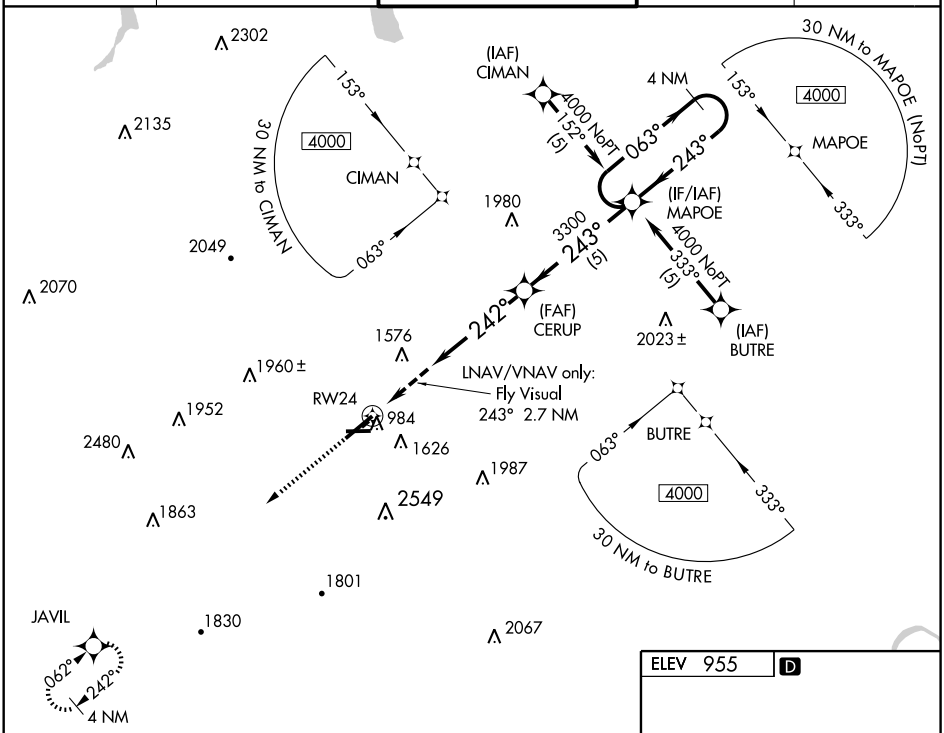
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

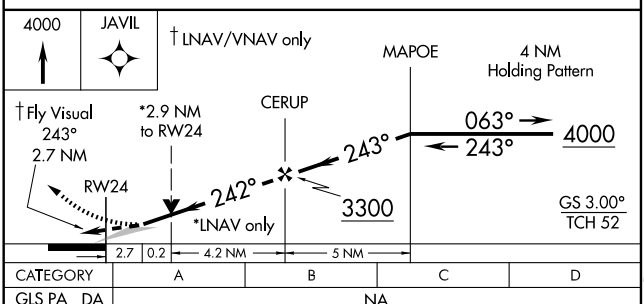
NA

MALSR

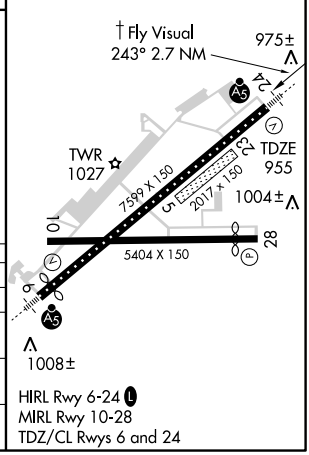
MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1860-2 905 (1000-2)		1860-2¾ 905 (1000-2¾)	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000-¾)	1920/50 965 (1000-1)	1920-2½ 965 (1000-2½)	
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2¾ 1185 (1200-2¾)	2140-3 1185 (1200-3)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5004
281°	TDZE	945
	Apt Elev	955

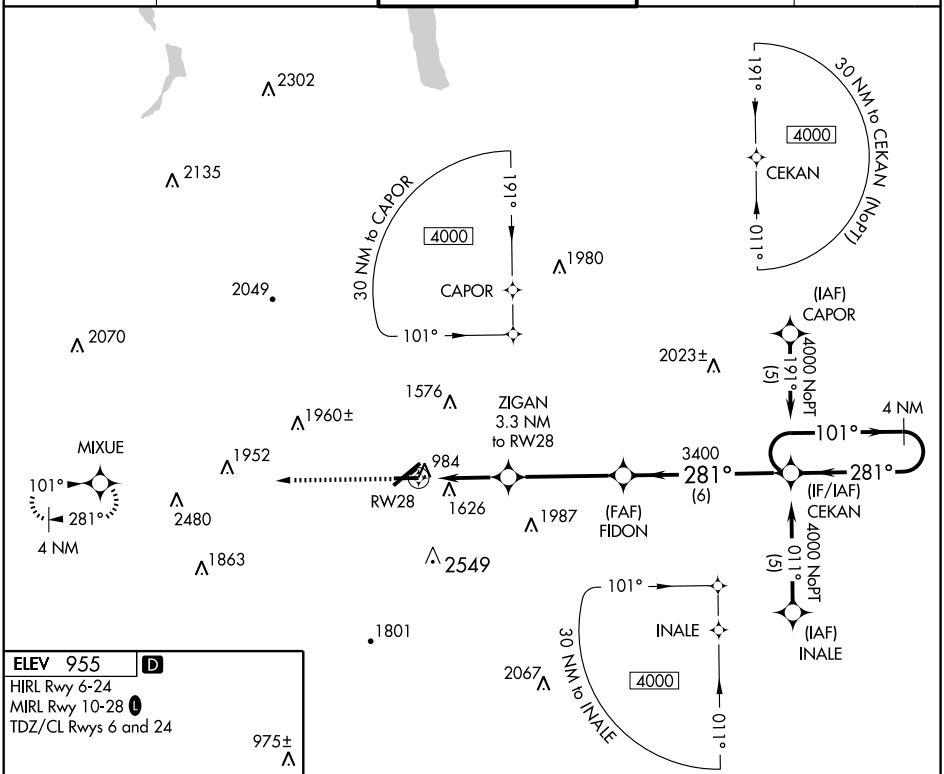
RNAV (GPS) RWY 28

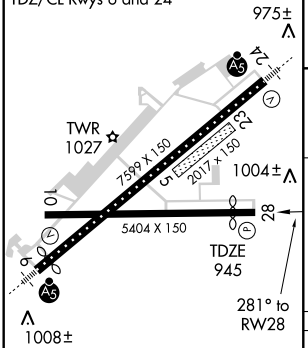
ELMIRA/CORNING RGNL (ELM)

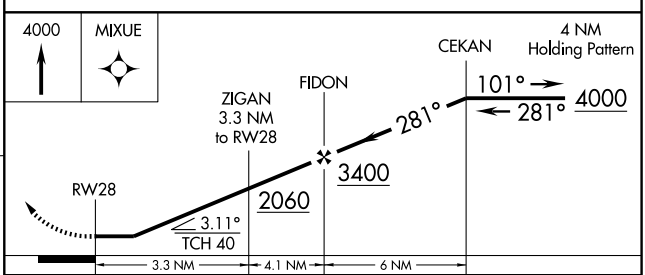
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1920-1¼ 975 (1000-1¼)	1920-1½ 975 (1000-1½)	1920-3 975 (1000-3)	
CIRCLING	2040-1¼ 1085 (1100-1¼)	2100-1½ 1145 (1200-1½)	2100-3 1145 (1200-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ENDICOTT

TRI–CITIES (CZG) 3 SW UTC–5(–4DT) N42°04.71′ W76°05.78′

833 B **FUEL** 100LL, JET A, A1+ NOTAM FILE CZG

RWY 03–21: H3900X75 (ASPH) S–30 MIRL

RWY 03: REIL. Road.

RWY 21: REIL. PAPI(P2R)—GA 4.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1500–2100Z‡. High terrain all quadrants. PAEW AER 21. Rwy 21 safety area has surface variations/depressions. Grvl access road for glider area crosses Rwy 03 apch. Rotating bcn obscured N and W of arpt due to high terrain. Extensive glider activity. REIL Rwy 03 OTS indef. REIL Rwy 21 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.075 (607) 785–2926.

COMMUNICATIONS: CTAF/UNICOM 122.8

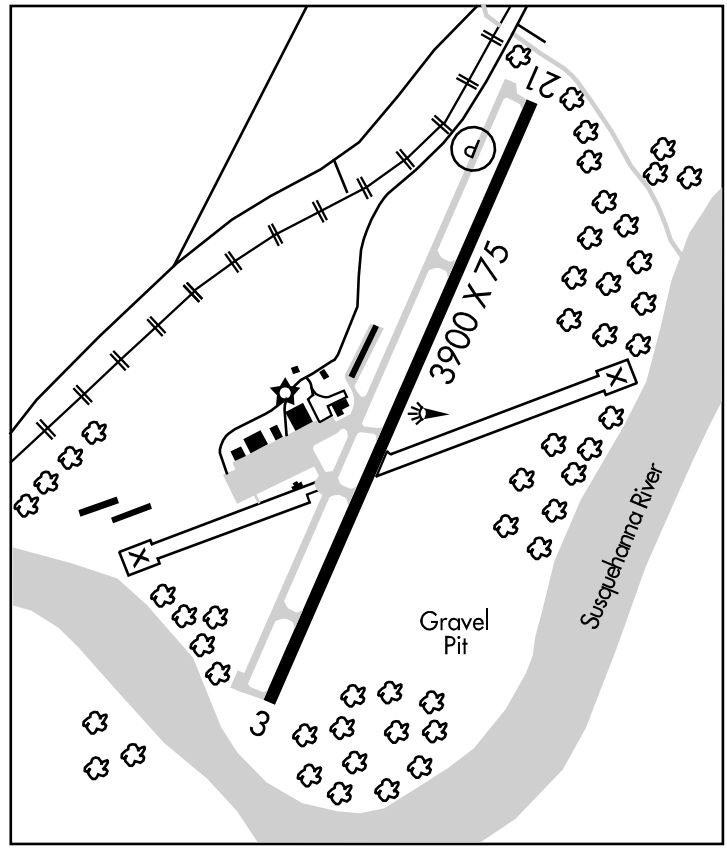
Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 121.7

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB. Chan 59 N42°09.45′ W76°08.19′ 169° 5.1 NM to fld. 1583/10W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



EVERS SPB (See NEW YORK)

FALLN N43°17.25′ W76°18.28′

NDB (LOM) 220 FZ 329° 5.3 NM to Oswego Co.

APP CRS	Rwy Idg	3900
036°	TDZE	833
	Apt Elev	833

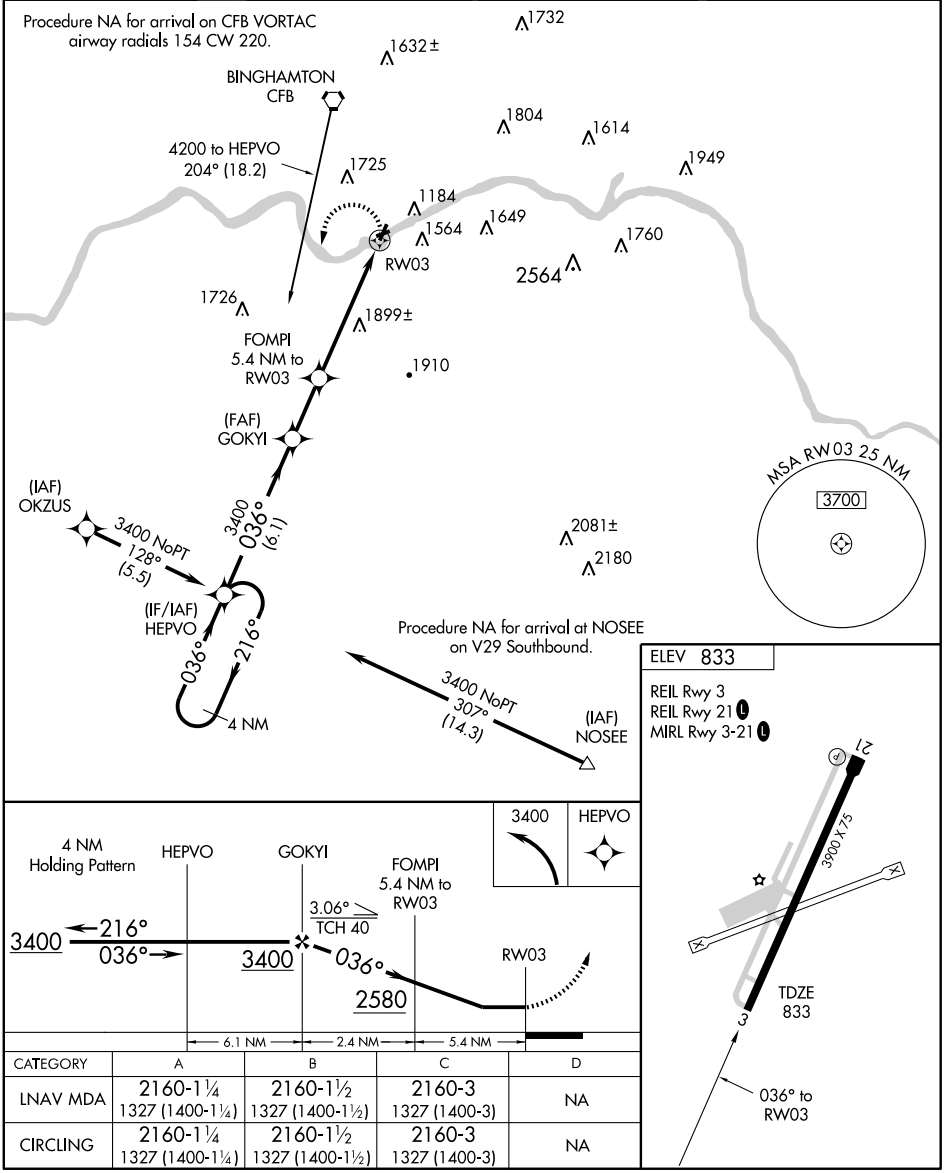
RNAV (GPS) RWY 3

ENDICOTT/ TRI-CITIES (CZG)

NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA
CIRCLING	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3900
216°	TDZE	833
	Apt Elev	833

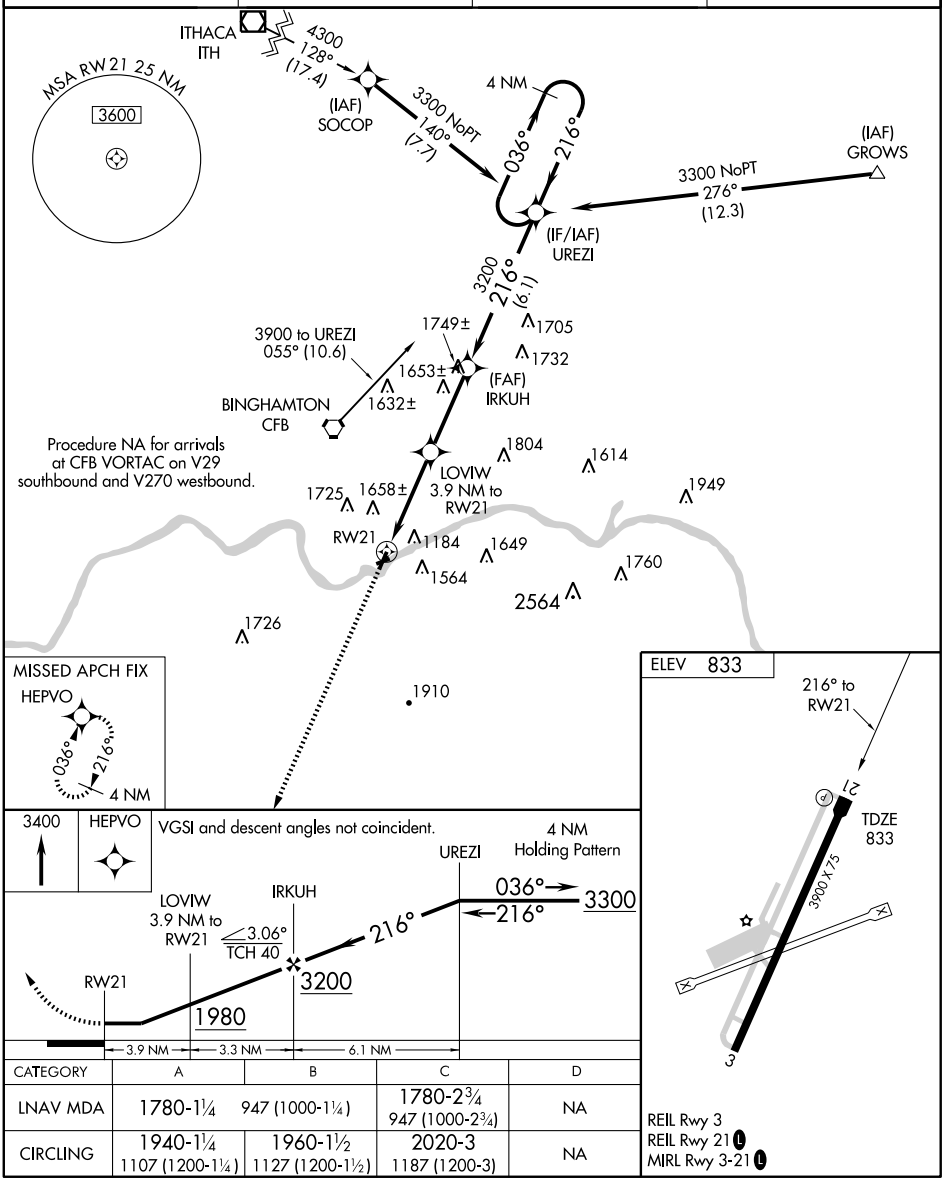
RNAV (GPS) RWY 21

ENDICOTT/ TRI-CITIES (CZG)

T NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet and visibility LNAV Cat B and C ½mile.

MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1780-1¼	947 (1000-1¼)	1780-2¾ 947 (1000-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2020-3 1187 (1200-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg N/A TDZE N/A Apt Elev 833

VOR-A

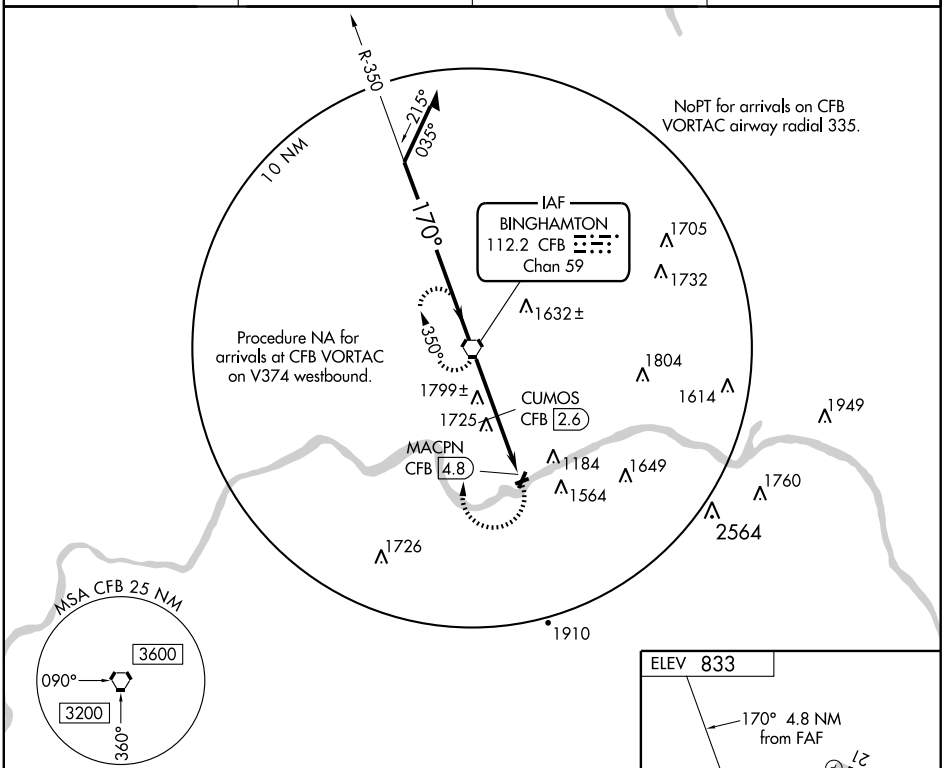
ENDICOTT/ TRI-CITIES (CZG)

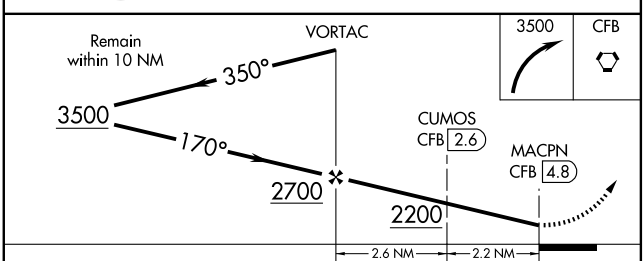
T NA — Circling NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

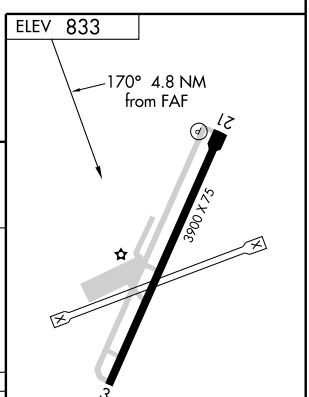
MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L

NE-2, 21 OCT 2010 to 18 NOV 2010







REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

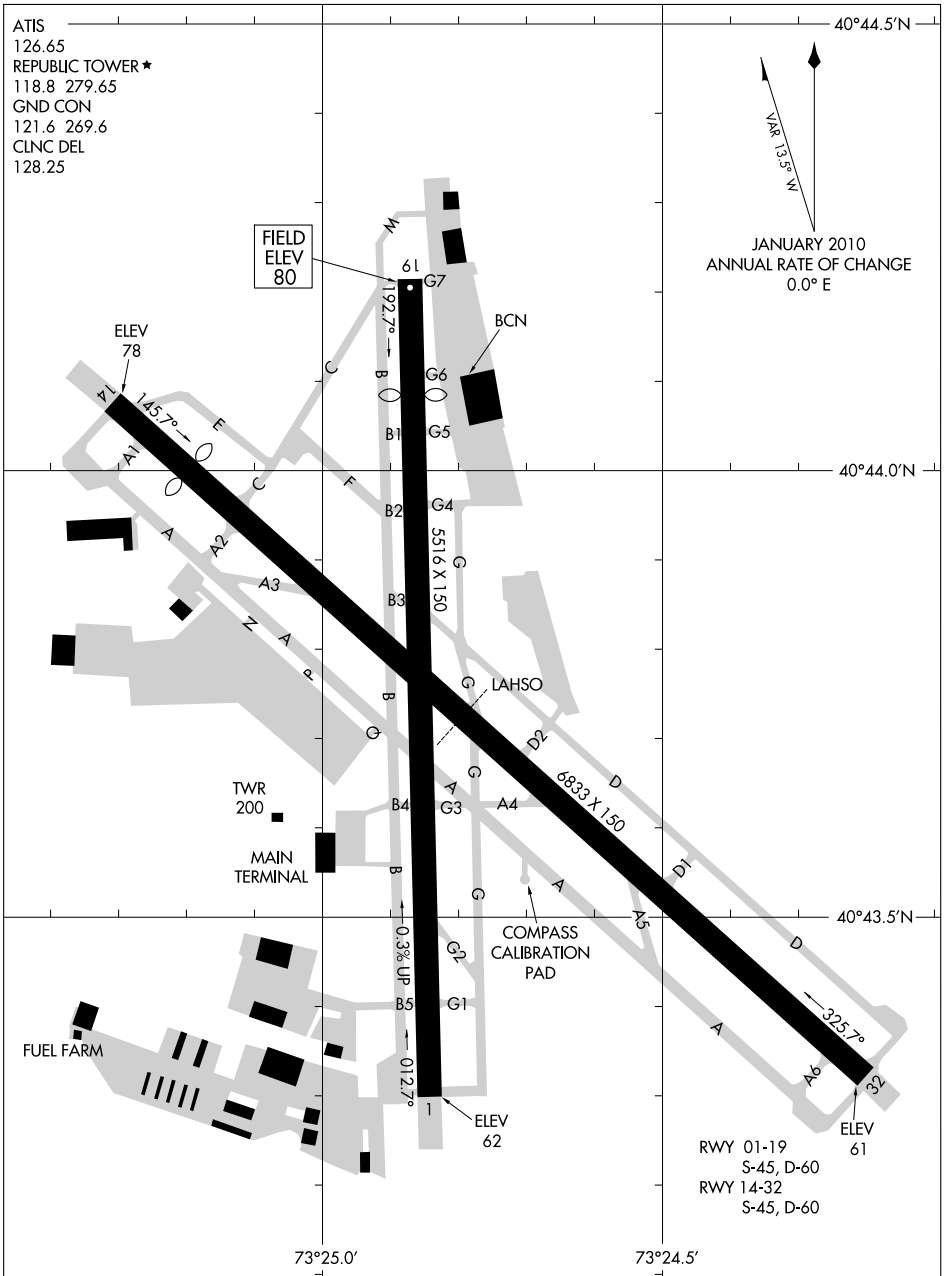
CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1367 (1400-1¼)	2200-1½ 1367 (1400-1½)	2200-3 1367 (1400-3)	NA
CUMOS FIX MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2020-3 1187 (1200-3)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

FARMINGDALE

REPUBLIC (FRG) 1 E UTC−5(−4DT) N40°43.73′ W73°24.81′ **NEW YORK**

78 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks **COPTER**

LRA Class IV, ARFF Index A. NOTAM FILE FRG **H–10I, 12J, L–33B, 34H**

IAP, AD

RWY 14–32: H6833X150 (ASPH–GRVD) S–45, D–60 HIRL

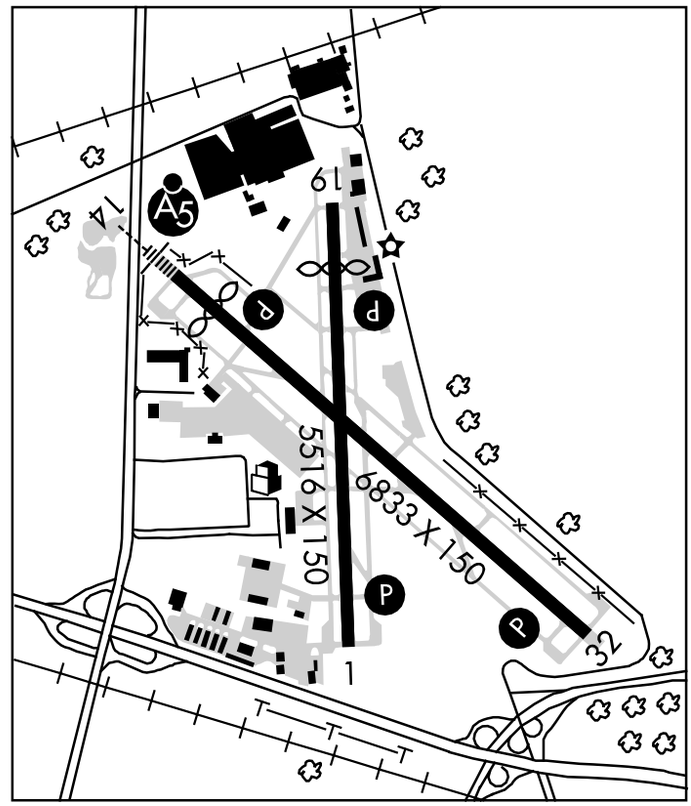
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 676′. Pole.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Road. Rgt tfc.

RWY 01–19: H5516X150 (ASPH–GRVD) S–45, D–60 MIRL 0.3% up N

RWY 01: REIL. PAPI(P4R)—GA, 3.0° TCH 35′. Pole. Rgt tfc.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 789′. Building.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 32	01–19	3650′

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Voluntary noise abatement procedures in effect for fixed wing and helicopter. Ctc arpt management 631–752–7707 ext 6108. Rwy 01–19 hold lines located 125′ from the rwy centerline. Acft with wingspan 79′ or larger are advised to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Acft with wingspan of 79′ or larger are advised that clearance distances may not be adequate for tkf on Rwy 01–19 when acft are on Twy B or Twy G between Twys G4 and D and are restricted on Twy A between Twys A1 and A2. Jet maintenance run ups permitted only in the Twy A6, Twy D, Twy F, and Twy G holding bays. TPA–1178(1100) conventional, 1678(1600) Turbo. When twr clsd ACTIVATE HIRL Rwy 14–32; MIRL Rwy 01–19; MALSR Rwy 14; REILs Rwys 01, 19, and 32; PAPI Rwys 01, 19, 14, and 32; twy lgts—CTAF. Ldg fee for all acft except military and government.

WEATHER DATA SOURCES: ASOS (631) 752–8129. LAWRS.

COMMUNICATIONS: CTAF 118.8 **ATIS** 126.65 **UNICOM** 122.95

Ⓡ **NEW YORK APP CON** 127.4 134.35 132.4 123.7 118.4 Ⓡ**NEW YORK DEP CON** 125.7 134.35 123.7

TOWER 118.8 125.2 (1200–0400Z‡) **GND CON** 121.6 **CLNC DEL** 128.25

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

DEER PARK (L) VORW/DME 117.7 DPK Chan 124 N40°47.51′ W73°18.22′ 245° 6.3 NM to fld. 117/12W.

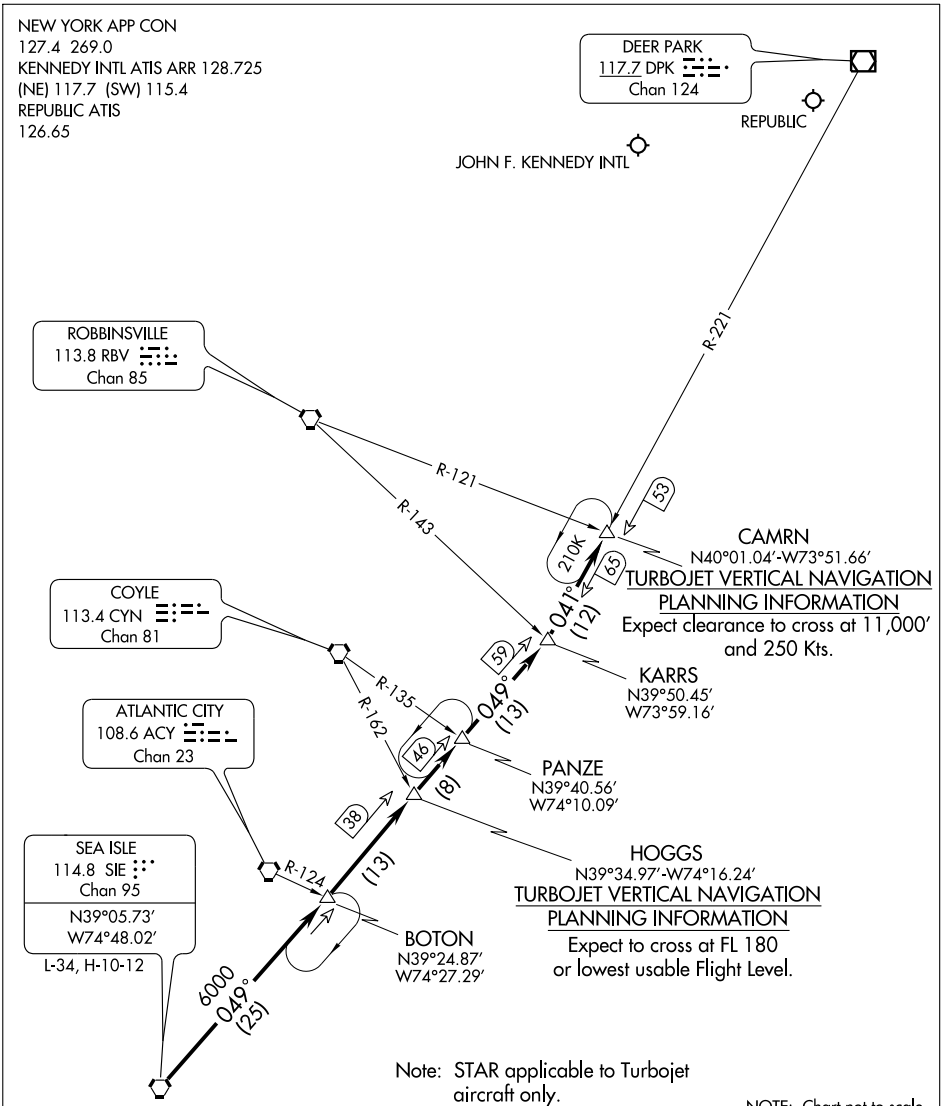
BABYLON NDB (HW) 275 BBN N40°40.35′ W73°23.06′ 353° 3.6 NM to fld. NDB unusable beyond 15 NM. NOTAM FILE FRG.

FRIKK NDB (LOM) 407 FR N40°46.59′ W73°28.95′ 146° 4.3 NM to fld.

ILS 111.9 I–FRG Rwy 14. Class IE. LOM FRIKK NDB. GS unusable for coupled apch blo 310′ MSL.

FINGER LAKES RGNL (See SENECA FALLS)

CAMRN FOUR ARRIVAL



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

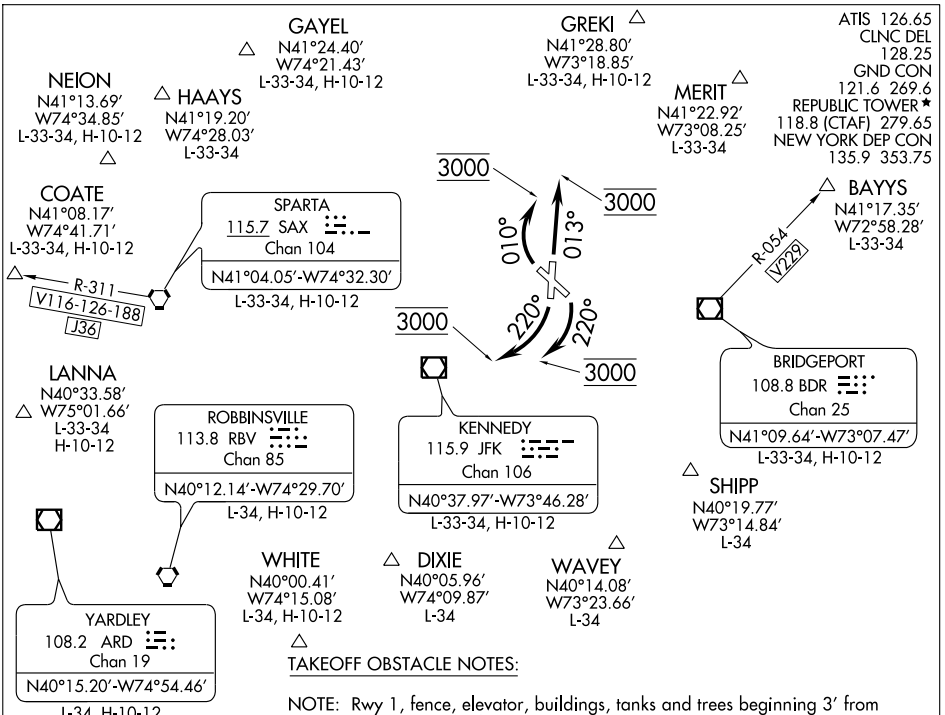
CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

(SIE.CAMRN4) 08325

NE-2, 21 OCT 2010 to 18 NOV 2010

FARMINGDALE FOUR DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 14, 19, standard.
Rwy 1, 200-1¼ or standard with minimum climb of 207' per NM to 300.
Rwy 32, standard with minimum climb of 242' per NM to 800.

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

NOTE: Rwy 1, fence, elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL.

NOTE: Rwy 14, road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL.

NOTE: Rwy 19, sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL.

NOTE: Rwy 32, fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climbing right turn via heading 220°, maintain 3000 feet, thence. . . .
TAKE-OFF RUNWAY 32: Climbing right turn via heading 010°, maintain 3000 feet, thence . . . .

. . . . via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FRG	APP CRS	Rwy Idg	6157
111.9	146°	TDZE	77
		Apt Elev	80

ILS or LOC RWY 14

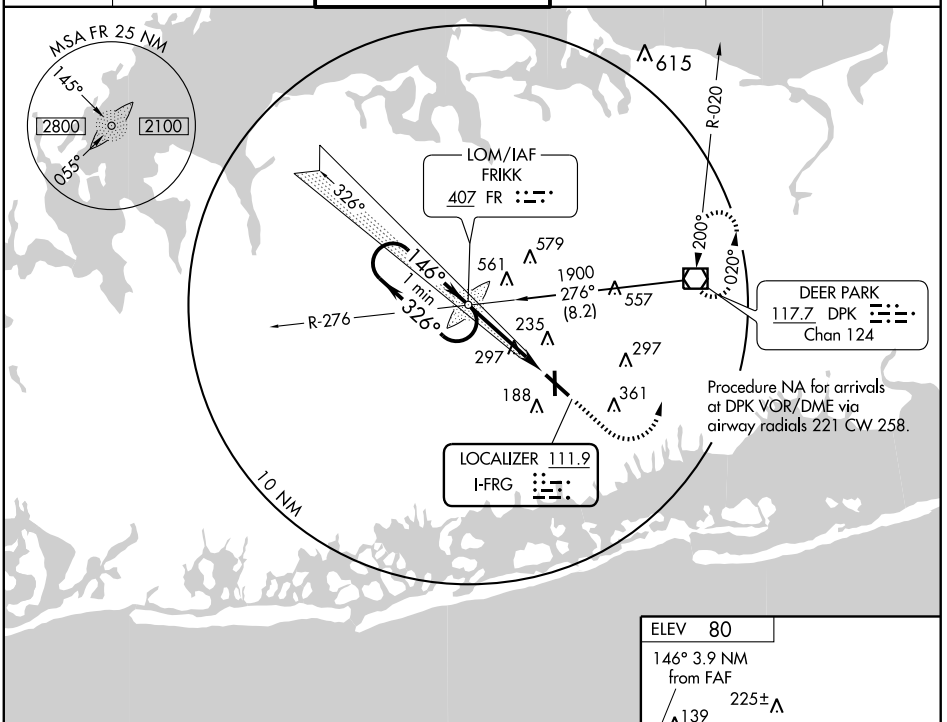
FARMINGDALE/REPUBLIC (FRG)

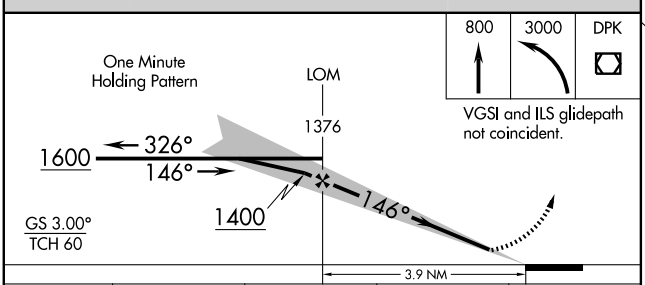
Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility ¼ mile.

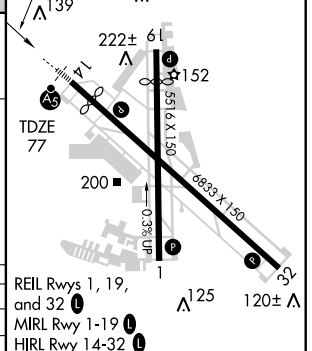
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-ILS 14	277-¾ 200 (200-¾)			
S-LOC 14	560-¾ 483 (500-¾)			560-1 483 (500-1)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

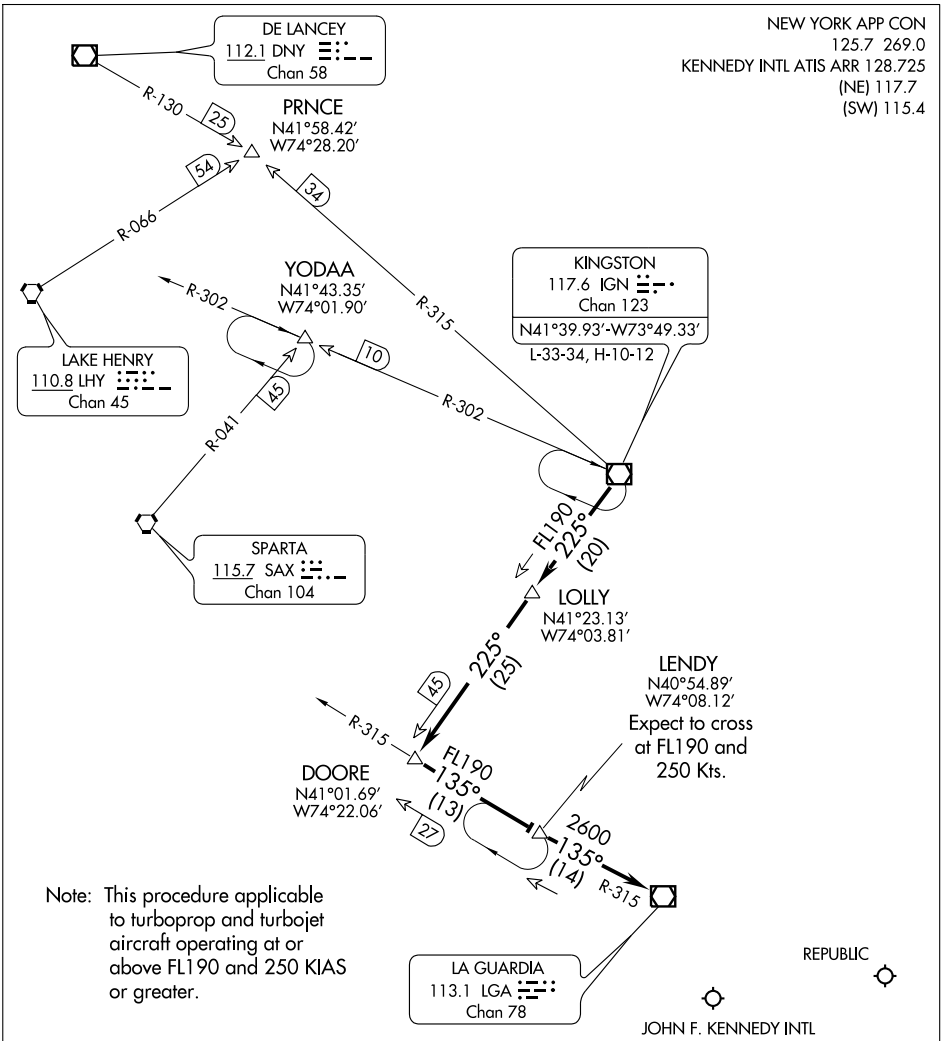
FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:51	2:34	1:55	1:32	1:17

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK

(IGN.IGN8) 09295

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

(LVZ.LENDY5) 09295

NE-2, 21 OCT 2010 to 18 NOV 2010

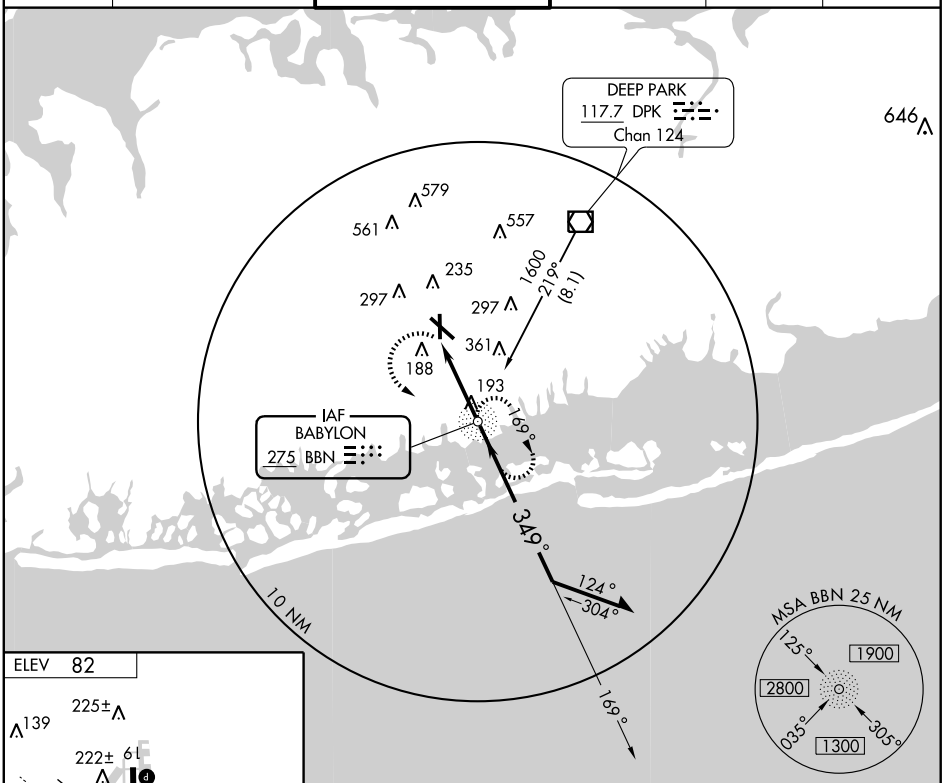
NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

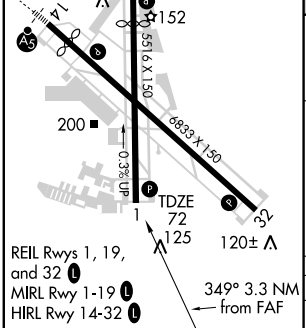
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

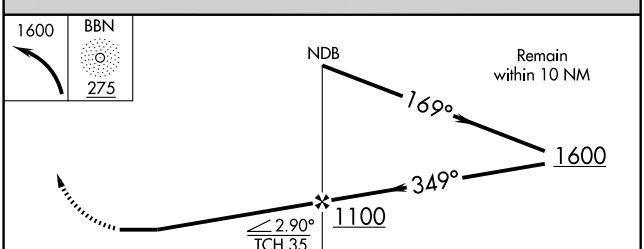
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-1	540-1	468 (500-1)	540-1¼ 468 (500-1¼)	540-1½ 468 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

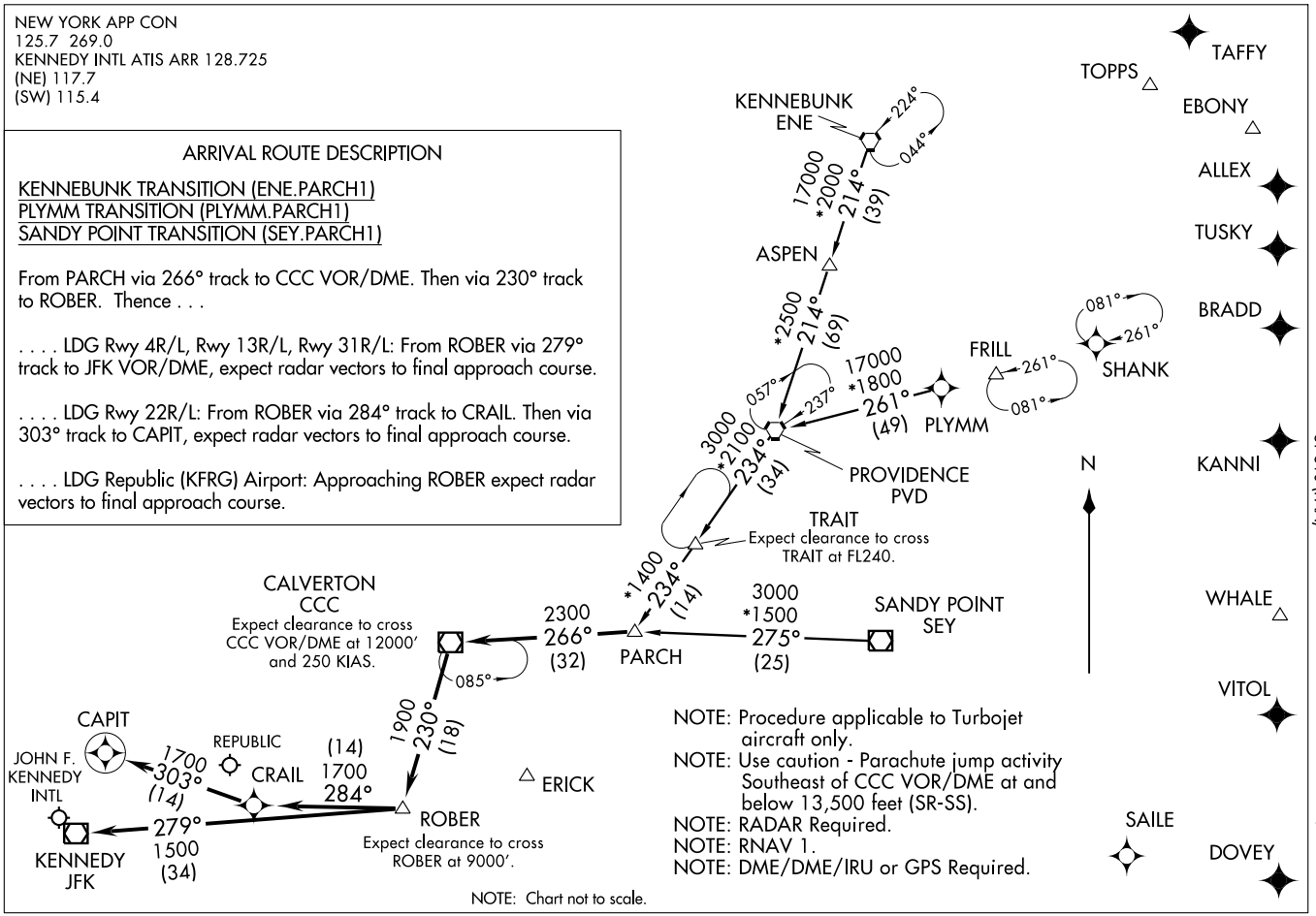
KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.



PARCH ONE ARRIVAL (RNAV)
(PARCH.PARCH1) 10042

ST-610 (FAA)

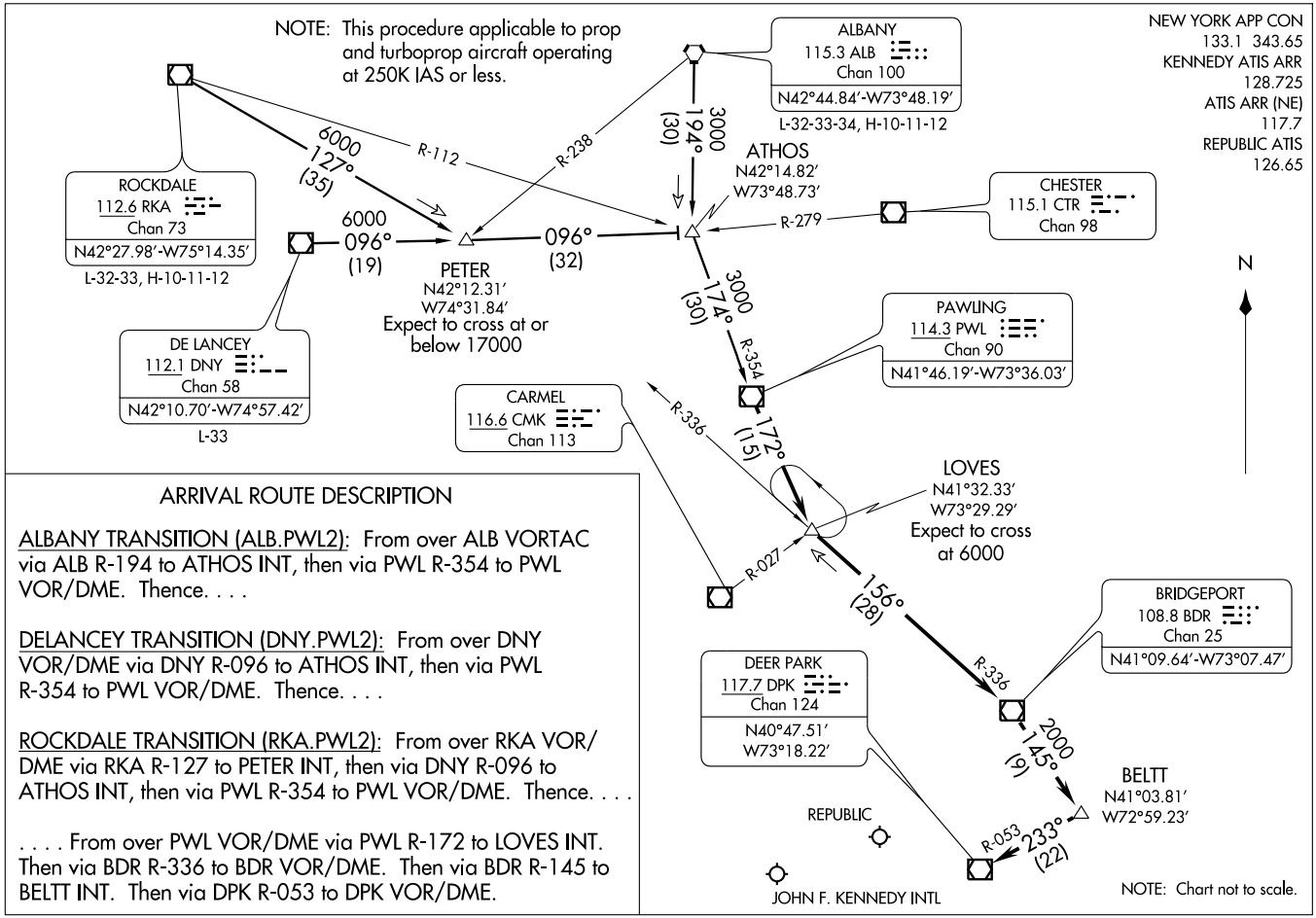
NEW YORK, NEW YORK

NEW YORK, NEW YORK

PAWLING TWO ARRIVAL

(PWL.PWL2) 09351

NEW YORK, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

PAWLING TWO ARRIVAL
(PWL.PWL2) 09351
NEW YORK, NEW YORK

ST-610 (FAA)

RNAV (GPS) RWY 1

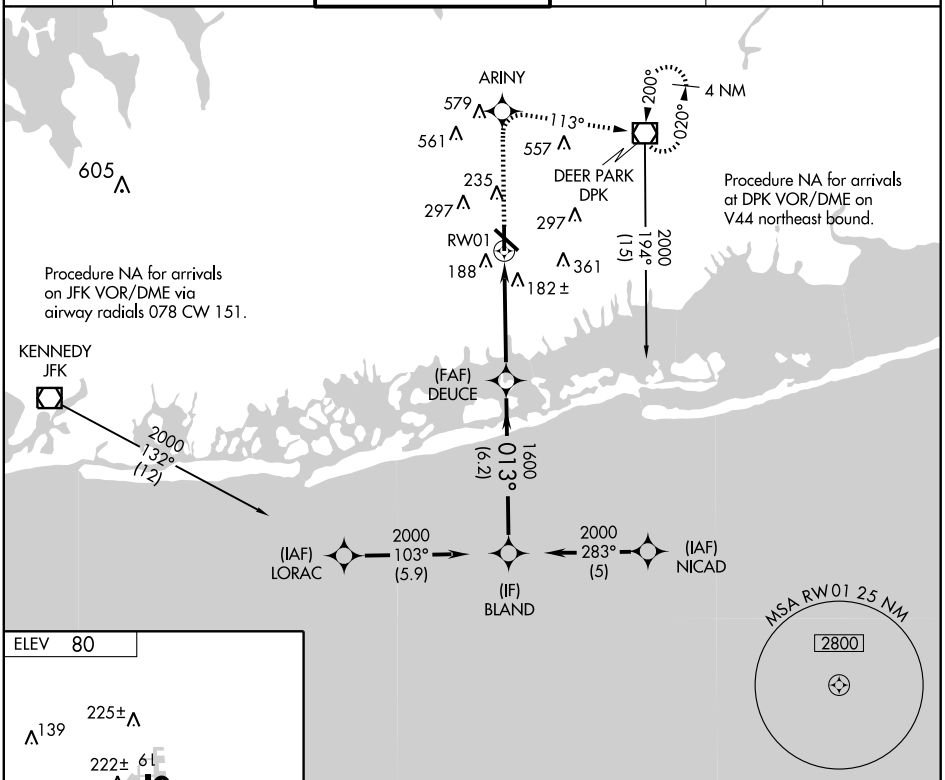
FARMINGDALE/REPUBLIC (FRG)

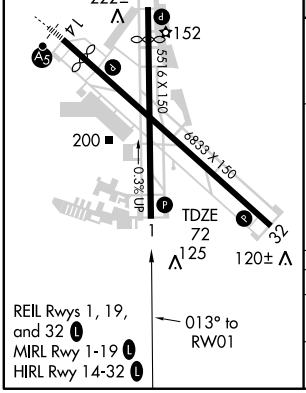
APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	80

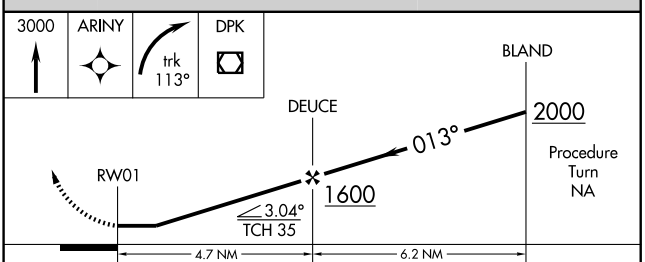
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1 388 (400-1)			460-1¼ 388 (400-1¼)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69612 W14A	APP CRS 146°	Rwy ldg 6157 TDZE 77 Apt Elev 80

RNAV (GPS) RWY 14

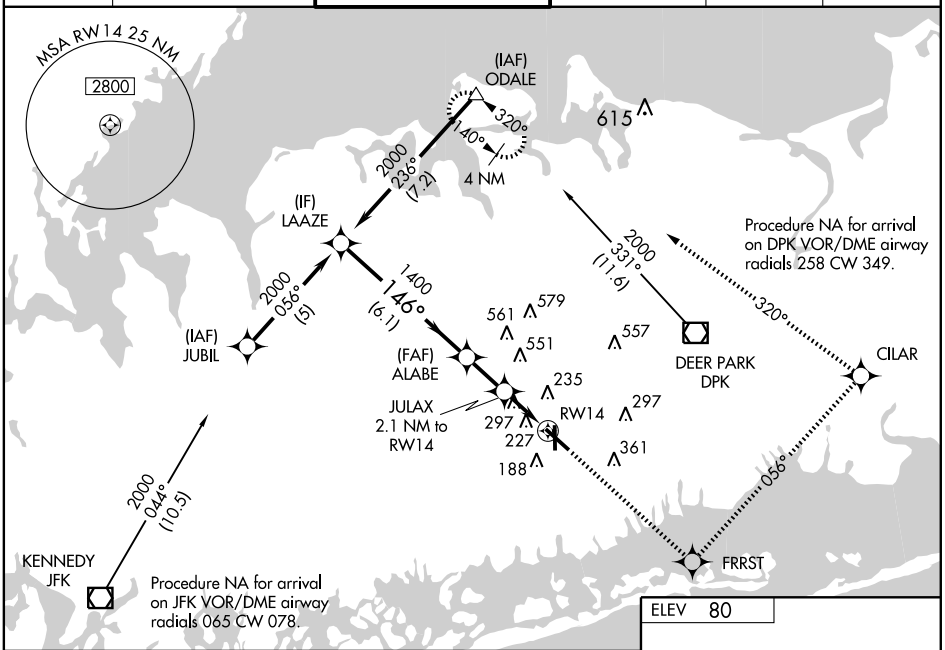
FARMINGDALE/REPUBLIC (FRG)

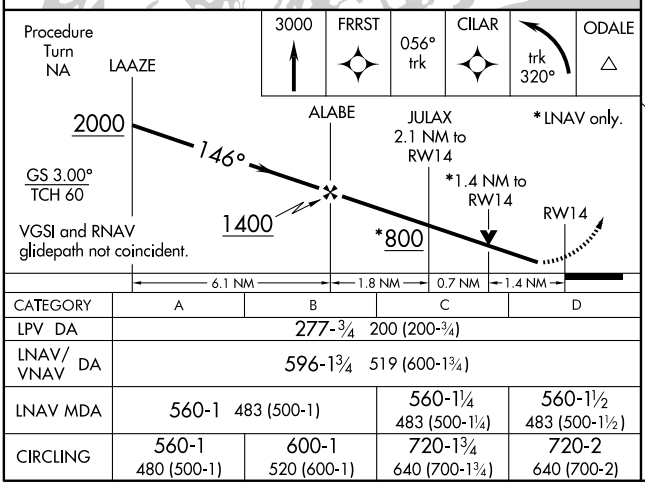
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

MALSR

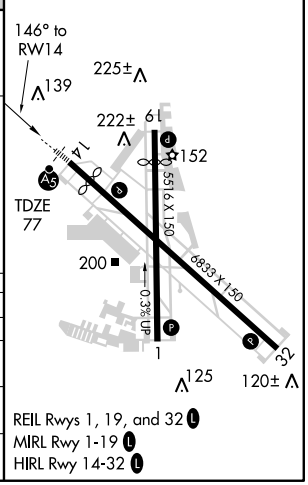
MISSED APPROACH: Climb to 3000 direct FRRST and via 056° track to CILAR and left turn via track 320° to ODALE and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





CATEGORY	A	B	C	D
LPV DA	277-¾ 200 (200-¾)			
LNAV/VNAV DA	596-1¾ 519 (600-1¾)			
LNAV MDA	560-1 483 (500-1)		560-1¼ 483 (500-1¼)	560-1½ 483 (500-1½)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4727
193°	TDZE	78
	Apt Elev	80

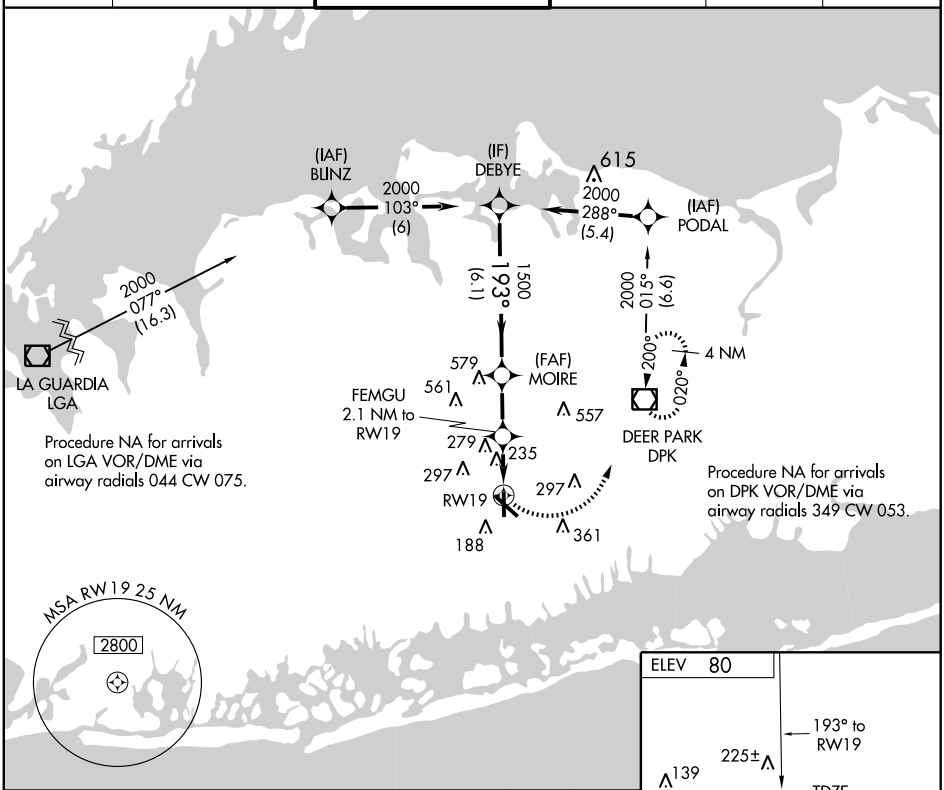
RNAV (GPS) RWY 19

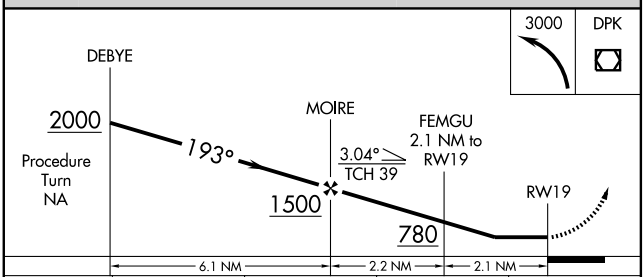
FARMINGDALE/REPUBLIC (FRG)

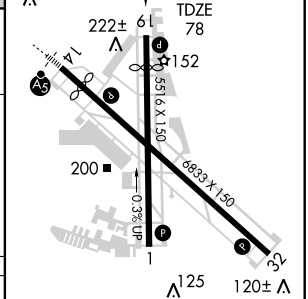
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	540-1 462 (500-1)		540-1¼ 462 (500-1¼)	540-1½ 462 (500-1½)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6833
CH 70715	326°	TDZE	68
W32A		Apt Elev	80

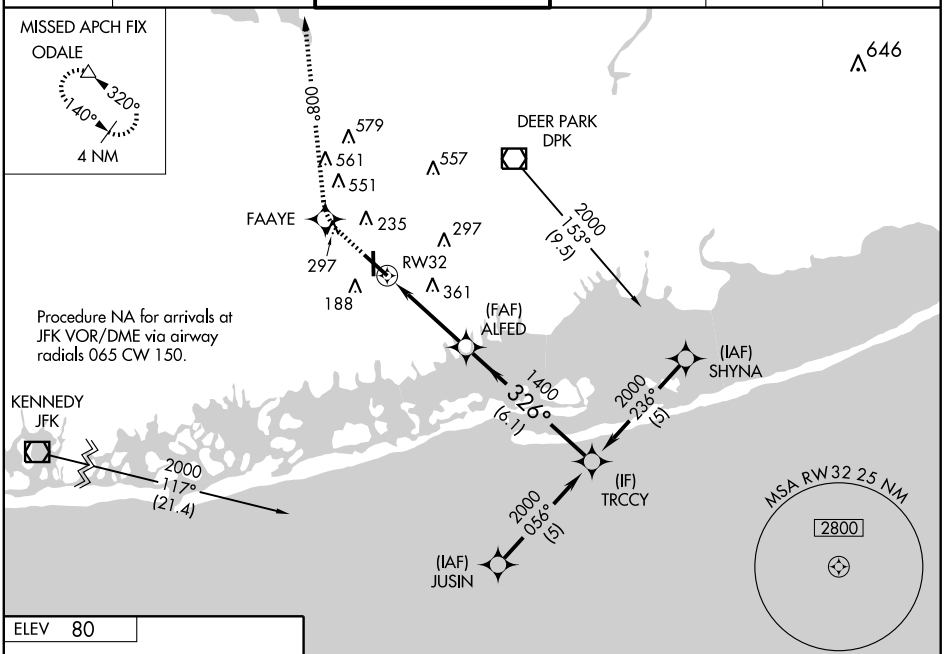
RNAV (GPS) RWY 32

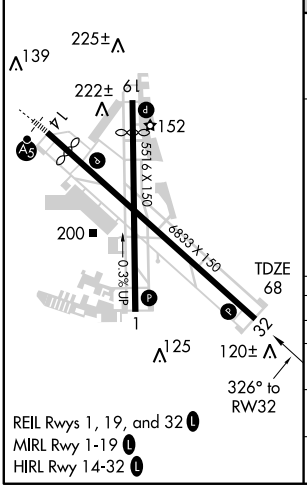
FARMINGDALE/REPUBLIC (FRG)

Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile.

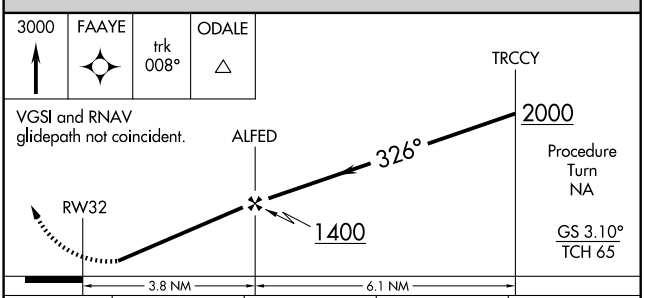
MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	369-1	301 (300-1)		
LNAV/VNAV DA	761-2¼	693 (700-2¼)		
LNAV MDA	680-1 612 (600-1)		680-1¾ 612 (600-1¾)	680-2 612 (600-2)
CIRCLING	680-1 600 (600-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ROBER ONE ARRIVAL

(ROBER.ROBER1) 10042

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

MANCHESTER
114.4 MHT
Chan 91

R-044

FL 180
217°
(39)

R-114

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

FL 180
213°
(69)

GROTON
110.85 GON
Chan 45 (Y)

R-057

R-033

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

3000
232°
(34)

TRAIT
N41°17.08′
W71°55.06′
Expect to cross at FL240.

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

Expect to cross at 12000′ and 250 KIAS.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

3000
232°
(114)

28

R-309

NANTUCKET
116.2 ACK
Chan 109

R-085

3000
265°
(32)

3000
276°
(25)

3000
229°
(18)

REPUBLIC

14

R-052

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

JOHN F. KENNEDY INTL

R-096

2500
276°
(34)

R-260

ROBER
N40°41.13′
W73°01.96′

ERICK
N40°47.01′
W72°44.52′

Expect to cross at 9000′.

HAMPTON
113.6 HTO
Chan 83

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).

NOTE: Chart not to scale.

N

ST-610 (FAA)

ROBER ONE ARRIVAL
(ROBER.ROBER1) 10042
NEW YORK, NEW YORK

FISHERS ISLAND

ELIZABETH FLD (ØB8) 8 SE UTC−5(−4DT) N41°15.08′ W72°01.90′

NEW YORK
L–33C, 34I
IAP

9 NOTAM FILE BDR

RWY 12–30: H2328X100 (ASPH) MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 21′.

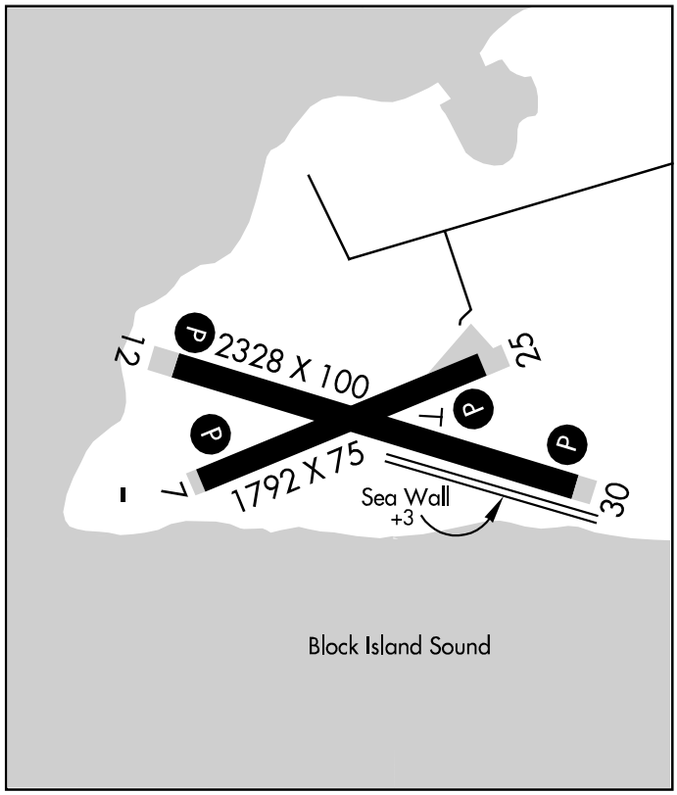
RWY 30: REIL. PAPI(P2R)—GA 3.0° TCH 20′. Rock seawall.

RWY 07–25: H1792X75 (ASPH) MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.75° TCH 24′. Bunker.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Hill.

AIRPORT REMARKS: Attended May–Oct Sun 1500–0100Z‡, Mon, Tues, Wed, Thu and Sat 1300–2130Z‡, Fri 1300–0100Z‡. Unattended Nov–Apr. Airport located 7.0 NM SE of New London CT. MIRL Rwy 07–25 OTS indef. Rwy 07 REIL OTS indef. Rwy 25 REIL OTS indef. Rwy 12 PAPI OTS indef. Rwy 30 PAPI OTS indef. ACTIVATE MIRL Rwys 07–25 and 12–30; PAPI Rwys 07 and 25 and 12 and 30—CTAF. Ldg fee.



COMMUNICATIONS: CTAF/UNICOM 122.8

GROTON RCO 122.1R 110.85R (BRIGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 183° 4.8 NM to fld. 20/14 W.

FLOYD BENNETT MEMORIAL (See GLEN FALLS)

FORT DRUM (See WHEELER SACK AAF)

FRANCIS S GABRESKI (See WESTHAMPTON BEACH)

FRANKFORT–HIGHLAND (See UTICA/FRANKFORT)

FREEHOLD (1I5) 1 NW UTC−5(−4DT) N42°21.86′ W74°03.96′

NEW YORK

440 S2 NOTAM FILE BTV

RWY 12–30: H2275X22 (ASPH–AFSC)

RWY 12: Tree. **RWY 30:** Trees.

AIRPORT REMARKS: Attended Apr–Dec 1400Z‡–dusk. Extensive glider activity, especially on weekends. PPR for ldg until 01 Apr snow on rwy. Rgt tfc for gliders Rwy 12 only. Rwy 12–30 100 ft by 2640 ft turf rwy adjacent to paved rwy (S edge) beginning at 735′ from Rwy 30 thld.

COMMUNICATIONS: CTAF 122.85

FRIKK N40°46.59′ W73°28.95′ NOTAM FILE FRG.

NDB (LOM) 407 FR 146° 4.3 NM to Republic.

VOR/DME GON	APP CRS	Rwy Idg	N/A
110.85	183°	TDZE	N/A
Chan 45 (Y)		Apt Elev	9

VOR or GPS-A

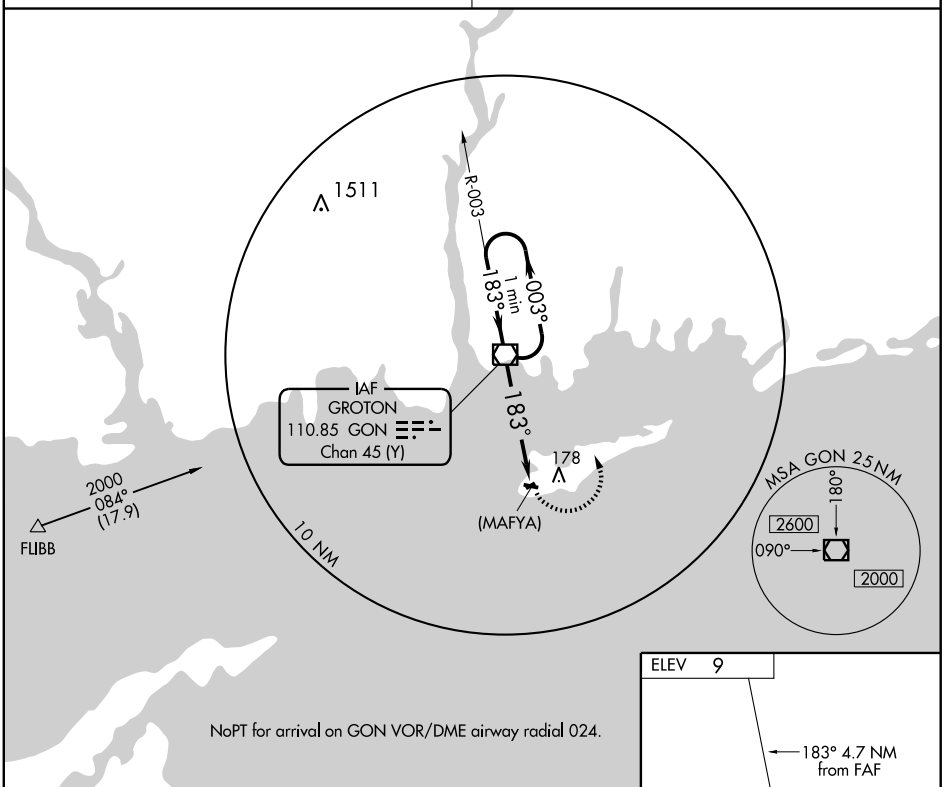
FISHERS ISLAND / ELIZABETH FIELD (ØB8)

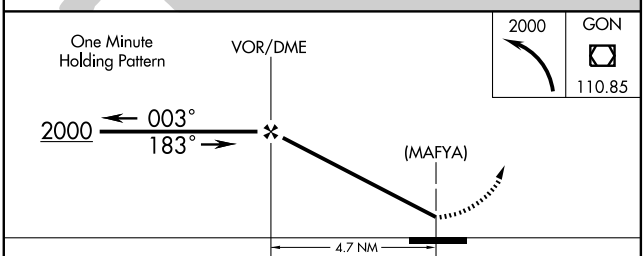
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling not authorized at night to Rwys 7 and 25.

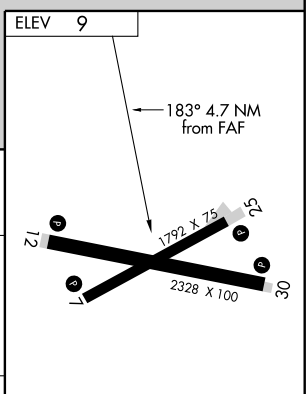
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★ 125.75 319.2

UNICOM 122.8 (CTAF) L





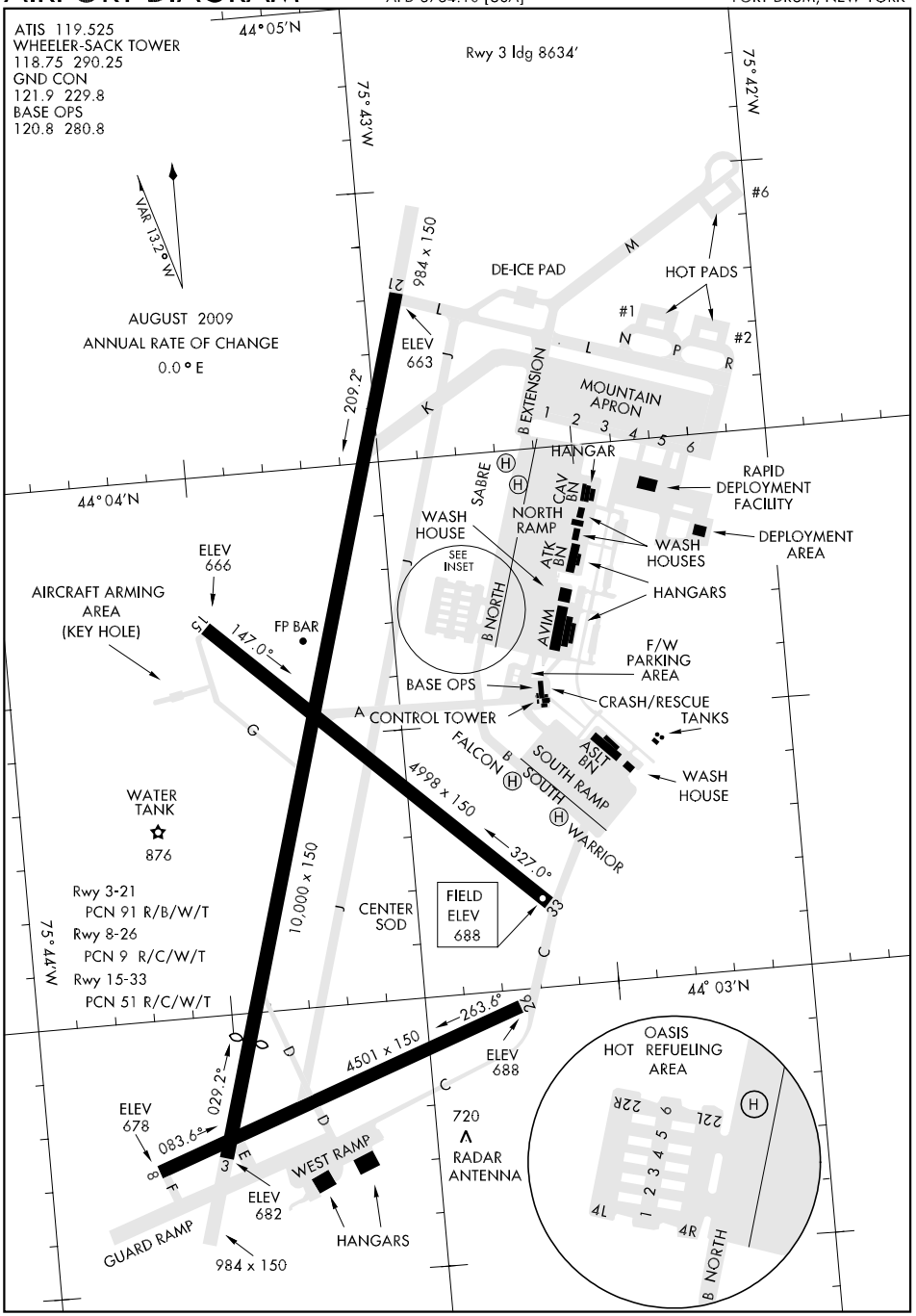


CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

WHEELER SACK AAF (FORT DRUM) (GTB)(KGTB) A 1 NE UTC−5(−4DT) **MONTREAL**
N44°03.34′ W75°43.19′ **H–11C, 12K, L–32F**
688 B TPA—See Remarks NOTAM FILE BTV Not insp. **DIAP, AD**

RWY 03–21: H10000X150 (CONC) PCN 91 R/B/W/T HIRL
RWY 03: ALSF1. PAPI. Thld dsplcd 1366′. **RWY 21:** ALSF1. PAPI.
RWY 15–33: H4998X150 (CONC) PCN 51 R/C/W/T HIRL
RWY 15: MALSR. RAIL. FLOODS. **RWY 33:** FLOODS.
RWY 08–26: H4501X150 (CONC) PCN 9 R/C/W/T MIRL

MILITARY SERVICE: FUEL J8. PPR Avbl Mon–Fri 1200–0200Z‡, other times prior notice. **FLUID**–De–icing Type I and Type IV avbl with 3 hr prior notice. **TRAN ALERT** Limited.

MILITARY REMARKS: RSTD 24 hr PPR DSN 772–5681, C315–772–5681. Prior notice rqr by Fri 2100Z‡ for weekend and following Mon. Tkf Rwy 26 and ldg Rwy 08 VFR only for Cat B, C, D acft. Rwy 03–21 accelerate stop and tkf run distance avbl 10,000′. Section of Rwy 08–26 between Rwy 03–21 and Twy D rated CON PCN 80 R/B/W/T. All tran acft must notify Base Ops no later than 20 min out and must contact GTB Apch Ctl within 25–30 NM of GTB and advise of intentions. Acft that plan on arriving GTB via an IFR military training route or VFR military training route must inform Base Ops when requesting a PPR. **CAUTION** Lgt stack 860′
2 NM west of arpt. R5201 east of airfield, heavy artillery, rotary wing and fixed wing jet acft activity.
TFC PAT TPA—Rotary wing 1398(710), fixed wing 1998(1310), turbojet 2498(1810), overhead 2998(2310).
NS ABTMNT Fly friendly program in effect. Does not apply to Aerial Port of Embarkation mission acft. Quiet hr policy for transient aircrews conducting practice approachs and training flights 0300–1100Z‡, ctc airfield manager thru base ops for exceptions. **CSTMS/AG/IMG** CSTMS and AG rqr 24 hr advance notice, coordinate thru Base OPS. **MISC** Wx svc avbl Mon 0300Z‡–Fri 2100Z‡ (or end of lcl flying), exc hol. DSN 772–6065. C315–772–6065. After duty hrs wx brief avbl from 15 OWS Scott AFB DSN 576–9755/9702, C618–256–9755/9702. Primary wx sensors automated 24/7. During augmentation/back-up wx obsn point is obstructed 033°–162°. ATC will assist in cooperative watch by notifying wx of unreported conditions. Notify twr 20 min out with Code 6 and abv on board. All tran helicopter enroute R5201 must stop GTB for rqr safety brief. Base OPS Mon–Fri 1200–0400Z‡, weekend 1300–2100Z‡, other times prior notice. Narrow Twy A, B arc 40′ wide. Visibility limited to 1/4 to 1/16 of a mile in this sector. Tight turns rqr from Twy A to B and B to A, advise GND if acft cannot make these turns. Acft inbound for Directorate of Logistics Aviation Intermediate Maintenance must arrive no later than 1900Z‡, ctc C315–772–7536, DSN 772–7536. All transit acft crews opr on Mountain Ramp or hot pads ctc Base OPS 126.2 or 280.8 (if no response ctc GND) for engine start authority. Compass Rose on the center sod is not calibrated.

COMMUNICATIONS: ATIS 119.525
Ⓡ **APP/DEP CON** 128.25 257.6
TOWER 118.75 290.25 **GND CON** 121.9 229.8 **CLNC DEL** 120.8 **PMSV SACK METRO** 304.3
BASE OPS 126.2 280.8
FORT DRUM FLT FLW 141.025 397.75 (All acft ctc Drum CON prior entry R5201.)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
WATERTOWN (L) VORTAC 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 080° 16.2 NM to fld. 370/12W.
DRUM NDB (MHW) 257 GTB N44°04.11′ W75°44.16′ 151° 1.0 NM to fld. NOTAM FILE GTB.
ILS 108.5 I–AEZ Rwy 03.
ILS 108.5 I–GTB Rwy 21.
ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

HI-ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	8634
108.5	029°	TDZE	685
		Arpt Elev	688

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
† Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

R-5201

709

829

REMIE I-AEZ 4.3 /RADAR

1269

1259

KIMBO INT I-AEZ 8.5 /RADAR

10 NM

R-045

045°

225°

R-107

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000

196° (14.3)

R-146

029°

209°

JOGIN INT I-AEZ 18 /RADAR

IAF CUPEN ART 14.3 DME N43°42.90′ W76°05.25′

LR-155

R-196

5000

ART 14.3 Arc

15,000

029°

209°

MSA ART 25 NM

2500

260°

3600

010°

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600

CUPEN ART 14.3 R-196

JOGIN INT I-AEZ 18 ART R-146 /RADAR

KIMBO INT I-AEZ 8.5 ART R-107 /RADAR

1200 5000 ART

†REMIE I-AEZ 4.3 /RADAR

†LOC ONLY

15,000

5000

3000

029°

I-AEZ 2.6

I-AEZ 1.6

ART

14.3 Arc

3000

1560

GS 3.00°

TCH 66

4.2 NM

2.7 NM

ELEV 688

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

Rwy 3 ldg 8634′

763

876

10,000 x 150

4928 x 150

4501 x 150

15

33

26

TDZE 685

720

029° 6.9 NM from FAF

CATEGORY	C	D	E
S-ILS 3 *	885 - ½	200 (200-½)	
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2¼ 875 (900-2¼)	1560 - 2½ 875 (900-2½)
CIRCLING †	1560 - 2½ 872 (900-2½)	1560 - 2¾ 872 (900-2¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 -¾ 395 (400-¾)		1080 - 1 395 (400-1)
CIRCLING †	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 6.9 NM

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg	10,000
108.5	209°	TDZE	677
		Arpt Elev	688

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

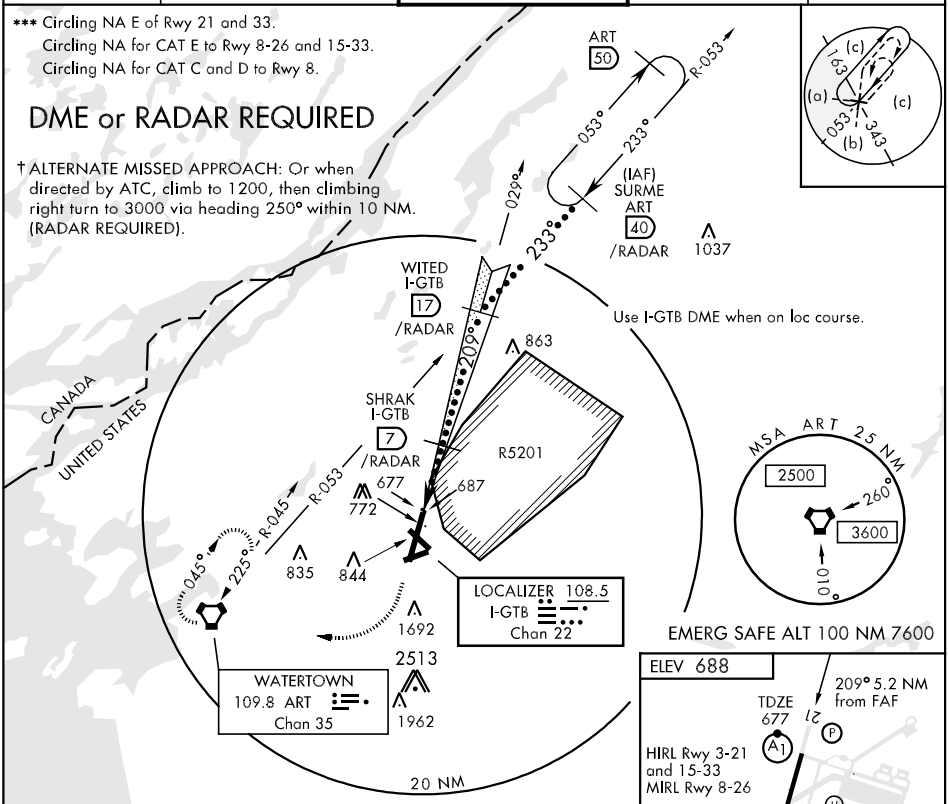
† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

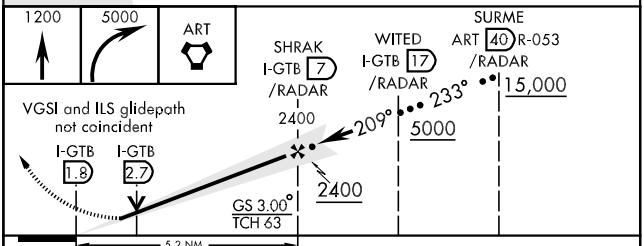
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

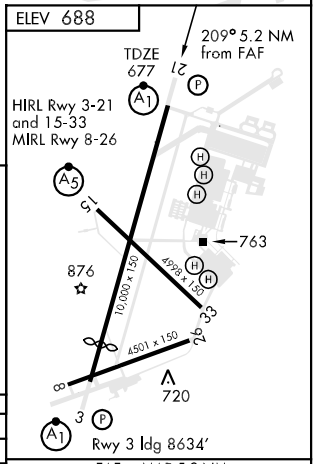
*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

†ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).







CATEGORY	C	D	E
S-ILS 21*	877 - ½ 200		(200-½)
S-LOC 21**	1020 ¾ 343		(300-¾)
CIRCLING***	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	8634
108.5	029°	TDZE	685
		Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

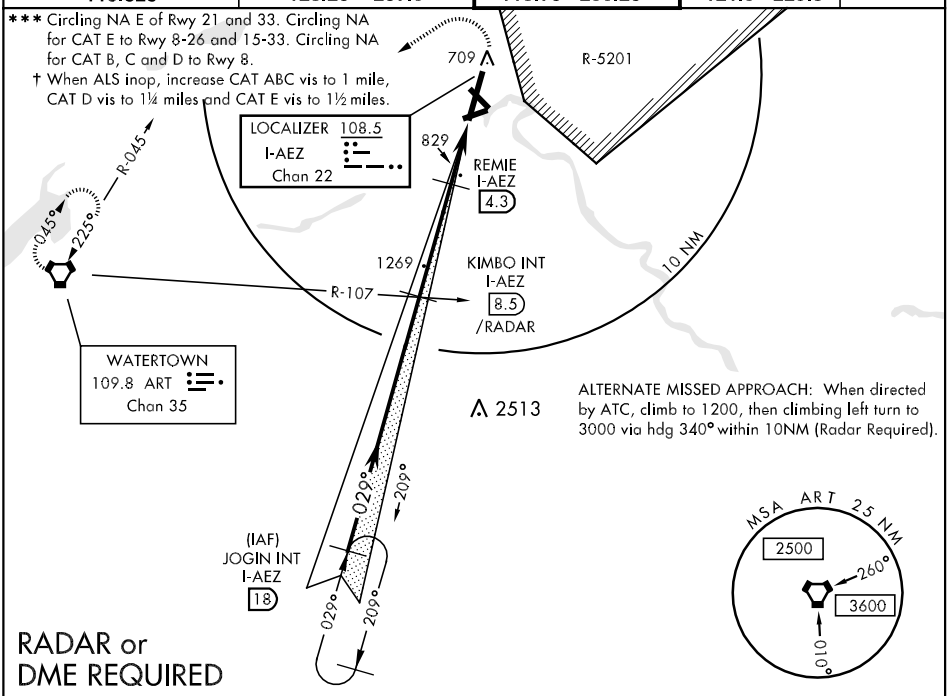
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½miles, CAT D vis to 2¾miles, and CAT E vis to 3 miles.

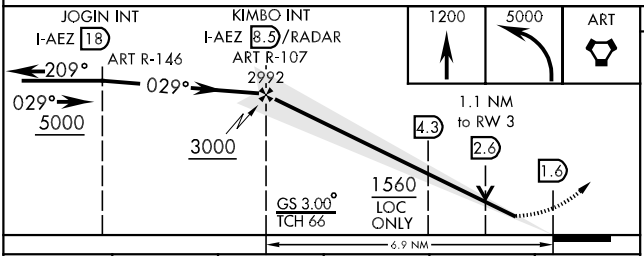
ALSF-1

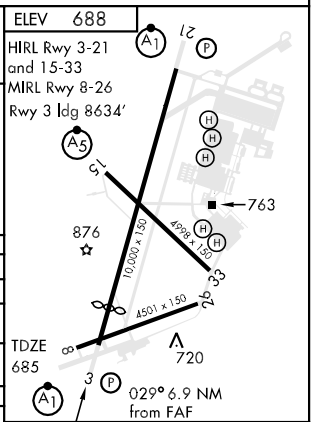
MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.







CATEGORY	A	B	C	D	E
S-ILS 3 *	885- ½ 200 (200-½)				
S-LOC 3 **	1560- ½ 875 (900-½)	1560- ¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875(900-2¼)	1560-2½ 875(900-2½)
*** CIRCLING	1560-1 872 (900-1)	1560-1¼ 872 (900-1¼)	1560-2½ 872 (900-2½)	1560-2¾ 872(900-2¾)	1560-3 872 (900-3)
DME MINIMUMS					
S-LOC 3 †	1080- ½ 395 (400-½)		1080- ¾ 395 (400-¾)		1080-1 395 (400-1)
*** CIRCLING	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 21

LOC I-GTB 108.5	APCH CRS 209°	Rwy ldg 10,000 TDZE 677 Arpt Elev 688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
UNITED STATES

DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).

029° 209°
(IAF)
WITED
I-GTB
17
/RADAR

10 NM
SHRAK
I-GTB
7
/RADAR

LOCALIZER 108.5
I-GTB
Chan 22

R-5201

709

5000
055°
(29.1)
R-045
045°
223°

WATERTOWN
109.8 ART
Chan 35

MSA ART 25 NM
2500
260°
3600
010°

ELEV 688

TDZE
677

209° 5.2 NM from FAF

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

SHRAK
I-GTB 7 /RADAR
2400

WITED
I-GTB 17 /RADAR
029°
209°
5000

209°
2400

.9 NM to RW 21

1.8
2.7

GS 3.00°
TCH 63

5.2 NM

763
876
720
10,000 x 150
4929 x 150
4501 x 150
15
26
33
8

Rwy 3 ldg 8634'

HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 21*	877-½		200 (200-½)		
S-LOC 21 **	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ***	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 15

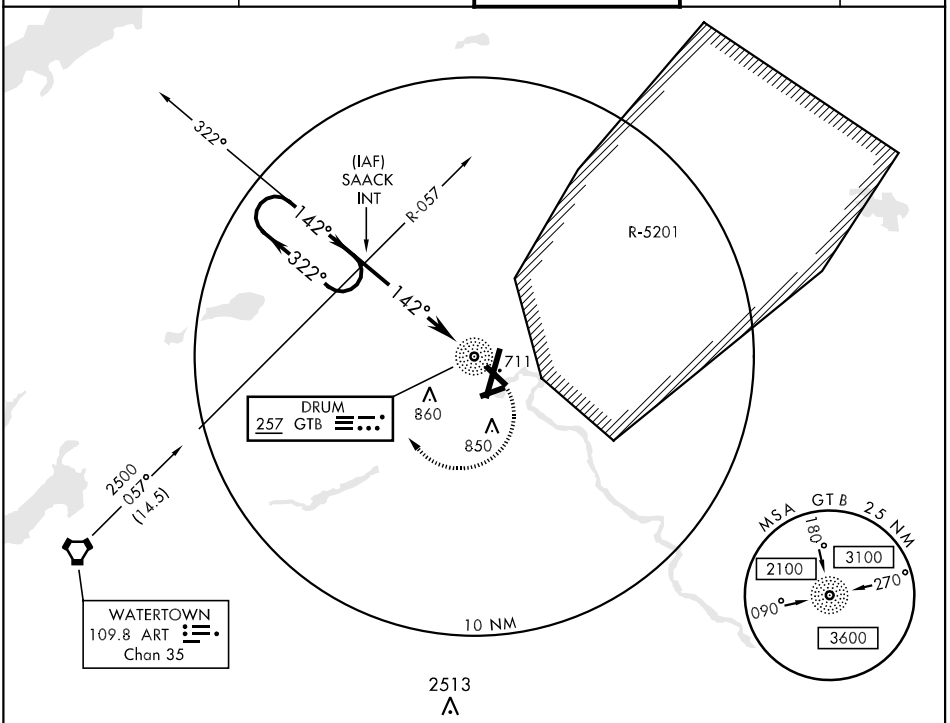
NDB GTB 257	APCH CRS 142°	Rwy ldg 4998 TDZE 687 Arpt Elev 688	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)

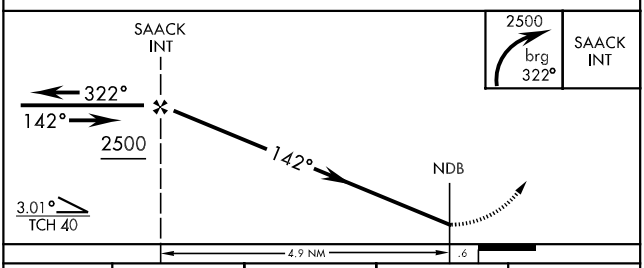
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR A5

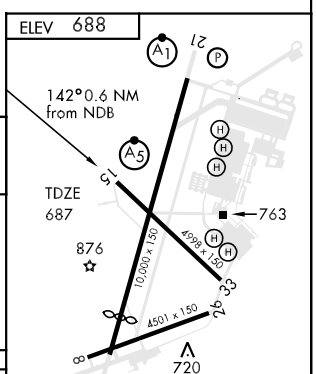
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	





2500 brg 322° SAACK INT



CATEGORY	A	B	C	D
S-15*	1100-½	413 (500-½)	1100-¾	413 (500-¾)
CIRCLING**	1180-1	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)

44°03'N-75°43'W

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 33

NDB GTB 257	APCH CRS 327°	Rwy ldg 4998 TDZE 688 Arpt Elev 688

AL-5754 [USA]

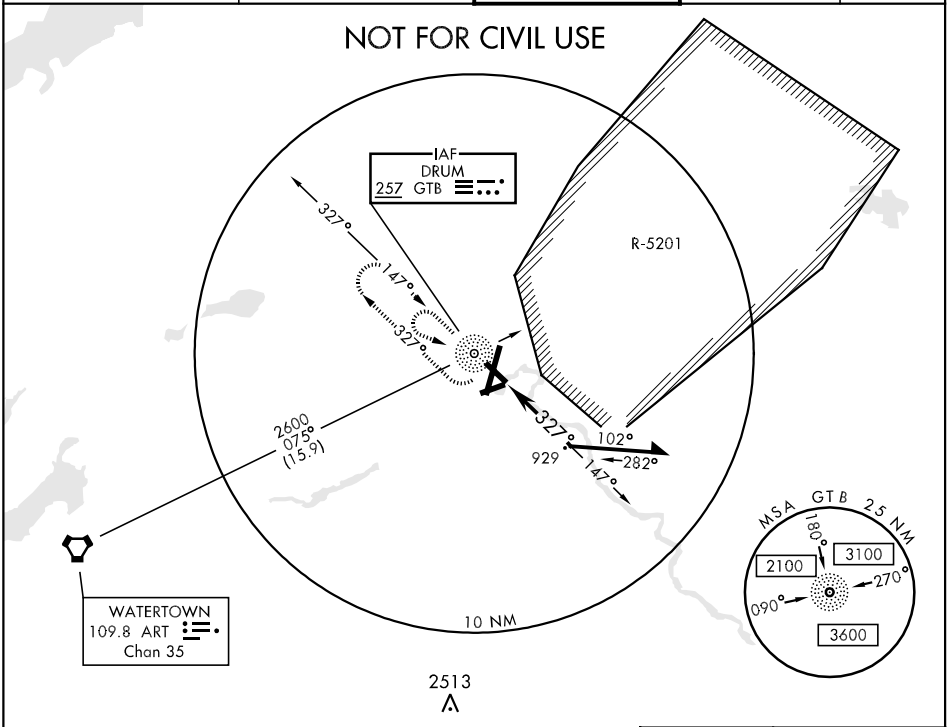
WHEELER-SACK AAF (KGTB)

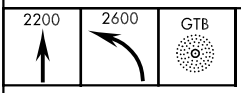
* Circling NA E of Rwy 21 and 33.

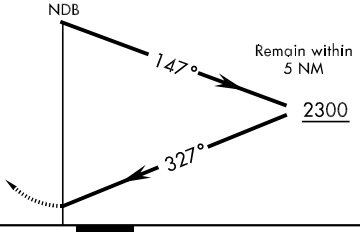
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

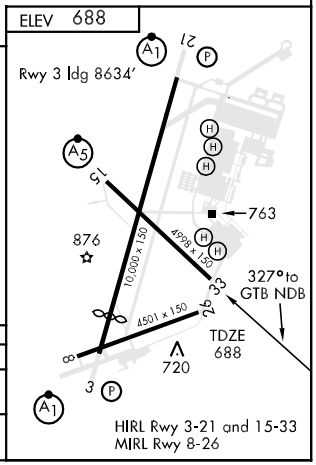
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

NOT FOR CIVIL USE









CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		

44°03'N-75°43'W

NDB RWY 33

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy Idg	8634
Chan 93714	029°	TDZE	685
W03A		Arpt Elev	688

AL-5754 [USA]

* When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

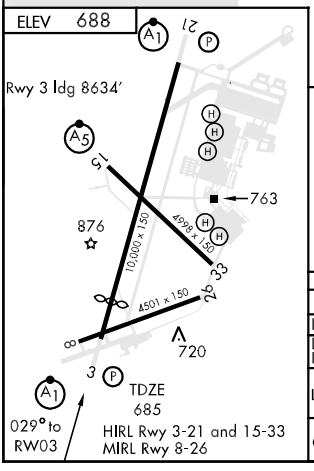
For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4° F) or above 48°C (118°F)

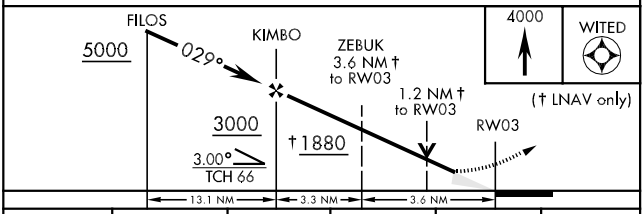
PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

MSA RW03 25 NM
3600

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
1672
(FAF)
KIMBO
5000
173°
(12.9)
3000
029°
(13.1)
2513
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT





CATEGORY	A	B	C	D	E
LPV DA *	885-½ 200 (200-½)				
LNAV/VNAV DA **	1040-¾ 355 (400-¾)				
LNAV MDA ***	1140- ½ 455 (500-½)		1140- ¾ 455(500-¾)	1140-1 455 (500-1)	
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492(500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy ldg	4998
147°	TDZE	687
	Arpt Elev	688

AL-5754 [USA]

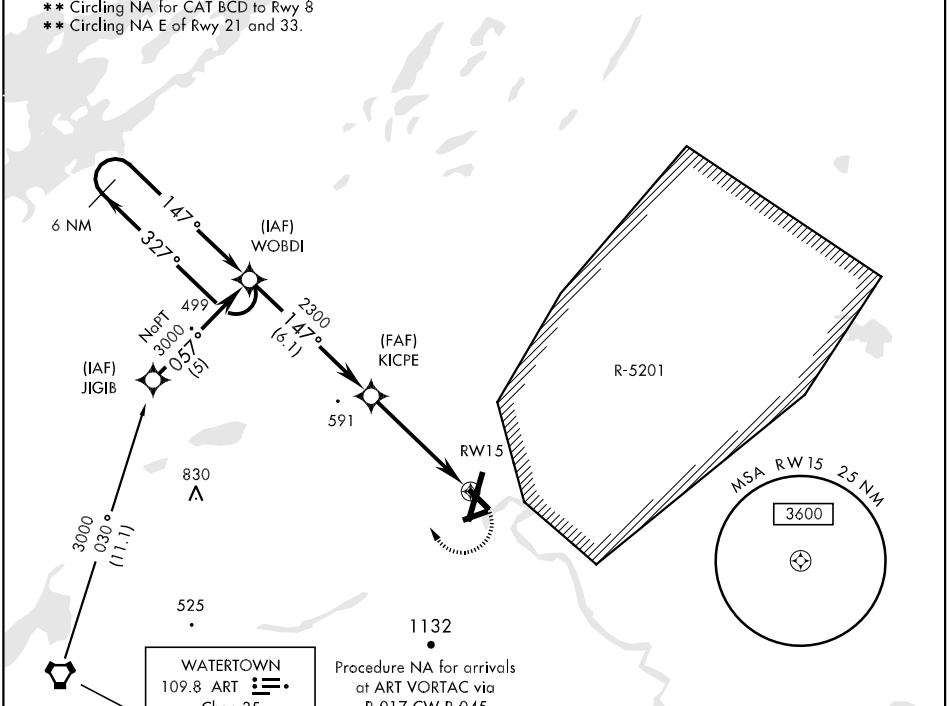
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

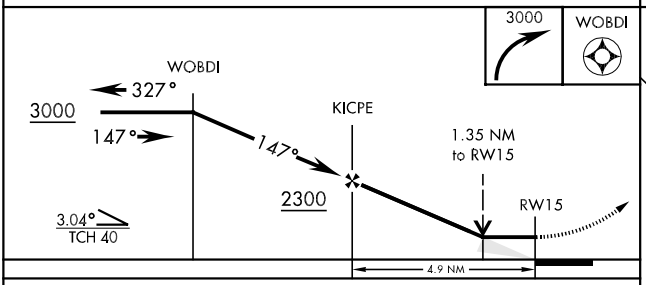
MALSR (A5)

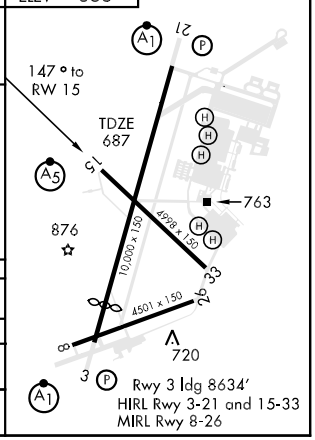
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.







CATEGORY	A	B	C	D
LNAV MDA *	1140-½ 453 (500-½)		1140-¾ 453 (500-¾)	1140-1 453 (500-1)
CIRCLING **	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

44° 03'N-75° 43'W

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy ldg 10,000
Ch 63007	209°	TDZE 677
W21A		Arpt Elev 688

AL-5754 [USA]

* When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

3900 — 045° (27.3)

2400 — 209° (10)

(FAF) SHRAK

R-5201

RW21 — 799

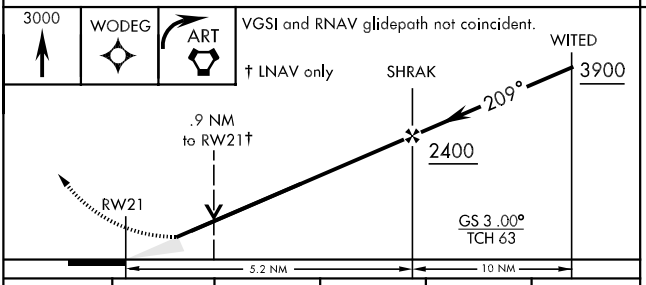
WODEG

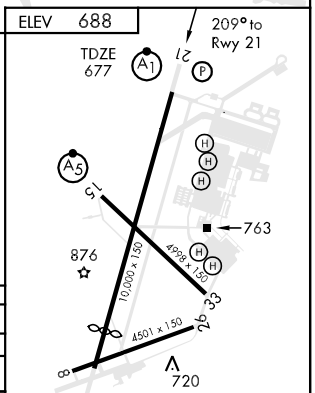
909

MSA RW21 25 NM — 3600

R-045 — 046° — 226°

WATERTOWN
109.8 ART
Chan 35





CATEGORY	A	B	C	D	E
LPV DA *	877-½ 200 (200-½)				
LNAV/VNAV DA **	1056-¾ 379 (400-¾)				
LNAV MDA ***	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

APCH CRS		
327°	Rwy ldg	4998
	TDZE	688
	Arpt Elev	688

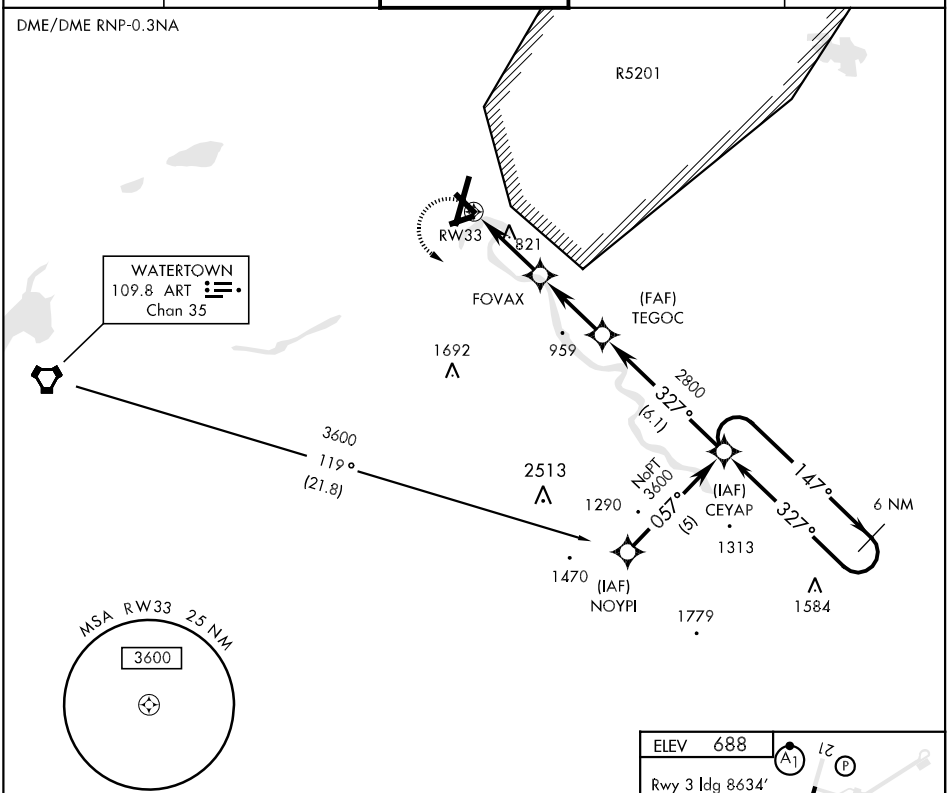
AL-5754 [USA]

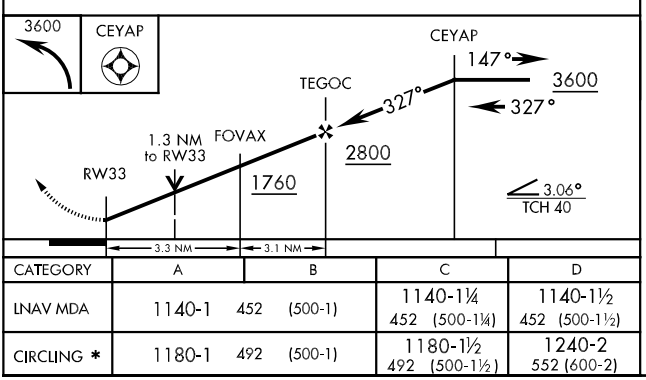
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

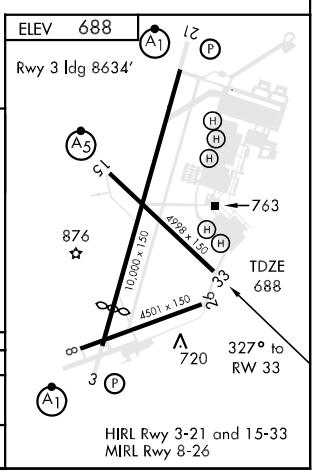
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

DME/DME RNP-0.3NA







CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)		1140-1¼ 452 (500-1¼)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

44° 03' N-75° 43' W

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 8

VORTAC ART	APCH CRS	Rwy ldg	4501
109.8	081°	TDZE	683
Chan 35		Arpt Elev	688

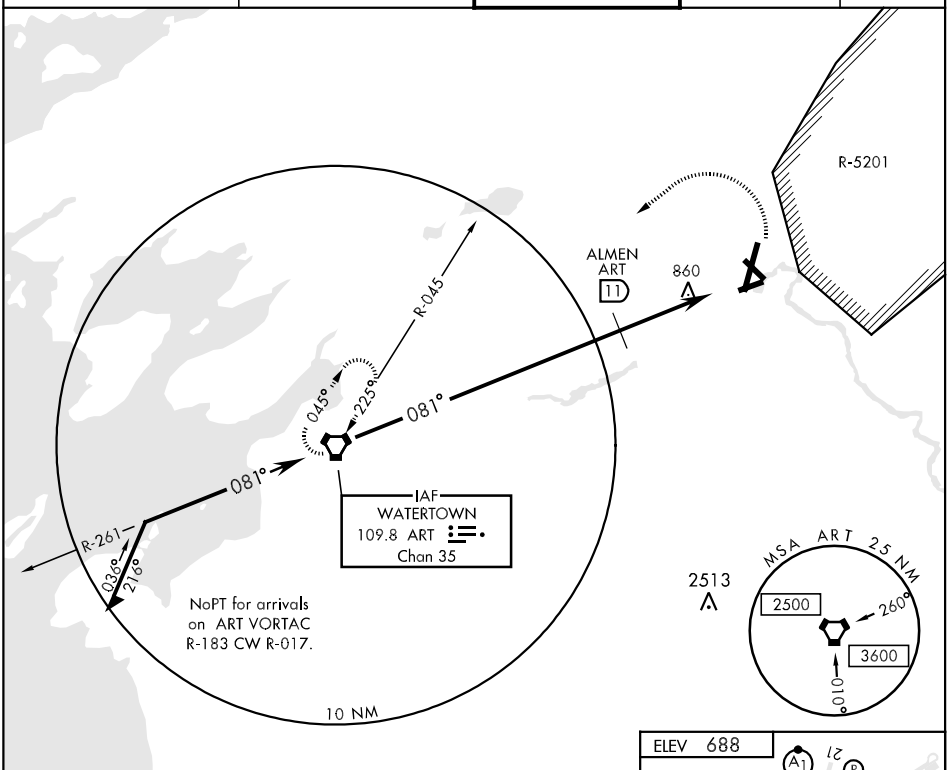
AL-5754 [USA]

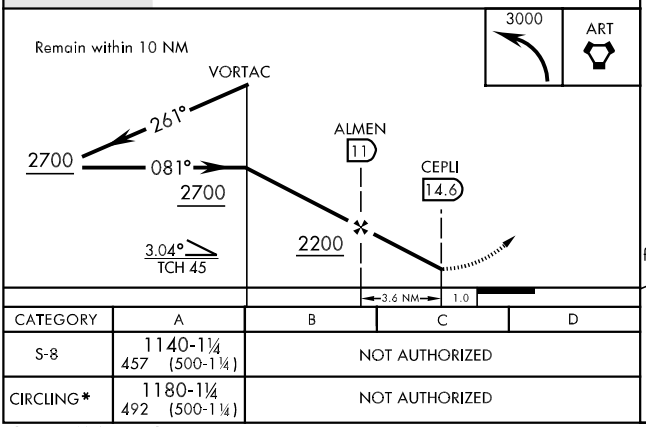
WHEELER-SACK AAF (KGTB)

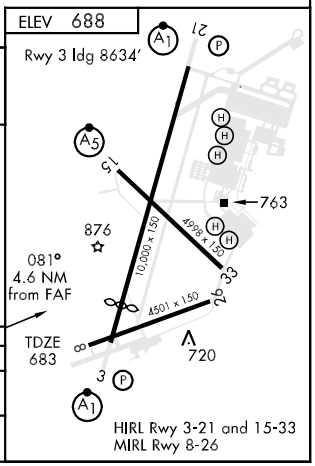
*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	



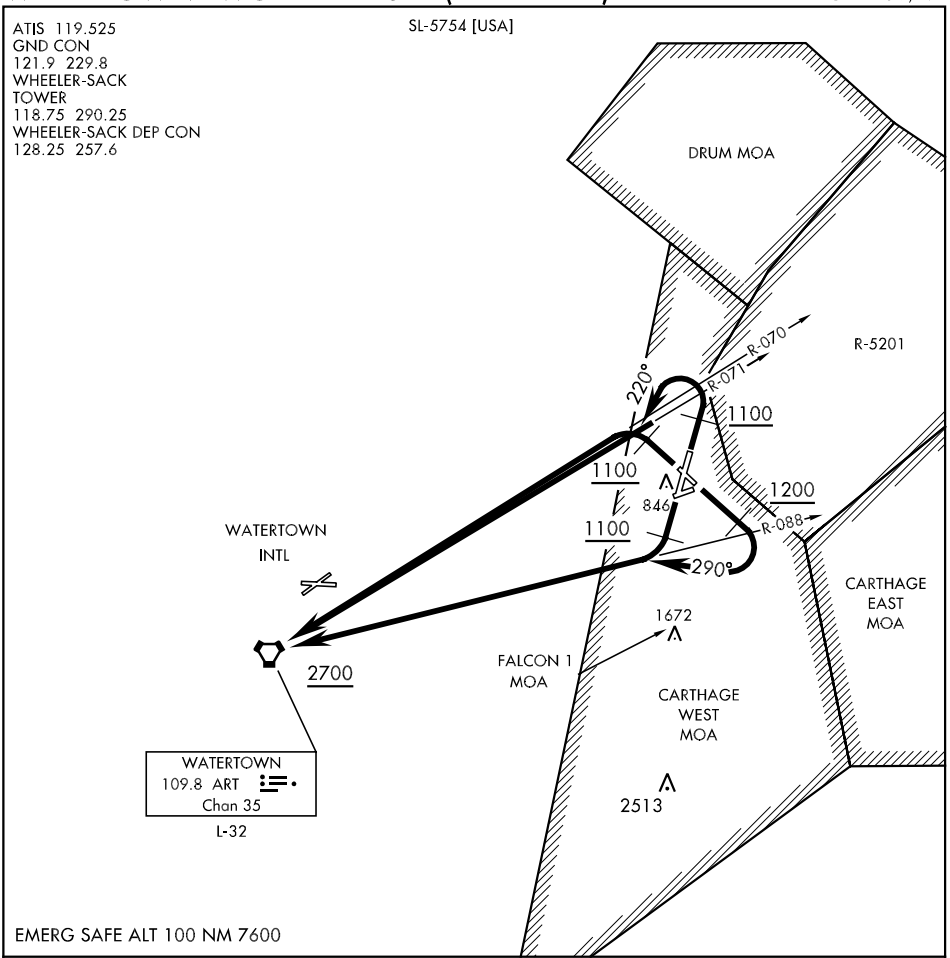




CATEGORY	A	B	C	D
S-8	1140-1¼ 457 (500-1¼)	NOT AUTHORIZED		
CIRCLING*	1180-1¼ 492 (500-1¼)	NOT AUTHORIZED		

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WATERTOWN-TWO DEPARTURE (ART 2• ART)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

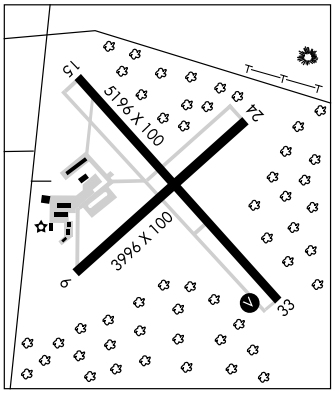
TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

NE-2, 21 OCT 2010 to 18 NOV 2010

FULTON

OSWEGO CO (FZY) 3 NE UTC−5(−4DT) N43°21.05′ W76°23.28′ **NEW YORK**
475 B S4 **FUEL** 100LL, JET A NOTAM FILE BUF **H–11C, 12J, L–32F**
RWY 15–33: H5196X100 (ASPH–GRVD) S–30 MIRL (NSTD) 0.6% up SE **IAP**
RWY 15: REIL. Trees.
RWY 33: REIL. VASI(V2L)—GA 3.25° TCH 42′. Fence.
RWY 06–24: H3996X100 (ASPH–GRVD) S–30 MIRL 0.3% up NE
RWY 06: Trees. **RWY 24:** Methane pipe.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 06 ditches 15′ wide 65′ from centerline both sides in safety area 110′ from thld. Rwy 15–33 NSTD MIRL; Rwy 33 no split lenses on last 2000′ of rwy. ACTIVATE MIRL Rwy 06–24 and REILS Rwy 15–33—CTAF. MIRL Rwy 15–33 and VASI Rwy 33 preset low ints sunset–sunrise, to increase ints ACTIVATE—CTAF. No touch and go ldg or practice low apch 0300–1300Z‡ daily.
WEATHER DATA SOURCES: ASOS 119.275 (315) 598–8773.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SYRACUSE APP/DEP CON** 134.275
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 336° 14 NM to fld. 415/11W. **HIWAS.**
FALLN NDB (LOM) 220 FZ N43°17.25′ W76°18.28′ 329° 5.3 NM to fld.
ILS/DME 110.9 I–FZY Chan 46 Rwy 33. LOM FALLN NDB.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



FULTON CO (See JOHNSTOWN)

GALLUPVILLE

BLUE HERON (N25) 3 NE UTC−5(−4DT) N42°41.84′ W74°11.97′ **NEW YORK**
1200 NOTAM FILE BTV
RWY 09–27: 2600X70 (TURF)
RWY 27: Trees.
AIRPORT REMARKS: Attended Apr–Oct.
COMMUNICATIONS: CTAF 122.9

GANSE N43°15.31′ W73°36.35′ NOTAM FILE GFL.
NDB (LOM) 209 GF 013° 5.2 NM to Floyd Bennett Memorial.

GANSEVOORT

HEBER AIRPARK (K3Ø) 2 SE UTC−5(−4DT) N43°11.00′ W73°37.99′ **NEW YORK**
230 NOTAM FILE BTV
RWY 06–24: H2200X24 (ASPH) MIRL (NSTD)
RWY 06: Thld dsplcd 200′. Road. Rgt tfc. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. 25′ dropoff 10′ from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Light colored full width concrete pavement section 144′ from Rwy 24 thld, 20′ long. Golf course adjacent to rwy both sides. ACTIVATE NSTD MIRL Rwy 06–24—CTAF. Rwy 06–24 NSTD MIRL due to spacing, 33′ from rwy edge on 3′ wood posts. Rwy 06–24 nstd dsplcd thld; no bar.
COMMUNICATIONS: CTAF 122.9

GARNSEYS (See SCHUYLERVILLE)

GASPORT

ROYALTON (9G5) 1 SE UTC−5(−4DT) N43°10.92′ W78°33.47′ **DETROIT**
628 **FUEL** 100, MOGAS NOTAM FILE BUF
RWY 07–25: H2530X35 (ASPH) MIRL
RWY 07: Pole. **RWY 25:** Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

GENESEE CO (See BATAVIA)

LOC/DME I-FZY	APP CRS	Rwy Idg 5197
110.9	330°	TDZE 475
Chan 46		Apt Elev 475

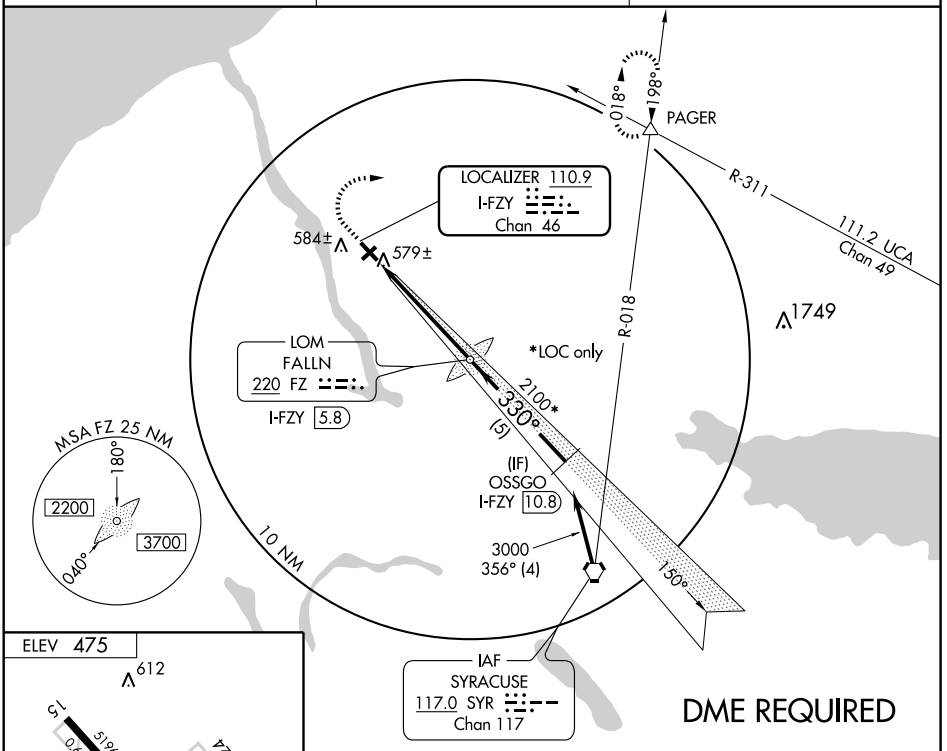
ILS or LOC RWY 33

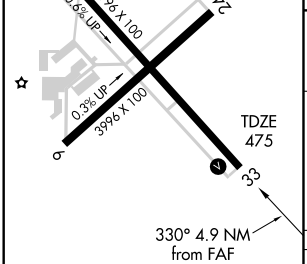
FULTON/OSWEGO COUNTY (FZY)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

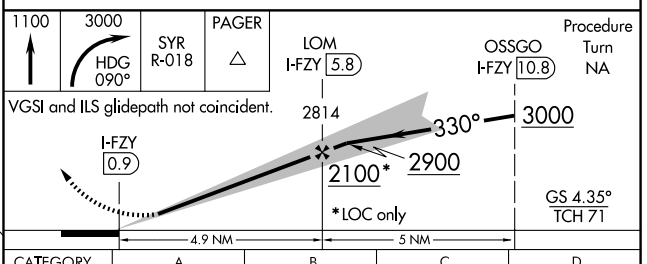
ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 (L)





REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 33	725-1 250 (300-1)	NA		
S-LOC 33	840-1 365 (400-1)			840-1¼ 365 (400-1¼)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

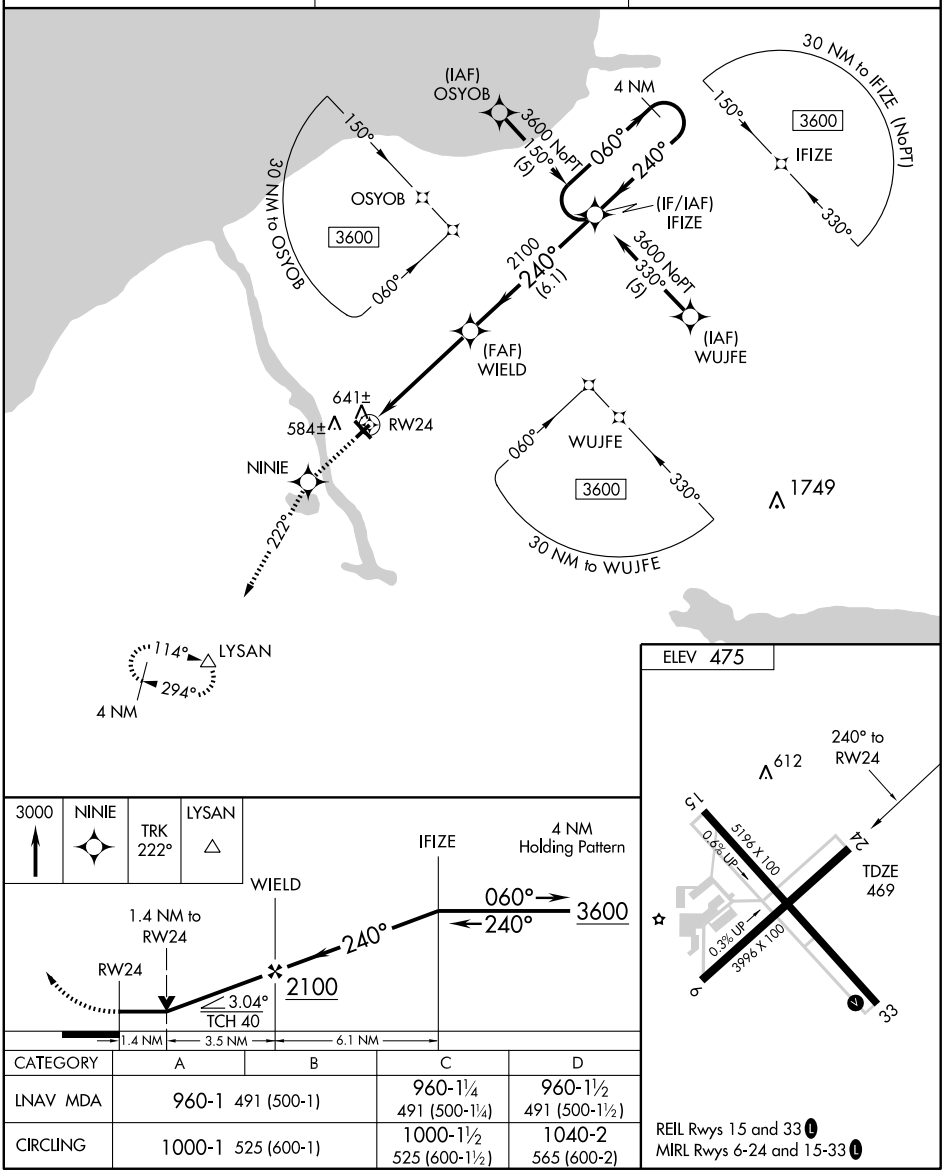
APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

RNAV (GPS) RWY 24
FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 (L)



CATEGORY	A	B	C	D
LNAV MDA	960-1 491 (500-1)		960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)

REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SYR	APP CRS	Rwy Idg 5197
117.0	336°	TDZE 475
Chan 117		Apt Elev 475

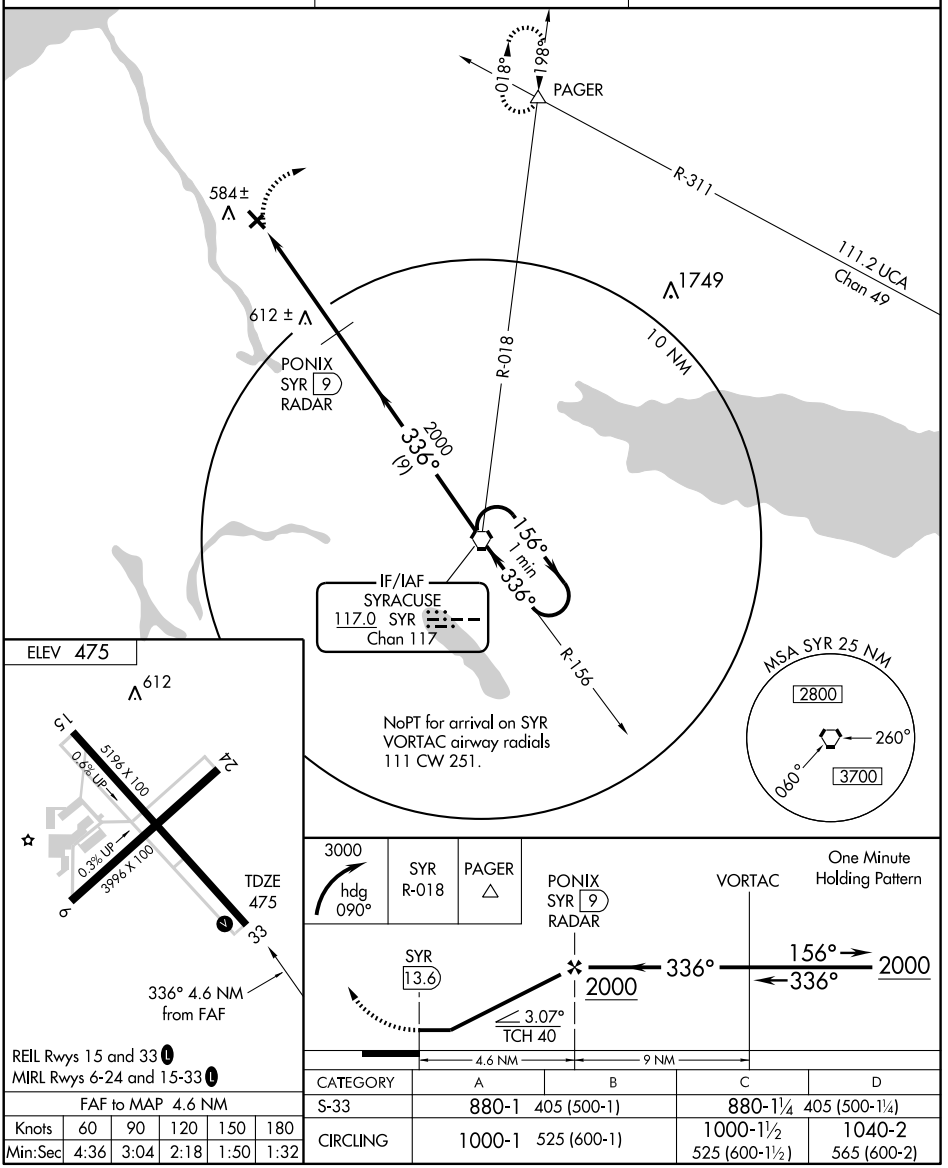
VOR RWY 33

FULTON/ OSWEGO COUNTY (FZY)

DME or Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L



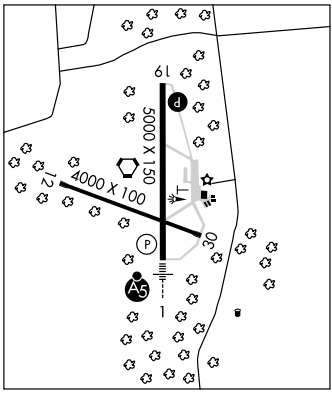
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)
CIRCLING	1000-1	525 (600-1)	1000-1½ 525 (600-1½)	1040-2 565 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

GLENS FALLS

FLOYD BENNETT MEMORIAL (GFL) 3 NE UTC−5(−4DT) N43°20.47′ W73°36.62′ **NEW YORK**
328 B S4 **FUEL** 100LL, JET A TPA—1128(800) LRA Class IV, ARFF Index Ltd. **H–11C, 12K, L–32G**
NOTAM FILE GFL **IAP**



RWY 01–19: H5000X150 (ASPH–GRVD) S–80, D–110, 2S–117, 2D–180 HIRL
RWY 01: MALSR. PAPI (P4L)—GA 3.0° TCH 53′. Tree.
RWY 19: PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 12–30: H4000X100 (ASPH) S–39, D–53, 2D–76 MIRL
RWY 12: Tree. **RWY 30:** Tree.
AIRPORT REMARKS: Attended May–Sep 1200–0000Z‡, Oct–Apr 1300–2300Z‡. Self–svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. Birds and deer on and invof arpt. Ultralight activity on and invof arpt. Ultralight acft use 500′ AGL left tfc for all rwys. Four obstruction lgt poles 1½ mile to 1¾ mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. Rwy 01 practice instrument apchs prohibited in VFR conditions when Rwy 19 is the active rwy. PPR 48 hrs for air carrier ops with more than 30 passenger seats call arpt manager 518–792–5995. Grass cutting equipment ops adjacent to all operational surfaces dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 acft must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 12–30, MALSR Rwy 01, PAPI Rwy 19 and twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (518) 743–1728.
COMMUNICATIONS: CTAF/UNICOM 123.0
GLENS FALLS RCO 122.1R 110.2T (BURLINGTON RADIO) **GLENS FALLS RCO** 122.4 122.2 (BURLINGTON RADIO)
Ⓡ **ALBANY APP/DEP CON** 132.825
RADIO AIDS TO NAVIGATION: NOTAM FILE GFL.
GLENS FALLS (L) VORTAC 110.2 GFL Chan 39 N43°20.50′ W73°36.71′ at fld. 319/14W.
GANSE NDB (LOM) 209 GF N43°15.31′ W73°36.35′ 013° 5.2 NM to fld.
ILS 110.7 I–GFL Rwy 01. Class IT. LOM GANSE NDB.

GORHAM

MIDLAKES (92G) 3 W UTC−5(−4DT) N42°48.75′ W77°12.23′ **NEW YORK**
1080 S2 NOTAM FILE BUF
RWY 14–32: 1820X55 (TURF)
RWY 14: Bush. **RWY 32:** Road.
AIRPORT REMARKS: Attended irregularly. Rwy 14–32 soft and wet during Mar–Jun. Rwy 32 +80′ trees 735′ from thld +80′ left and right of centerline. Rwy 14 has 60′ grass safety area.
COMMUNICATIONS: CTAF/UNICOM 122.8.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

GOWANDA (D59) 3 N UTC−5(−4DT) N42°30.24′ W78°57.04′ **DETROIT**
830 **FUEL** 80, 100 NOTAM FILE BUF
RWY 09–27: 3430X100 (TURF) LIRL (NSTD)
RWY 09: REIL. Trees. Rgt tfc. **RWY 27:** Thld dsplcd 1132′. Cranes. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 09–27 soft and wet Mar–Jun. Truck traffic near Rwy 27. Rwy 09–27 dirt road crosses rwy at approximately mid point of rwy. Rwy 27, 77′ high conveyor belt/crane and dirt pile, 170′ from AER, 91′ left. Rwy 09–27 NSTD LIRL; dsplcd portion of rwy has blue lgts. Rwy 09–27 dsplcd thld several lgts knocked down by farm equipment, bulbs missing. No lights on first 200 ft of Rwy 27. Bulbs missing from REILS. For rwy lights key 121.65.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

GRANVILLE (BØ1) 1 N UTC−5(−4DT) N43°25.37′ W73°16.09′ **NEW YORK**
420 S3 NOTAM FILE BTV
RWY 16–34: H2500X36 (ASPH) S–8 LIRL
RWY 16: Tree. **RWY 34:** Trees.
AIRPORT REMARKS: Attended daylight hours. For rwy lights phone 518–642–1380. Rwy 34 south 1800′ wavy, rippled, vegetation through cracks, loose rocks on rwy. Sections of Rwy 16–34 width varies 36–46′. Rwy 16–34 LIRL OTS indef.
COMMUNICATIONS: CTAF 122.9

LOC I-GFL	APP CRS	Rwy Idg	5000
110.7	012°	TDZE	324
		Apt Elev	328

ILS or LOC RWY 1

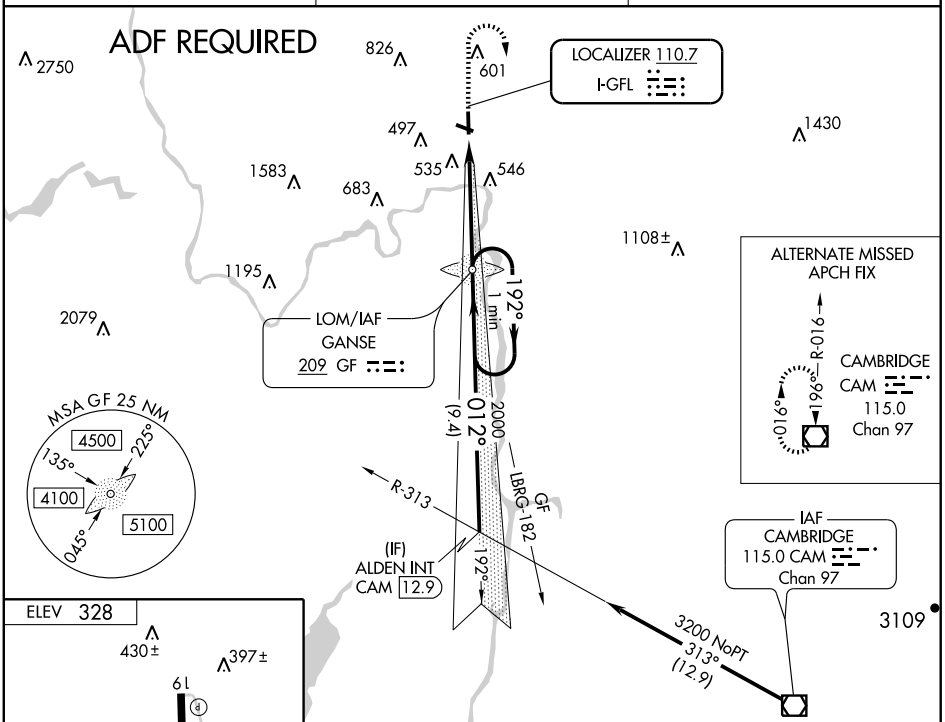
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

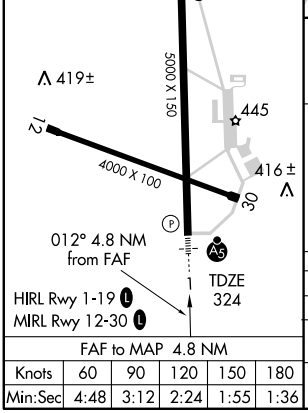
For inoperative MALSR, increase S-ILS all Cats visibility to 1¼ mile and S-LOC Cats A/B visibility to 1 mile. ADF Required. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase S-ILS all Cats, S-LOC and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Albany altimeter setting, increase S-ILS all Cats visibility to 1½ mile and S-LOC Cats A/B visibility to 1 mile.

MALSR

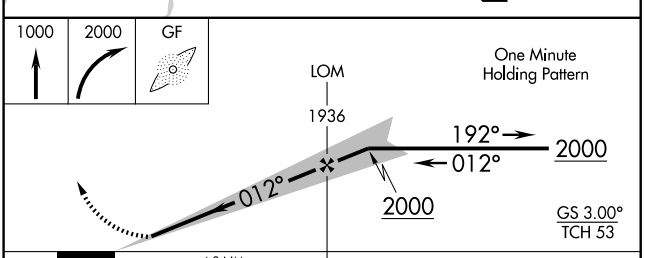
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct GANSE LOM and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF)





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 1	689-¾ 365 (400-¾)			
S-LOC 1	760-¾ 436 (500-¾)			760-1 436 (500-1)
CIRCLING	840-1 512 (600-1)		840-1½ 512 (600-1½)	920-2 592 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5000
CH 87118	012°	TDZE	324
W01A		Apt Elev	328

RNAV (GPS) RWY 1

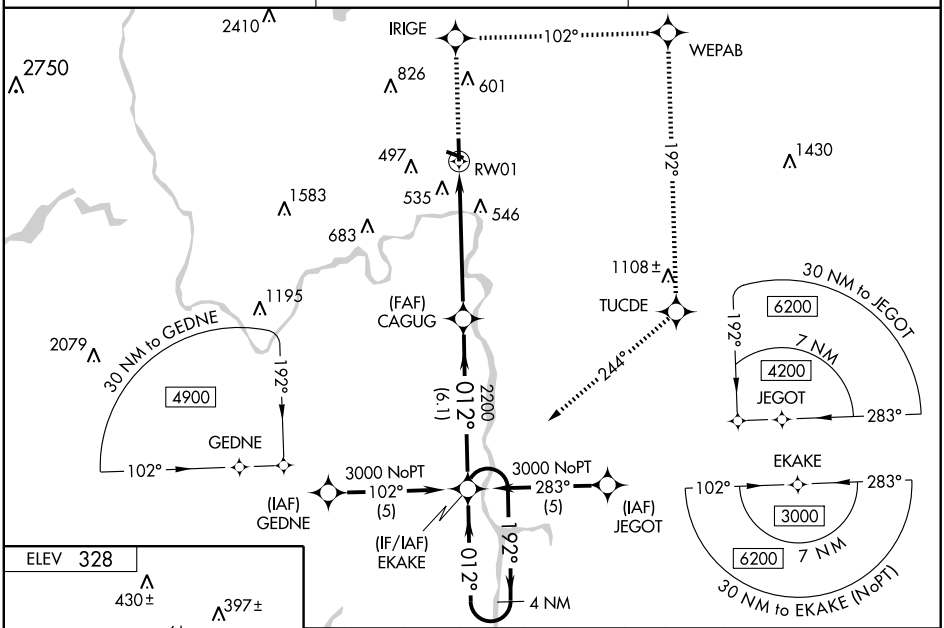
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

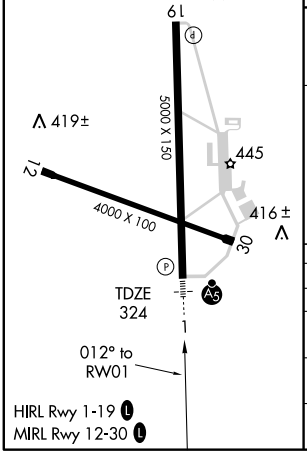
Inoperative table does not apply to LNAV/VNAV all Cats. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile and LNAV Cats A/B visibility to 1 mile. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cat C/D and Circling Cats B/C/D visibility ¼ mile. VDP NA with Albany altimeter setting. For inoperative MALSR when using Albany altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cat A visibility to 1 mile.

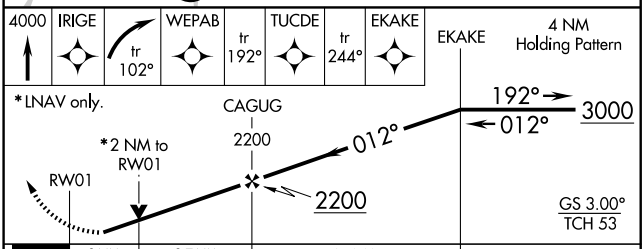
MALSR

MISSED APPROACH: Climb to 4000 direct IRIGE and right turn on track 102° to WEPAB and on track 192° to TUCDE and on track 244° to EKAKE and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	689-¾	365 (400-¾)		
LNAV/VNAV DA	1258-4	934 (1000-4)		
LNAV MDA	1000-¾ 676 (700-¾)		1000-1½ 676 (700-1½)	1000-1¾ 676 (700-1¾)
CIRCLING	1000-1 672 (700-1)		1000-2 672 (700-2)	1000-2¼ 672 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

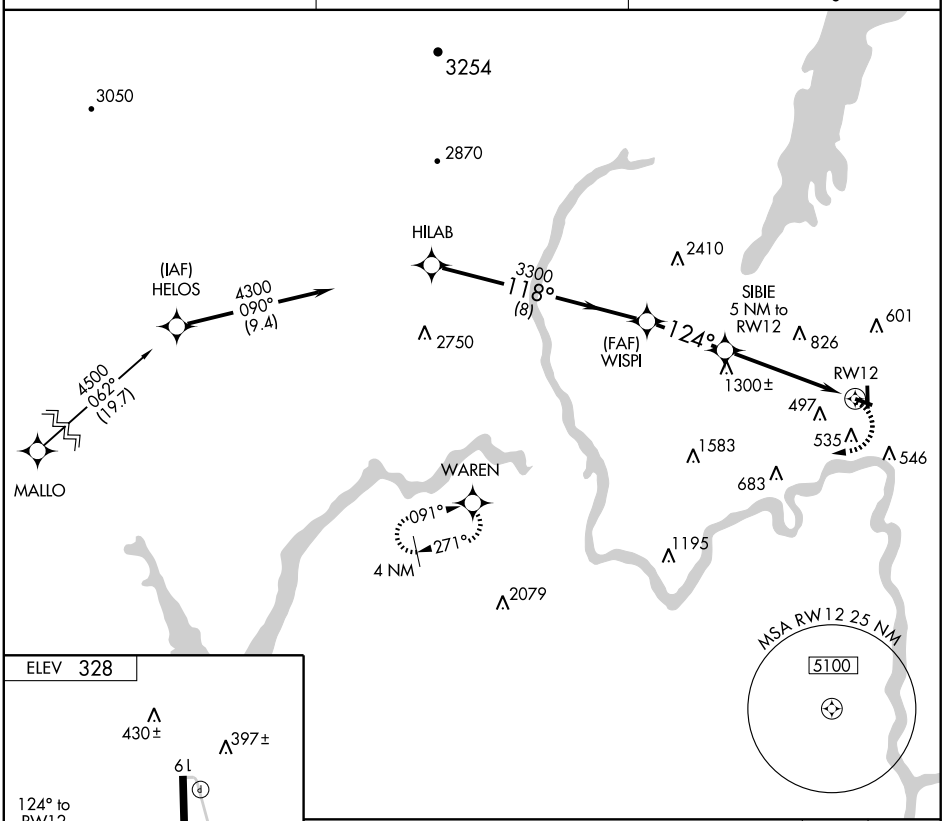
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

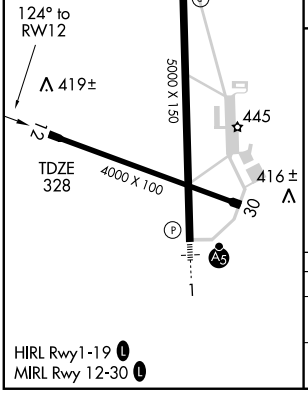
NA

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

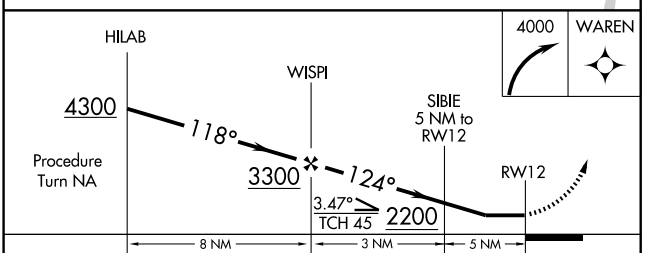
ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L

NE-2, 21 OCT 2010 to 18 NOV 2010





HIRL Rwy1-19 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

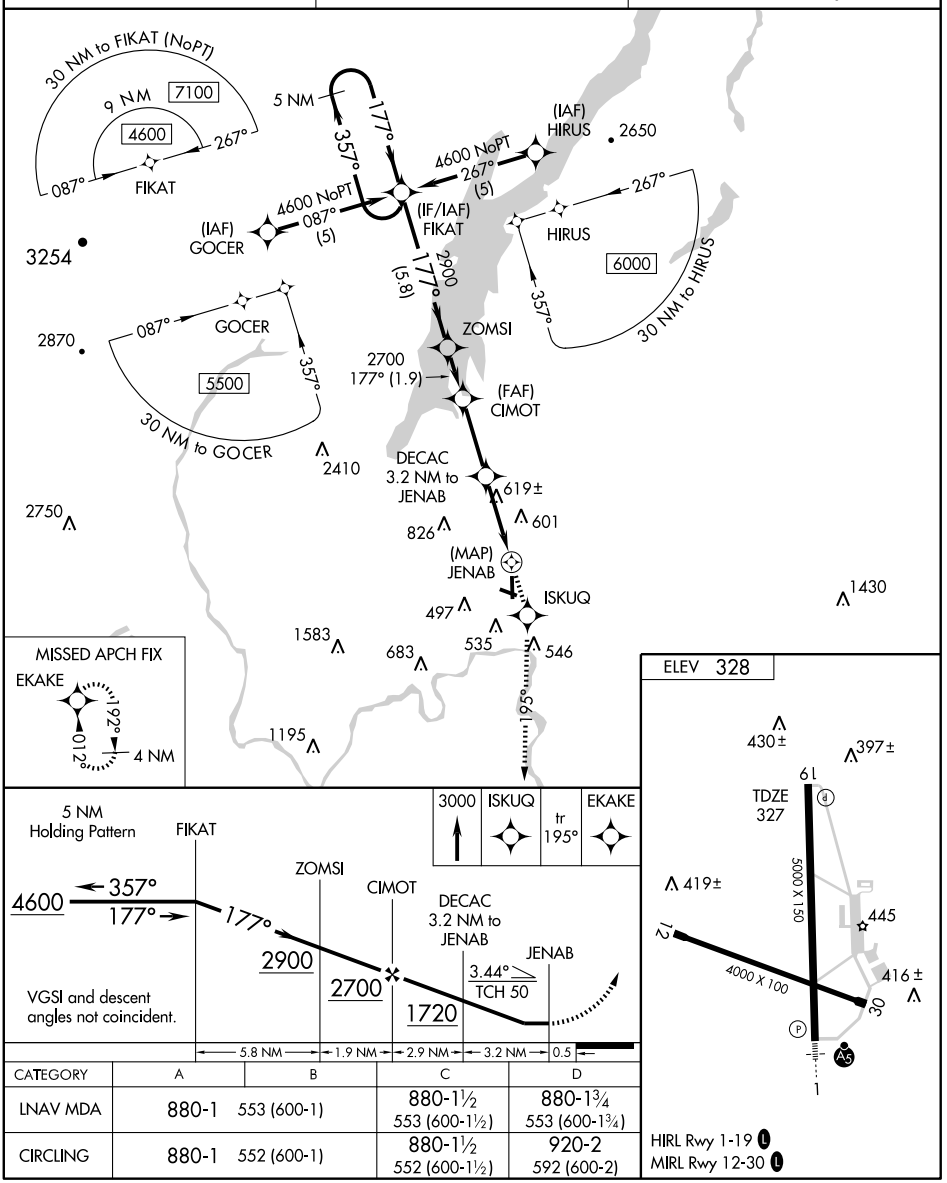
RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	880-1	553 (600-1)	880-1½ 553 (600-1½)	880-1¾ 553 (600-1¾)
CIRCLING	880-1	552 (600-1)	880-1½ 552 (600-1½)	920-2 592 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328

RNAV (GPS) RWY 30

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

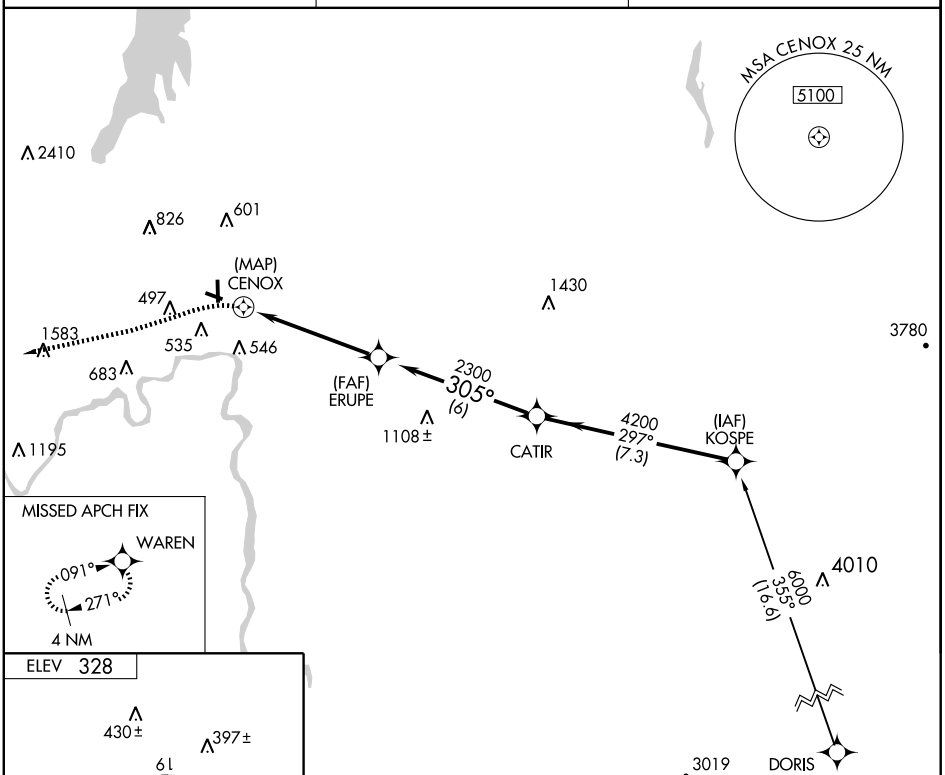
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

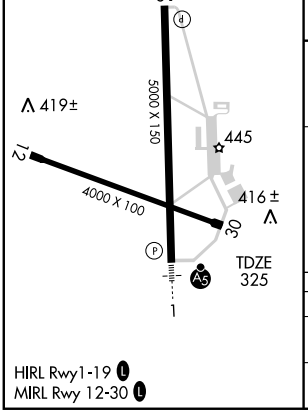
NA

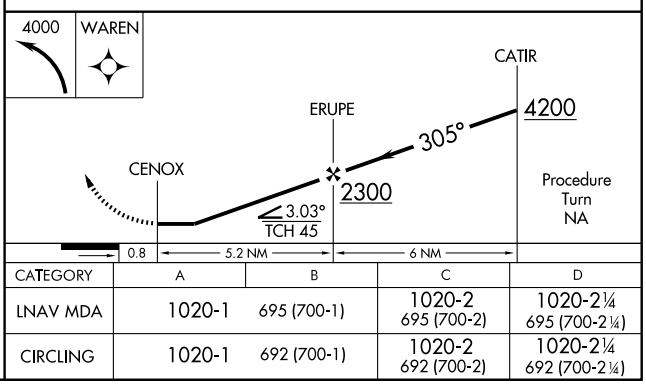
MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L

NE-2, 21 OCT 2010 to 18 NOV 2010

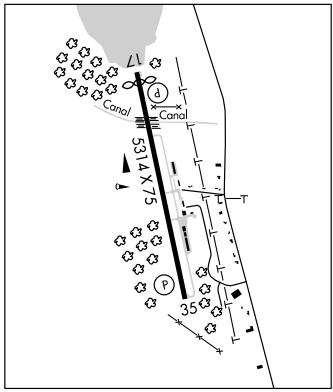






CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

HAMILTON MUNI (VGC) 1 NE UTC−5(−4DT) N42°50.61′ W75°33.67′ **NEW YORK**
1137 **FUEL** 100LL TPA—2103(966) NOTAM FILE BUF **H–10I, 11C, 12J, L–32F**
RWY 17–35: H5314X75 (ASPH–GRVD) S–20 D–60 MIRL **IAP**
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 30. Thld dsplcd 300′. Trees.
RWY 35: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–5314 TODA–5314 ASDA–5314 LDA–5014
RWY 35: TORA–5314 TODA–5314 ASDA–5014 LDA–5014
AIRPORT REMARKS: Attended 1400–2200Z‡. After hrs fuel avbl by appointment for a fee ctc arpt mgr. Maintenance shop airframe/powerplant and inspection authorization avbl Mon–Fri 1400–2200Z‡. Deer on and invof Rwy 17–35. Migratory birds on and invof arpt spring and fall. Ultralgts on and invof arpt. Windmills north of Rwy 35. Taxi svc and car rental avbl. Noise abatement procedures in effect; all acft dep maintain rwy heading until 2100 ft MSL before making turn out. ACTIVATE MIRL Rwy 17–35, and REIL Rwy 17 and Rwy 35–122.7.
WEATHER DATA SOURCES: AWOS–3 119.425 (315) 824–1825.
COMMUNICATIONS: CTAF/UNICOM 123.0
GEORGETOWN RCO 122.1R 117.8T (BUFFALO RADIO)
Ⓡ **SYRACUSE APP/DEP CON** 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GEORGETOWN (L) VORTAC 117.8 GGT Chan 125 N42°47.34′ W75°49.61′ 085° 12.2 NM to fld. 2040/11W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



HAMPTON N40°55.14′ W72°19.00′ NOTAM FILE ISP. **NEW YORK**
(H) VORTAC 113.6 HTO Chan 83 063° 3.8 NM to East Hampton. 22/13W. **HIWAS.** **COPTER**
DME portion unusable **H–10I, 12J, L–33C, 34I**
280°–325° byd 35 NM blo 1700′ 325°–355° byd 30 NM blo 2000′
VOR portion unusable 221°–231° blo 6000′
RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

HANCOCK N42°03.78′ W75°18.98′ NOTAM FILE BUF. **NEW YORK**
(H) VOR/DME 116.8 HNK Chan 115 354° 15 NM to Sidney Muni. 2070/11W. **HIWAS.** **H–10I, 11C, 12J, L–30K, 33A**
RCO 122.1R 116.8T (BUFFALO RADIO)

HAVERSTRAW HELIPORT (H43) 1 E UTC−5(−4DT) N41°12.66′ W73°58.16′ **NEW YORK**
12 **FUEL** JET A NOTAM FILE ISP
HELIPAD H1: H50X50 (ASPH)
H1: Bldg.
HELIPORT REMARKS: Attended 1200–0000Z‡. For svc after hrs call 914–429–1200. Helipad H1 350 ft towers 800 ft N of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Noise abatement; avoid residential area W of heliport. Helipad H1 floodlights. For floodlights call 914–429–1200.
COMMUNICATIONS: CTAF/UNICOM 123.05

HAWKY N42°49.04′ W73°48.51′ NOTAM FILE ALB.
NDB (LOM) 219 AL 089° 4.2 NM to Albany Intl. Unusable 160°–210° byd 10 NM.

HEBER AIRPARK (See GANSEVOORT)

HESTR N41°08.72′ W73°45.99′ NOTAM FILE HPN.
NDB (LOM) 281 HP 162° 5.4 NM to Westchester Co. Unusable beyond 11 NM. Unmonitored when tower clsd.

HOLCOMB

CREEKSIDE (D67) 2 NE UTC−5(−4DT) N42°54.97′ W77°22.95′ **DETROIT**
820 NOTAM FILE BUF
RWY 11–29: 2450X100 (ASPH–TRTD)
RWY 11: Brush. **RWY 29:** Brush.
AIRPORT REMARKS: Attended irregularly. P-lines on W side of arpt entrance road.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

HOLLANDS INTL FLD (See NEWFANE)

WAAS	APP CRS	Rwy Idg	5014
CH 70518	350°	TDZE	1135
W35A		Apt Elev	1137

RNAV (GPS) RWY 35

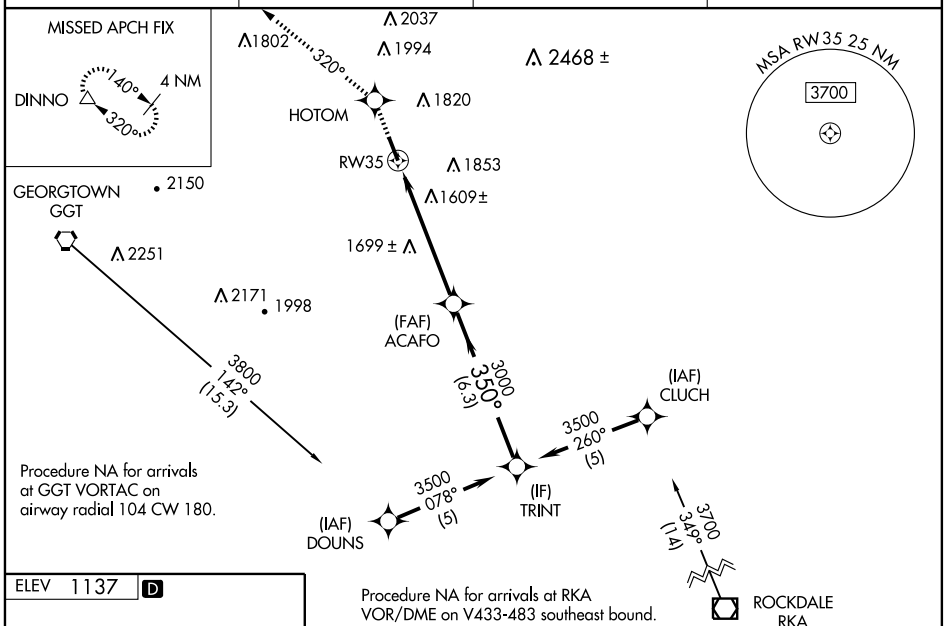
HAMILTON MUNI (VGC)

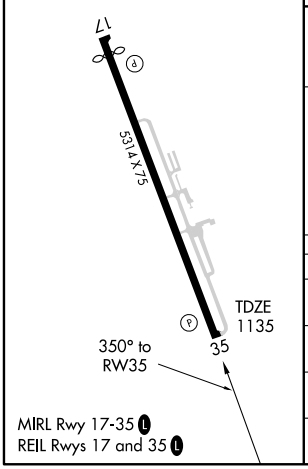
When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Syracuse altimeter setting and increase LPV DA to 1640, increase LNAV/VNAV DA to 2281 and all MDA 180 feet. Increase LPV visibility all Cats ¾ mile, LNAV Cats A and B ¼ mile, Cat C ½ mile and Circling Cat B visibility ¼ mile.

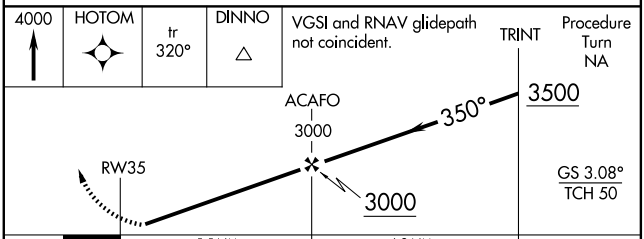
NA

MISSED APPROACH: Climb to 4000 direct HOTOM and on track 320° to DINNO and hold, continue climb-in-hold to 4000.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	1392-1 257 (300-1)			NA
LNAV/VNAV DA	2114-4 979 (1000-4)			NA
LNAV MDA	1960-1 825 (900-1)	1960-1¼ 825 (900-1¼)	1960-1½ 825 (900-1½)	NA
CIRCLING	2040-1¼ 903 (1000-1¼)		2120-3 983 (1000-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5014
155°	TDZE	1137
	Apt Elev	1137

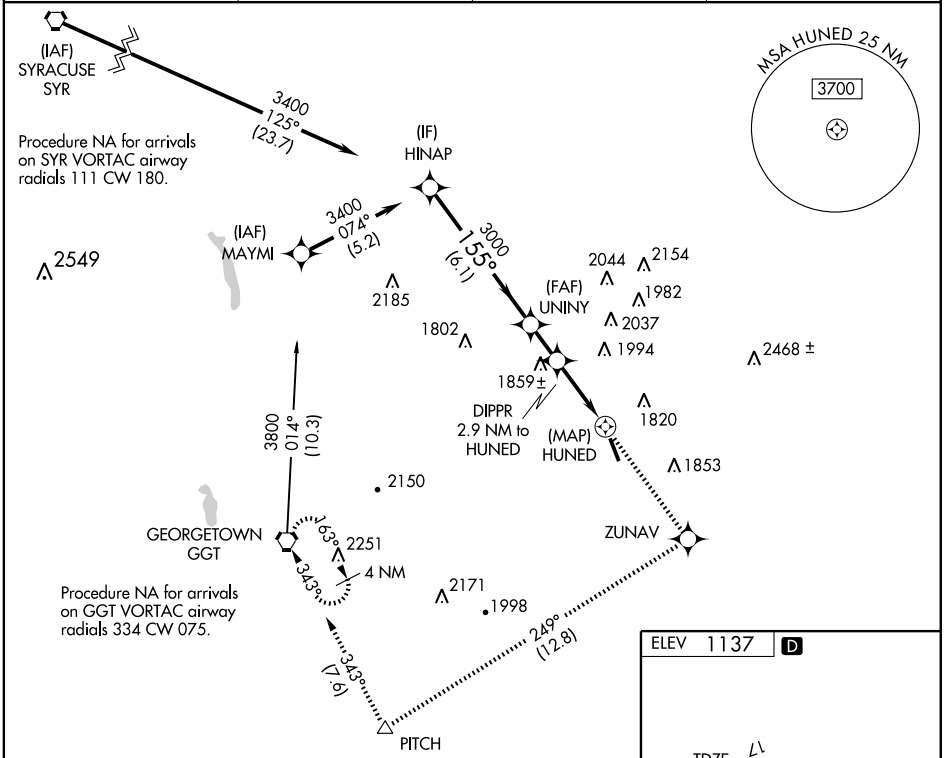
RNAV (GPS) Y RWY 17

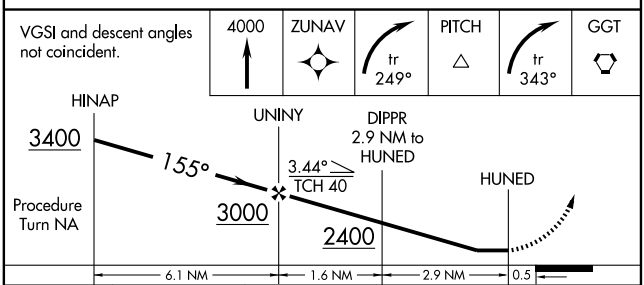
HAMILTON MUNI (VGC)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 180 feet.

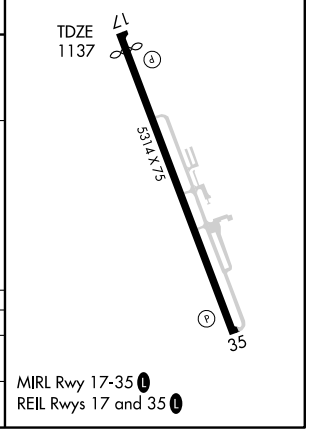
MISSED APPROACH: Climb to 4000 direct ZUNAV and right turn on track 249° to PITCH and right turn on track 343° to GGT VORTAC and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA
CIRCLING	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5014
CH 65818	170°	TDZE	1137
W17A		Apt Elev	1137

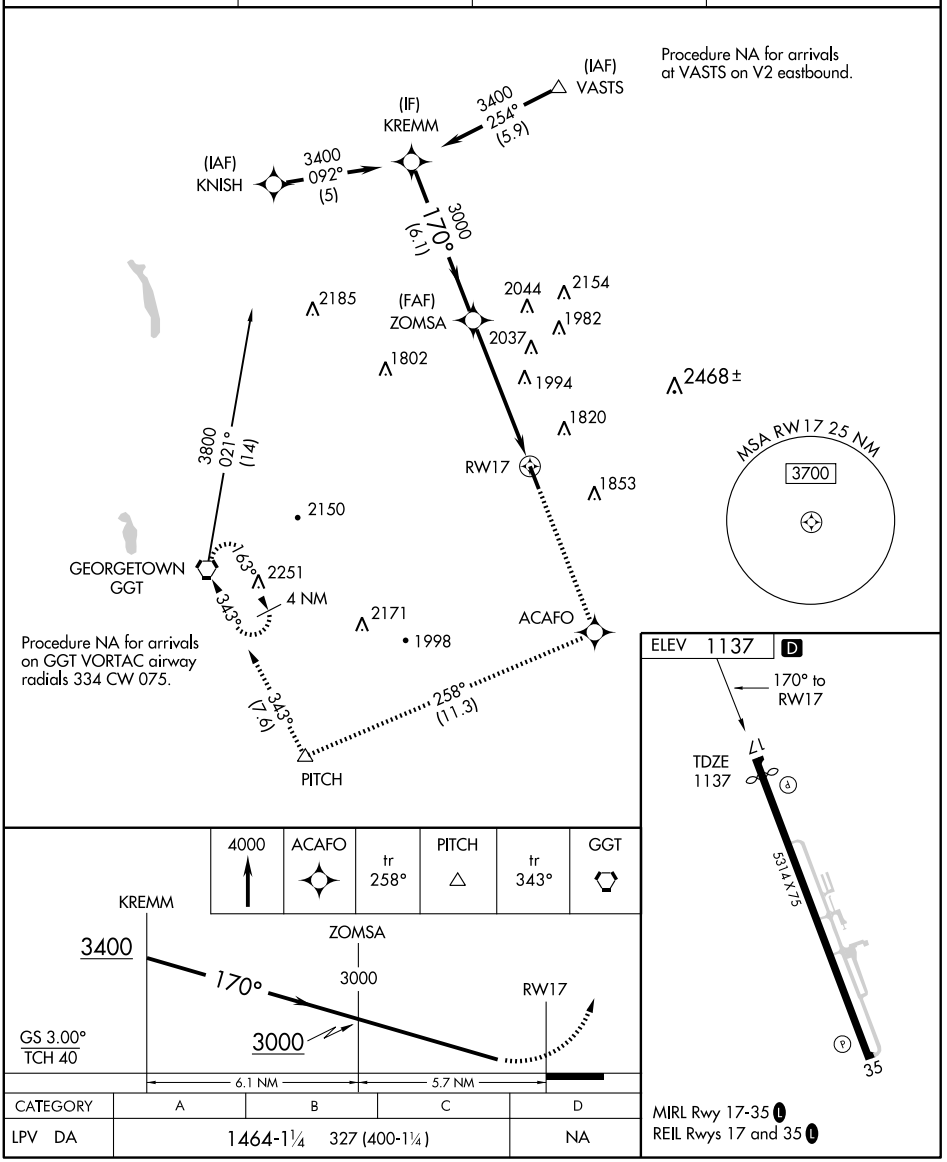
RNAV (GPS) Z RWY 17

HAMILTON MUNI (VGC)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Syracuse altimeter setting and increase LPV DA 167, increase LPV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 4000 direct ACAFO and on track 258° to PITCH and on track 343° to GGT VORTAC and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L



CATEGORY	A	B	C	D
LPV DA	1464-1¼ 327 (400-1¼)			NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

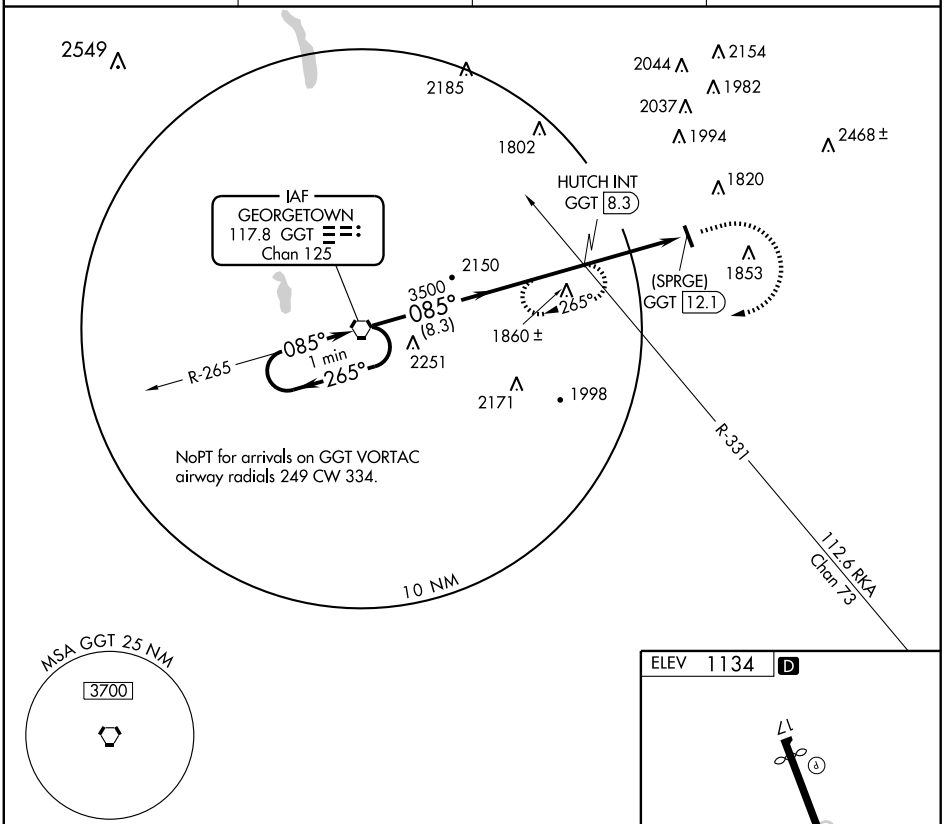
VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg N/A TDZE N/A Apt Elev 1134

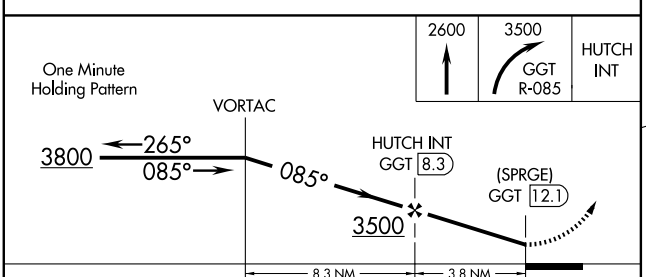
VOR or GPS-A
HAMILTON MUNI (VGC)

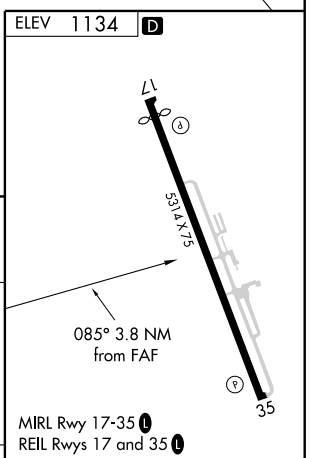
Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH INT and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L







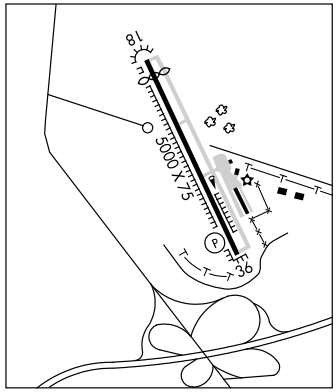
CATEGORY	A	B	C	D
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

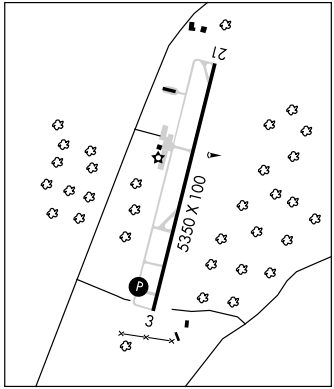
HOPEWELL AIRPARK (See CANANDIGUA)

HORNELL MUNI (4G6) 3 N UTC−5(−4DT) N42°22.93′ W77°40.93′ **DETROIT**
1220 B S4 **FUEL** 100LL, JET A TPA—2220(1000) NOTAM FILE BUF **H–10H, 11C, 12J, L–30I, 31E, 32F**
RWY 18–36: H5000X75 (ASPH–GRVD) MIRL 0.5% up N **IAP**
RWY 18: REIL. Thld dsplcd 500′. Hill.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18–36—CTAF. REIL Rwy 18–36 OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.475 (607) 324–9138.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.325
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 048° 22.5 NM to fld. 2296/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



HUDSON

COLUMBIA CO (1B1) 4 NE UTC−5(−4DT) N42°17.48′ W73°42.62′ **NEW YORK**
198 B S3 **FUEL** 100, JET A1 + OX 3 LRA NOTAM FILE BTV **H–10I, 11C, 12K, L–33B, 34I**
RWY 03–21: H5350X100 (ASPH–GRVD) S–13, D–72 MIRL **IAP**
RWY 03: REIL. PAPI(P4L)—GA 4.0°TCH 44′. Tree.
RWY 21: Trees.
AIRPORT REMARKS: Attended 1200–0200Z‡. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALBANY APP/DEP CON** 132.825
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 184° 27.7 NM to fld. 275/13W.
PHILMONT NDB (MHW) 272 PFH N42°15.19′ W73°43.40′ 027° 2.4 NM to fld. NOTAM FILE BTV.



APP CRS	Rwy Idg	4500
175°	TDZE	1213
	Apt Elev	1220

GPS RWY 18

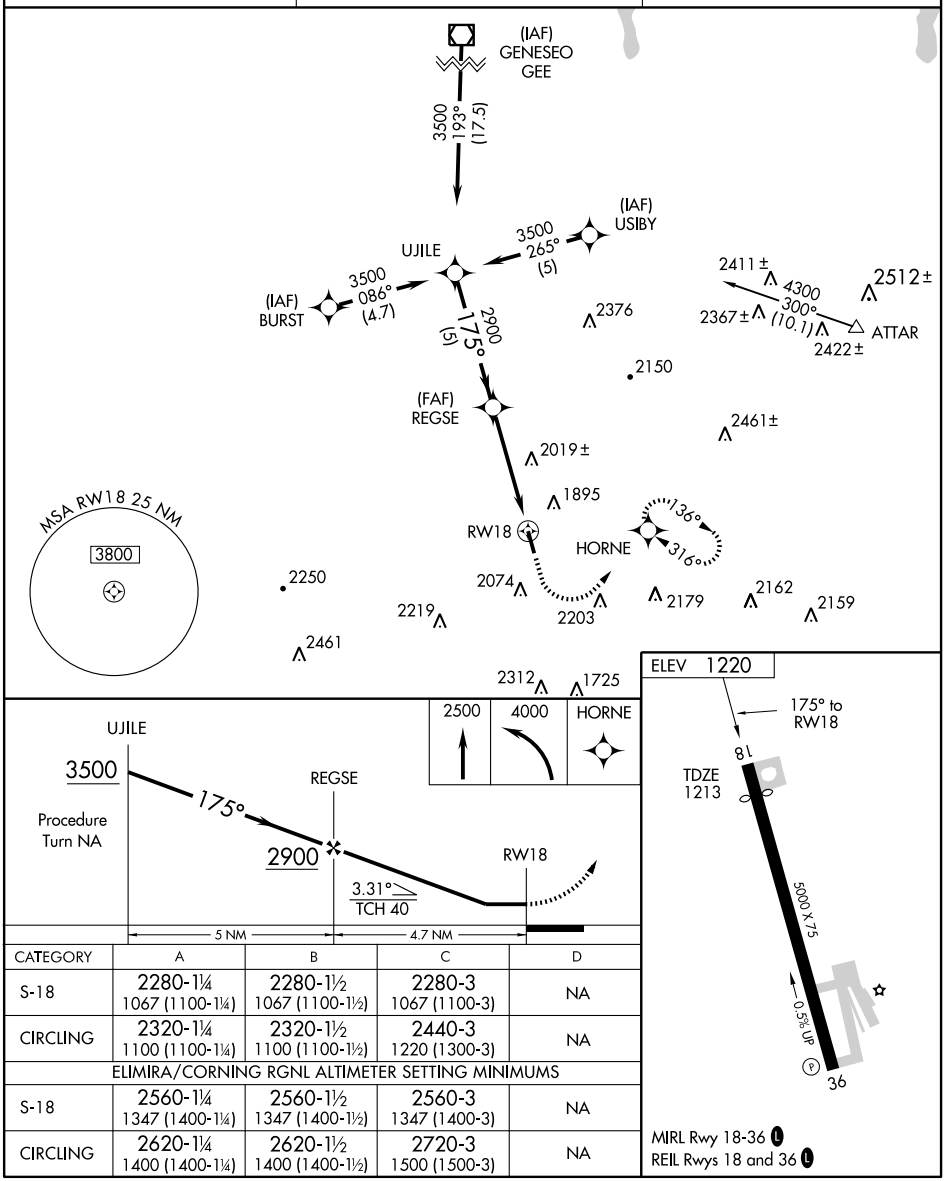
HORNELL MUNI (4G6)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Elimira/Corning Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-18	2280-1¼ 1067 (1100-1¼)	2280-1½ 1067 (1100-1½)	2280-3 1067 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2560-1¼ 1347 (1400-1¼)	2560-1½ 1347 (1400-1½)	2560-3 1347 (1400-3)	NA
CIRCLING	2620-1¼ 1400 (1400-1¼)	2620-1½ 1400 (1400-1½)	2720-3 1500 (1500-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

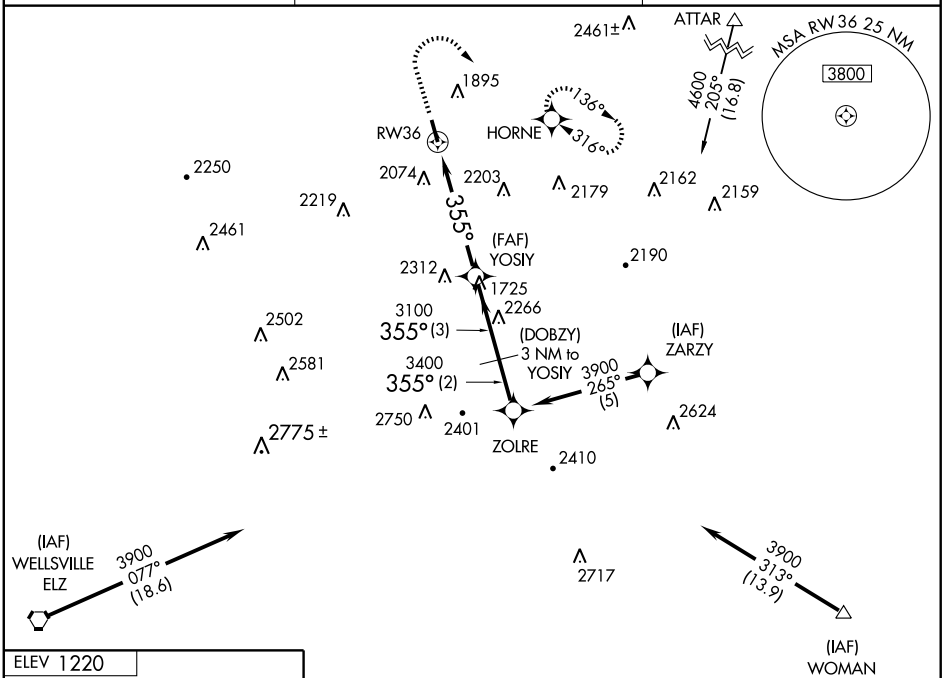
APP CRS	Rwy Idg	5000
355°	TDZE	1195
	Apt Elev	1220

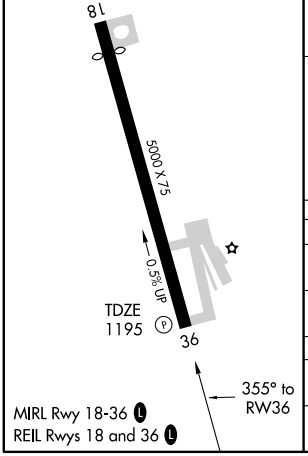
GPS RWY 36
HORNELL MUNI (4G6)

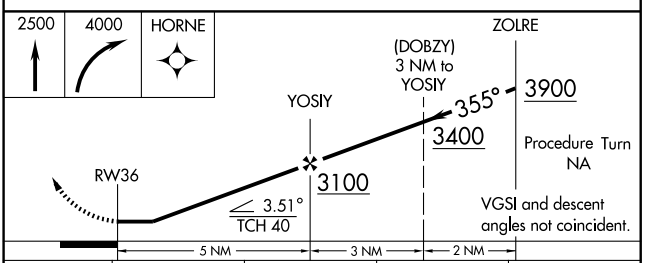
When local altimeter setting not received, use Elmira/Corning Rgnl altimeter setting.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	2620-1¼ 1425 (1500-1¼)	2620-1½ 1425 (1500-1½)	2620-3 1425 (1500-3)	NA
CIRCLING	2620-1¼ 1400 (1400-1¼)	2620-1½ 1400 (1400-1½)	2620-3 1400 (1400-3)	NA
ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-36	2900-1¼ 1705 (1800-1¼)	2900-1½ 1705 (1800-1½)	2900-3 1705 (1800-3)	NA
CIRCLING	2900-1¼ 1680 (1700-1¼)	2900-1½ 1680 (1700-1½)	2900-3 1680 (1700-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	048°	TDZE	N/A
Chan 51		Apt Elev	1220

VOR/DME-A

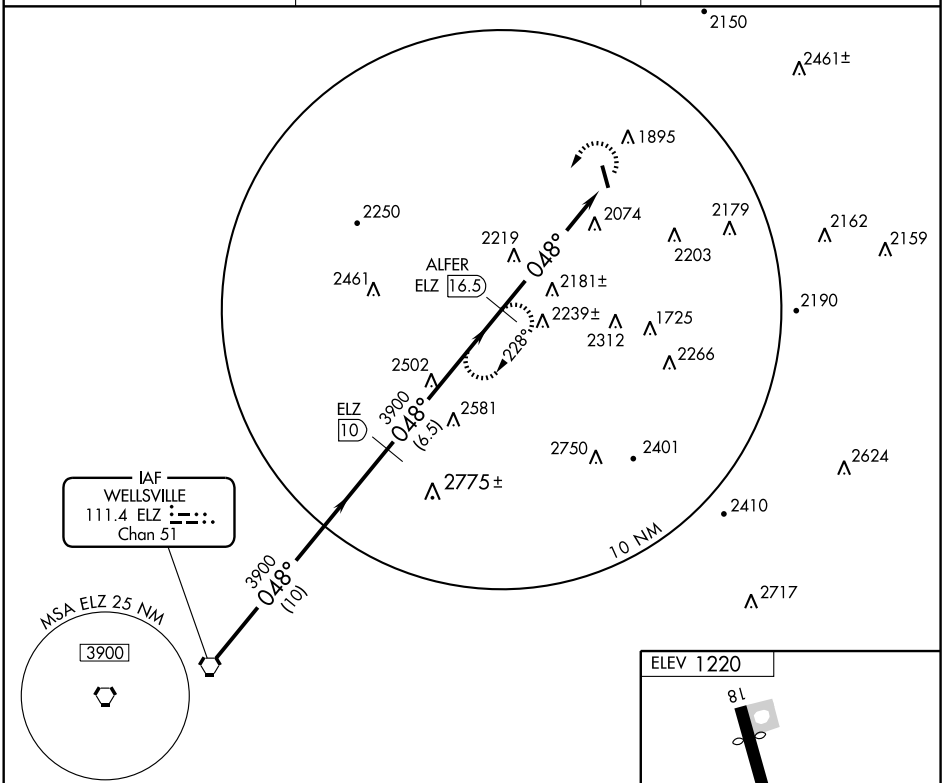
HORNELL MUNI (4G6)

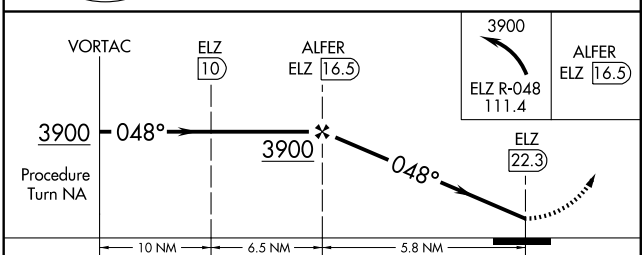
When local altimeter setting not received, use Elimira/Corning Rgnl altimeter setting.

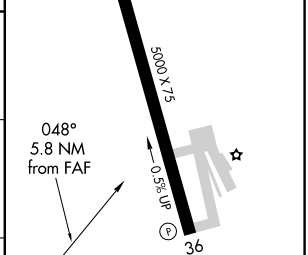
NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L







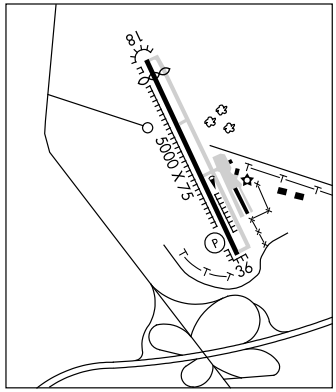
CATEGORY	A	B	C	D
CIRCLING	2480-1¼ 1260 (1300-1¼)	2480-1½ 1260 (1300-1½)	2480-3 1260 (1300-3)	NA
ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2760-1¼ 1540 (1600-1¼)	2760-1½ 1540 (1600-1½)	2760-3 1540 (1600-3)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

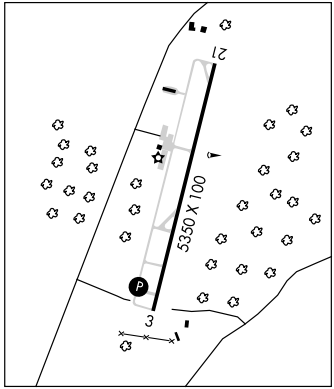
HOPEWELL AIRPARK (See CANANDIGUA)

HORNELL MUNI (4G6) 3 N UTC−5(−4DT) N42°22.93′ W77°40.93′ **DETROIT**
1220 B S4 **FUEL** 100LL, JET A TPA—2220(1000) NOTAM FILE BUF **H–10H, 11C, 12J, L–30I, 31E, 32F**
RWY 18–36: H5000X75 (ASPH–GRVD) MIRL 0.5% up N **IAP**
RWY 18: REIL. Thld dsplcd 500′. Hill.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18–36—CTAF. REIL Rwy 18–36 OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.475 (607) 324–9138.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.325
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 048° 22.5 NM to fld. 2296/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



HUDSON

COLUMBIA CO (1B1) 4 NE UTC−5(−4DT) N42°17.48′ W73°42.62′ **NEW YORK**
198 B S3 **FUEL** 100, JET A1 + OX 3 LRA NOTAM FILE BTV **H–10I, 11C, 12K, L–33B, 34I**
RWY 03–21: H5350X100 (ASPH–GRVD) S–13, D–72 MIRL **IAP**
RWY 03: REIL. PAPI(P4L)—GA 4.0°TCH 44′. Tree.
RWY 21: Trees.
AIRPORT REMARKS: Attended 1200–0200Z‡. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.525 (518) 828–2577.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALBANY APP/DEP CON** 132.825
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 184° 27.7 NM to fld. 275/13W.
PHILMONT NDB (MHW) 272 PFH N42°15.19′ W73°43.40′ 027° 2.4 NM to fld. NOTAM FILE BTV.



NDB PFH 272	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 198

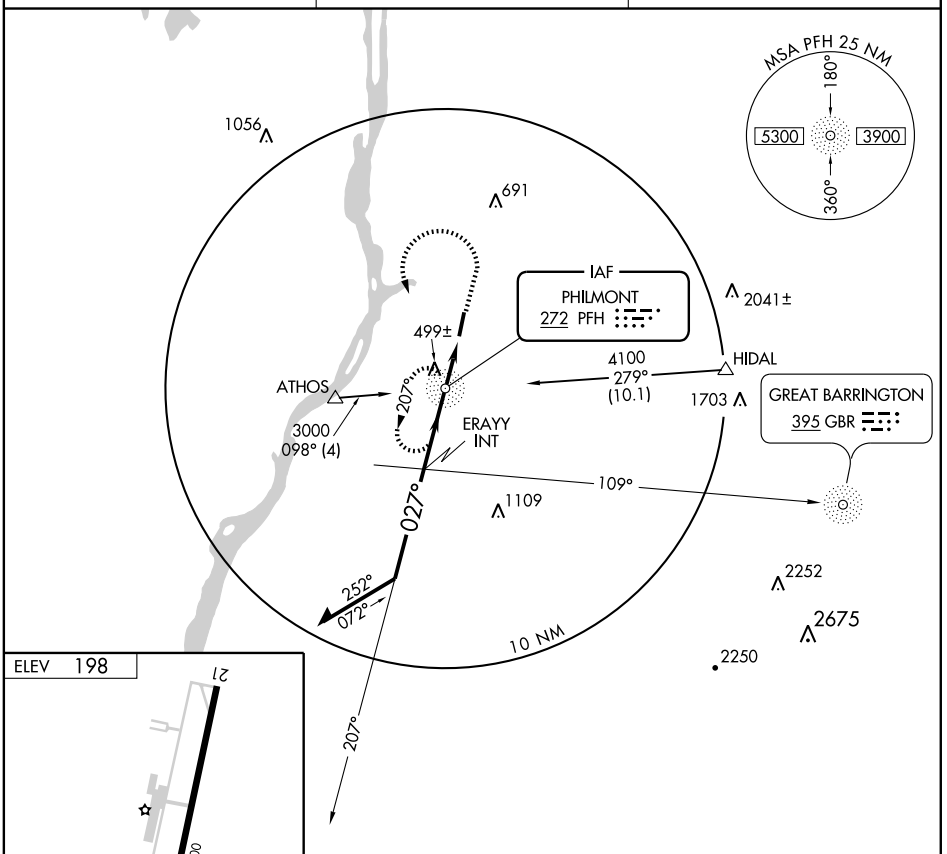
NDB-A

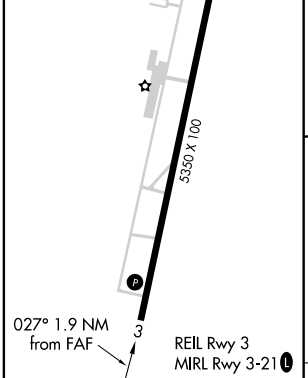
HUDSON/COLUMBIA COUNTY (1B1)

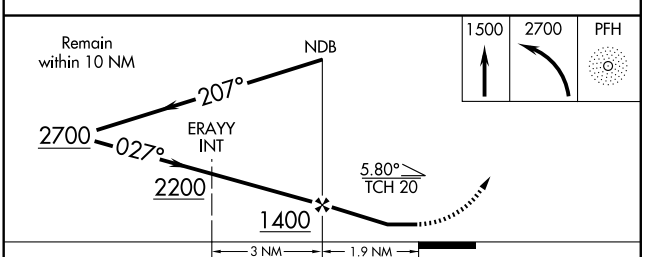
V NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5350
CH 77715	025°	TDZE	198
W03A		Apt Elev	198

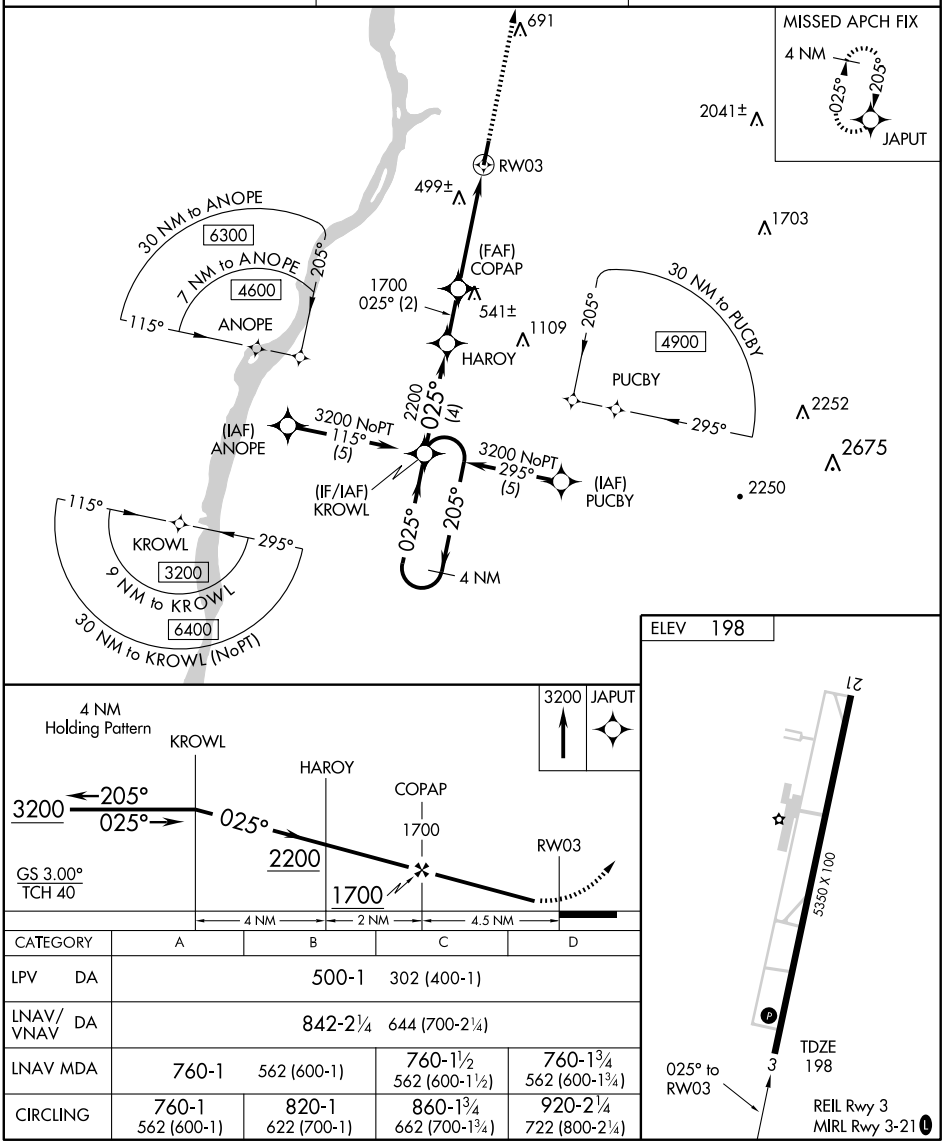
RNAV (GPS) RWY 3

HUDSON/COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF)



CATEGORY	A	B	C	D
LPV DA	500-1 302 (400-1)			
LNAV/VNAV DA	842-2¼ 644 (700-2¼)			
LNAV MDA	760-1 562 (600-1)		760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

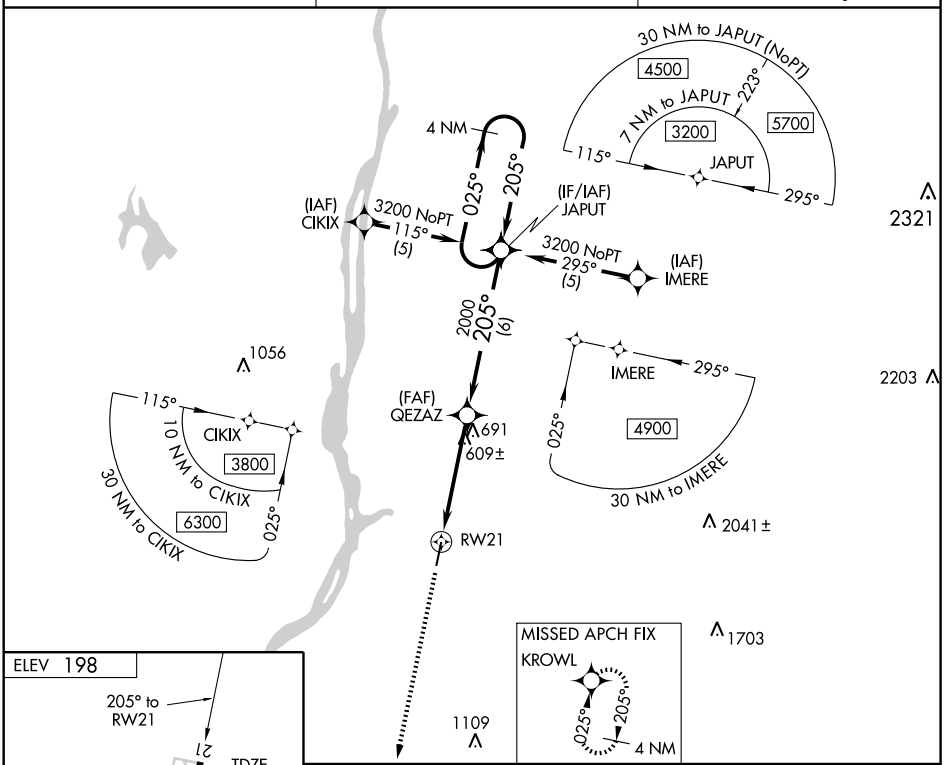
HUDSON/COLUMBIA COUNTY (1B1)

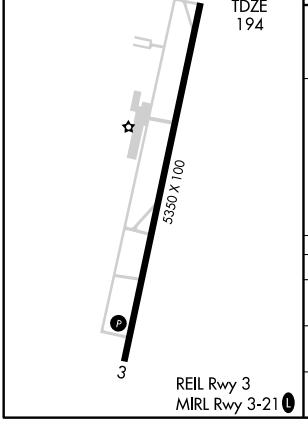
WAAS	APP CRS	Rwy Idg	5350
CH 40215	205°	TDZE	194
W21A		Apt Elev	198

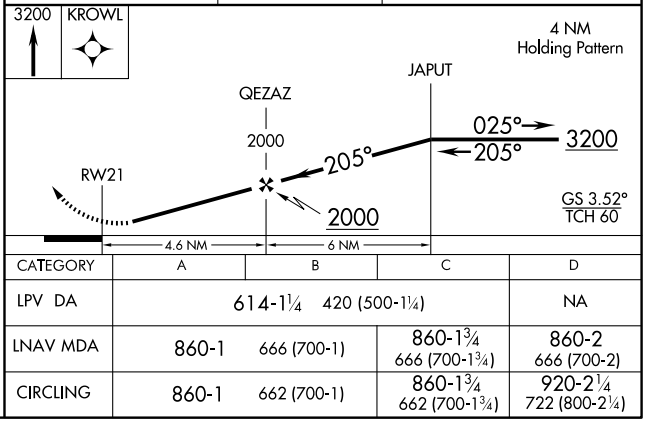
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







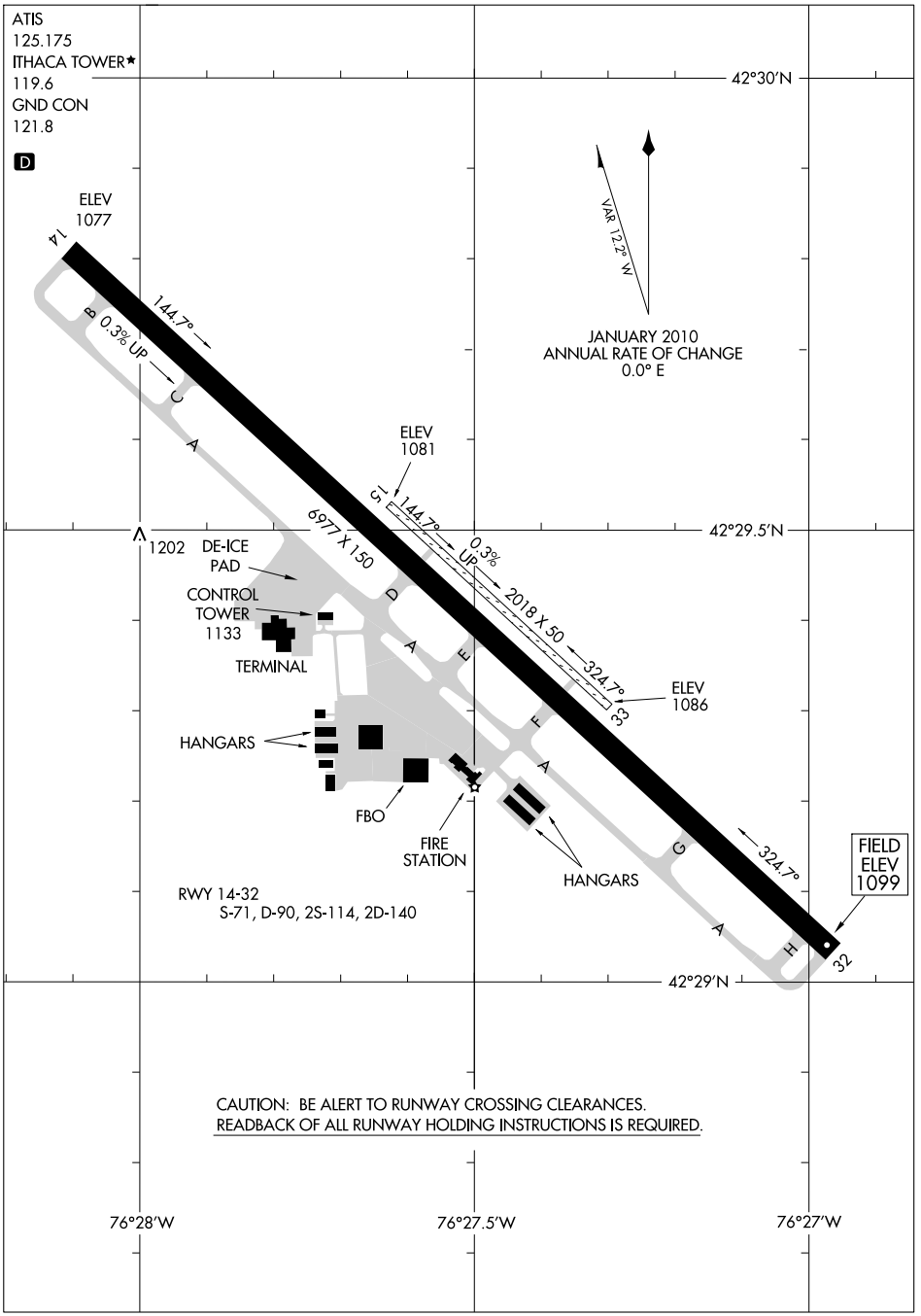
CATEGORY	A	B	C	D
LPV DA	614-1¼ 420 (500-1¼)			NA
LNAV MDA	860-1 666 (700-1)		860-1¾ 666 (700-1¾)	860-2 666 (700-2)
CIRCLING	860-1 662 (700-1)		860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ITHACA TOMPKINS RGNL (ITH) 3 NE UTC−5(−4DT) N42°29.48′ W76°27.52′ NEW YORK

1099 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ITH **H–10H, 11C, 12J, L–30J, 32F**

RWY 14–32: H6977X150 (ASPH–GRVD) S–71, D–90, 2S–114, 2D–140 HIRL 0.3% up SE **IAP, AD**

RWY 14: PAPI(P4L)—GA 3.0° TCH 50′.

RWY 32: MALSR. PAPI(P4L)—GA 3.2° TCH 53′. Trees.

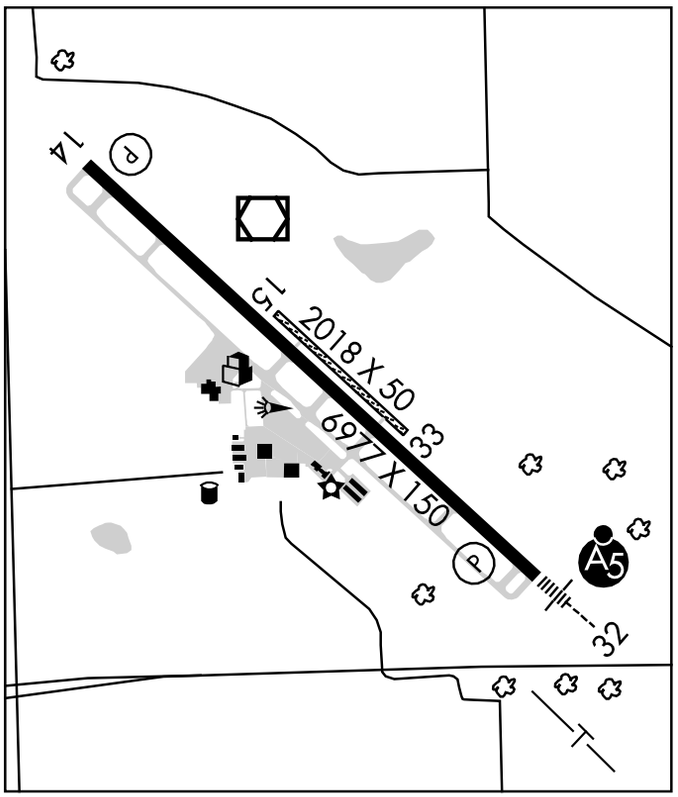
RWY 15–33: 2018X50 (TURF) 0.3% up SE

RWY 15: Road. **RWY 33:** Antenna.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA–6976 TODA—6976 ASDA–6601 LDA—6601

RWY 32: TORA–6976 TODA—6796 ASDA—6601 LDA—6601



AIRPORT REMARKS: Attended 1000–0500Z‡. FBO avbl 1100–0200Z‡, for FBO svcs ctc 131.6. For FBO svcs after hrs call 607–279–0392 or 800–876–1551. Rwy 15–33 CLOSED ngts, winter months, and after heavy rain. Deer and flocks of birds on and invof arpt. PPR 24 hrs for unscheduled air carrier ops, call arpt manager 607–257–6666. ARFF avbl 1000–0500Z‡ and/or 15 min prior to or 15 min after scheduled air carrier ops. Rwy 15–33 thlds marked with white lime bar, edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 14–32, twy lgts and MALSR Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously. Ldg fee for transient acft.

WEATHER DATA SOURCES: ASOS 125.175 (607) 257–2390.

COMMUNICATIONS: CTAF 119.6 **ATIS** 125.175 **UNICOM** 122.95

RCO 122.1R 111.8T (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 124.3 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

TOWER 119.6 (1130–0300Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

(L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ at fld. 1102/10W.

VOR unusable:

060°–080° byd 28 NM blo 2500′ 081°–150° byd 10 NM blo 3800′

360°–059° byd 10 NM blo 3800′

DME unusable 360°–160° byd 20 NM blo 6500′

VRNAH NDB (LOM) 266 IT N42°25.80′ W76°22.08′ 324° 5.5 NM to fld. Unusable beyond 10 NM.

ILS 108.7 I–ITH Rwy 32. Class IB. LOM VRNAH NDB (ILS unmonitored when twr clsd.) LOM unusable beyond 10 NM. LOC unusable abv 1700′ at thld and abv 3900′ byd 4.9 NM.

COMM/NAV/WEATHER REMARKS: When Ithaca twr clsd, clnc del/cancellations avbl thru Elmira apch 124.3. During hrs Elm apch clsd, clnc del/cancellations avbl thru Flight Services on Ithaca VOR 122.1R 111.8T and 1–888–766–8267.

JAMESTOWN N42°11.32′ W79°07.28′ NOTAM FILE JHW. DETROIT

(H) VOR/DME 114.7 JHW Chan 94 258° 6.1 NM to Chautaqua Co./Jamestown. 1790/07W. **H–10H, L–30H**

RCO 122.1R 114.7T (BUFFALO RADIO)

LOC I-ITH	APP CRS	Rwy Idg	6601
108.7	325°	TDZE	1099
		Apt Elev	1099

ILS or LOC RWY 32

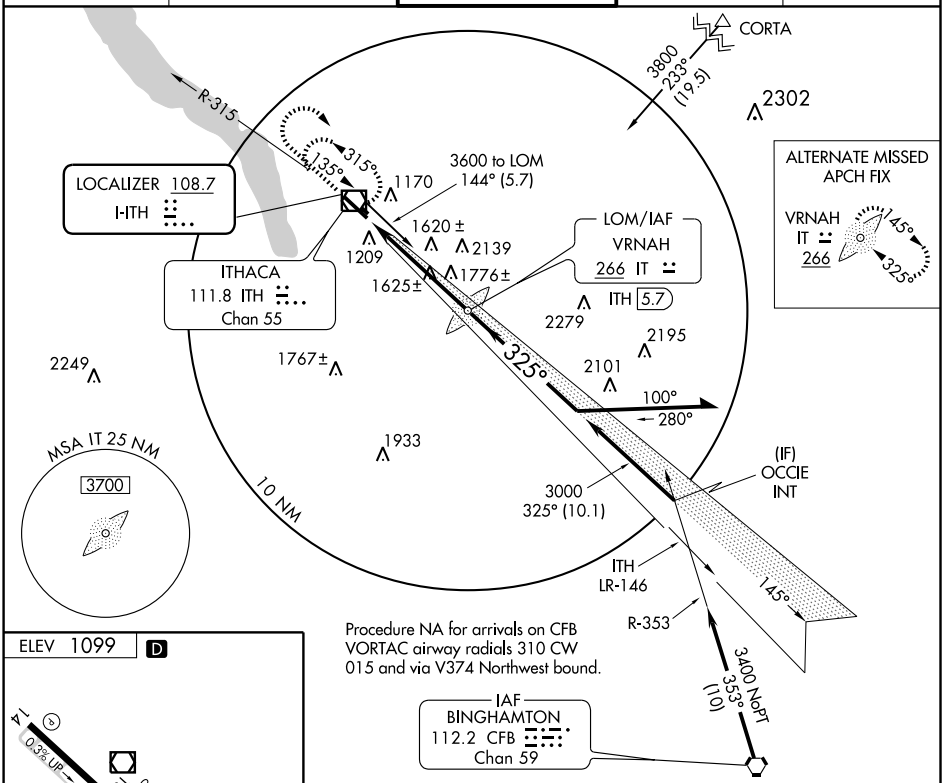
ITHACA TOMPKINS RGNL (ITH)

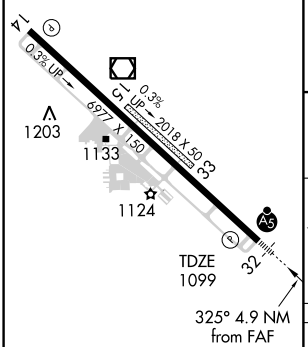
Inoperative table does not apply to S-ILS 32. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet and increase S-LOC Cat B visibility to RVR 5000 and increase S-LOC Cat C and Circling Cats B and C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2600 then climbing right turn to 3400 direct ITH VOR/DME and hold.

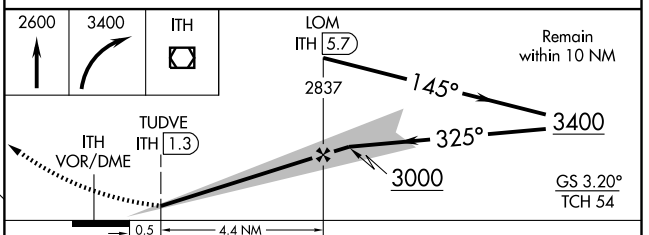
ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





HIRL Rwy 14-32 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2040/40 941 (1000-¾)		2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)
CIRCLING	2040-1¼ 941 (1000-1¼)		2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6601
144°	TDZE	1083
	Apt Elev	1099

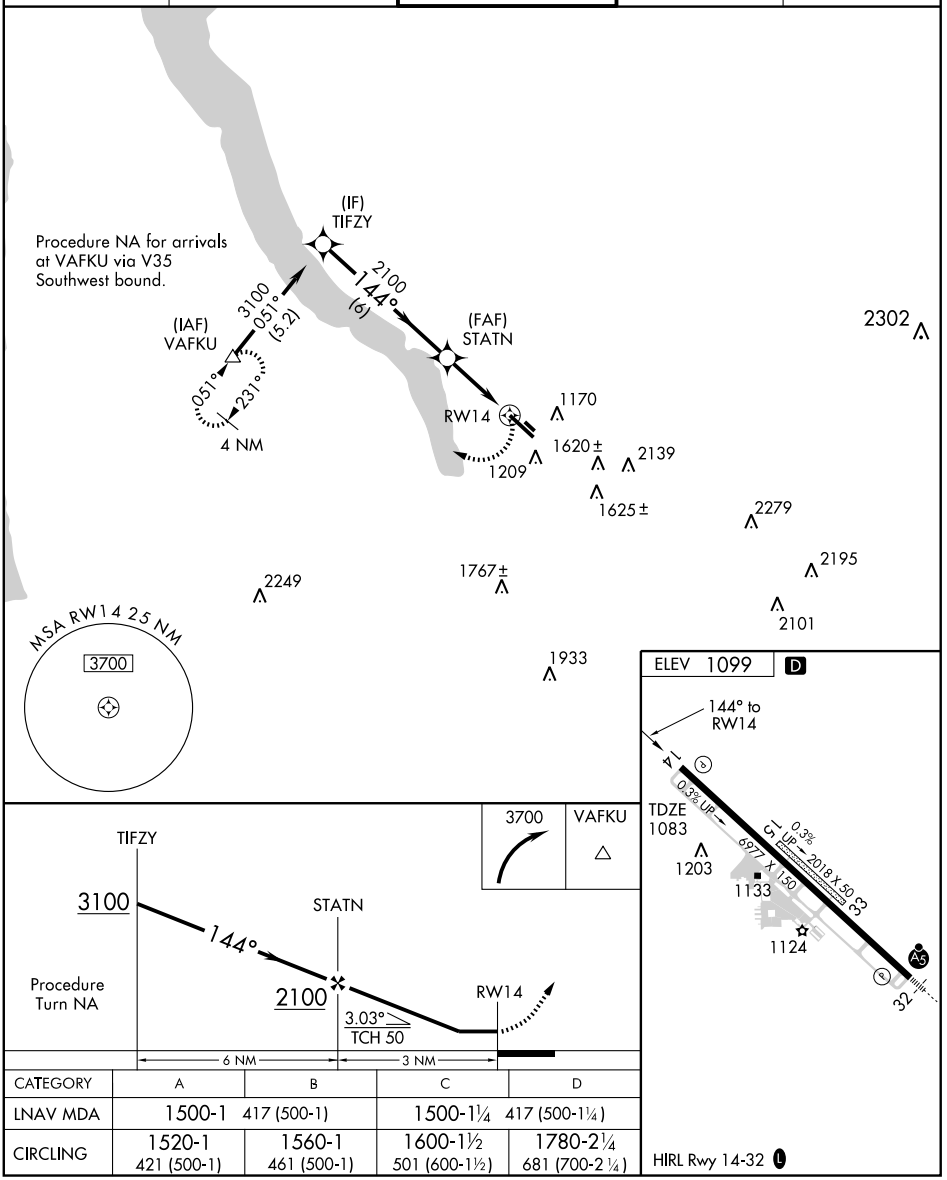
RNAV (GPS) Y RWY 14

ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase
▲ LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3700 direct VAFKU and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1500-1 417 (500-1)		1500-1¼ 417 (500-1¼)	
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)

HIRL Rwy 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6601
CH 62815	325°	TDZE	1099
W32A		Apt Elev	1099

RNAV (GPS) RWY 32

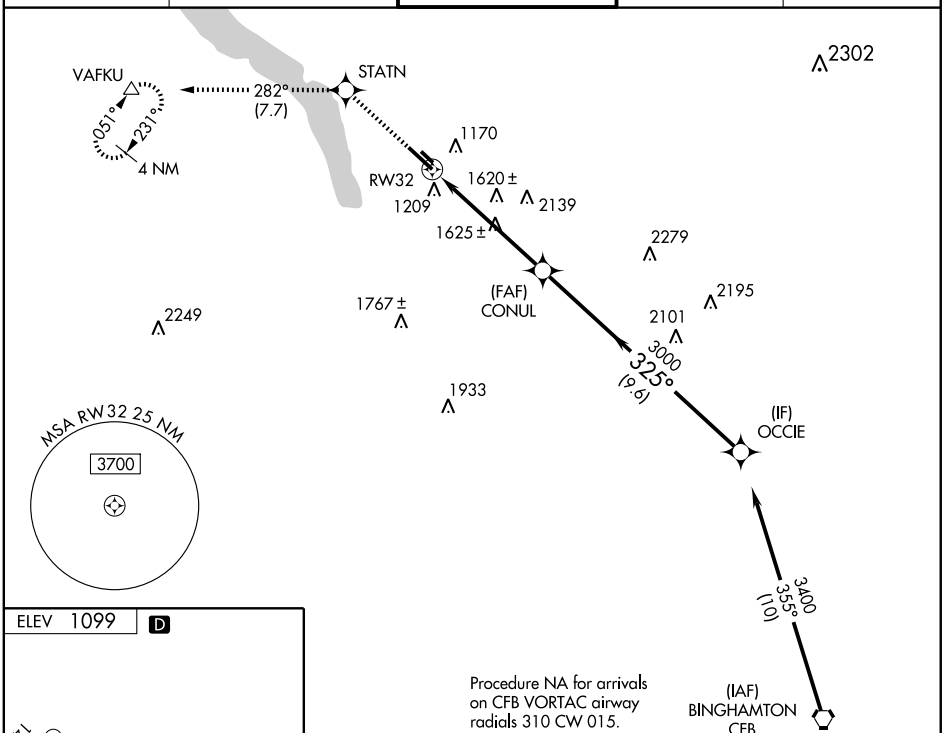
ITHACA TOMPKINS RGNL (ITH)

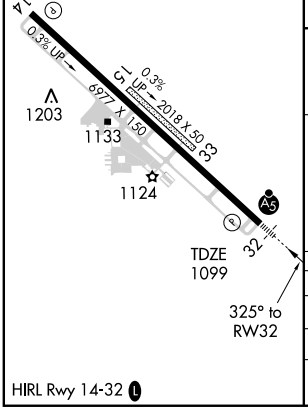
Inoperative table does not apply to LNAV Cat A. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inoperative MALSR, increase LNAV Cat B visibility ¼ mile. For inoperative MALSR, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1½.

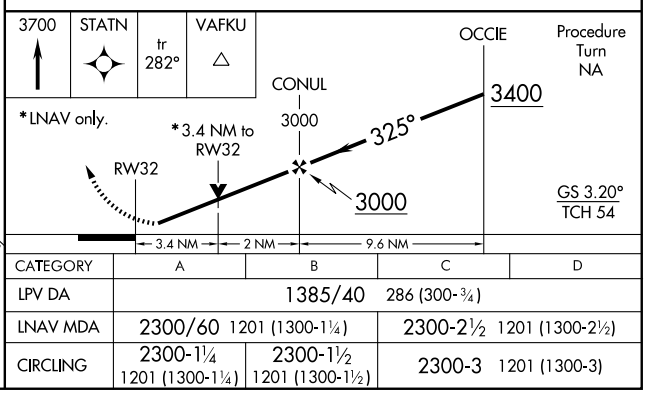
MALSR

MISSED APPROACH: Climb to 3700 direct STATN and on track 282° to VAFKU and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1385/40		286 (300-¾)	
LNAV MDA	2300/60 1201 (1300-1¼)		2300-2½ 1201 (1300-2½)	
CIRCLING	2300-1¼ 1201 (1300-1¼)	2300-1½ 1201 (1300-1½)	2300-3 1201 (1300-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6601
CH 50415	144°	TDZE	1083
W14A		Apt Elev	1099

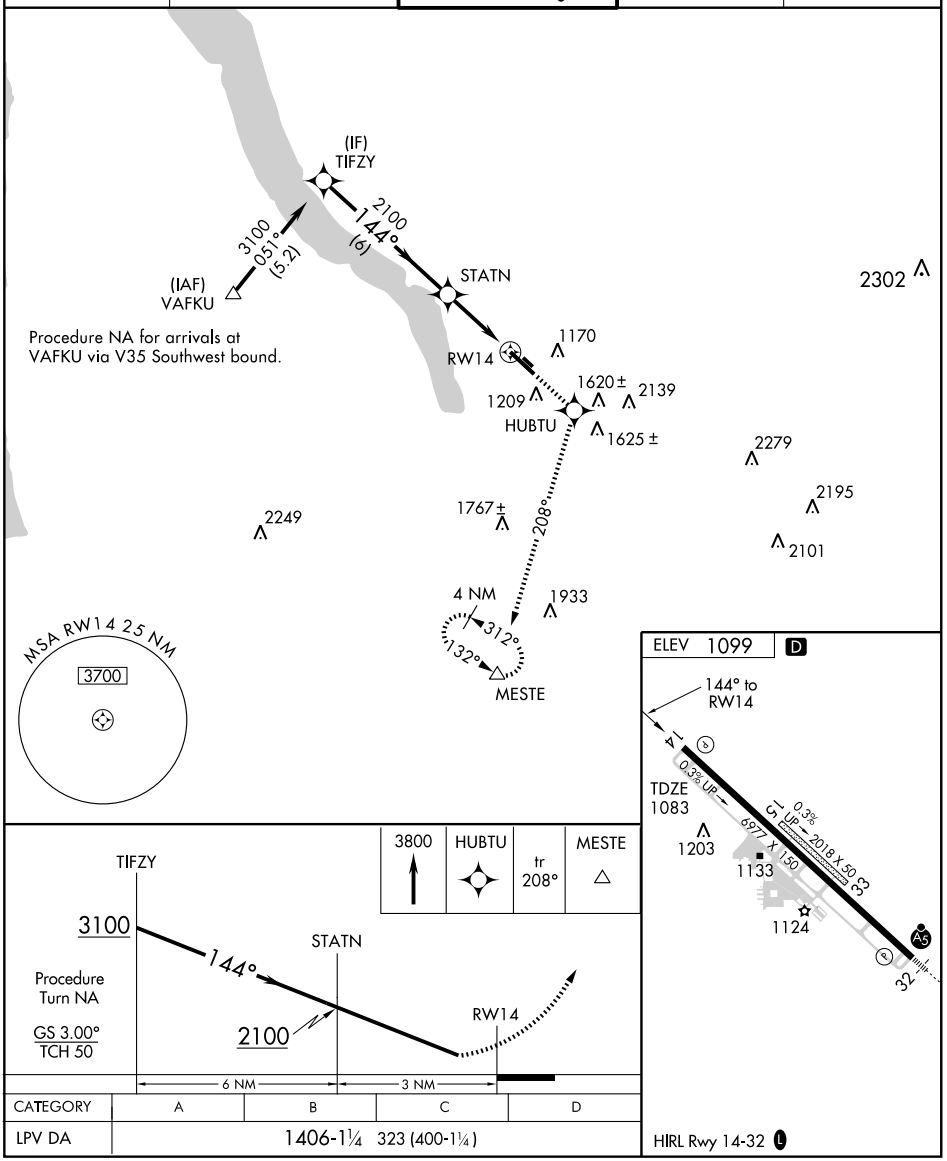
RNAV (GPS) Z RWY 14

ITHACA TOMPKINS RGNL (ITH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	1406-1¼ 323 (400-1¼)			

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	134°	TDZE	1083
Chan 55		Apt Elev	1099

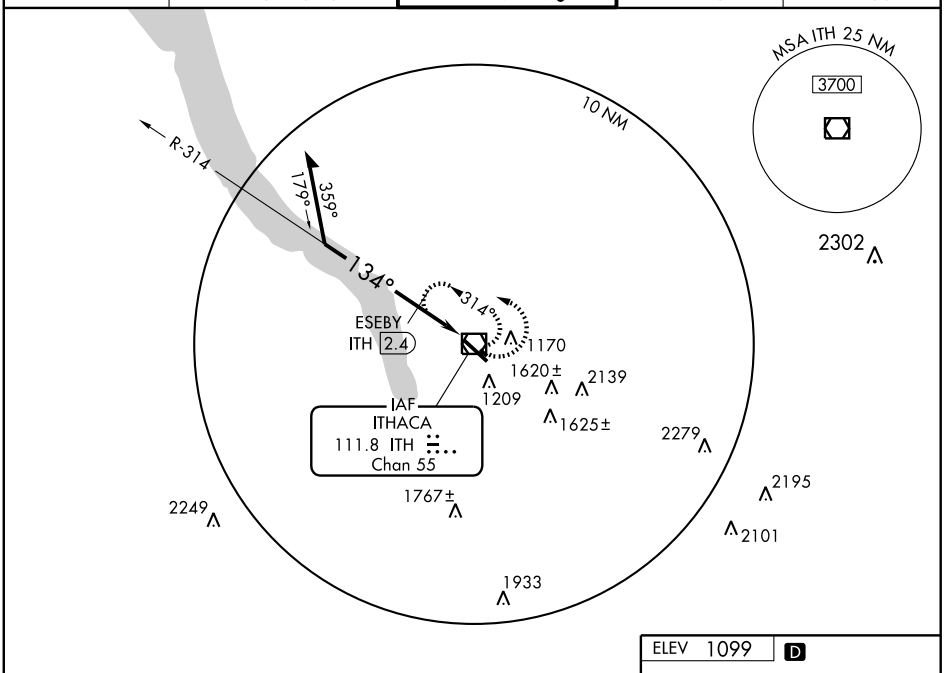
VOR RWY 14

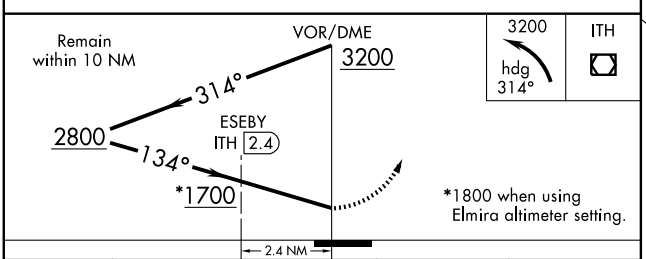
ITHACA TOMPKINS RGNL (ITH)

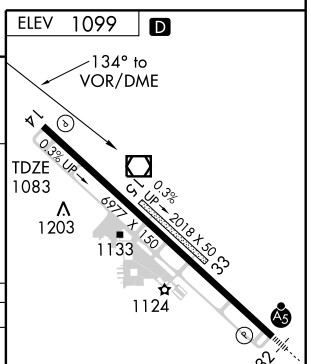
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility ¼ mile, increase Circling Cats C and D ¼ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
S-14	1700-1 617 (700-1)		1700-1¾ 617 (700-1¾)	1700-2 617 (700-2)
CIRCLING	1700-1 601 (700-1)		1700-1¾ 601 (700-1¾)	1780-2¼ 681 (700-2¼)
ESEBY FIX MINIMUMS				
S-14	1520-1 437 (500-1)		1520-1¼ 437 (500-1¼)	1520-1½ 437 (500-1½)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)

HIRL Rwy 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	329°	TDZE	1099
Chan 55		Apt Elev	1099

VOR RWY 32

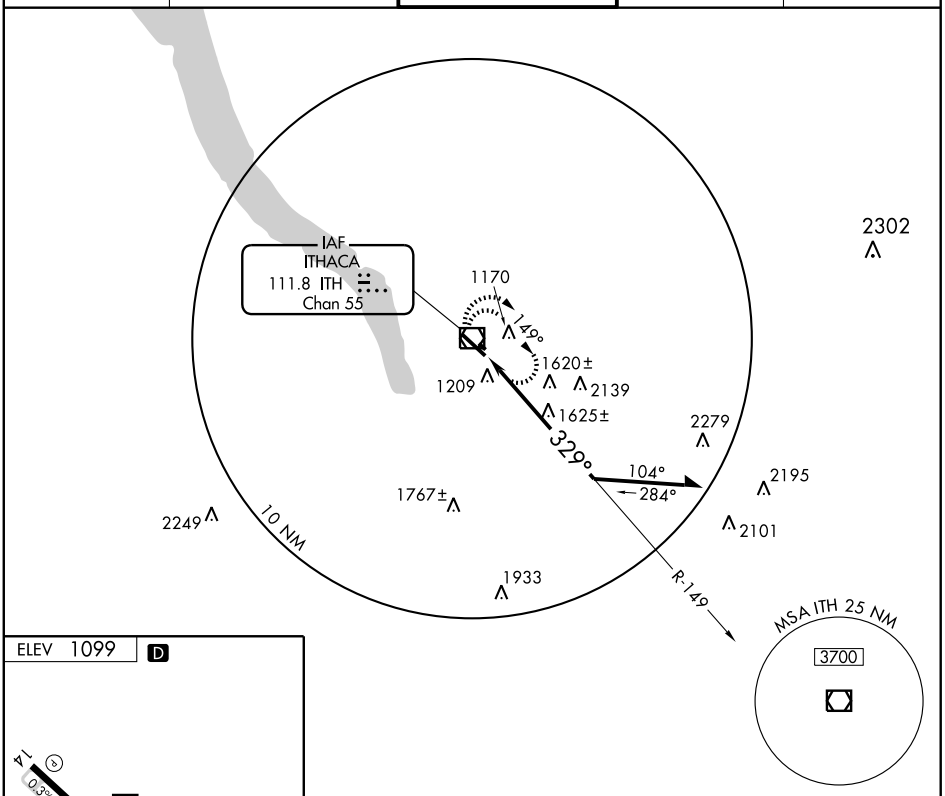
ITHACA TOMPKINS RGNL (ITH)

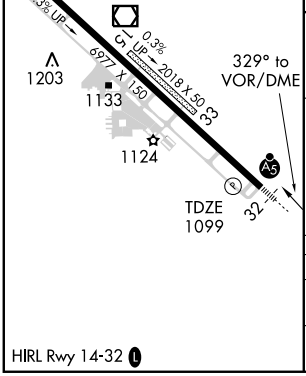
Inoperative table does not apply to Cats A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet. VDP NA when using Elmira altimeter setting.

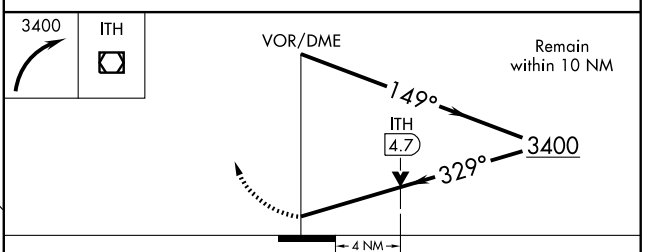
MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





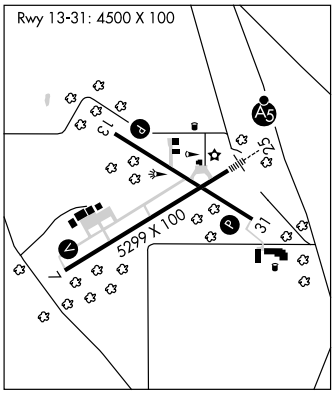


CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½ 1401 (1500-2½)	
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3 1401 (1500-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

JAMESTOWN

CHAUTAUQUA CO/JAMESTOWN (JHW) 3 N UTC−5(−4DT) N42°09.20′ W79°15.48′ **DETROIT**
1723 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW **H–10H, L–30H**
RWY 07–25: H5299X100 (ASPH–GRVD) S–57, D–95, 2D–125 PCN 24 F/C/W/T HIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0° TCH 52′. Antenna.
RWY 25: MALSR.
RWY 13–31: H4500X100 (ASPH) S–31, D–56 PCN 13 F/C/W/T MIRL 0.4% up NW
RWY 13: PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Building.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 07: TORA–5299 TODA–5299 ASDA–5299 LDA–5299
RWY 13: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 25: TORA–5299 TODA–5299 ASDA–5299 LDA–5299
RWY 31: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
AIRPORT REMARKS: Attended Sun–Fri 1100–0200Z‡, Sat 1100–1900Z‡. Deer and birds on and invof arpt. No snow removal avbl 0200–1100Z‡. Mid Nov–1 Apr ops avbl Sat 1100–2200Z‡. PPR for services after hrs, call arpt manager 716–484–0204 or FBO at 716–665–4800. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 13–31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25 and twy lgts—CTAF. Ldg fee multi-engine acft only.



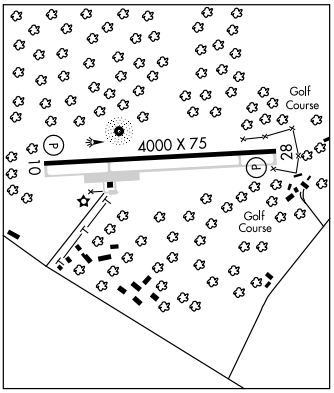
WEATHER DATA SOURCES: AWOS–3 118.425 (716) 664–6005.
COMMUNICATIONS: CTAF/UNICOM 122.7
JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)
Ⓡ **ERIE APP/DEP CON** 126.05 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
AIRSPACE: CLASS E svc Sun–Fri 1100–0300Z‡, Sat 1200–2300Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE JHW.
JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32′ W79°07.28′ 258° 6.1 NM to fld. 1790/07W.
ILS/DME 109.7 I–JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

JOHN F. KENNEDY INTL (See NEW YORK)

JOHNSTOWN N42°59.97′ W74°19.89′ NOTAM FILE BTV. **NEW YORK**
NDB (MHW) 523 JJH at Fulton Co. **L–32G**

JOHNSTOWN

FULTON CO (NYØ) 2 E UTC−5(−4DT) N42°59.89′ W74°19.77′ **NEW YORK**
881 B S3 **FUEL** 100LL, JET A TPA–1681 (800) NOTAM FILE BTV Not insp. **L–32G**
RWY 10–28: H4000X75 (ASPH) MIRL 0.4% up E **IAP**
RWY 10: REIL. PAPI(P2L). Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. Sun 1500–2200Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.7
ALBANY APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 316° 27.7 NM to fld. 275/13W.
JOHNSTOWN NDB (MHW) 523 JJH N42°59.97′ W74°19.89′ at fld. NOTAM FILE BTV.



JOSEPH Y RESNICK (See ELLENVILLE)

KATHI N43°06.54′ W78°50.30′ NOTAM FILE IAG.
NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

LOC/DME I-JHW	APP CRS	Rwy Idg	5299
109.7	249°	TDZE	1721
Chan 34		Apt Elev	1723

ILS or LOC RWY 25

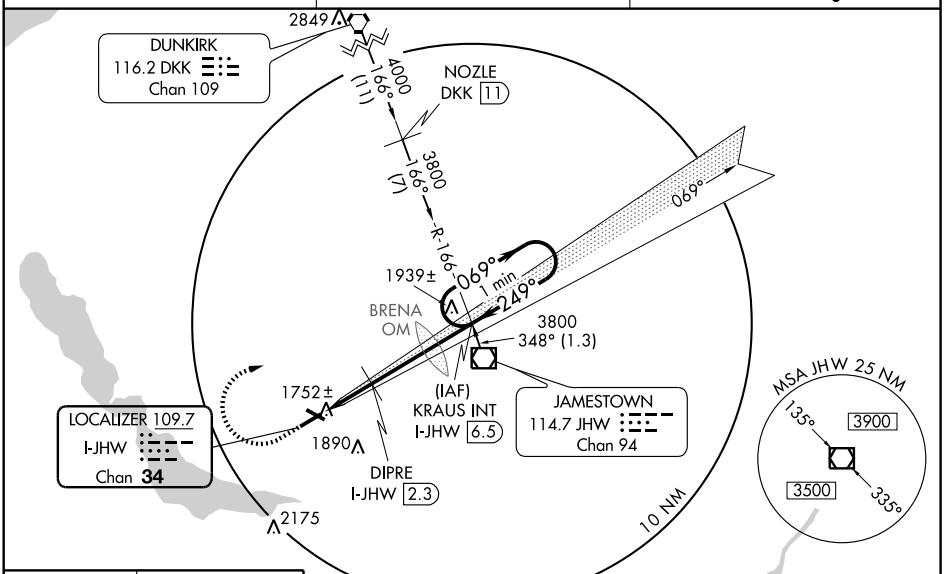
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

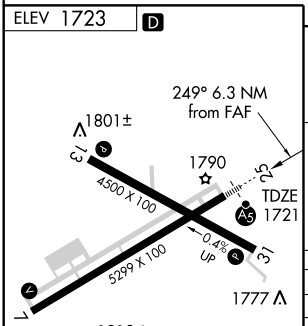
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

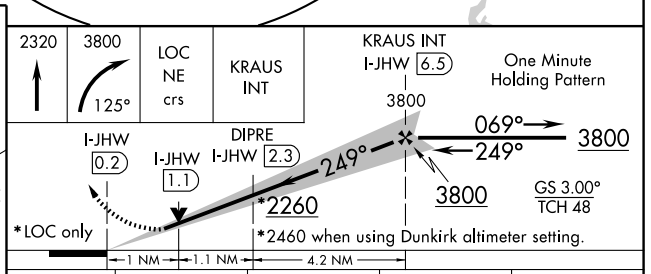
MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 25	1921-½ 200 (200-½)			
S-LOC 25	2260-½ 539 (600-½)		2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)
CIRCLING	2260-1 537 (600-1)		2260-1½ 537 (600-1½)	2280-2 557 (600-2)
DIPRE FIX MINIMUMS				
S-LOC 25	2080-½ 359 (400-½)			2080-¾ 359 (400-¾)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

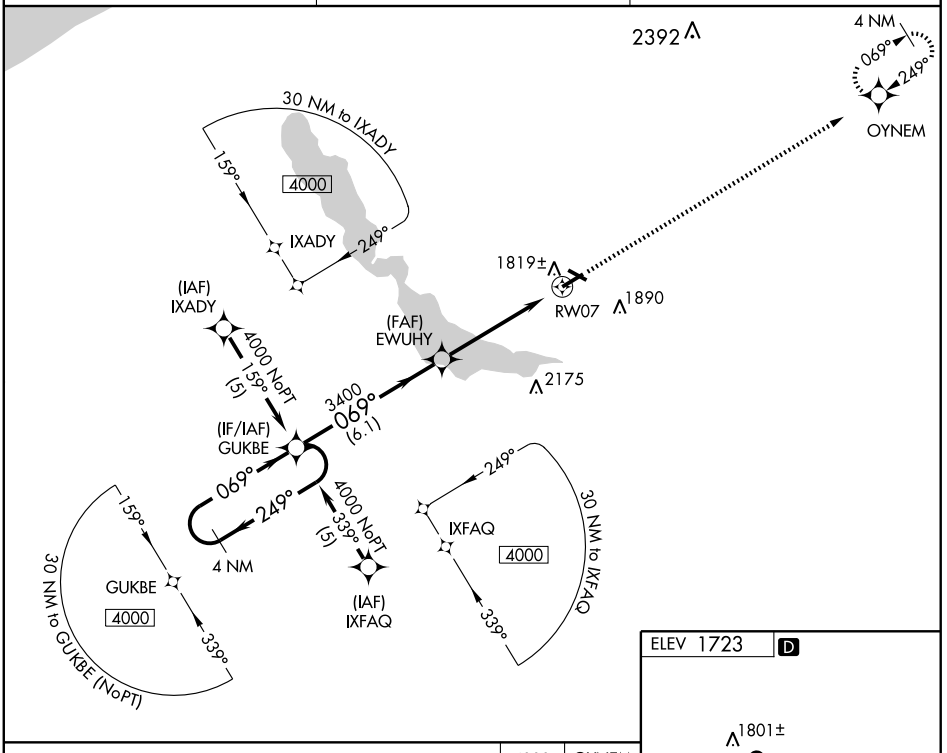
RNAV (GPS) RWY 7

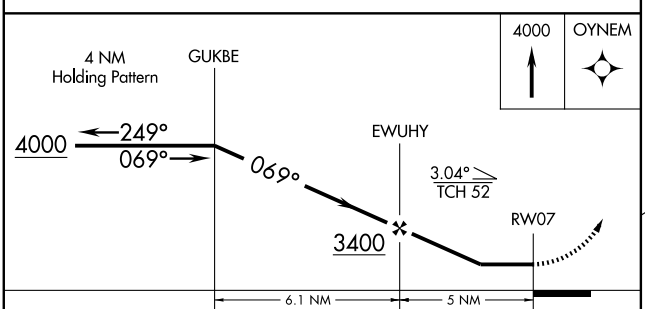
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

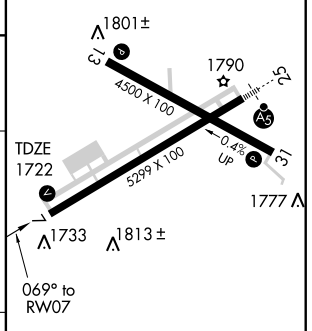
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 398 (400-1)			2120-1¼ 398 (400-1¼)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
129°	TDZE	1723
	Apt Elev	1723

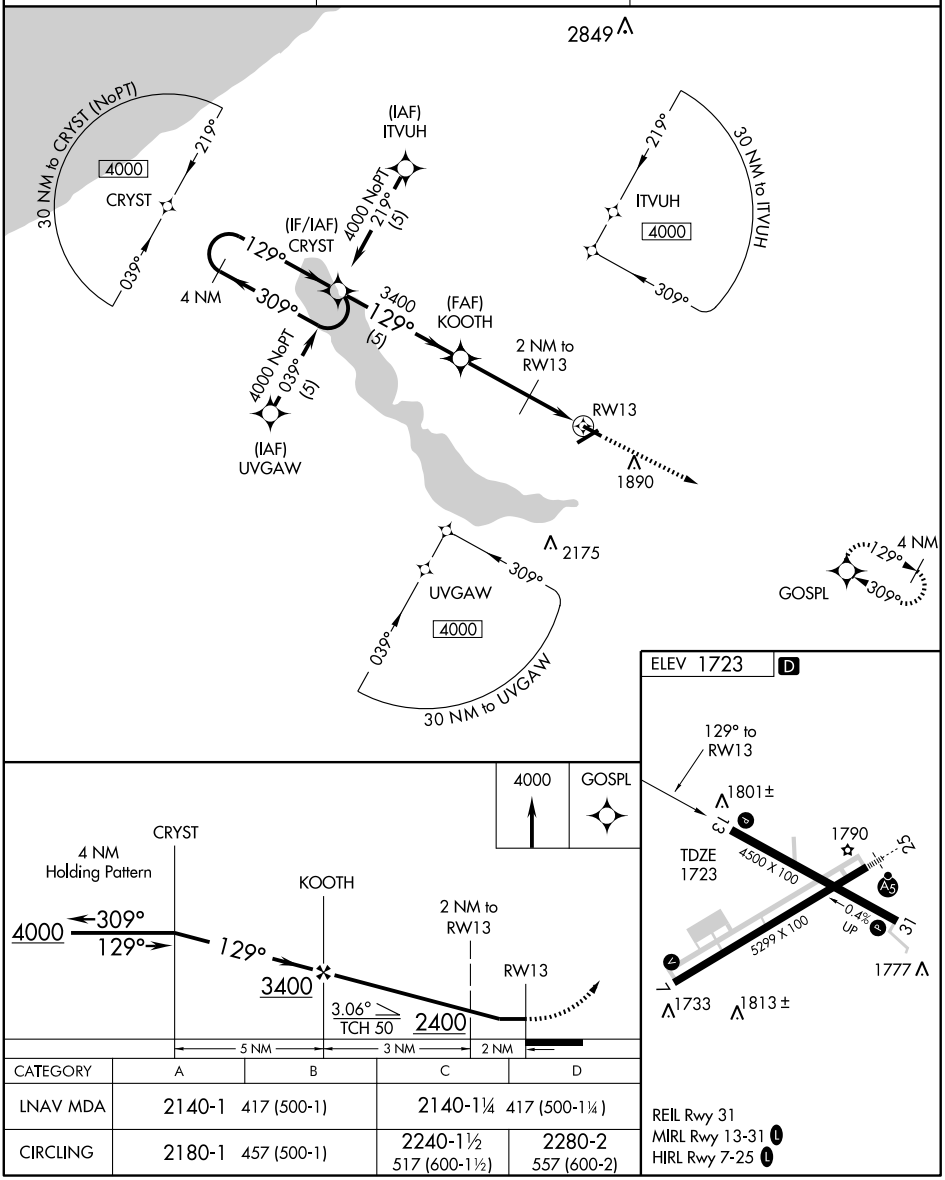
RNAV (GPS) RWY 13

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2140-1 417 (500-1)		2140-1¼ 417 (500-1¼)	
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5299
CH 62910	249°	TDZE	1721
W25A		Apt Elev	1723

RNAV (GPS) RWY 25

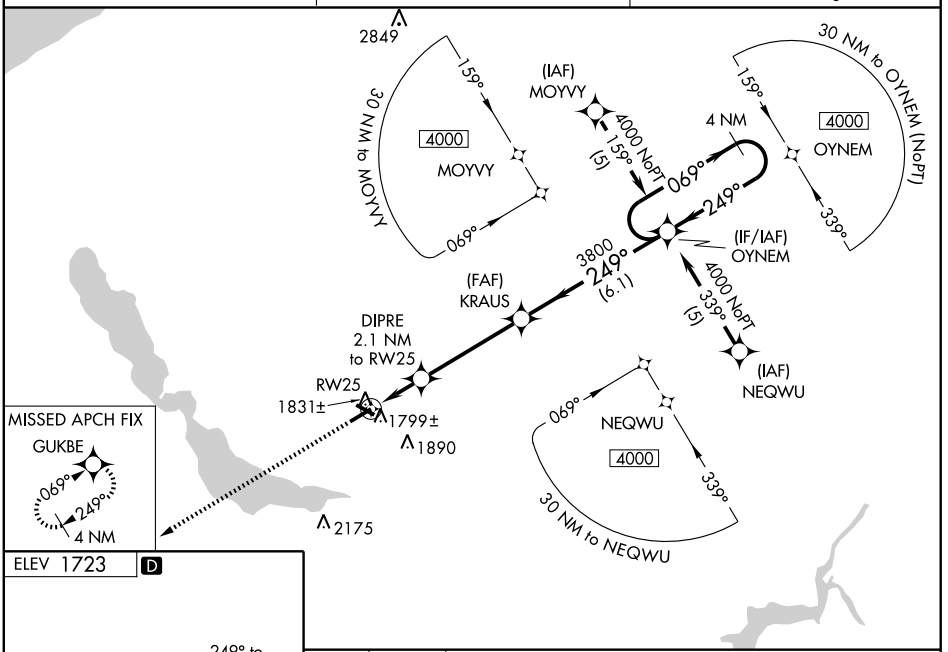
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

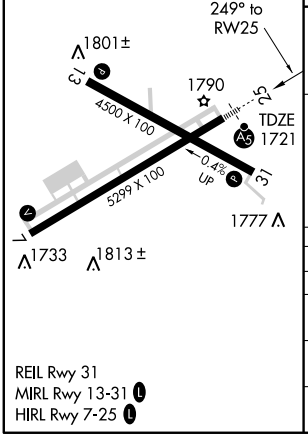
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

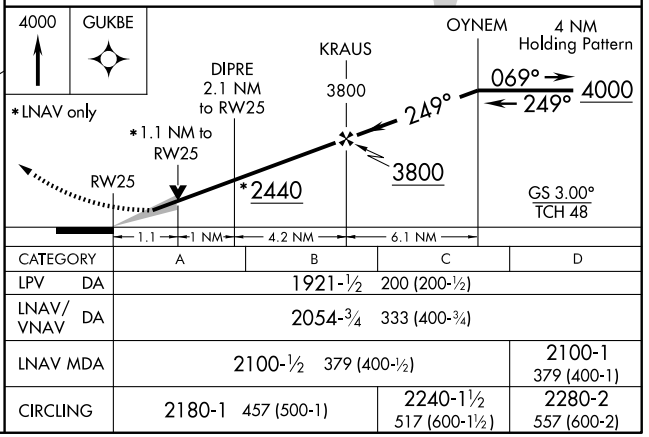
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1921-½ 200 (200-½)			
LNAV/VNAV DA	2054-¾ 333 (400-¾)			
LNAV MDA	2100-½ 379 (400-½)			2100-1 379 (400-1)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4500
309°	TDZE	1715
	Apt Elev	1723

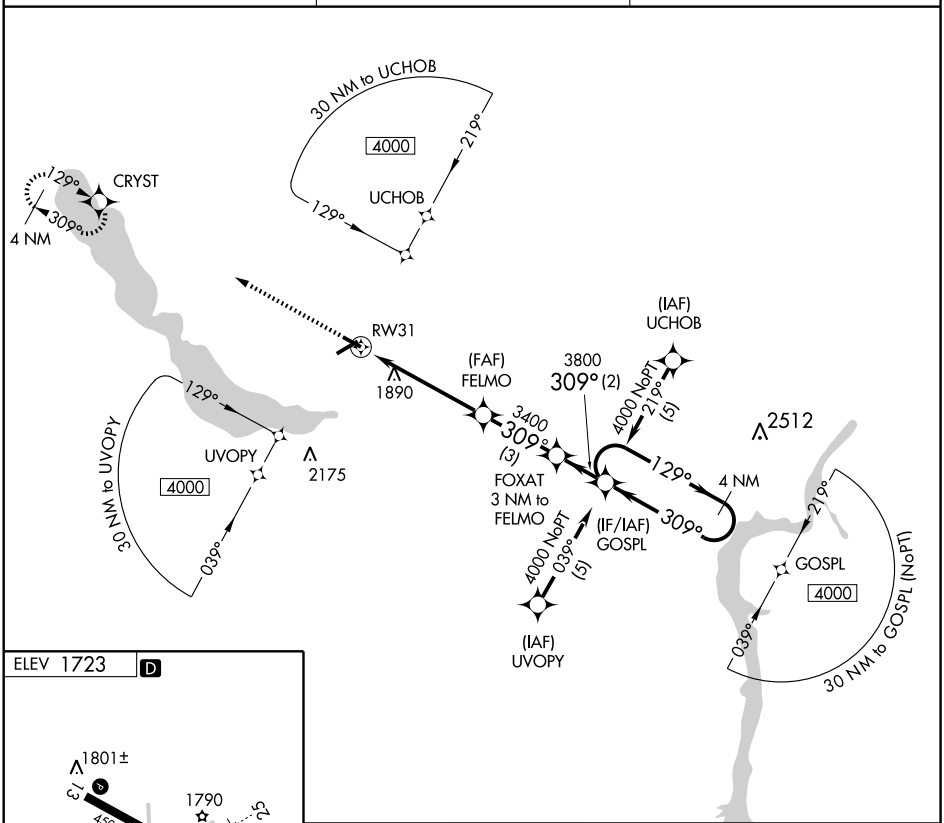
RNAV (GPS) RWY 31

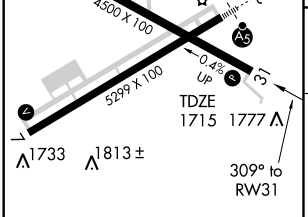
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

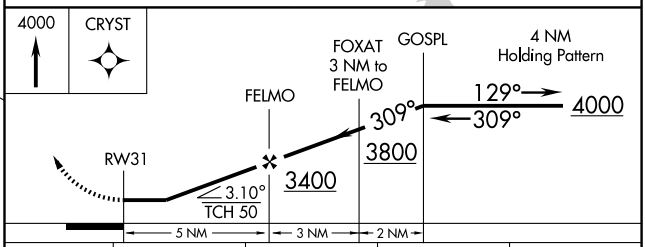
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L

NE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

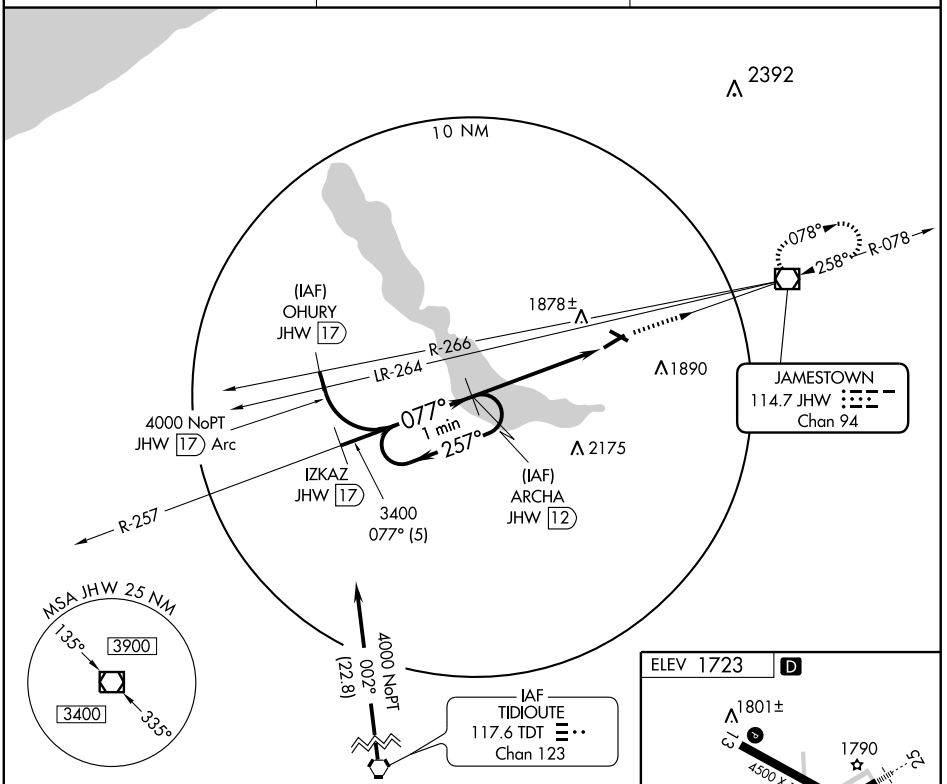
VOR/DME JHW	APP CRS	Rwy Idg 5299
114.7	077°	TDZE 1722
Chan 94		Apt Elev 1723

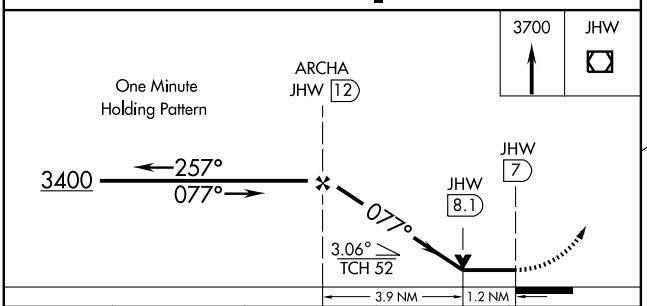
VOR/DME RWY 7

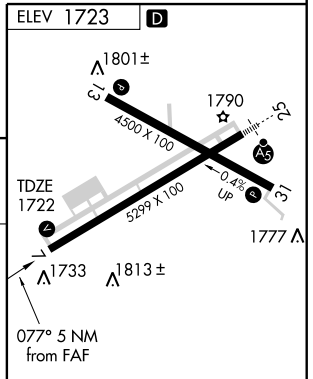
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	258°	TDZE	1721
Chan 94		Apt Elev	1723

VOR RWY 25

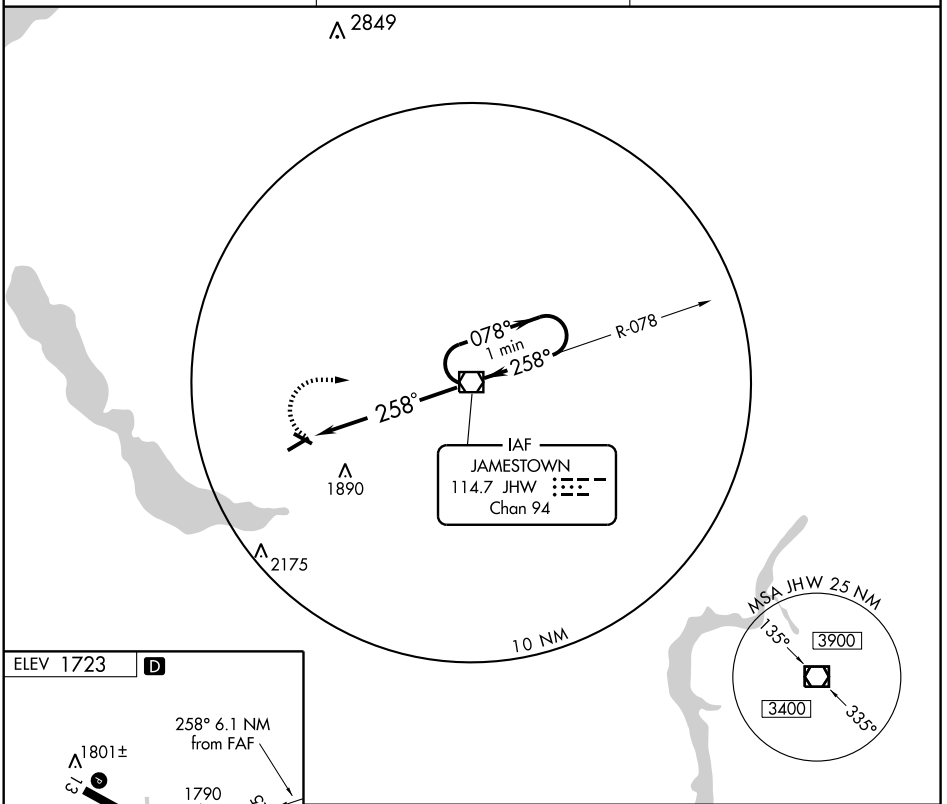
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

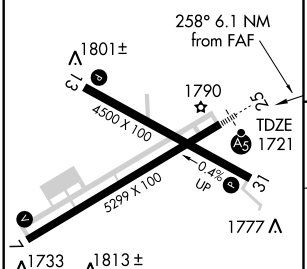
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

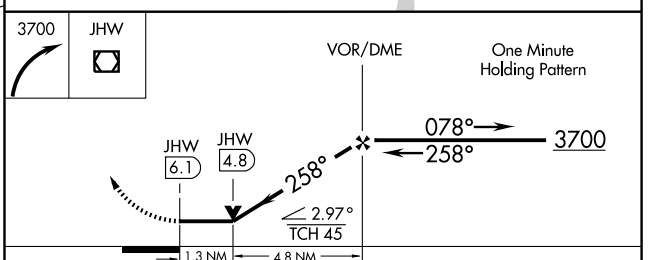
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

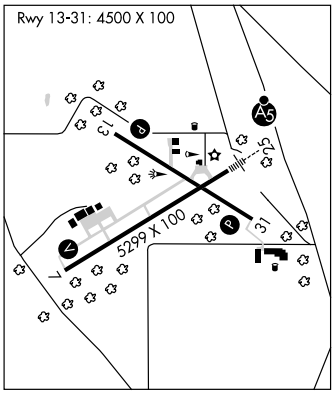


CATEGORY	A	B	C	D
S-25	2180-1 459 (500-1)		2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

JAMESTOWN

CHAUTAUQUA CO/JAMESTOWN (JHW) 3 N UTC−5(−4DT) N42°09.20′ W79°15.48′ **DETROIT**
1723 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW **H–10H, L–30H**
RWY 07–25: H5299X100 (ASPH–GRVD) S–57, D–95, 2D–125 PCN 24 F/C/W/T HIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0° TCH 52′. Antenna.
RWY 25: MALSR.
RWY 13–31: H4500X100 (ASPH) S–31, D–56 PCN 13 F/C/W/T MIRL 0.4% up NW
RWY 13: PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Building.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 07: TORA–5299 TODA–5299 ASDA–5299 LDA–5299
RWY 13: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 25: TORA–5299 TODA–5299 ASDA–5299 LDA–5299
RWY 31: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
AIRPORT REMARKS: Attended Sun–Fri 1100–0200Z‡, Sat 1100–1900Z‡. Deer and birds on and invof arpt. No snow removal avbl 0200–1100Z‡. Mid Nov–1 Apr ops avbl Sat 1100–2200Z‡. PPR for services after hrs, call arpt manager 716–484–0204 or FBO at 716–665–4800. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 13–31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25 and twy lgts—CTAF. Ldg fee multi-engine acft only.



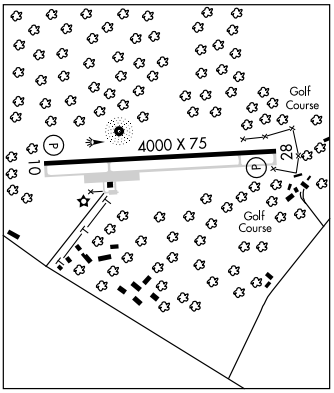
WEATHER DATA SOURCES: AWOS–3 118.425 (716) 664–6005.
COMMUNICATIONS: CTAF/UNICOM 122.7
JAMESTOWN RCO 122.1R 114.7T (BUFFALO RADIO)
Ⓡ **ERIE APP/DEP CON** 126.05 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
AIRSPACE: CLASS E svc Sun–Fri 1100–0300Z‡, Sat 1200–2300Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE JHW.
JAMESTOWN (H) VOR/DME 114.7 JHW Chan 94 N42°11.32′ W79°07.28′ 258° 6.1 NM to fld. 1790/07W.
ILS/DME 109.7 I–JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

JOHN F. KENNEDY INTL (See NEW YORK)

JOHNSTOWN N42°59.97′ W74°19.89′ NOTAM FILE BTV. **NEW YORK**
NDB (MHW) 523 JJH at Fulton Co. **L–32G**

JOHNSTOWN

FULTON CO (NYØ) 2 E UTC−5(−4DT) N42°59.89′ W74°19.77′ **NEW YORK**
881 B S3 **FUEL** 100LL, JET A TPA–1681 (800) NOTAM FILE BTV Not insp. **L–32G**
RWY 10–28: H4000X75 (ASPH) MIRL 0.4% up E **IAP**
RWY 10: REIL. PAPI(P2L). Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. Sun 1500–2200Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.7
ALBANY APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB.
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 316° 27.7 NM to fld. 275/13W.
JOHNSTOWN NDB (MHW) 523 JJH N42°59.97′ W74°19.89′ at fld. NOTAM FILE BTV.



JOSEPH Y RESNICK (See ELLENVILLE)

KATHI N43°06.54′ W78°50.30′ NOTAM FILE IAG.
NDB (LOM) 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

NDB JJH 523	APP CRS 095°	Rwy Idg 4000 TDZE 879 Apt Elev 881

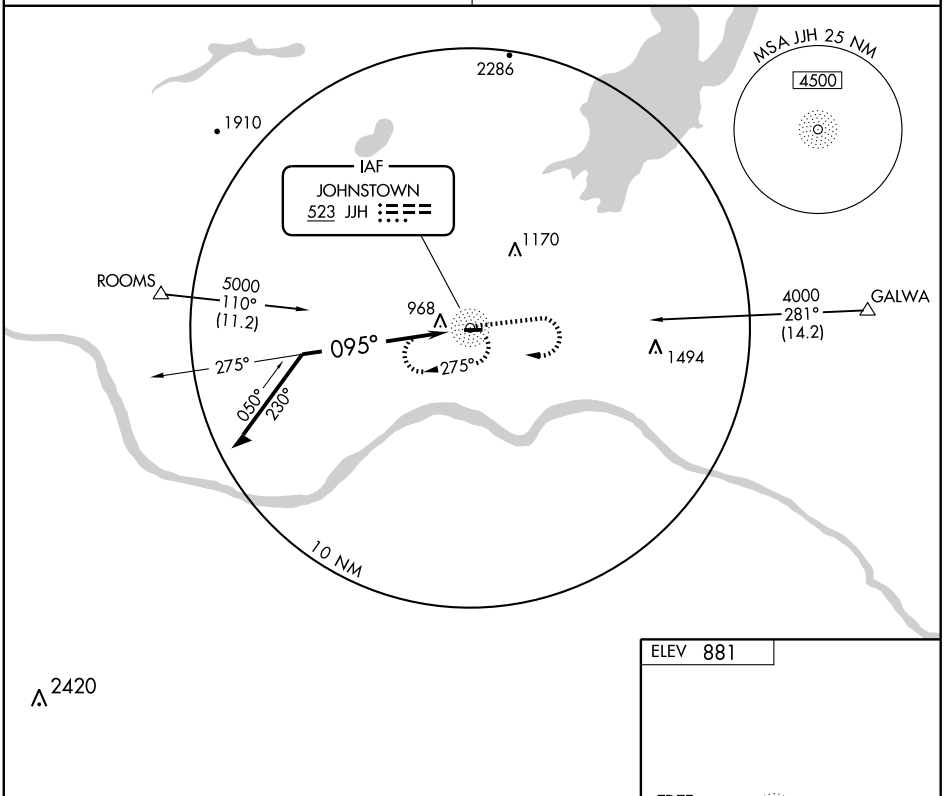
NDB RWY 10

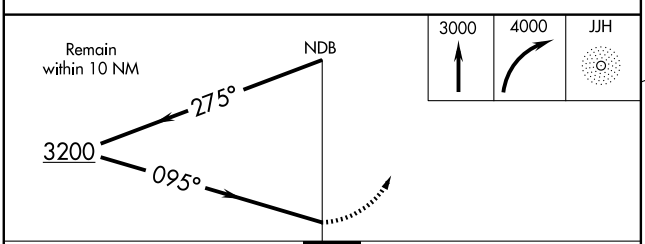
JOHNSTOWN/ FULTON COUNTY (NY∅)

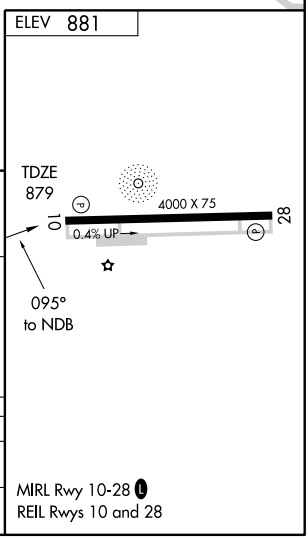
When VGSI inop, procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct JJH NDB and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1900-1¼ 1021 (1100-1¼)	1900-1½ 1021 (1100-1½)	NA	
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NDB JJH 523	APP CRS 288°	Rwy Idg 4000 TDZE 881 Apt Elev 881

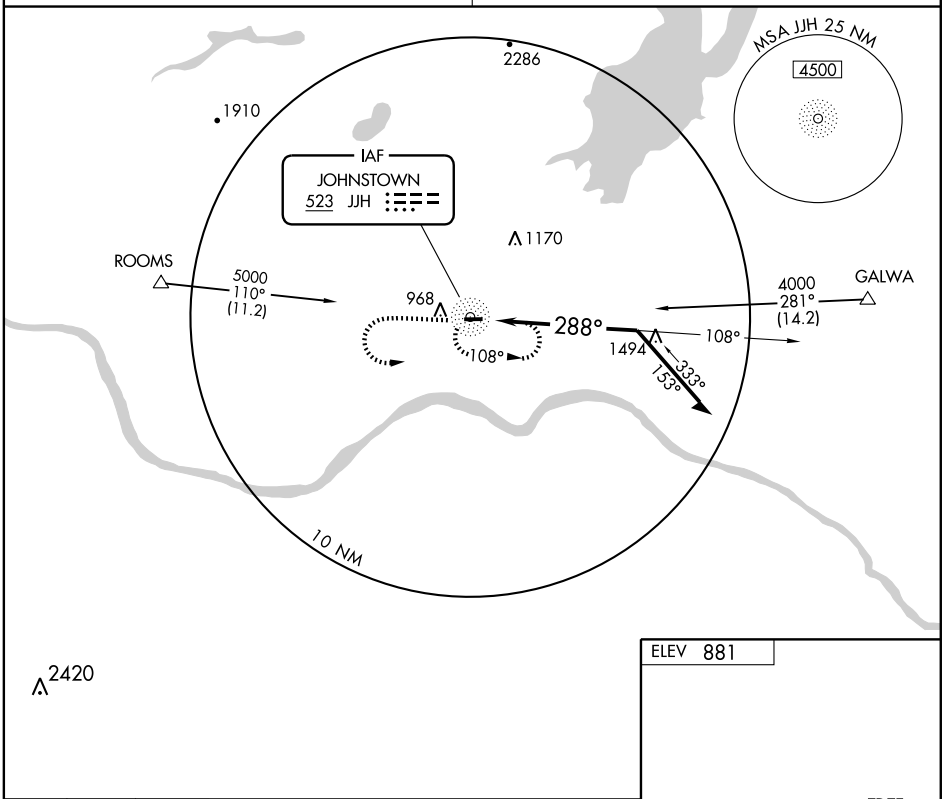
NDB RWY 28

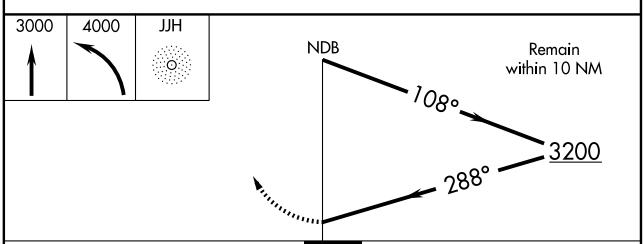
JOHNSTOWN/ FULTON COUNTY (NY∅)

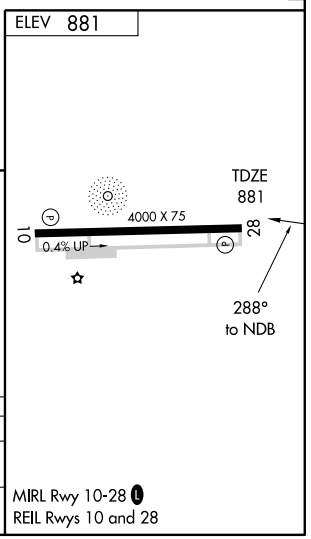
When VGSI inop, procedure NA at night.
Visibility reduction by helicopters NA.
Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct JJH NDB and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 58219	104°	TDZE	879
W10A		Apt Elev	881

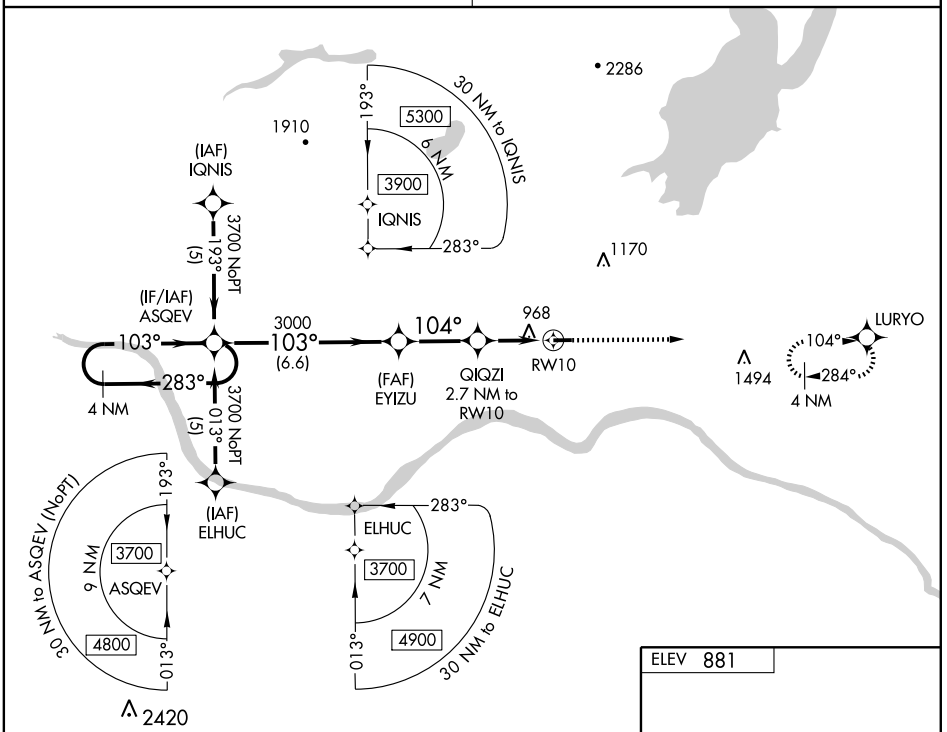
RNAV (GPS) RWY 10

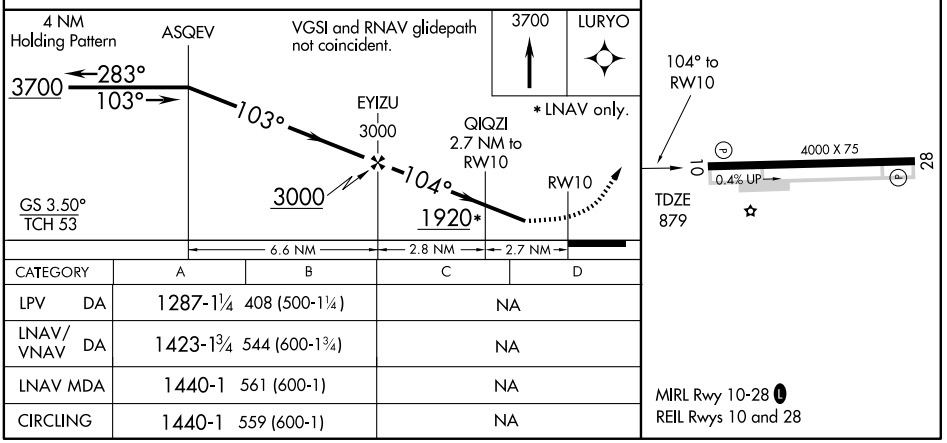
JOHNSTOWN/ FULTON COUNTY (NYØ)

When VGSI inop, procedure at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LPV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct LURYO and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1287-1¼ 408 (500-1¼)		NA	
LNAV/ VNAV DA	1423-1¾ 544 (600-1¾)		NA	
LNAV MDA	1440-1 561 (600-1)		NA	
CIRCLING	1440-1 559 (600-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 53619	284°	TDZE	881
W28A		Apt Elev	881

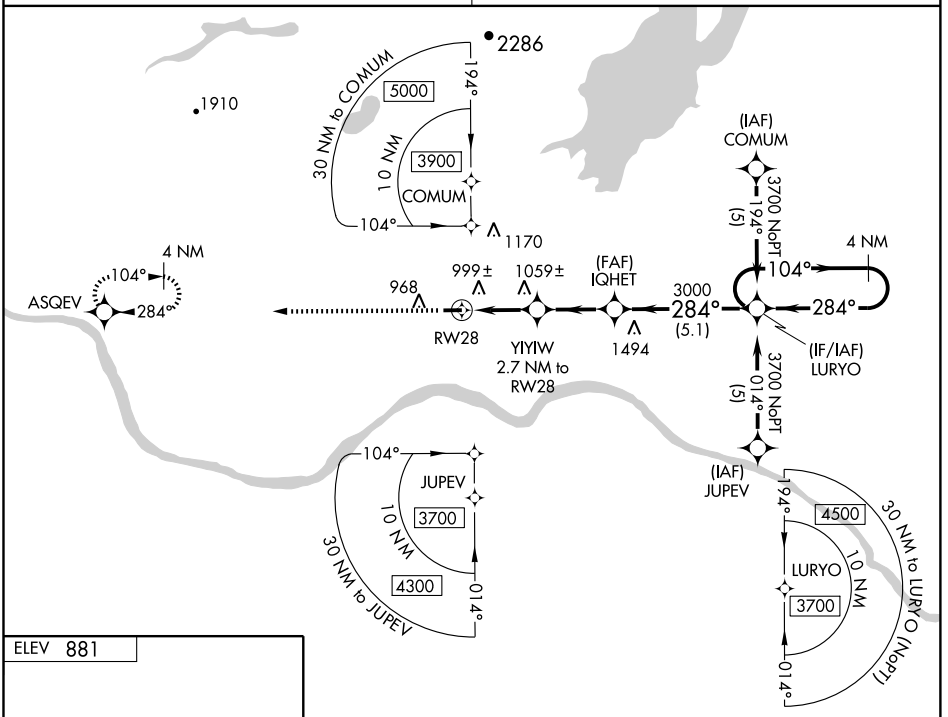
RNAV (GPS) RWY 28

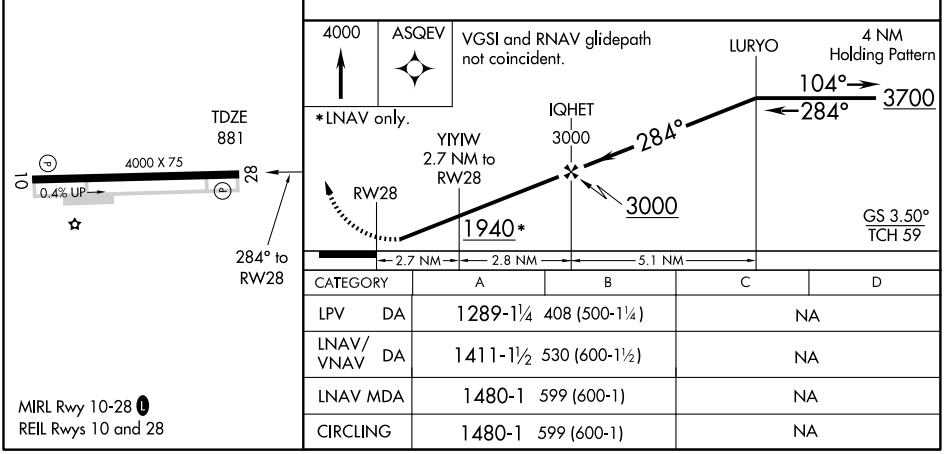
JOHNSTOWN/ FULTON COUNTY (NY0)

When VGSI inop, procedure NA at night. Baro-VNAV NA.
NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ASQEV and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1289-1¼ 408 (500-1¼)		NA	
LNAV/VNAV DA	1411-1½ 530 (600-1½)		NA	
LNAV MDA	1480-1 599 (600-1)		NA	
CIRCLING	1480-1 599 (600-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

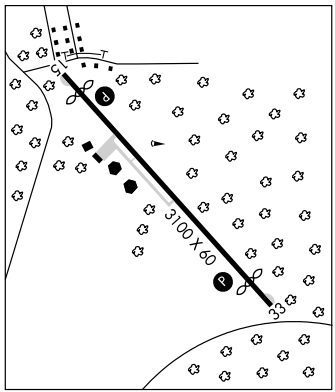
KEENE

MARCY FLD (1I1) 2 S UTC−5(−4DT) N44°13.25′ W73°47.48′ **MONTREAL**
985 NOTAM FILE BTV Not insp.
RWY N–S: 2390X95 (TURF)
RWY N: Road. **RWY S:** Trees.
AIRPORT REMARKS: Unattended. Closes late Oct reopens mid May.
COMMUNICATIONS: CTAF 122.9

KENNEDY N40°37.97′ W73°46.28′ NOTAM FILE JFK. **NEW YORK**
(H) VOR/DME 115.9 JFK Chan 106 at John F. Kennedy Intl. 11/12W. **H–10I, 12J, L–33B, 34H**
VOR/DME unusable:
100°–299° byd 30 NM blo 2000′ 060°–099° byd 25 NM blo 2500′
300°–059° byd 30 NM blo 2500′
RCO 122.1R 115.9T (NEW YORK RADIO)

KINGSTON N41°39.93′ W73°49.33′ NOTAM FILE ISP. **NEW YORK**
(L) VOR/DME 117.6 IGN Chan 123 242° 3.6 NM to Dutchess Co. 580/12W. **HIWAS.** **H–10I, 12J, L–33B, 34H**
VOR unusable 045°–050° byd 35 NM blo 4300′ 070°–140° byd 30 NM blo 3400′
RCO 122.1R 117.6T (NEW YORK RADIO)

KINGSTON–ULSTER (2ØN) 4 N UTC−5(−4DT) N41°59.11′ W73°57.86′ **NEW YORK**
149 S4 **FUEL** 100LL TPA—1200(1051) NOTAM FILE ISP **L–33B, 34I**
RWY 15–33: H3100X60 (ASPH) S–12.5 MIRL 0.4% up NW **IAP**
RWY 15: PAPI(P2L). Thld dsplcd 241′. Tree.
RWY 33: REIL. PAPI(P2L).Thld dsplcd 310′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 15: TORA–3100 TODA–3100 ASDA–3010 LDA–2775
RWY 33: TORA–3100 TODA–3100 ASDA–2939 LDA–2630
AIRPORT REMARKS: Attended Jun–Aug Mon–Thu 1400–2200Z‡, Jun–Aug Fri 1400–0000Z‡ Jun–Aug Sat–Sun 1300–0000Z‡, Sep–May 1400–2200Z‡, except Thanksgiving, Christmas, and New Years. PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight between Rwy 33 hold line and acft in final .25 mile of apch to Rwy 33. No flight training or transient 0300–1100Z‡. Ngt touch and go ldg prohibited. Noise abatement procedures in effect call 845–336–8400. Avoid overflight of housing development adjacent to N end of rwy. Preferred arrival Rwy 33, dep Rwy 15. ACTIVATE PAPI Rwy 15 and Rwy 33—123.3. MIRL Rwy 15–33, REIL Rwy 33 and twy lgts operate 123.3 dusk–dawn.
WEATHER DATA SOURCES: HIWAS 117.6 IGN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 354° 20.2 NM to fld. 580/12W.
HIWAS.



KLINE KILL (See GHENT)

KLUMP N43°00.01′ W78°39.05′ NOTAM FILE BUF.
NDB (LOM) 231 BU 234°5.1 NM to Buffalo Niagara Intl.

KNOX (See QUAKER STREET)

VOR/DME PWL	APP CRS	Rwy Idg	N/A
114.3	320°	TDZE	N/A
Chan 90		Apt Elev	149

VOR or GPS-A

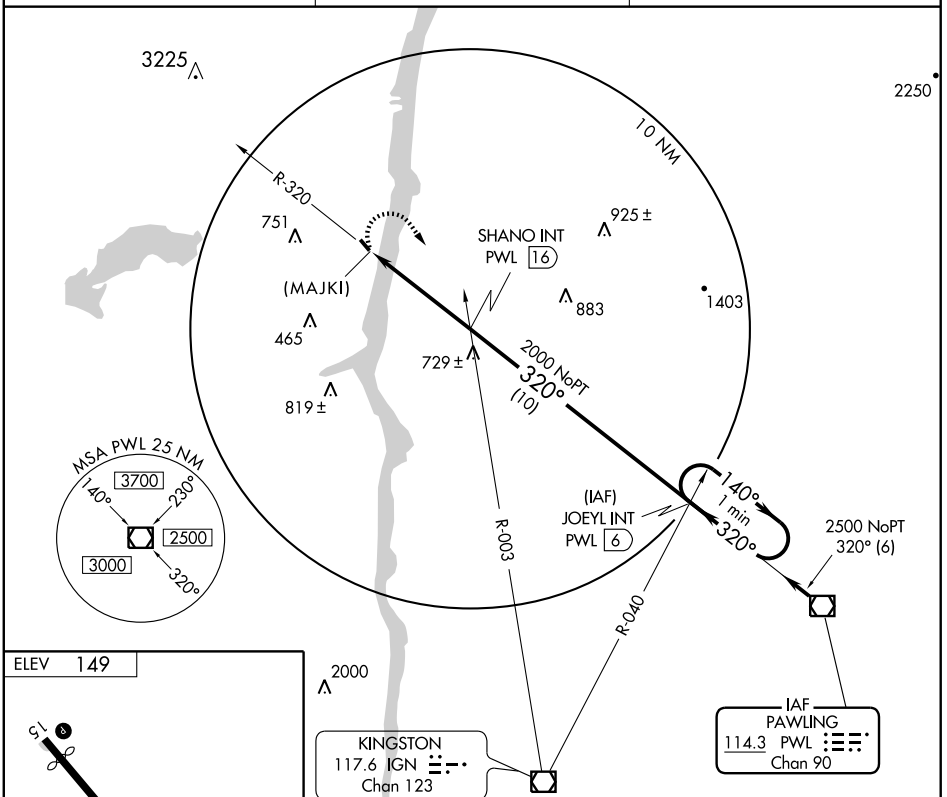
KINGSTON-ULSTER (2ØN)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

NEW YORK APP CON	UNICOM	
132.75 363.1	122.8 (CTAF)	123.3 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1351 (1400-1¼)	NA		

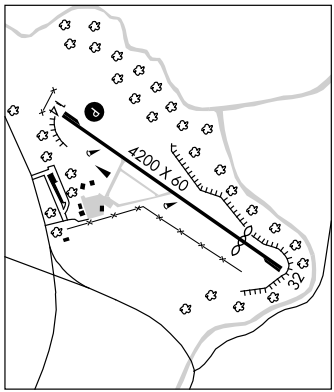
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

KOBELT (See WALLKILL)

KRING N42°35.08′ W74°59.18′ NOTAM FILE UCA.
NDB (LOM) 279 OZ 236° 5.0 NM to Oneonta Muni.

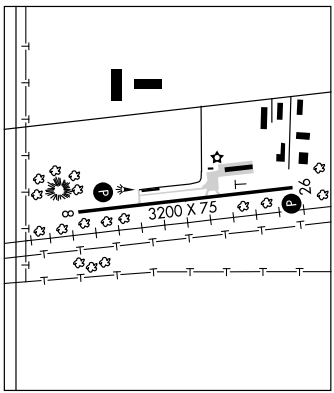
LA GUARDIA (See NEW YORK)

LAKE PLACID (LKP) 1 SE UTC−5(−4DT) N44°15.87′ W73°57.71′ **MONTREAL**
1747 S4 **FUEL** 100LL NOTAM FILE BTV **L–32G**
RWY 14–32: H4200X60 (ASPH) S–8 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.5° TCH 45′.
RWY 32: REIL. Thld dsplcd 1250′.
AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Extensive glider activity. Mountains on both approaches 1–5 miles from runway ends. ACTIVATE MIRL Rwy 14–32 PAPI Rwy 14 and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 120.35
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VORW/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 272° 34.5 NM to fld. 420/15W. **HIWAS.**



LANCASTER

BUFFALO–LANCASTER RGNL (BQR) 3 NE UTC−5(−4DT) N42°55.32′ W78°36.72′ **DETROIT**
750 B S6 **FUEL** 100LL, JET A1 NOTAM FILE BUF **L–31E**
RWY 08–26: H3200X75 (ASPH) MIRL
RWY 08: REIL. PAPI(P2L). Berm.
RWY 26: REIL. PAPI(P2L).
AIRPORT REMARKS: For attendance call 716–683–9536. +28 ft railroad 215 ft S of rwy centerline parallel to Rwy 08–26. ACTIVATE MIRL Rwy 08–26, REIL Rwys 08 and 26 and PAPI Rwys 08 and 26—CTAF.
COMMUNICATIONS: CTAF/AUNICOM 123.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 113° 1.6 NM to fld. 730/08W.
COMM/NAV/WEATHER REMARKS: Automated UNICOM, 617–262–3825. Clnc del thru Flight Services 1–888–766–8267.



LEDGEDALE AIRPARK (See BROCKPORT)

RNAV (GPS) -A

LAKE PLACID (LKP)

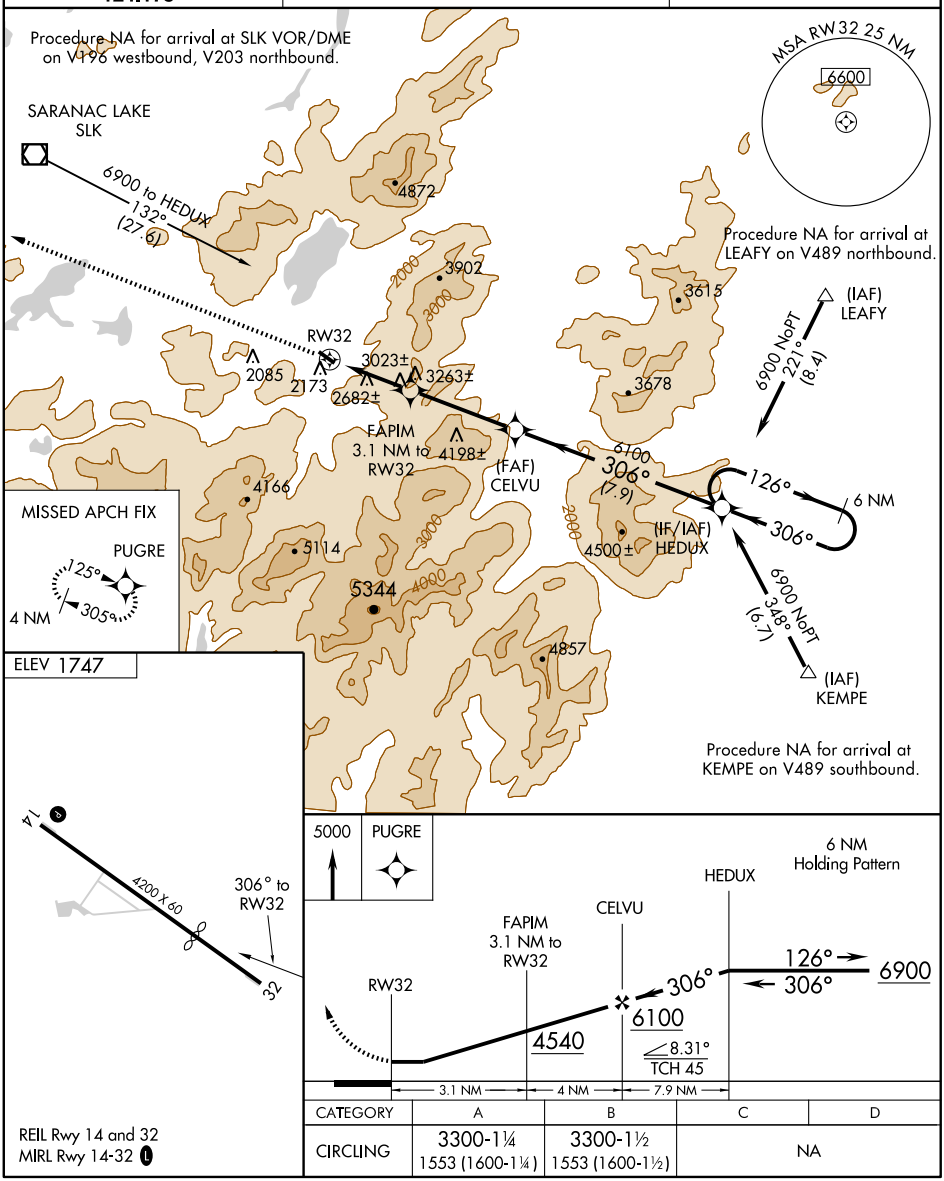
APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	1747

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

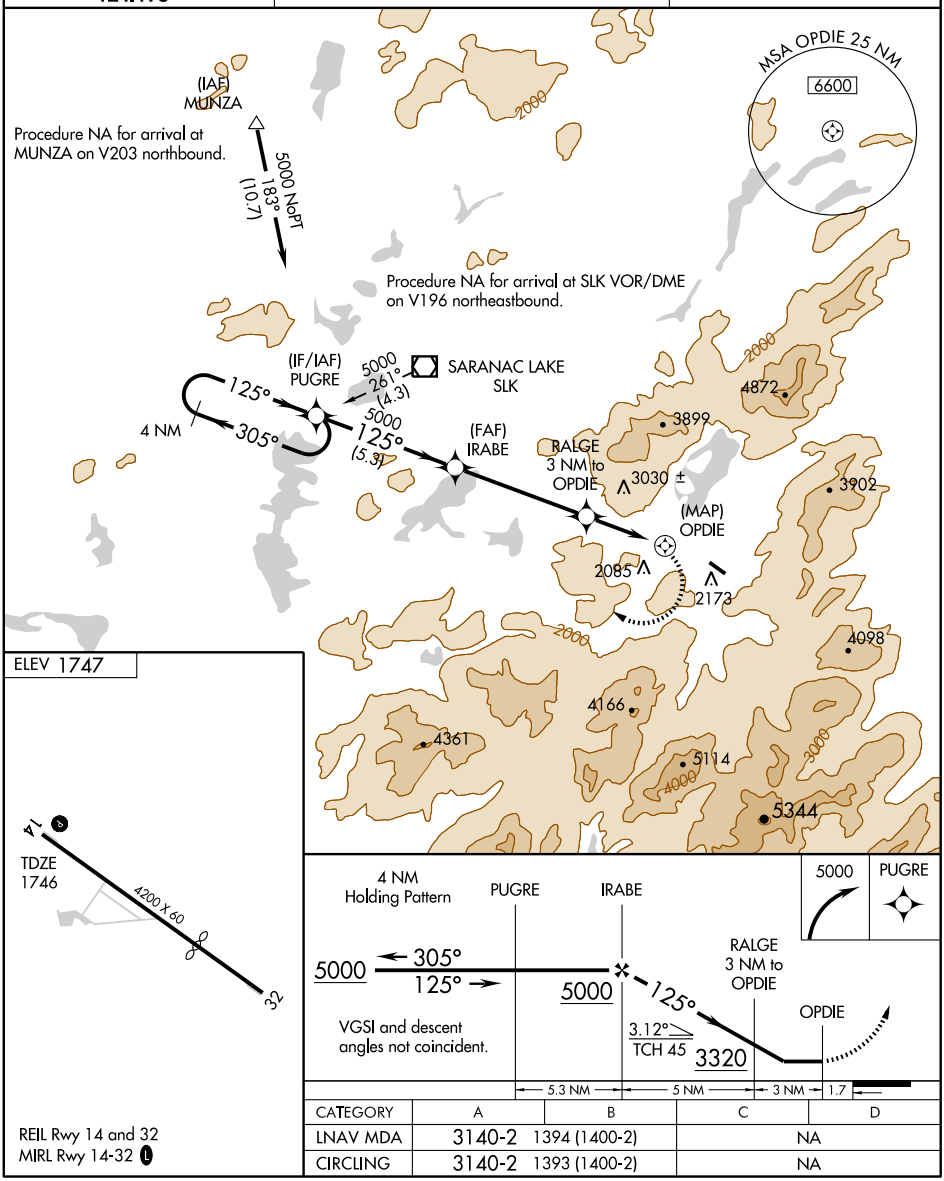
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L

NE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

44°16'N - 73°58'W

LAKE PLACID (LKP)
RNAV (GPS) RWY 14

LE ROY (5GØ) 2 E UTC−5(−4DT) N42°58.88′ W77°56.12′ **DETROIT**
780 B S2 **FUEL** 100LL NOTAM FILE BUF **L–31E, 32F**
RWY 10–28: H3855X60 (ASPH) S–12.5 MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0°. Fence. **RWY 28:** REIL. PAPI(P2L)—GA 3.0°.
AIRPORT REMARKS: Attended 1500–2100Z‡, except State and Federal legal holidays. Deer on and invof arpt. Rwy 28 has +11′ fence 280′ from rwy. Rwy 10 has +11′ fence, 96′ left, 326′ from rwy. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCHESTER APP/DEP CON** 123.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 324° 12.5 NM to fld. 990/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

LEXINGTON–PRATTSVILLE

MABEN (NØØ) 2 NW UTC−5(−4DT) N42°16.34′ W74°23.64′ **NEW YORK**
1800 B TPA—2600(800) NOTAM FILE BTV
RWY 03–21: 4000X50 (TURF–GRVL) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50′. Rwy 03–21 turf in some areas, grvl in other areas. Rwy 03–21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518–299–3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.
COMMUNICATIONS: CTAF 122.8

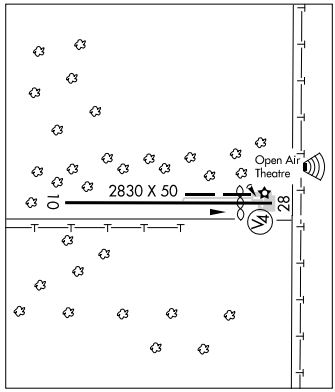
LIGHTNING TREE FARM (See MILLBROOK)

LIVINGSTON

GREEN ACRES (1A1) 2 NE UTC−5(−4DT) N42°08.97′ W73°45.03′ **NEW YORK**
297 S2 NOTAM FILE BTV
RWY 03–21: 2275X75 (TURF)
RWY 03: Tree. **RWY 21:** Tree.
AIRPORT REMARKS: Attended daylight hours.
COMMUNICATIONS: CTAF 122.9

LOCKPORT

NORTH BUFFALO SUBURBAN (ØG0) 3 S UTC−5(−4DT) N43°06.19′ W78°42.20′ **DETROIT**
588 B **FUEL** 100LL TPA—1401(813) NOTAM FILE BUF **L–31E**
RWY 10–28: H2830X50 (ASPH) S–6 MIRL **IAP**
RWY 10: Trees.
RWY 28: TRCV(TRIL)—GA 3.0°. Thld dsplcd 355′. P–line.
AIRPORT REMARKS: Attended 1330–0300Z‡. Rwy safety area 575′ by 60′ west end. ACTIVATE MIRL Rwy 10–28—123.0. MIRL opr low ints only.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BUFFALO APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 355° 10.7 NM to fld. 730/08W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



LOKKS N40°43.74′ W73°11.41′ NOTAM FILE ISP.
NDB (LOM) 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

LONG ISLAND MAC ARTHUR (See ISLIP)

VOR/DME GEE 108.2 Chan 19	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 785

VOR or GPS-A

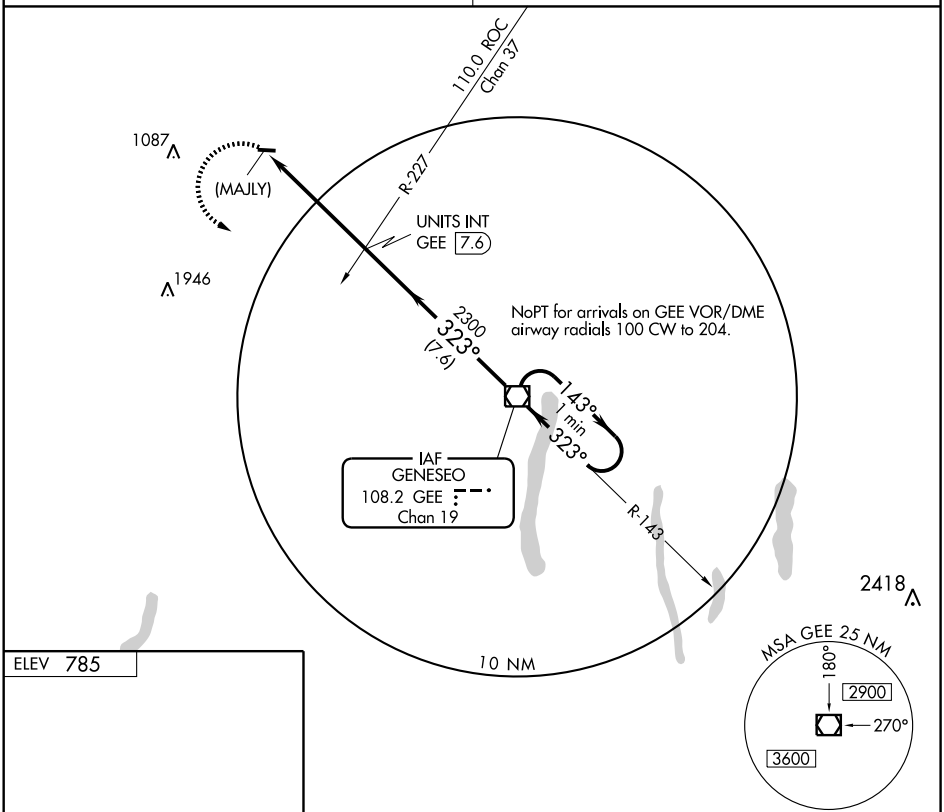
LE ROY (5GØ)

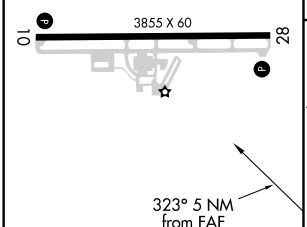
NA

Use Rochester altimeter setting; when not available, procedure not authorized.

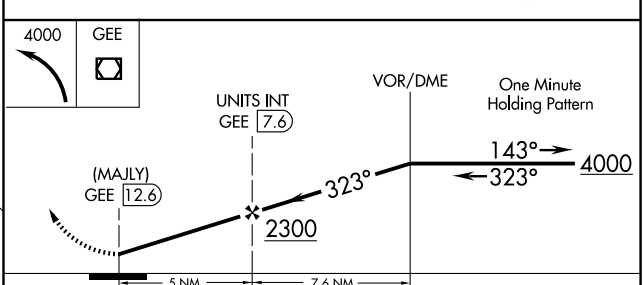
MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON	UNICOM
123.7 323.3	122.8 (CTAF) L





MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LE ROY (5GØ) 2 E UTC−5(−4DT) N42°58.88′ W77°56.12′ **DETROIT**
780 B S2 **FUEL** 100LL NOTAM FILE BUF **L–31E, 32F**
RWY 10–28: H3855X60 (ASPH) S–12.5 MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0°. Fence. **RWY 28:** REIL. PAPI(P2L)—GA 3.0°.
AIRPORT REMARKS: Attended 1500–2100Z‡, except State and Federal legal holidays. Deer on and invof arpt. Rwy 28 has +11′ fence 280′ from rwy. Rwy 10 has +11′ fence, 96′ left, 326′ from rwy. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCHESTER APP/DEP CON** 123.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 324° 12.5 NM to fld. 990/09W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

LEXINGTON–PRATTSVILLE

MABEN (NØØ) 2 NW UTC−5(−4DT) N42°16.34′ W74°23.64′ **NEW YORK**
1800 B TPA—2600(800) NOTAM FILE BTV
RWY 03–21: 4000X50 (TURF–GRVL) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50′. Rwy 03–21 turf in some areas, grvl in other areas. Rwy 03–21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518–299–3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.
COMMUNICATIONS: CTAF 122.8

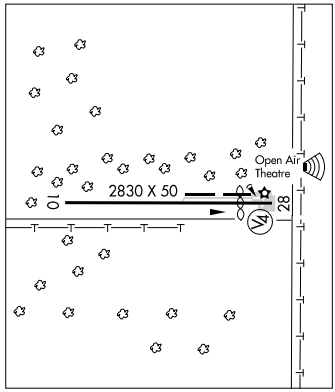
LIGHTNING TREE FARM (See MILLBROOK)

LIVINGSTON

GREEN ACRES (1A1) 2 NE UTC−5(−4DT) N42°08.97′ W73°45.03′ **NEW YORK**
297 S2 NOTAM FILE BTV
RWY 03–21: 2275X75 (TURF)
RWY 03: Tree. **RWY 21:** Tree.
AIRPORT REMARKS: Attended daylight hours.
COMMUNICATIONS: CTAF 122.9

LOCKPORT

NORTH BUFFALO SUBURBAN (ØG0) 3 S UTC−5(−4DT) N43°06.19′ W78°42.20′ **DETROIT**
588 B **FUEL** 100LL TPA—1401(813) NOTAM FILE BUF **L–31E**
RWY 10–28: H2830X50 (ASPH) S–6 MIRL **IAP**
RWY 10: Trees.
RWY 28: TRCV(TRIL)—GA 3.0°. Thld dsplcd 355′. P–line.
AIRPORT REMARKS: Attended 1330–0300Z‡. Rwy safety area 575′ by 60′ west end. ACTIVATE MIRL Rwy 10–28—123.0. MIRL opr low ints only.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **BUFFALO APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 355° 10.7 NM to fld. 730/08W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



LOKKS N40°43.74′ W73°11.41′ NOTAM FILE ISP.
NDB (LOM) 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

LONG ISLAND MAC ARTHUR (See ISLIP)

APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

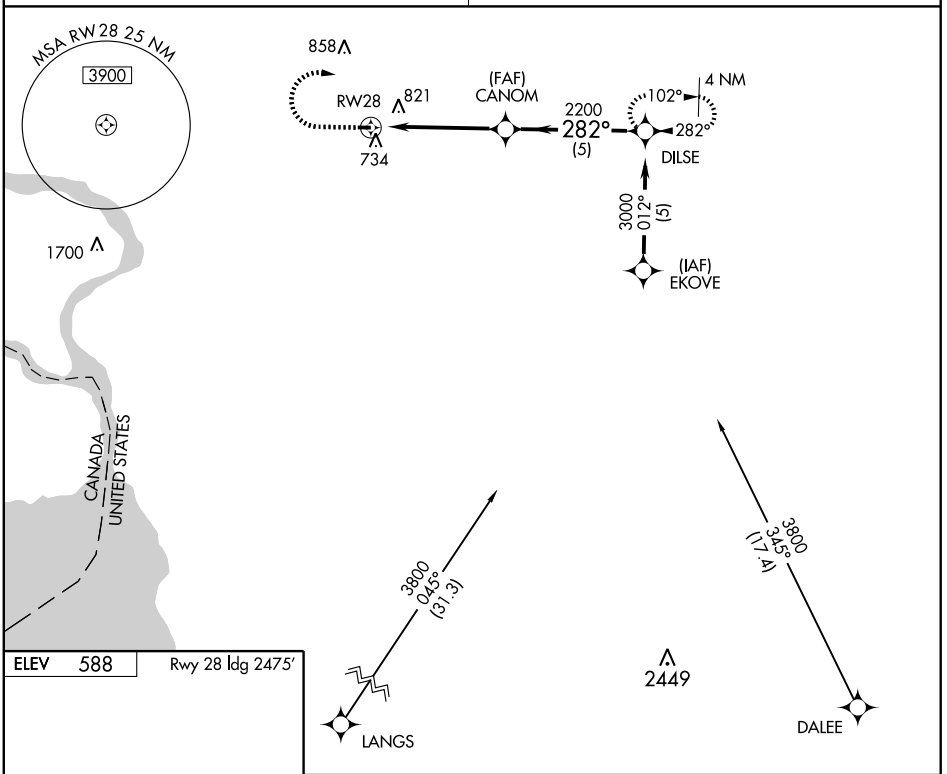
RNAV (GPS) RWY 28

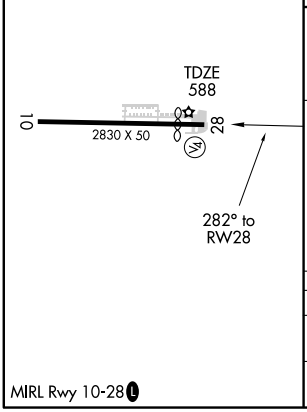
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

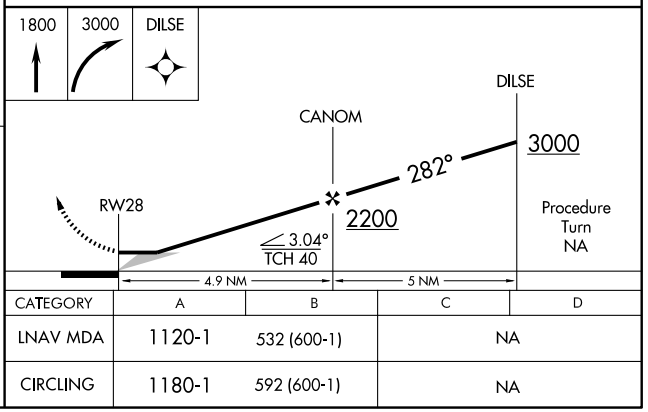
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

BUFFALO APP CON	UNICOM
126.5 317.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LONG LAKE

LONG LAKE/HELMS SPB (NY9) 0 N UTC−5(−4DT) N43°58.50′ W74°25.23′ NEW YORK

1629 S2 **FUEL** 100LL NOTAM FILE BUF

WATERWAY NE–SW: 15000X1500 (WATER)

SEAPLANE REMARKS: Attended Apr–Nov 1300Z‡–dusk. Bridge across lake (Route 30) 500′ NW of base. Do not taxi under bridge at high water levels; possible at low water level; stay to west (high) side of bridge. Water levels may vary +/− 10′. P–line at base and building across from base; +50′ p–lines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

COMMUNICATIONS: CTAF/UNICOM 122.8

LONG LAKE: SAGAMORE SPB AND MARINA (KØ3) 1N UTC−5(−4DT) NEW YORK

N43°58.14′ W74°25.73′

1629 NOTAM FILE BUF

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Attended April–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels; possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/− 10′. Access to Sagamore Base from land side via Sagamore Road off of Rt 30 north of US Post Office on east side. One rwy north of bridge; another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50′ p–lines along road and bridge (Route 30). Sagamore Base located ¼ mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.

COMMUNICATIONS: CTAF/UNICOM 122.8

LT. WARREN EATON (See NORWICH)

LUFKER (See EAST MORICHES)

LUTHER (See CHITTENANGO)

MABEN (See LEXINGTON–PRATTSVILLE)

MALONE–DUFORT (MAL) 2 W UTC−5(−4DT) N44°51.22′ W74°19.74′ MONTREAL L–32G IAP

790 B TPA—1590(800) NOTAM FILE BTV

RWY 05–23: H4000X100 (ASPH) MIRL 0.4% up SW

RWY 05: REIL. Pole. **RWY 23:** REIL. Trees.

RWY 14–32: H3245X75 (ASPH) MIRL 0.9% up SE

RWY 32: Tree.

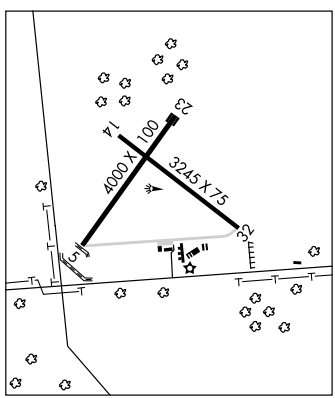
AIRPORT REMARKS: Attended Apr–Nov, Sat–Sun and Holidays, other times call 518–483–2431. Rwy 14–32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun–Sept. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05–23, Rwy 14–33, and twy lgts—CTAF. Rwy 05 REIL out of svc indefinitely.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BOSTON CENTER APP/DEP CON** 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87′ W74°43.36′ 116° 17.2 NM to fld. 200/14W. **HIWAS.**



MARCY FLD (See KEENE)

APP CRS	Rwy Idg	4000
052°	TDZE	770
	Apt Elev	790

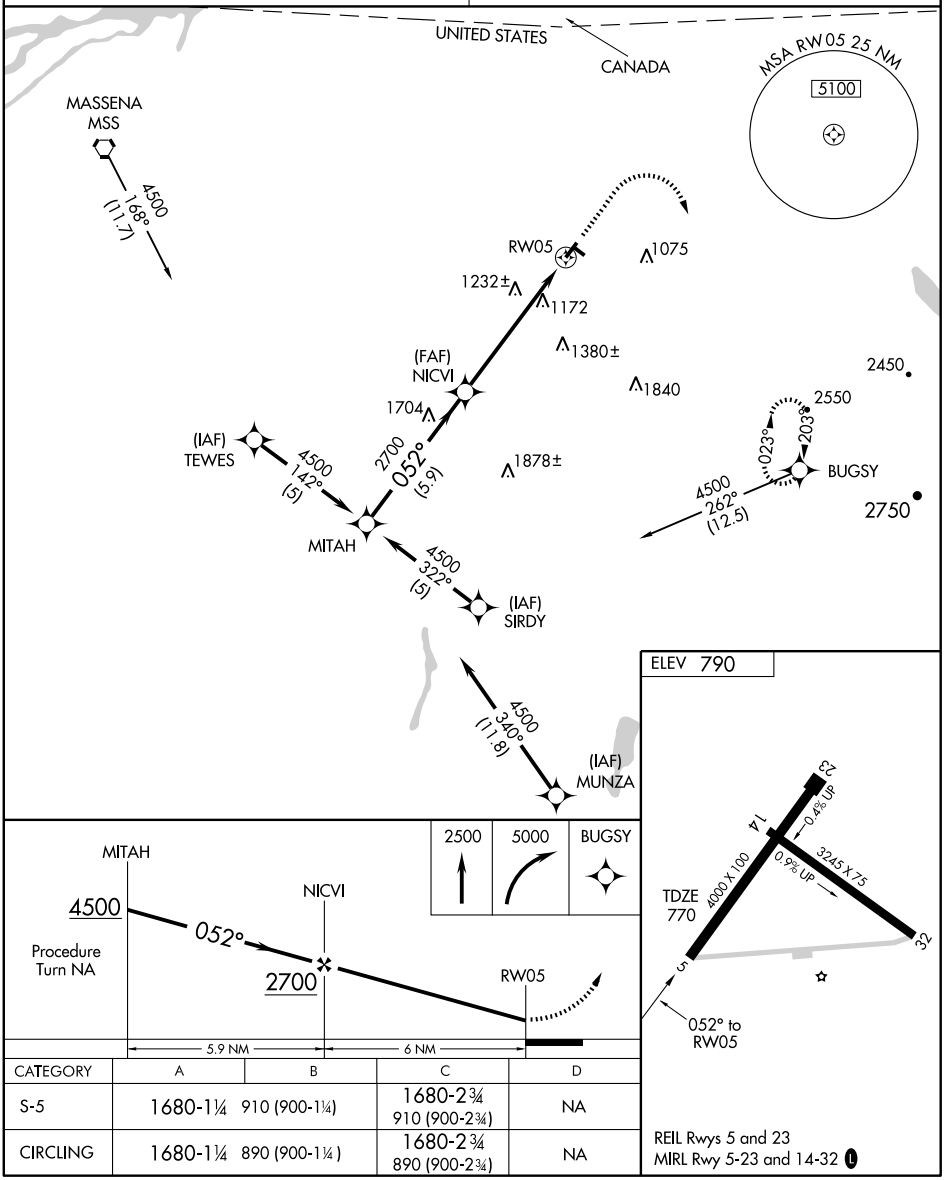
GPS RWY 5
MALONE-DUFORT (MAL)

NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER	UNICOM
135.25 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-5	1680-1¼	910 (900-1¼)	1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼	890 (900-1¼)	1680-2¾ 890 (900-2¾)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
232°	TDZE	769
	Apt Elev	790

GPS RWY 23
MALONE-DUFORT (MAL)

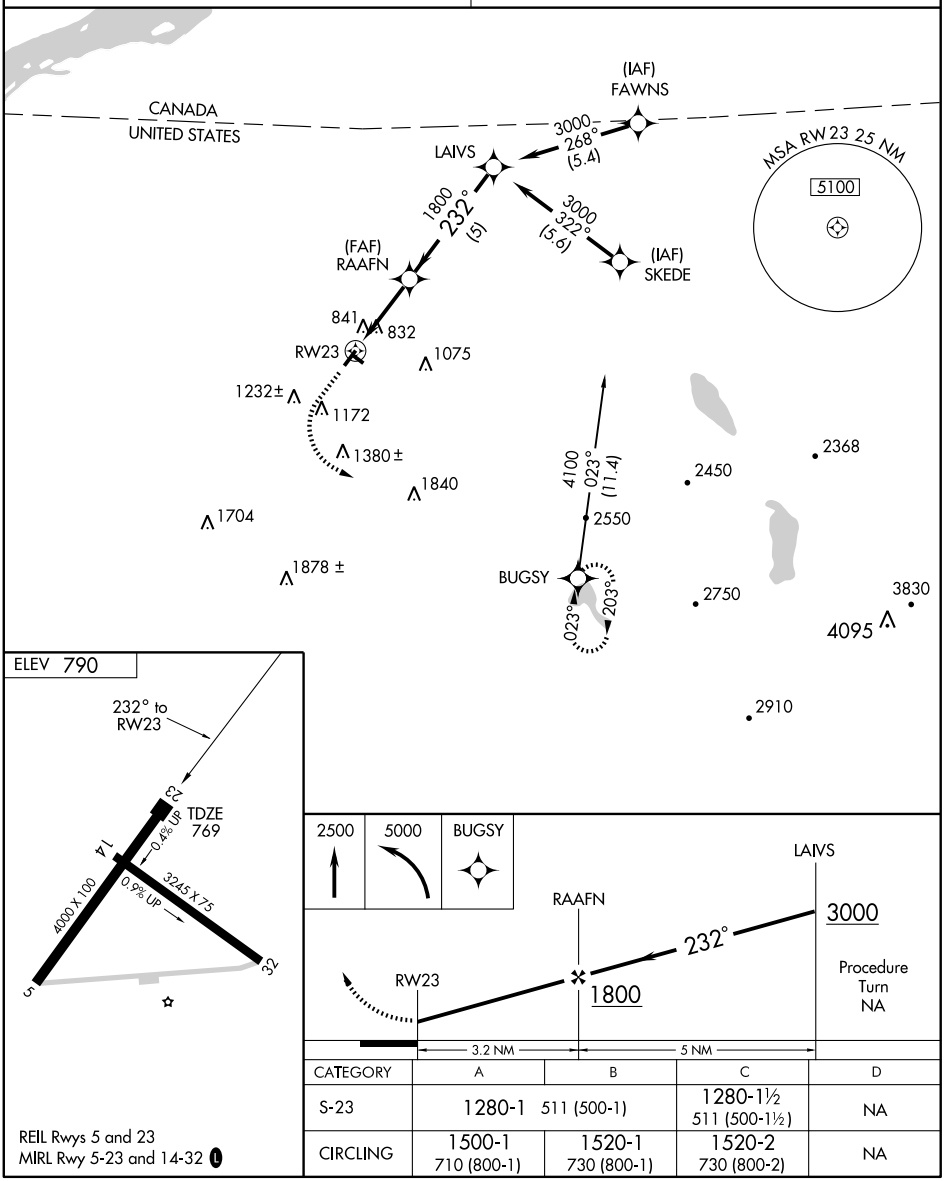
NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-23	1280-1 511 (500-1)		1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MASSENA INTL–RICHARDS FLD (MSS) 2 E UTC−5(−4DT) N44°56.15′ W74°50.73′ **MONTREAL**
215 B S1 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE MSS **H–11C, 12K, L–32G**
RWY 05–23: H5600X100 (ASPH–GRVD) S–30, D–50, 2D–76 PCN 20 F/C/X/T HIRL 0.3% up NE **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Tree.
RWY 23: PAPI(P4L)—GA 3.0° TCH 43′.
RWY 09–27: H4000X100 (ASPH–GRVD) S–30, D–50, 2D–76 MIRL
RWY 09: Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0°TCH 35′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 09: TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 23: TORA–5600	TODA–5600	ASDA–5600	LDA–5600
RWY 27: TORA–4000	TODA–4000	ASDA–4000	LDA–4000

AIRPORT REMARKS: Attended Mon 1230–2100Z‡, Tues–Fri 1230–2200Z‡, Sat 1330–2200Z‡. Unattended holidays. Birds and deer on and invof arpt. Frequent concentration of seagulls and Canada geese on and in vicinity of airport particularly during poor weather periods. 421 ft lgtd/marked twr 6000 ft S of arpt. Rwy conditions reported during normal hours of ops. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–769–7605. Rwy 05 and Rwy 09–27 first 50′ not grvd. Overnight acft parking avbl at terminal apron. After attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, PAPI Rwy 23, Rwy 05 and Rwy 27, REIL Rwy 05 and Rwy 27 and twy lgts—CTAF. Rwy 05–23 and 09–27 first 50 ft not grvd. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 128.075 (315) 764–0481. **HIWAS** 114.1 MSS.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (BURLINGTON RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
(H) VORTACW 114.1 MSS Chan 88 N44°54.87′ W74°43.36′ 298° 5.4 NM to fld. 200/14W. **HIWAS.**
VOR portion unusable:
056°–066° blo 14000′
067°–260°
261°–271° blo 18000′
261°–271° byd 38 NM
272°–055°
MISSE NDB (LOM) 278 MS N44°51.25′ W74°54.95′ 045° 5.8 NM to fld. Unmonitored.
ILS 108.7 I–MSS Rwy 05 Class IT. LOM MISSE NDB. ILS unmonitored.

MATTITUCK (21N) 1 SE UTC−5(−4DT) N40°59.26′ W72°31.14′ **NEW YORK**
30 S6 **FUEL** 100LL NOTAM FILE ISP **COPTER**
RWY 01–19: H2200X60 (ASPH)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. All training operations, take–off and landing practice and night operations are prohibited. Deer on and invof arpt. Rwy 01–19 sprayed asph and pebble mixture and asph. Rwy 19 extensive pavement rutting at centerline 240′–350′ from thld. Segmented circle has no tfc pattern indicator.
COMMUNICATIONS: CTAF 122.9

MAYVILLE

DART (D79) 2 E UTC−5(−4DT) N42°16.09′ W79°28.90′ **DETROIT**
1330 TPA—2130(800) NOTAM FILE BUF
RWY 13–31: 2750X60 (TURF)
RWY 13: P-line. **RWY 31:** P-lines.
RWY 06–24: 1840X60 (TURF)
RWY 06: Tree. **RWY 24:** P-lines.
AIRPORT REMARKS: Attended daylight hours. Extensive glider ops on and in vicinity of arpt. Ultralight activity on and invof arpt.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

LOC I-MSS	APP CRS	Rwy Idg	5600
108.7	045°	TDZE	205
		Apt Elev	222

ILS or LOC RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

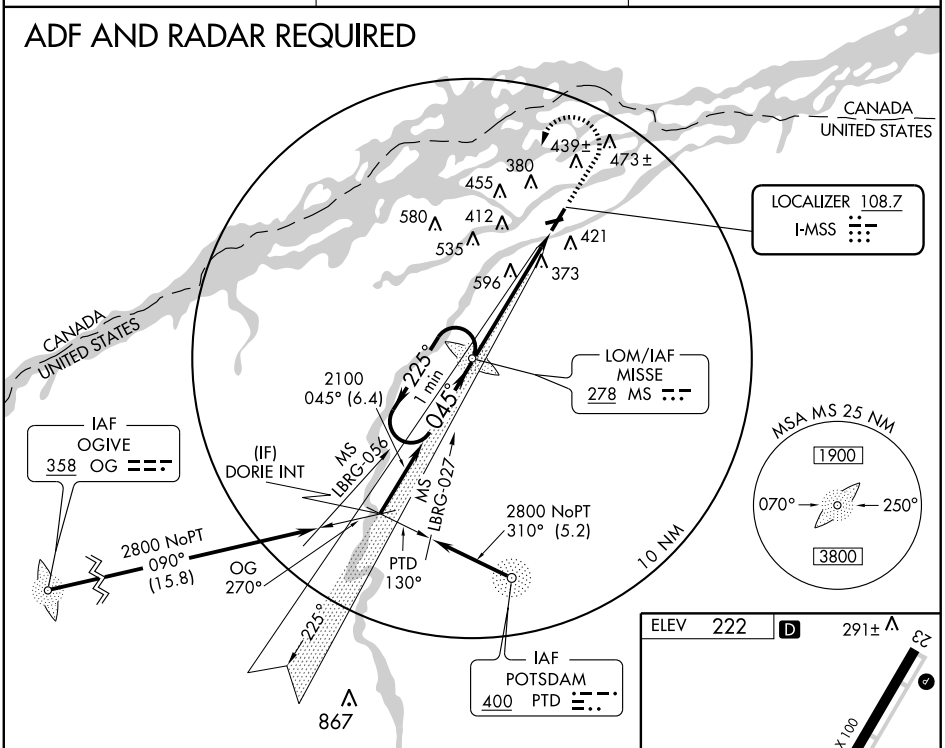
Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility 1¾ miles and S-LOC Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D 1¼ miles; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile.

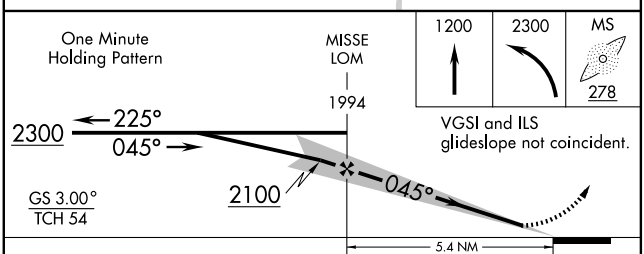
NA

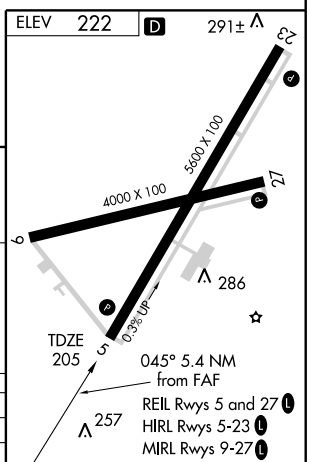
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

ADF AND RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	455-¾ 250 (300-¾)			
S-LOC 5	800-1 595 (600-1)		800-1½ 595 (600-1½)	800-1¾ 595 (600-1¾)
CIRCLING	800-1 578 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 70303	045°	TDZE	205
W05A		Apt Elev	222

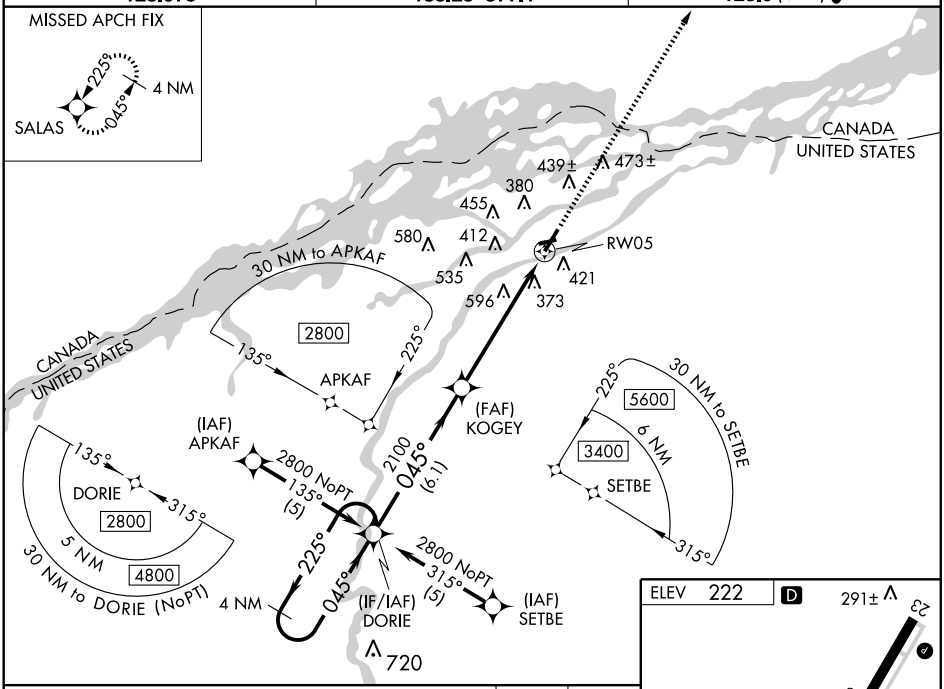
RNAV (GPS) RWY 5

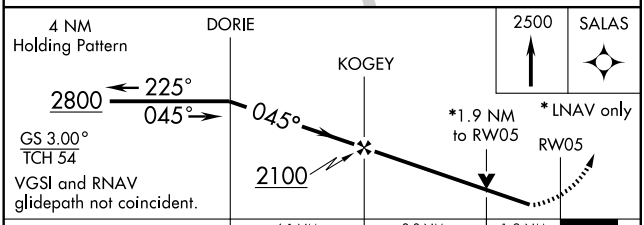
MASSENA INTL-RICHARDS FIELD (MSS)

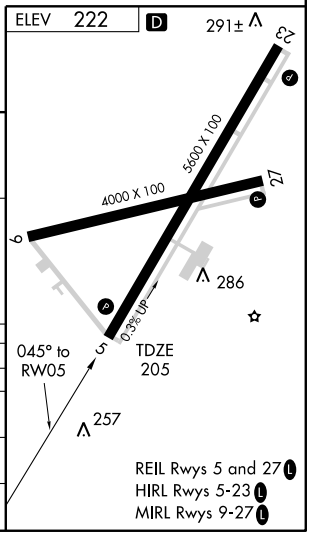
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1¾ miles, LNAV/VNAV all Cats visibility 2¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D ¾ mile.

MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	495-1 290 (300-1)			
LNAV/VNAV DA	968-2¾ 763 (800-2¾)			
LNAV MDA	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	860-1 638 (700-1)		860-1¾ 638 (700-1¾)	900-2¼ 678 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	222

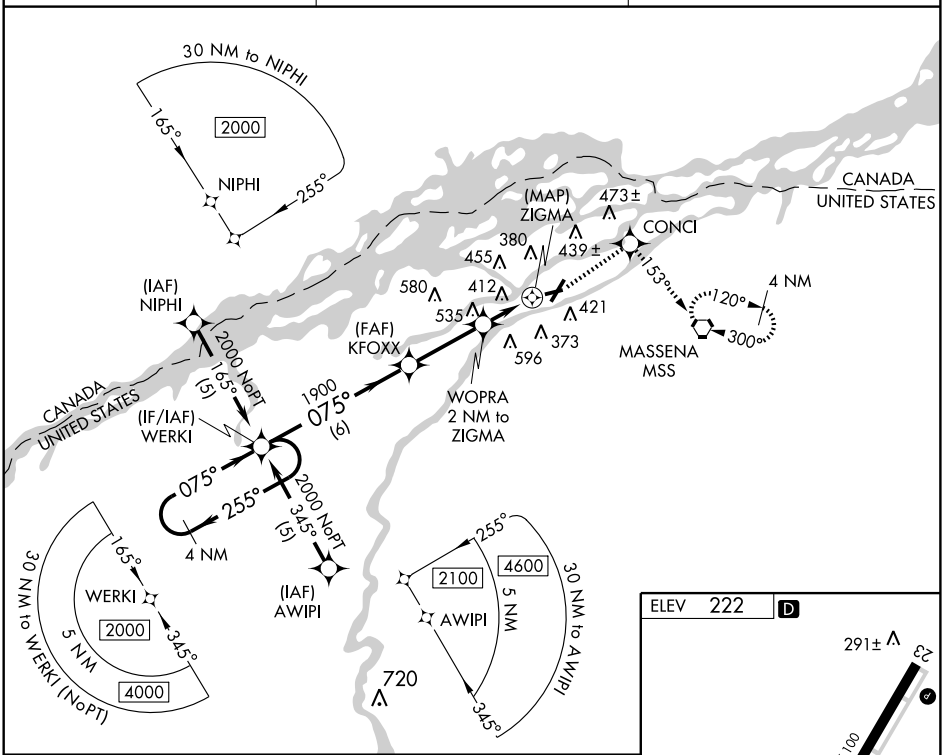
RNAV (GPS) RWY 9

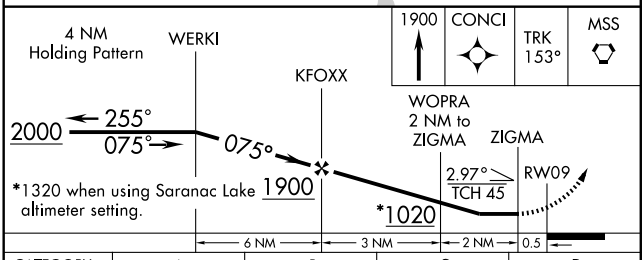
MASSENA INTL-RICHARDS FIELD (MSS)

Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altmeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ miles, Cat D 1½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1½ miles, and Cat D ¾ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH: Climb to 1900 direct CONCI and via track 153° to MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5600
225°	TDZE	222
	Apt Elev	222

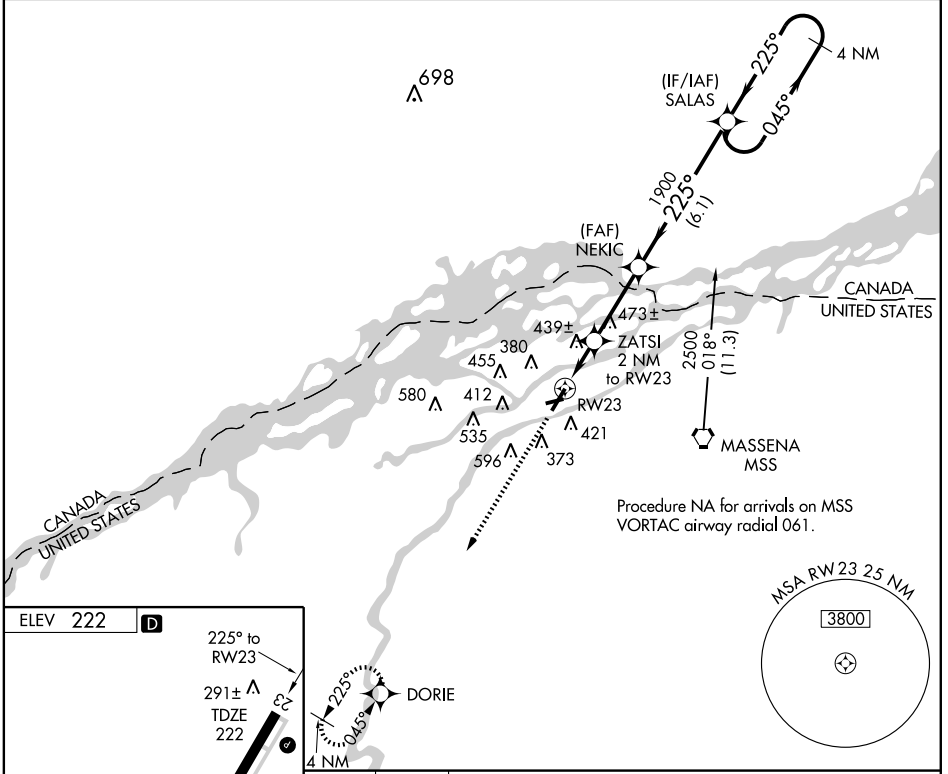
RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2800 direct DORIE and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 518 (600-1)		740-1½ 518 (600-1½)	740-1¾ 518 (600-1¾)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

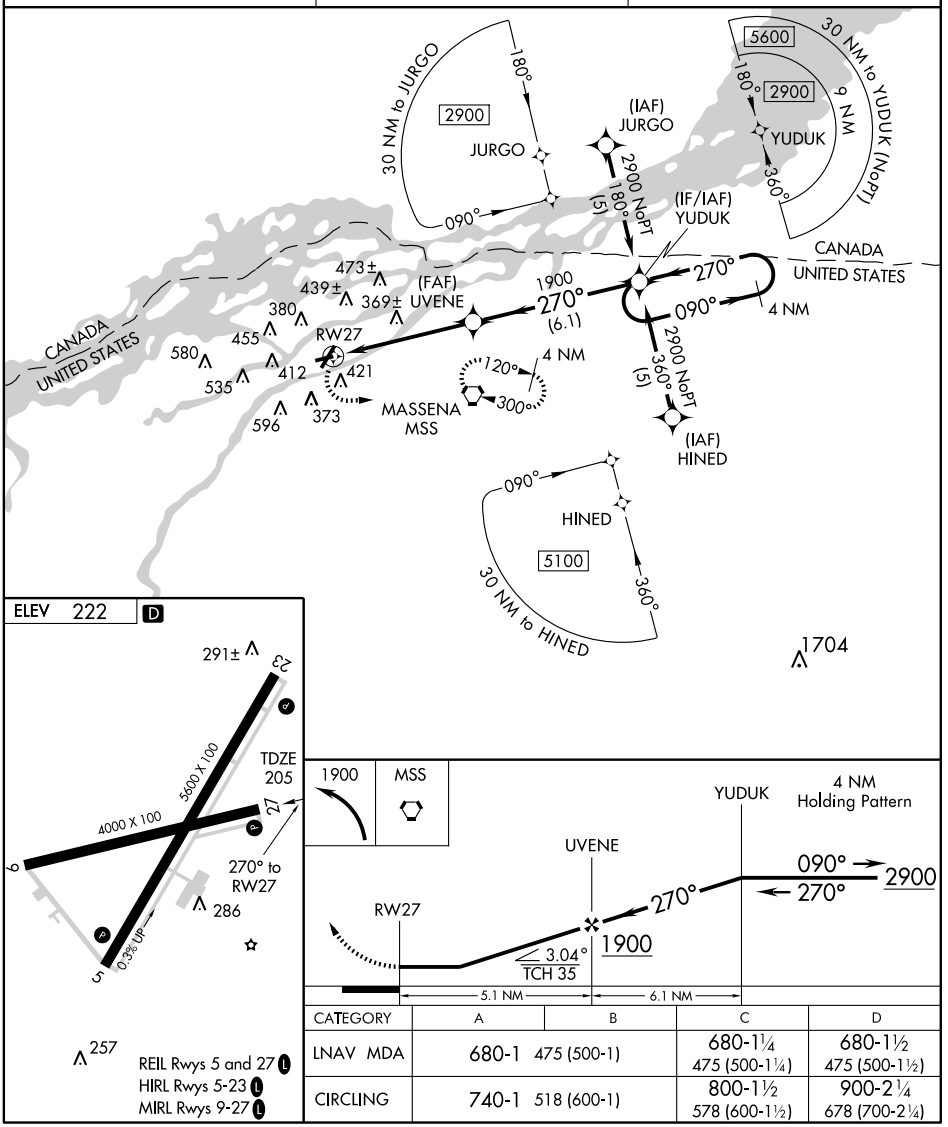
MASSENA INTL-RICHARDS FIELD (MSS)

APP CRS	Rwy ldg	4000
270°	TDZE	205
	Apt Elev	222

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ mile, and Cat D 1½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L



REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MECHANICVILLE

BURRELLO–MECHANICVILLE (K27) 1 SE UTC−5(−4DT) N42°53.59′ W73°40.11′

NEW YORK
L–33B, 34I

195 NOTAM FILE BTV

RWY 14–32: 2600X21 (ASPH–GRVL)

RWY 14: Tree. **RWY 32:** Tree.

AIRPORT REMARKS: Unattended. Ultralgt on and invof arpt. Rwy 32 first 500′ excessive grass in cracks. Rwy 14–32 southeast 1800′ asph, northwest 800′ alternating gravel, turf and gravel. First 800′ Rwy 14 grvl. 40′ dropoff 16′ from SE edge Rwy 32.

COMMUNICATIONS: CTAF 122.9

MIDDLESEX VALLEY (4N2) 1 NW UTC–5(−4DT) N42°42.57′ W77°16.53′

DETROIT

735 S2 NOTAM FILE BUF Not insp.

RWY 03–21: 2130X175 (TURF)

RWY 03: Tree. **RWY 21:** Tree.

AIRPORT REMARKS: Attended SR–SS. Rwy 03–21 marked with barrels at rwy ends. Rwy 03–21 +4′ fence located along east rwy edge. Rwy 03–21 not plowed in winter.

COMMUNICATIONS: CTAF/UNICOM 122.7

COMM/NAV/WEATHER REMARKS: Clnc del thru Buffalo Flight Services 1–888–766–8267.

MIDDLETOWN

RANDALL (Ø6N) 2 SE UTC−5(−4DT) N41°25.91′ W74°23.49′

NEW YORK
L–33A, 34H
IAP

523 **FUEL** 100LL NOTAM FILE ISP

RWY 08–26: H2811X60 (ASPH) S–25 MIRL 0.6% up E

RWY 08: PAPI(P2L). Thld dsplcd 563′. Road.

RWY 26: PAPI(P2L). Ground.

AIRPORT REMARKS: Unattended. Call manager. Fuel avbl for based acft owners with special key. Heavy glider and hang glider activity on weekends and holidays. Ultralgt in and around vicinity of arpt. Cranes 300′ AGL 1 NM east AER 26. 200′ safety area Rwy end 26. For MIRL and PAPI Rwy 08–26 call 845–343–5965. Thld lgts rgt of dspld thld covered when lgts are not on. Call arpt manager for rwy lgts at 845–343–5965. Rwy 08–26 surface treatment: single wheel strength is 12.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

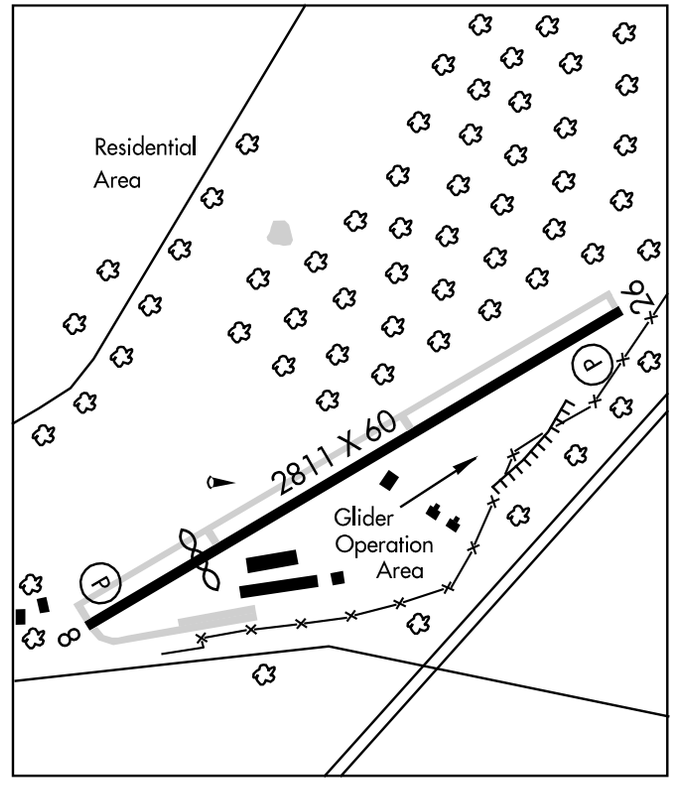
HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 093° 9.1 NM to fld. 1300/11W.

OTIMS NDB (LOM) 353 MG N41°26.71′ W74°17.47′ 274° 4.6 NM to fld. NOTAM FILE MGJ.



MIDLAKES (See GORHAM)

LOM MG	APP CRS		
353	275°	Rwy Idg	2811
		TDZE	523
		Apt Elev	523

NDB RWY 26

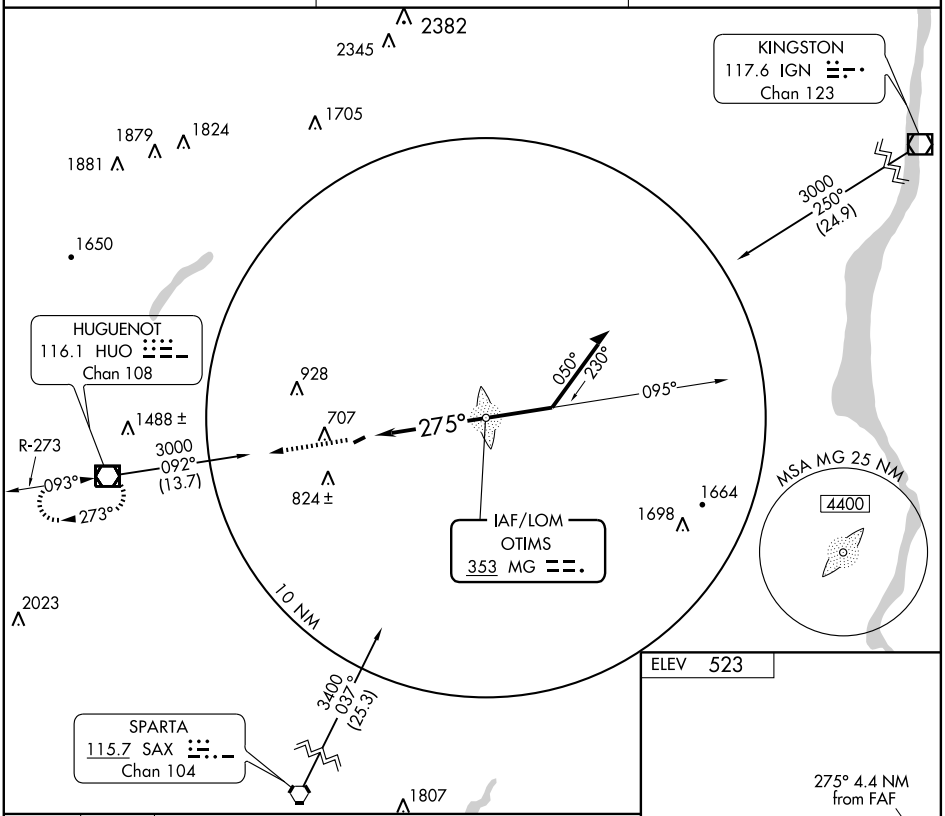
MIDDLETOWN/ RANDALL (Ø6N)

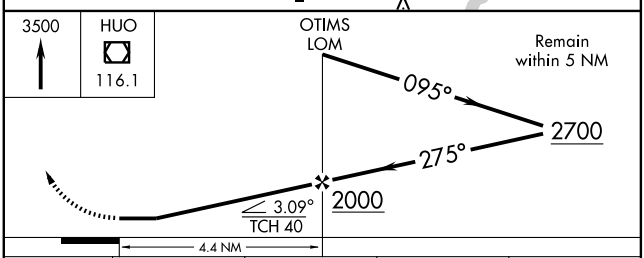
T
NA

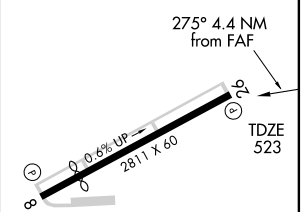
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-26	1200-1 677 (700-1)	NA		
CIRCLING	1200-1 677 (700-1)	NA		

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2248
075°	TDZE	523
	Apt Elev	523

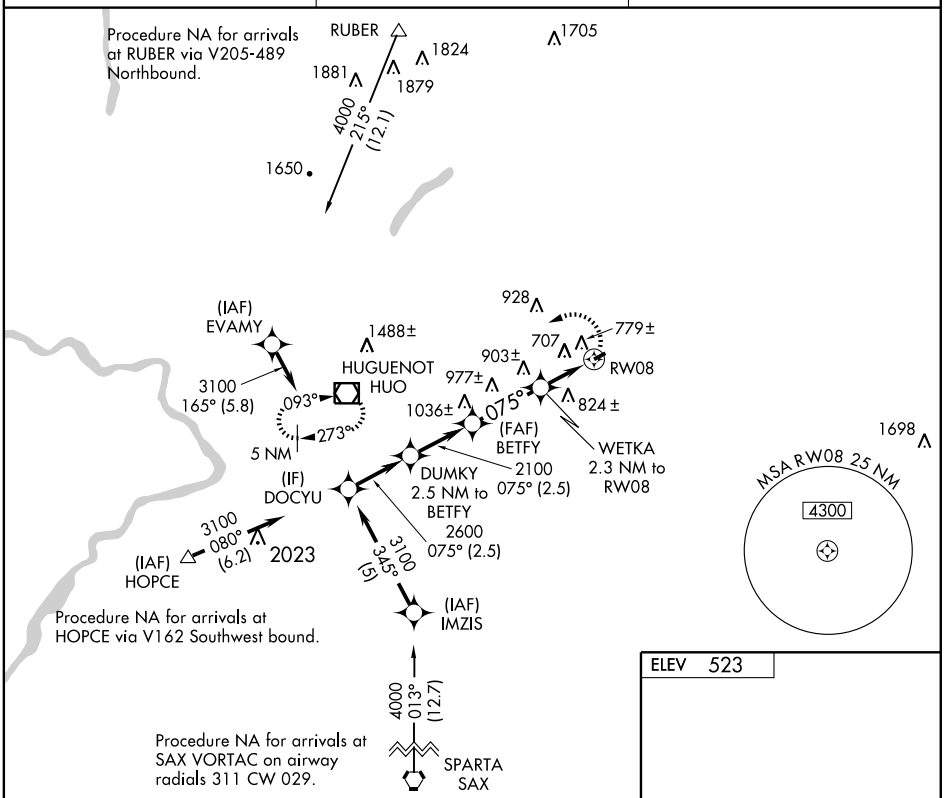
RNAV (GPS) RWY 8

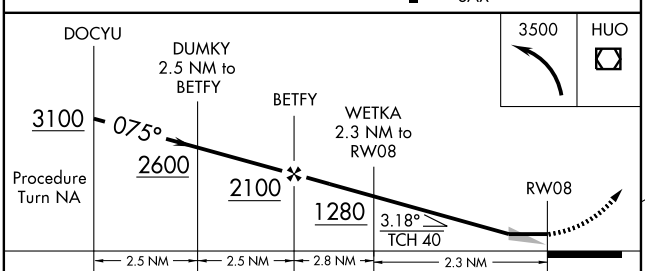
MIDDLETOWN / RANDALL (Ø6N)

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

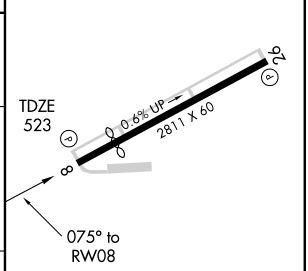
MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

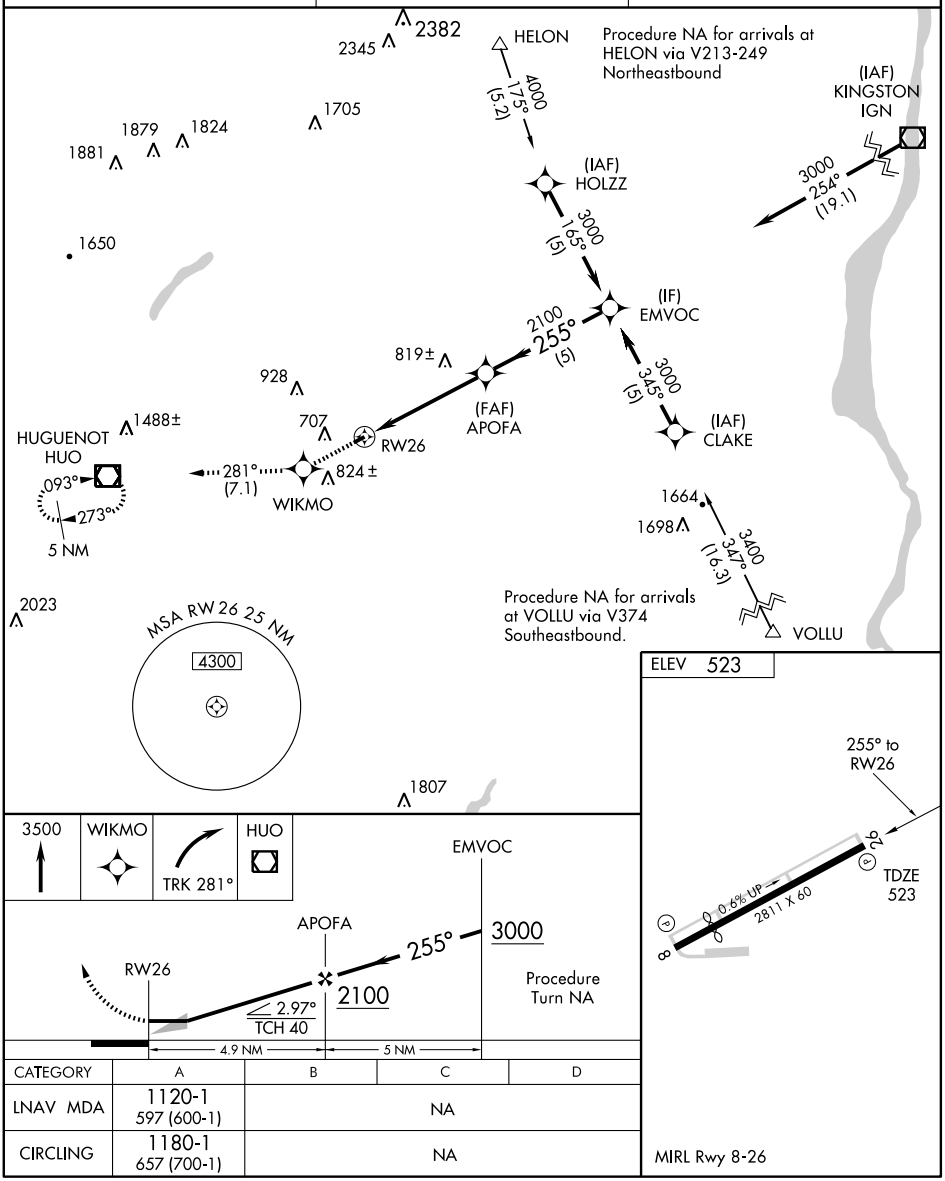
APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

NA

MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1120-1 597 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUO	APP CRS	Rwy Idg	2248
116.1	093°	TDZE	523
Chan 108		Apt Elev	523

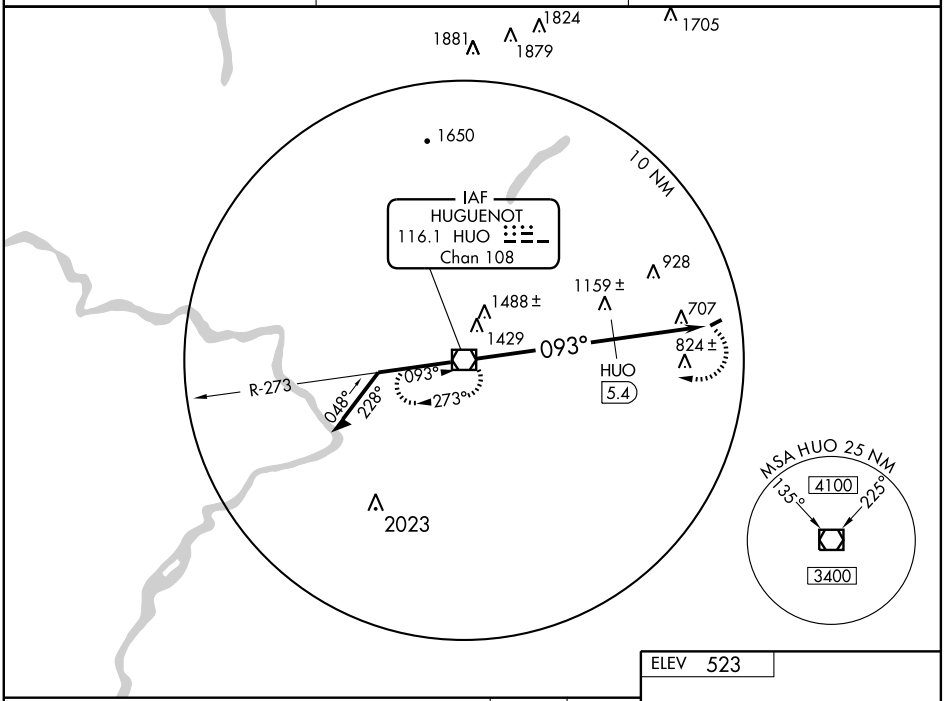
VOR RWY 8

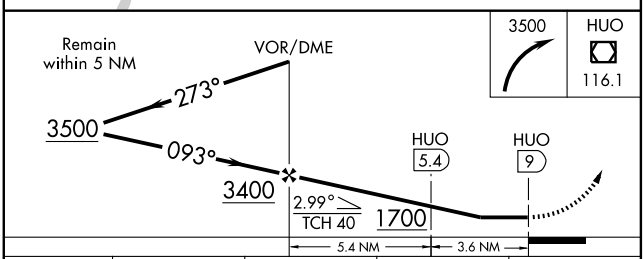
MIDDLETOWN/ RANDALL (Ø6N)

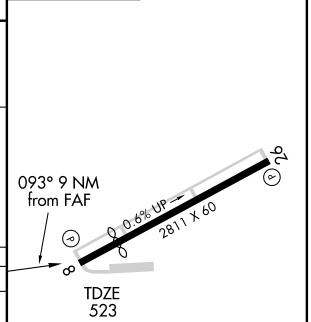
Use Orange County altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-8	1700-1¼ (1177 (1200-1¼))	NA		
CIRCLING	1700-1¼ (1177 (1200-1¼))	NA		
DME MINIMUMS				
S-8	1460-1¼ (937 (1000-1¼))	NA		
CIRCLING	1460-1¼ (937 (1000-1¼))	NA		

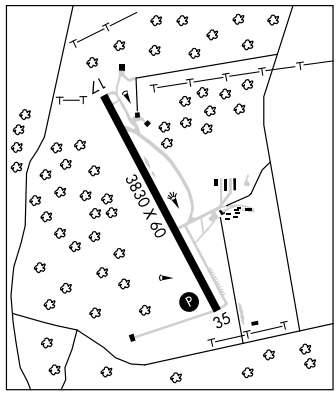
FAF to MAP 9 NM

Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MILLBROOK

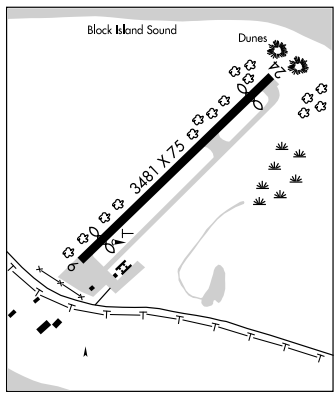
SKY ACRES (44N) 6 SW UTC−5(−4DT) N41°42.45′ W73°44.28′ — NEW YORK
698 S4 **FUEL** 100LL NOTAM FILE ISP — L–33B, 34I
RWY 17–35: H3830X60 (ASPH) S–20 MIRL 1.3% up S — IAP
RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1300–2130Z‡. Self–svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 35—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 068° 4.5 NM to fld. 580/12W. **HIWAS.**



MISSE N44°51.25′ W74°54.95′ NOTAM FILE MSS. — MONTREAL
NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl–Richards Fld. Unmonitored. — L–32G

MONGA N41°46.00′ W74°51.64′ NOTAM FILE MSV. — NEW YORK
NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl. — L–33A, 34H

MONTAUK (MTP) 3 NE UTC−5(−4DT) N41°04.59′ W71°55.25′ — NEW YORK
6 NOTAM FILE MTP — COPTER
RWY 06–24: H3481X75 (ASPH) MIRL — L–33C
RWY 06: Thld dsplcd 537′. Trees. — IAP
RWY 24: Thld dsplcd 457′. Dune. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS–SR; PPR. Helicopters call for prior permission to lnd on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631–668–3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18′ brush along rwy edge 90′ left and +26′ pole 400′ from thld 79′ left. Rwy 24 has +21′ brush along rwy edge 87′ right. ACTIVATE MIRL Rwy 06–24—121.7. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP CON** 125.975
Ⓡ **PROVIDENCE DEP CON** 125.75 (1045–0500Z‡)
Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 075° 20.3 NM to fld. 22/13W. **HIWAS.**



WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg 3830 TDZE 694 Apt Elev 698

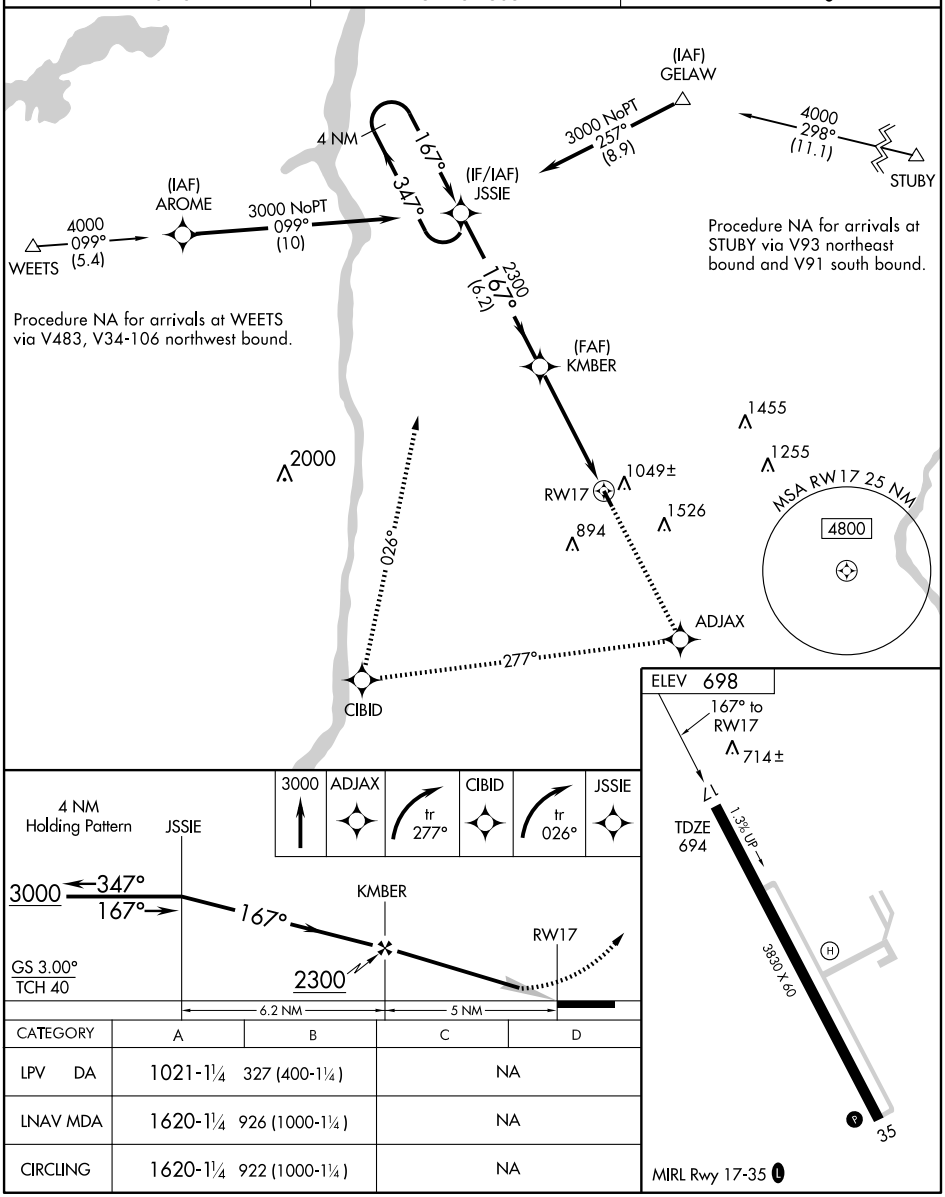
RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

T NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1021-1¼ 327 (400-1¼)		NA	
LNAV MDA	1620-1¼ 926 (1000-1¼)		NA	
CIRCLING	1620-1¼ 922 (1000-1¼)		NA	

MIRL Rwy 17-35 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3830
CH 86308	347°	TDZE	698
W35A		Apt Elev	698

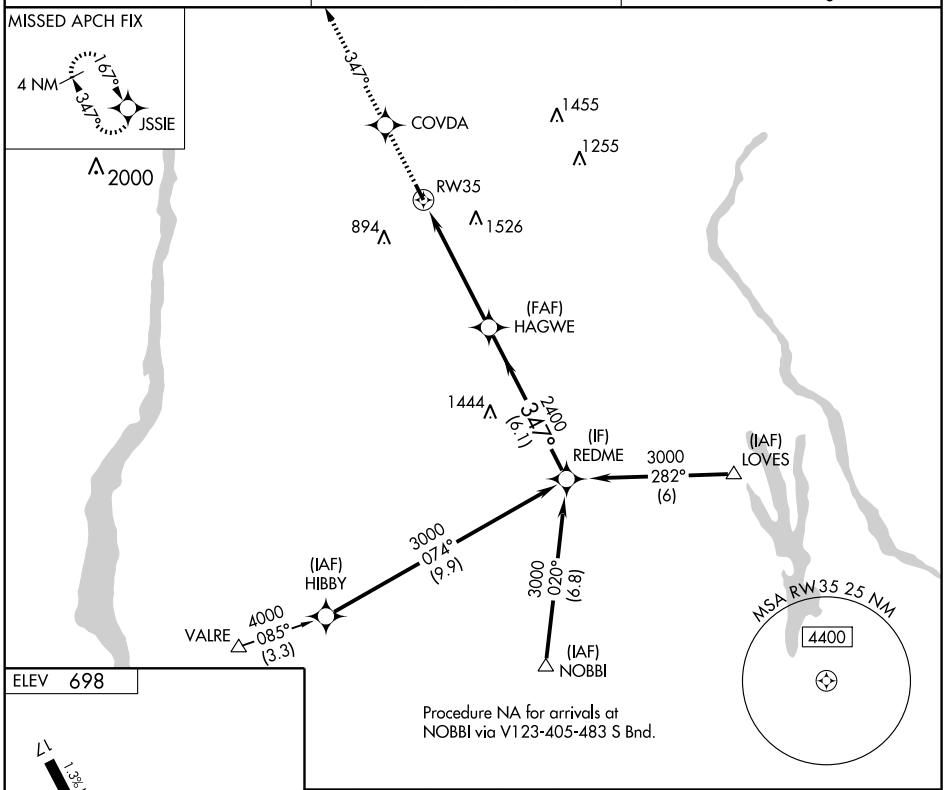
RNAV (GPS) RWY 35

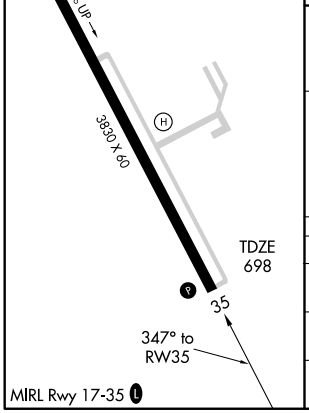
MILLBROOK/ SKY ACRES (44N)

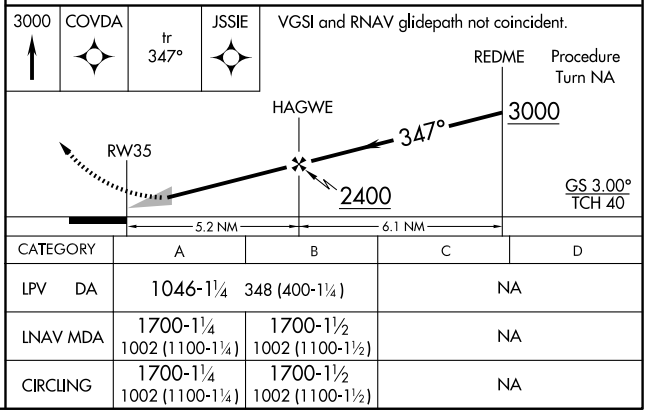
T NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1046-1¼ 348 (400-1¼)		NA	
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

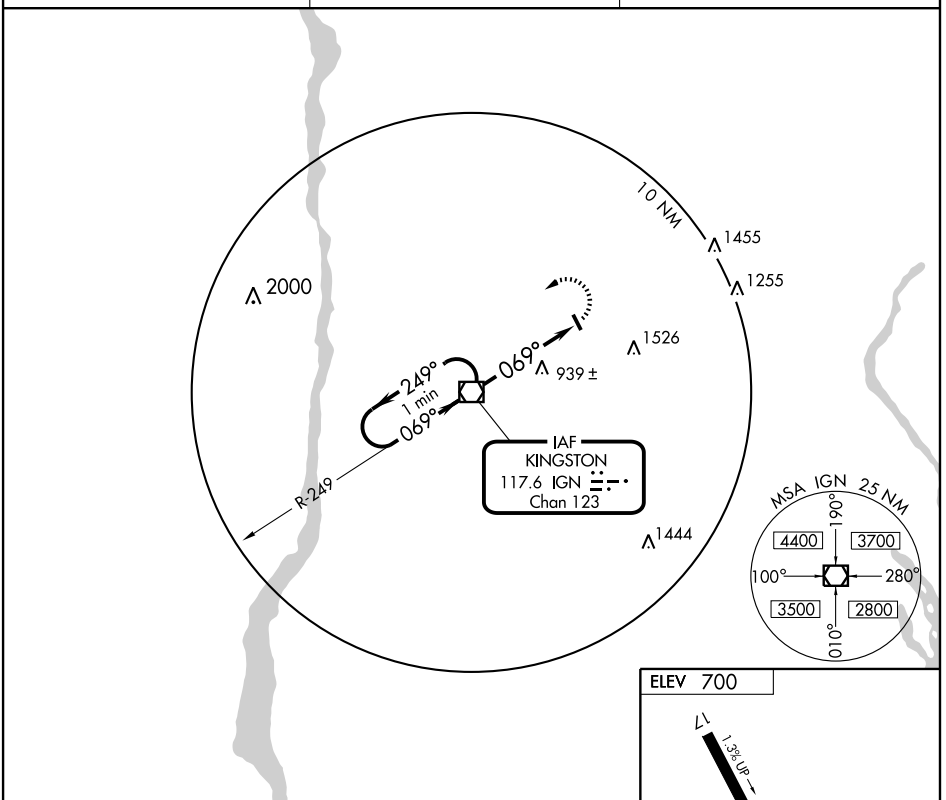
MILLBROOK/ SKY ACRES (44N)

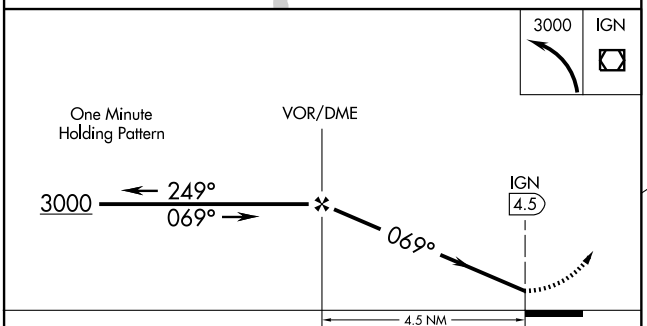
Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

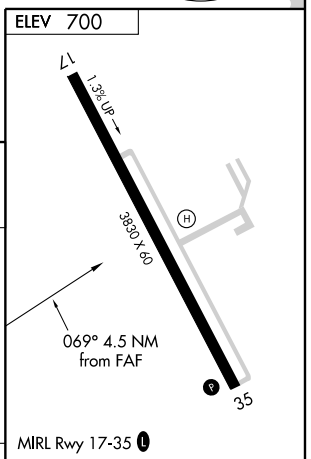
NA

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







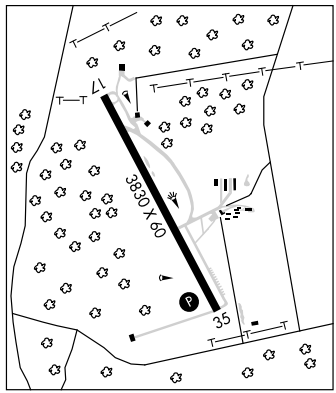
CATEGORY	A	B	C	D
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MILLBROOK

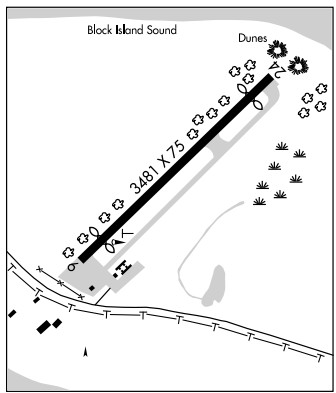
SKY ACRES (44N) 6 SW UTC−5(−4DT) N41°42.45′ W73°44.28′ — NEW YORK
698 S4 **FUEL** 100LL NOTAM FILE ISP — L–33B, 34I
RWY 17–35: H3830X60 (ASPH) S–20 MIRL 1.3% up S — IAP
RWY 17: Trees. **RWY 35:** PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1300–2130Z‡. Self–svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 35—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 068° 4.5 NM to fld. 580/12W. **HIWAS.**



MISSE N44°51.25′ W74°54.95′ NOTAM FILE MSS. — MONTREAL
NDB (LOM) 278 MS 045° 5.8 NM to Massena Intl–Richards Fld. Unmonitored. — L–32G

MONGA N41°46.00′ W74°51.64′ NOTAM FILE MSV. — NEW YORK
NDB (MHW/LOM) 359 MS 155° 4.9 NM to Sullivan Co. Intl. — L–33A, 34H

MONTAUK (MTP) 3 NE UTC−5(−4DT) N41°04.59′ W71°55.25′ — NEW YORK
6 NOTAM FILE MTP — COPTER
RWY 06–24: H3481X75 (ASPH) MIRL — L–33C
RWY 06: Thld dsplcd 537′. Trees. — IAP
RWY 24: Thld dsplcd 457′. Dune. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS–SR; PPR. Helicopters call for prior permission to lnd on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631–668–3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18′ brush along rwy edge 90′ left and +26′ pole 400′ from thld 79′ left. Rwy 24 has +21′ brush along rwy edge 87′ right. ACTIVATE MIRL Rwy 06–24—121.7. Landing fee.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP CON** 125.975
Ⓡ **PROVIDENCE DEP CON** 125.75 (1045–0500Z‡)
Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 075° 20.3 NM to fld. 22/13W. **HIWAS.**



RNAV (GPS) RWY 24

MONTAUK (MTP)

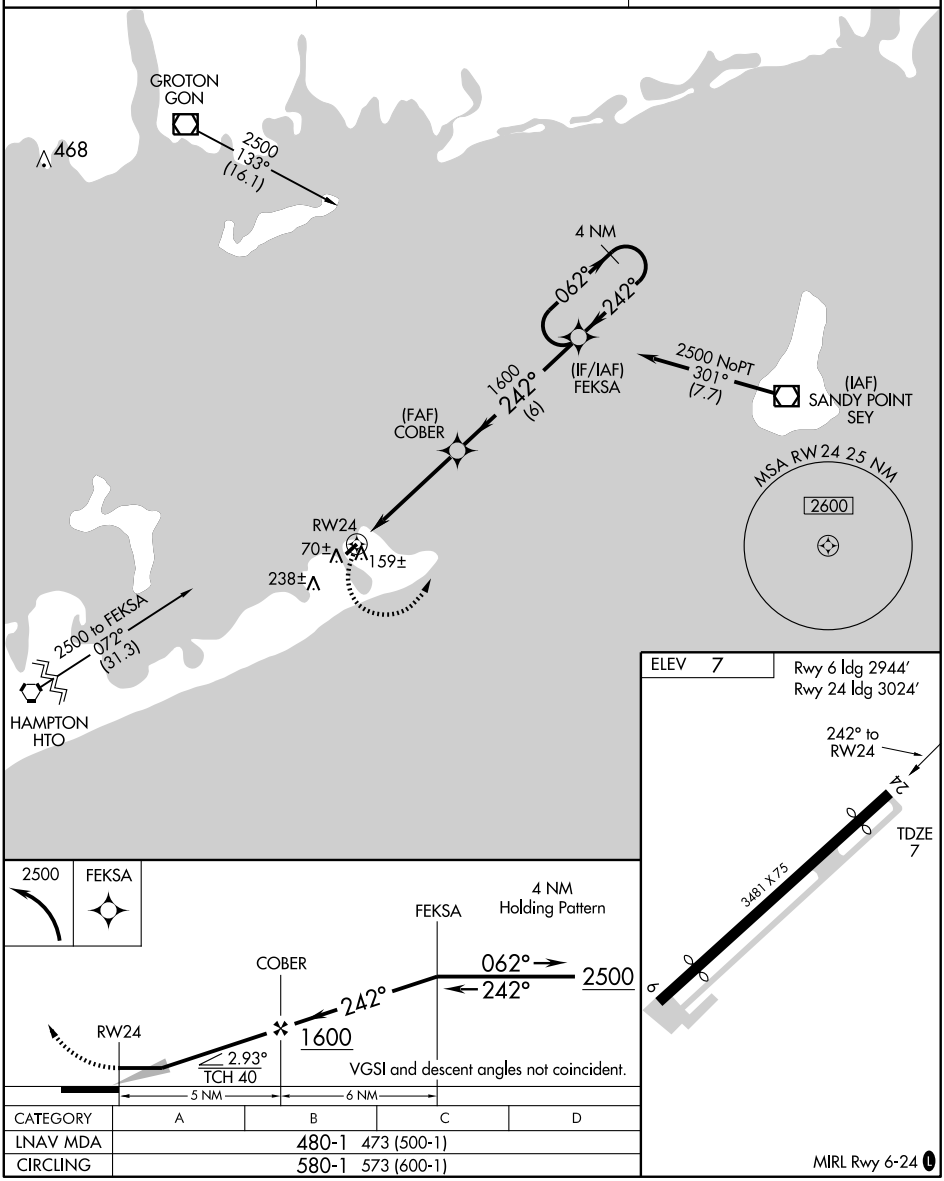
APP CRS	Rwy Idg	3024
242°	TDZE	7
	Apt Elev	7

T
NA

Use Block Island State altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

NEW YORK APP CON ★	UNICOM	
125.97 343.65	122.7 (CTAF)	121.7 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 473 (500-1)			
CIRCLING	580-1 573 (600-1)			

MIRL Rwy 6-24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

HTO VORTAC	APP CRS	Rwy Idg	2944
113.6	075°	TDZE	6
Chan 83		Apt Elev	7

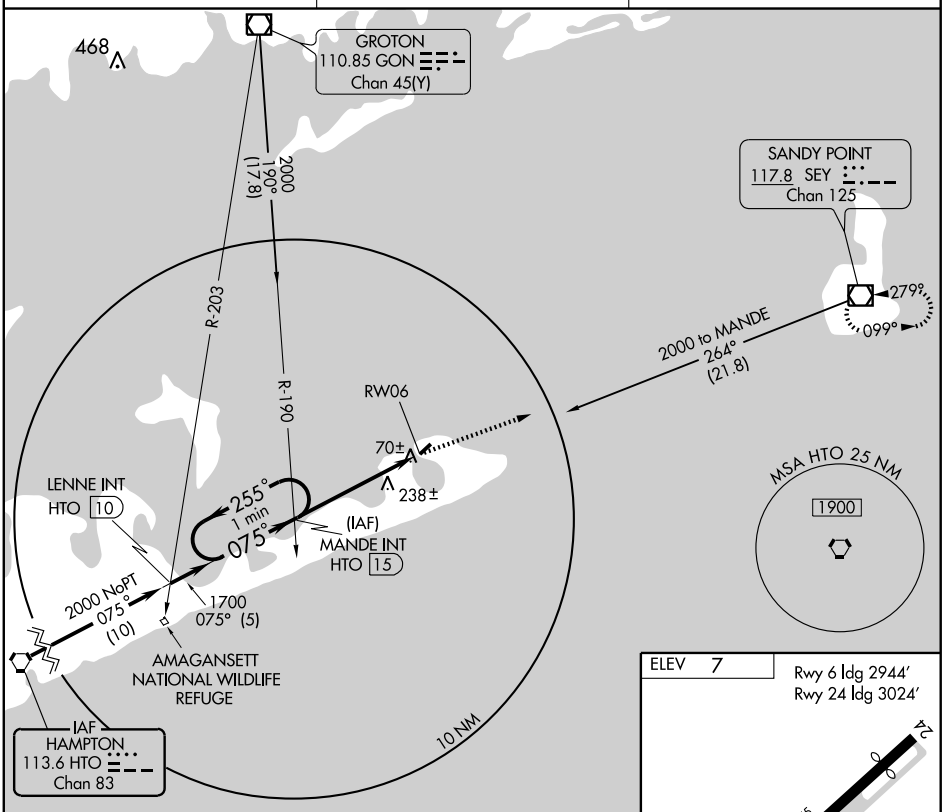
VOR or GPS RWY 6

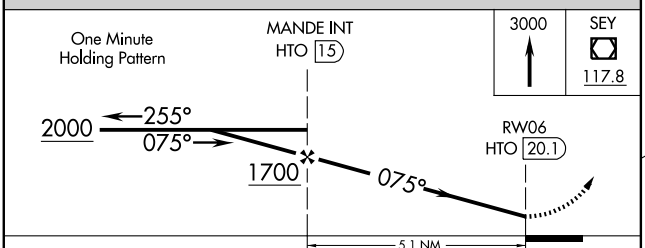
MONTAUK (MTP)

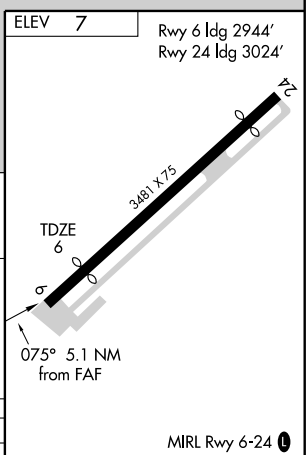
Use Block Island State altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON *	UNICOM	
125.975 343.65	122.7 (CTAF)	121.7 L







CATEGORY	A	B	C	D
S-6	660-1 654 (700-1)	660-1¼ 654 (700-1¼)	NA	
CIRCLING	660-1 653 (700-1)	660-1¼ 653 (700-1¼)	NA	

MIRL Rwy 6-24 L

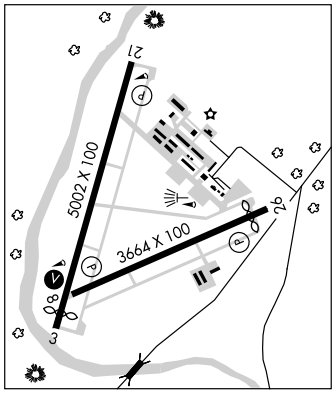
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MONTGOMERY

ORANGE CO (MGJ) 1 SW UTC−5(−4DT) N41°30.60′ W74°15.88′ **NEW YORK**
364 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks **H–10I, 12J, L–33B, 34H**
NOTAM FILE MGJ **IAP**

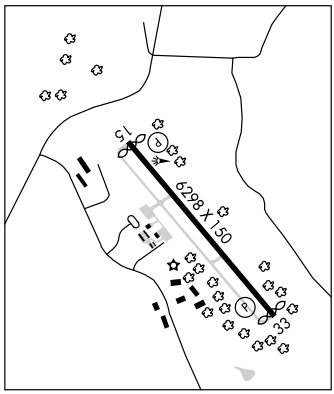
RWY 03–21: H5002X100 (ASPH–CONC) S–30, D–57, 2D–85 HIRL
RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 301′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.
RWY 08–26: H3664X100 (ASPH–CONC) S–30, D–57, 2D–85 MIRL 0.4% up E
RWY 08: PAPI(P2L)—GA 3.5°. Trees.
RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315′. Trees. Rgt tfc.



AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2100Z‡. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845–457–4925. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 08–26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335)′. After landing 180° turns are prohibited. 23′ stabilized shoulder each side of Rwy 03–21. 9′ stabilized shoulder each side of Rwy 08–26.
WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486. SAWRS.
COMMUNICATIONS: CTAF/AUNICOM 122.725
HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 079° 15.9 NM to fld. 1300/11W.
OTIMS NDB (LOM) 353 MG N41°26.71′ W74°17.47′ 031° 4.1 NM to fld.
ILS 111.7 I–MGJ Rwy 03. LOM OTIMS NDB.

MONTICELLO

SULLIVAN CO INTL (MSV) 6 NW UTC−5(−4DT) N41°42.10′ W74°47.70′ **NEW YORK**
1403 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV **H–10I, 12J, L–33A, 34H**
RWY 15–33: H6298X150 (ASPH–GRVD) S–36, D–49, 2D–74.5 HIRL 0.4% up NW **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–6300 TODA–6300 ASDA–6000 LDA–5700
RWY 33: TORA–6300 TODA–6300 ASDA–6000 LDA–5700



AIRPORT REMARKS: Attended 1200–2200Z‡. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300–2200Z‡; after hrs call 845–292–5811. Birds, coyote and deer on and invof arpt. PPR 24 hours for air carrier ops call arpt manager 845–807–0273. ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.
WEATHER DATA SOURCES: AWOS–3 124.725 (845) 583–5056.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 343° 19.8 NM to fld. 1300/11W.
MONGA NDB (MHW/LOM) 359 MS N41°46.00′ W74°51.64′ 155° 4.9 NM to fld.
ILS 109.1 I–MSV Rwy 15. Class IE LOM MONGA NDB.

MOORES (See DEGRASSE)

LOC I-MGJ	APP CRS	Rwy Idg	4701
111.7	029°	TDZE	353
		Apt Elev	364

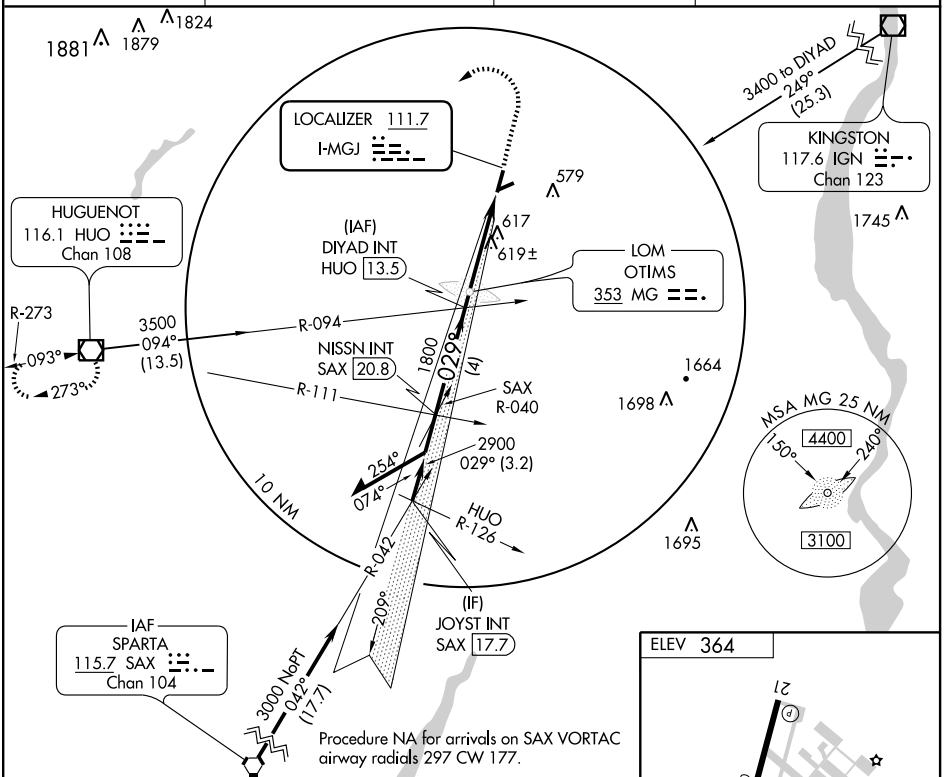
ILS or LOC RWY 3

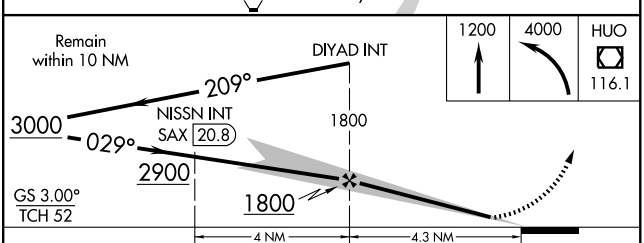
MONTGOMERY/ORANGE COUNTY (MGJ)

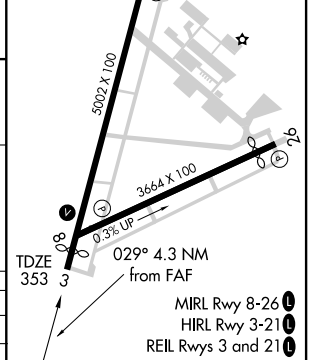
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility ¼ mile and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	699-1¼ 346 (400-1¼)			
S-LOC 3	1000-1 647 (700-1)		1000-1¾ 647 (700-1¾)	1000-2 647 (700-2)
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOM MG	APP CRS	Rwy Idg	4701
353	029°	TDZE	354
		Apt Elev	365

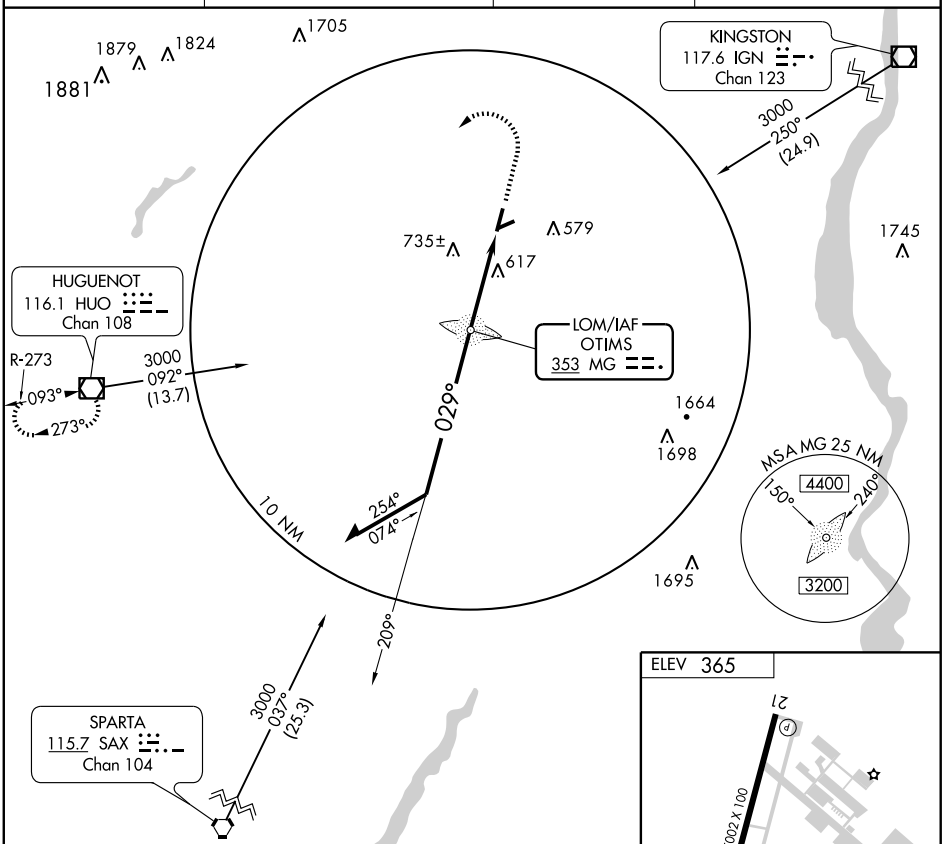
NDB RWY 3

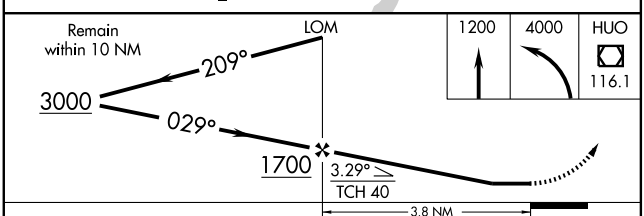
MONTGOMERY/ORANGE COUNTY (MGJ)

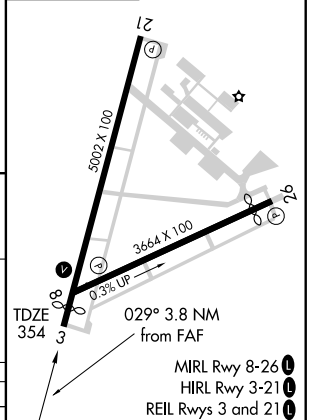
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 686 (700-1)		1040-2 686 (700-2)	1040-2¼ 686 (700-2¼)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4701
029°	TDZE	353
	Apt Elev	364

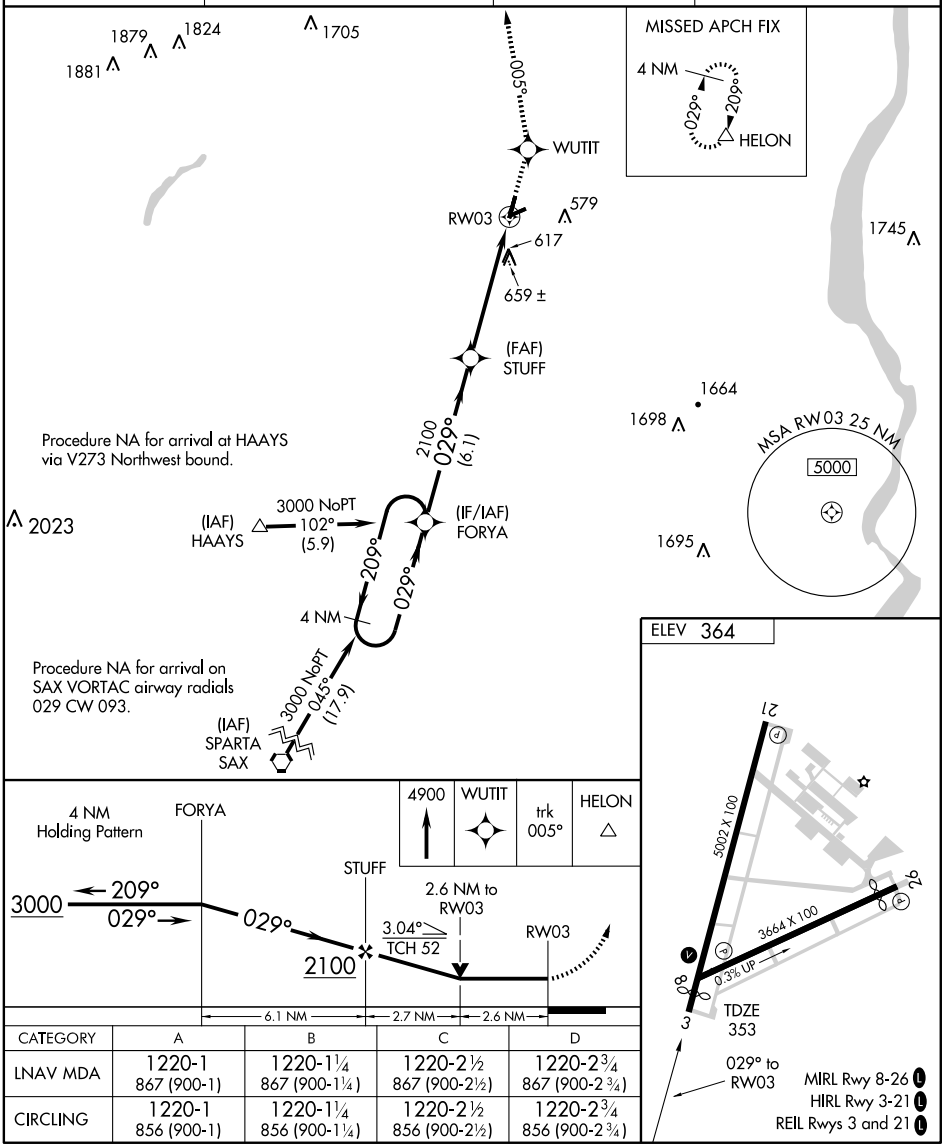
RNAV (GPS) RWY 3

MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	3664
CH 50216	080°	TDZE	359
W08A		Apt Elev	364

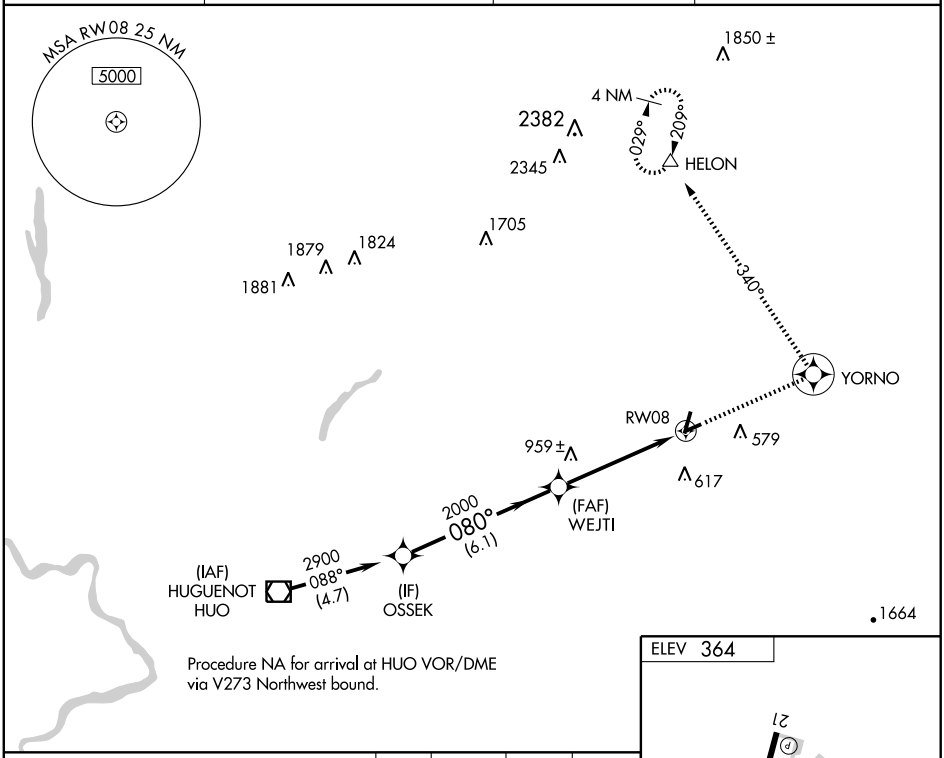
RNAV (GPS) RWY 8

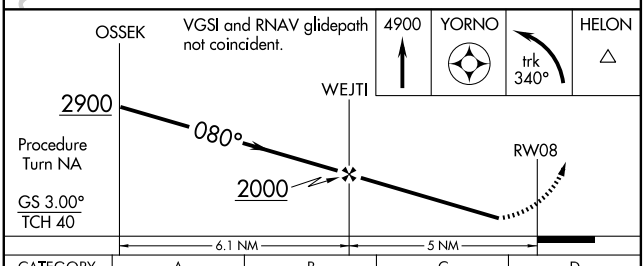
MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

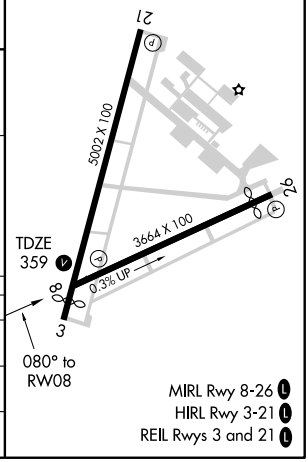
MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1059-2½ 700 (700-2½)			
LNAV MDA	1220-1 861 (900-1)	1220-1¼ 861 (900-1¼)	1220-2½ 861 (900-2½)	1220-2¾ 861 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 86416	210°	TDZE	353
W21A		Apt Elev	364

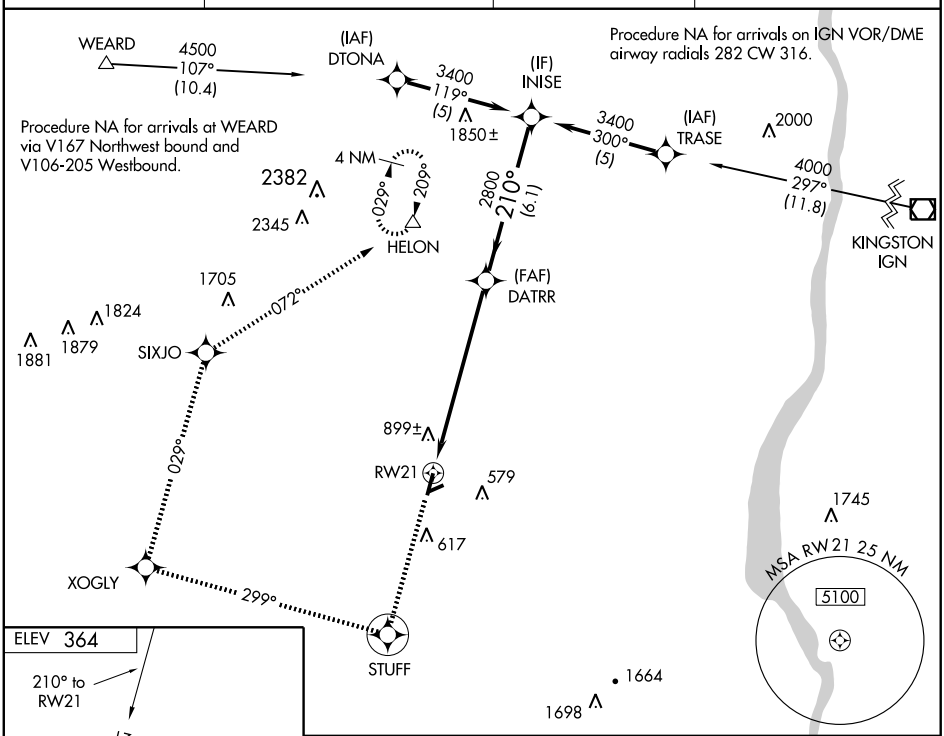
RNAV (GPS) RWY 21

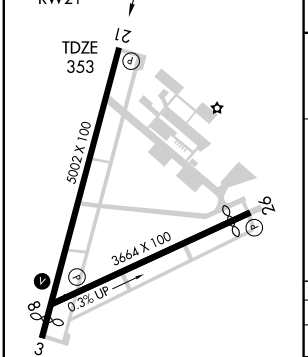
MONTGOMERY / ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

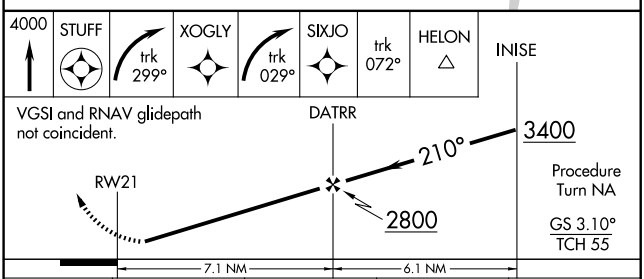
MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	704-1¼ 351 (400-1¼)			
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

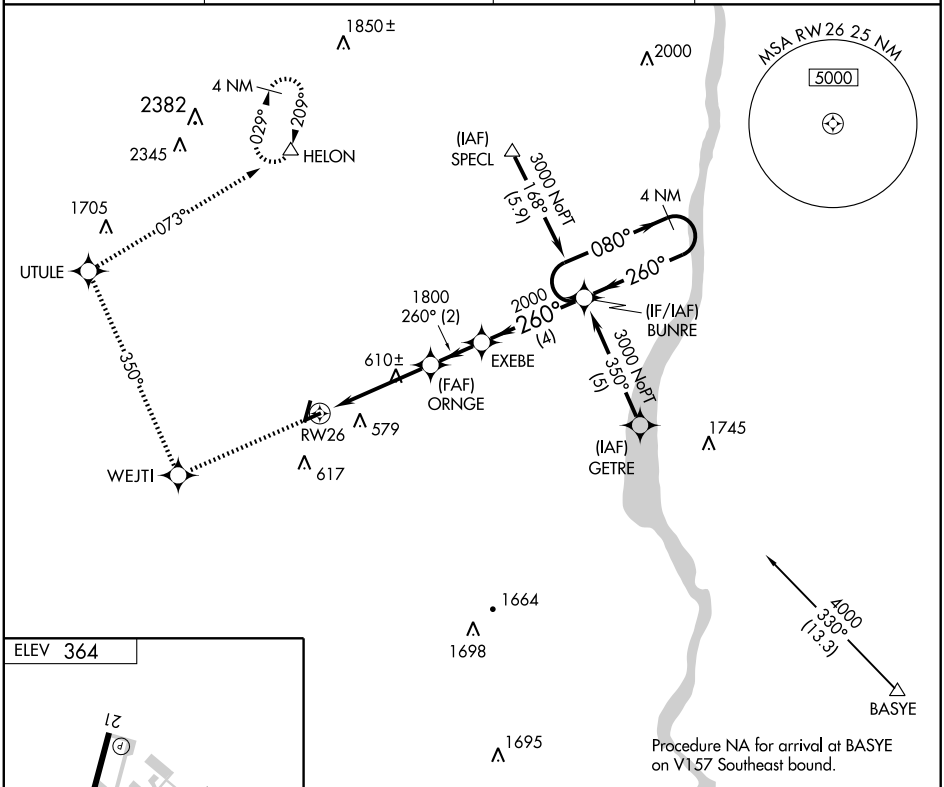
MONTGOMERY/ ORANGE COUNTY (MGJ)

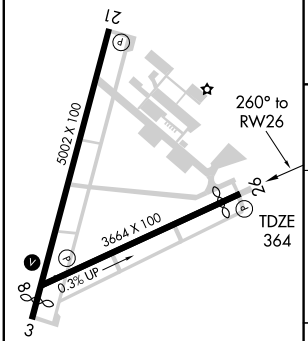
APP CRS	Rwy Idg	3349
260°	TDZE	364
	Apt Elev	364

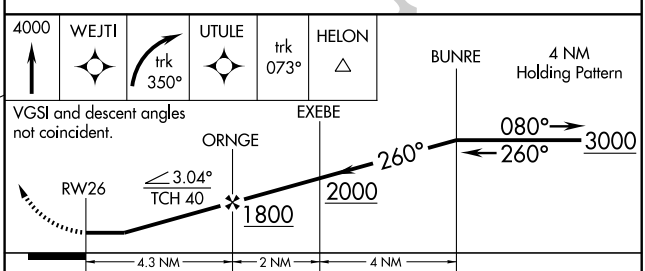
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 556 (600-1)		920-1½ 556 (600-1½)	920-1¾ 556 (600-1¾)
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)

MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
ORANGE COUNTY
SULLIVAN COUNTY INTL
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
NOTE: This STAR applicable to non-jet aircraft landing SWF/SWF Sats.
43
(17)
R-314
RAGER
N41°34.10'
W74°54.77'
Expect clearance to cross at 5,000 feet.
26
(8)
R-354
STILLWATER
109.6 STW
Chan 33
HAWLY
N41°32.39'
W75°05.43'
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect RADAR vectors to final approach course after RUBER Int.

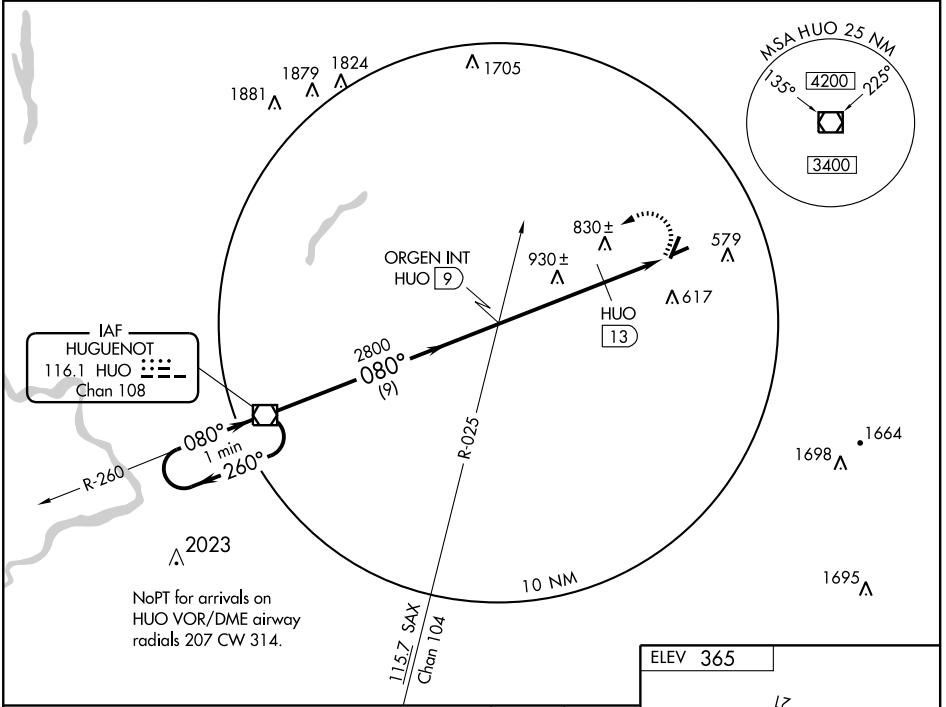
VOR/DME HUO	APP CRS	Rwy Idg	3664
116.1	080°	TDZE	360
Chan 108		Apt Elev	365

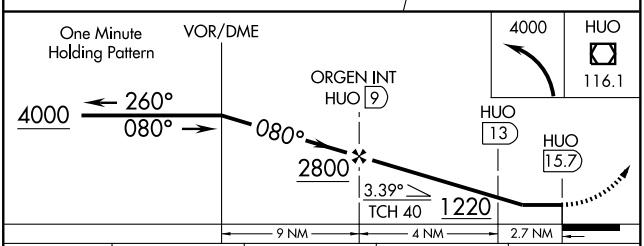
VOR RWY 8

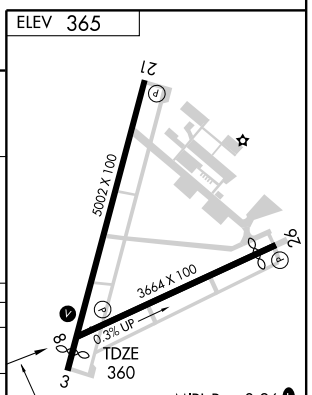
MONTGOMERY/ORANGE COUNTY (MGJ)

MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)

FAF to MAP 6.7 NM

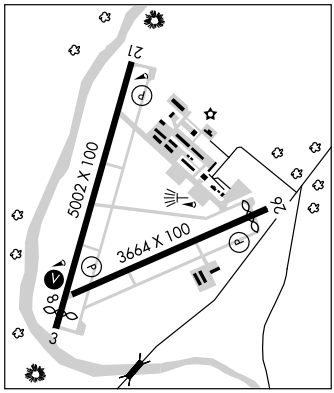
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MONTGOMERY

ORANGE CO (MGJ) 1 SW UTC−5(−4DT) N41°30.60′ W74°15.88′ **NEW YORK**
364 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks **H–10I, 12J, L–33B, 34H**
NOTAM FILE MGJ **IAP**

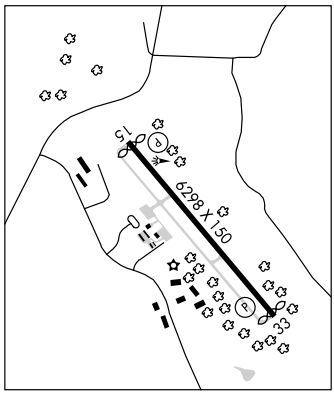
RWY 03–21: H5002X100 (ASPH–CONC) S–30, D–57, 2D–85 HIRL
RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 301′. Trees.
RWY 21: REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.
RWY 08–26: H3664X100 (ASPH–CONC) S–30, D–57, 2D–85 MIRL 0.4% up E
RWY 08: PAPI(P2L)—GA 3.5°. Trees.
RWY 26: PAPI(P2L)—GA 3.5°. Thld dsplcd 315′. Trees. Rgt tfc.



AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2100Z‡. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845–457–4925. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 08–26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335)′. After landing 180° turns are prohibited. 23′ stabilized shoulder each side of Rwy 03–21. 9′ stabilized shoulder each side of Rwy 08–26.
WEATHER DATA SOURCES: ASOS 119.275 (845) 457–1486. SAWRS.
COMMUNICATIONS: CTAF/AUNICOM 122.725
HUGUENOT RCO 122.1R 116.1T (NEW YORK RADIO).
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 123.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 079° 15.9 NM to fld. 1300/11W.
OTIMS NDB (LOM) 353 MG N41°26.71′ W74°17.47′ 031° 4.1 NM to fld.
ILS 111.7 I–MGJ Rwy 03. LOM OTIMS NDB.

MONTICELLO

SULLIVAN CO INTL (MSV) 6 NW UTC−5(−4DT) N41°42.10′ W74°47.70′ **NEW YORK**
1403 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV **H–10I, 12J, L–33A, 34H**
RWY 15–33: H6298X150 (ASPH–GRVD) S–36, D–49, 2D–74.5 HIRL 0.4% up NW **IAP**
RWY 15: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–6300 TODA–6300 ASDA–6000 LDA–5700
RWY 33: TORA–6300 TODA–6300 ASDA–6000 LDA–5700



AIRPORT REMARKS: Attended 1200–2200Z‡. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300–2200Z‡; after hrs call 845–292–5811. Birds, coyote and deer on and invof arpt. PPR 24 hours for air carrier ops call arpt manager 845–807–0273. ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.
WEATHER DATA SOURCES: AWOS–3 124.725 (845) 583–5056.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
HUGUENOT (H) VOR/DME 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 343° 19.8 NM to fld. 1300/11W.
MONGA NDB (MHW/LOM) 359 MS N41°46.00′ W74°51.64′ 155° 4.9 NM to fld.
ILS 109.1 I–MSV Rwy 15. Class IE LOM MONGA NDB.

MOORES (See DEGRASSE)

LOC I-MSV	APP CRS	Rwy Ldg	5700
109.1	155°	TDZE	1403
		Apt Elev	1403

ILS RWY 15

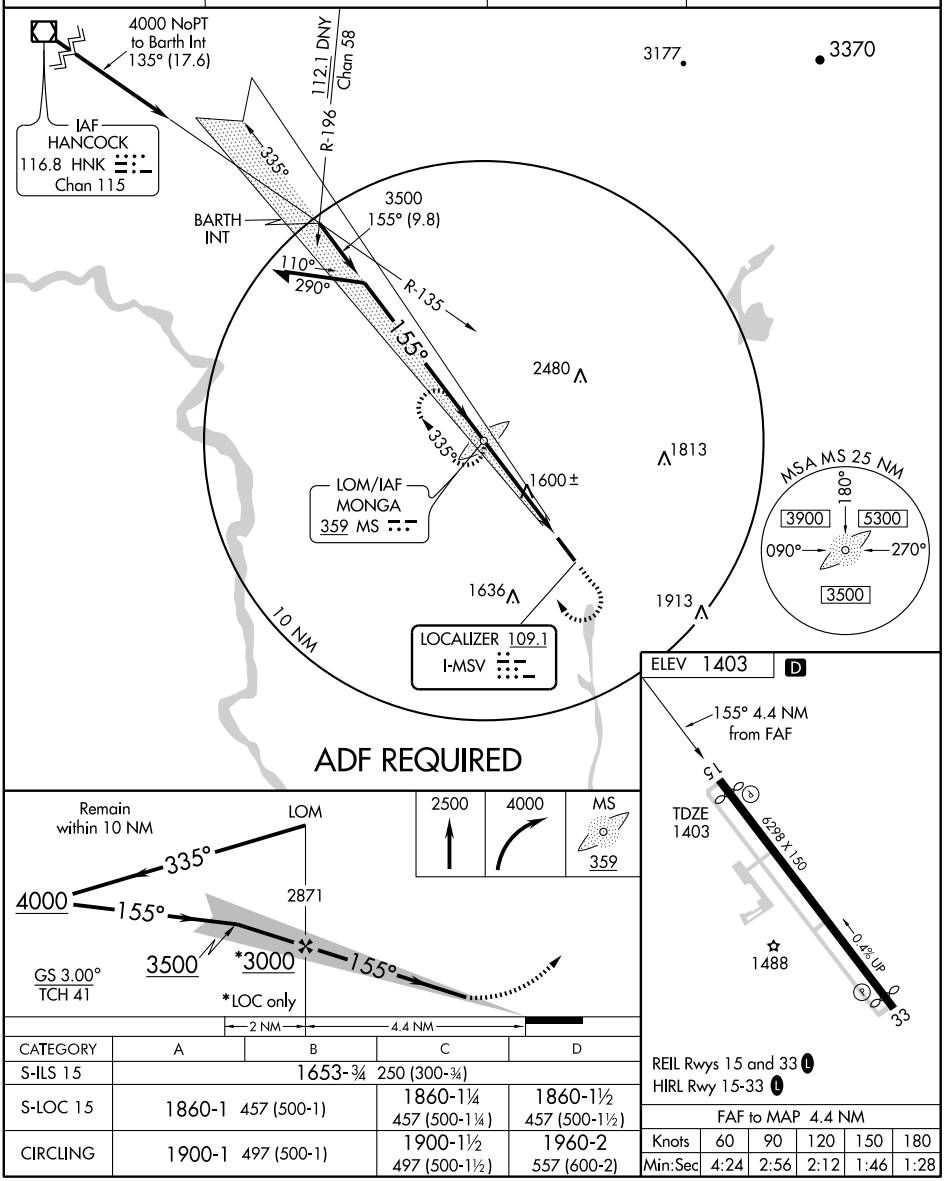
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

▼ If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

▲ NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 15	1653-¾ 250 (300-¾)			
S-LOC 15	1860-1 457 (500-1)		1860-1¼ 457 (500-1¼)	1860-1½ 457 (500-1½)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010

LOM MS	APP CRS	Rwy Ldg	5700
359	155°	TDZE	1403
		Apt Elev	1403

NDB RWY 15

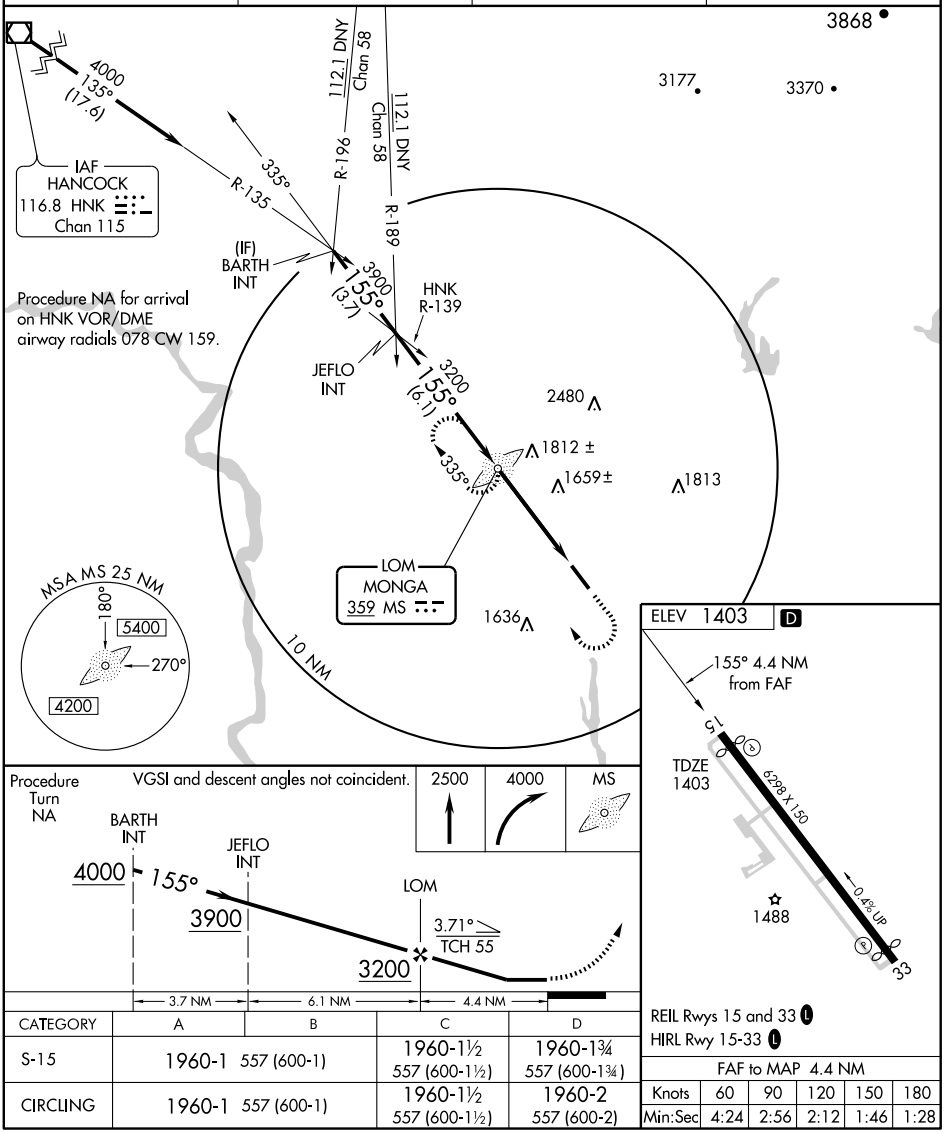
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

Visibility reduction by helicopters NA.

When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; increase all Cat B visibility ¼ mile, all Cat C visibility ¾ mile, S-15 Cat D visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1960-1 557 (600-1)		1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)
CIRCLING	1960-1 557 (600-1)		1960-1½ 557 (600-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Ldg	5700
CH 56615	155°	TDZE	1403
W15A		Apt Elev	1403

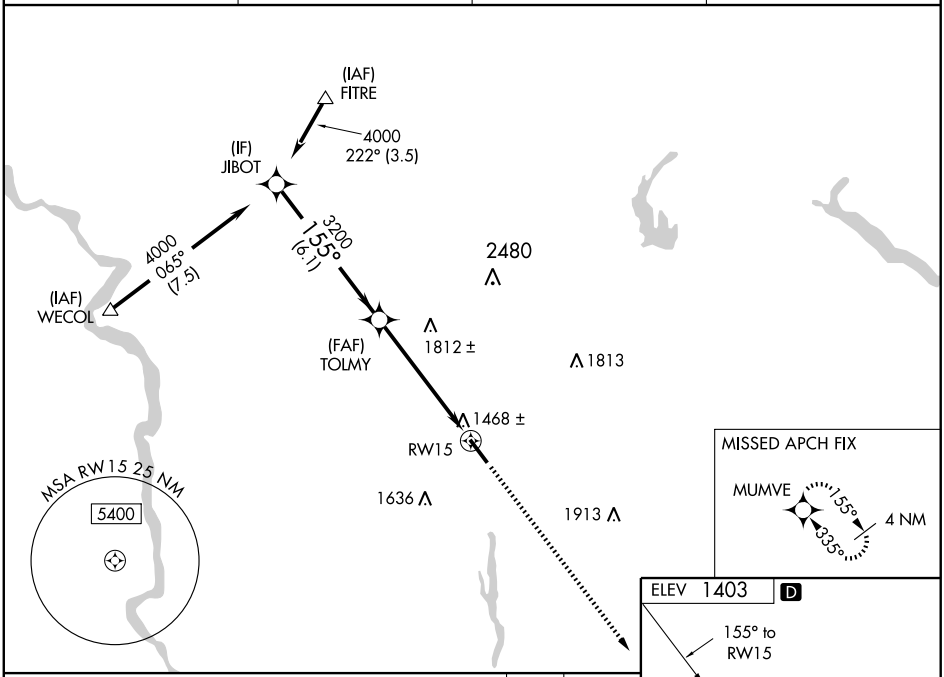
RNAV (GPS) RWY 15

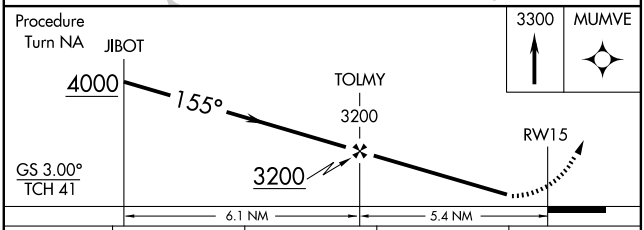
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

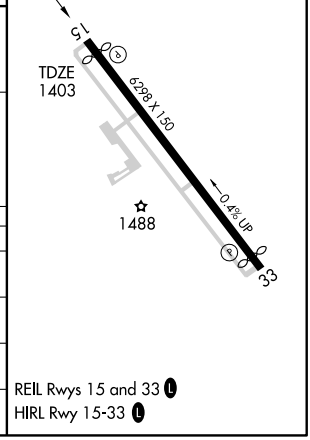
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1653-1 250 (300-1)			
LNAV/VNAV DA	1850-1½ 447 (500-1½)			
LNAV MDA	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-1¾ 577 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)



REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Ldg	5700
335°	TDZE	1390
	Apt Elev	1403

RNAV (GPS) RWY 33

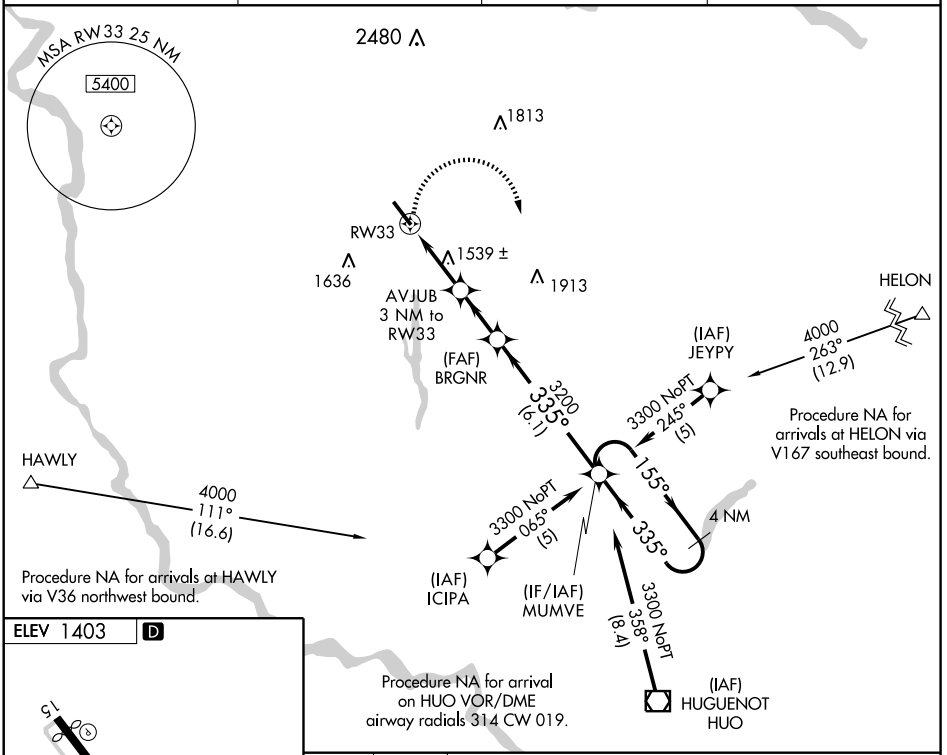
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

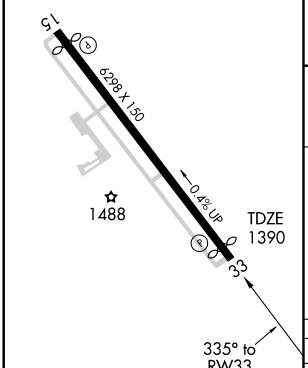
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

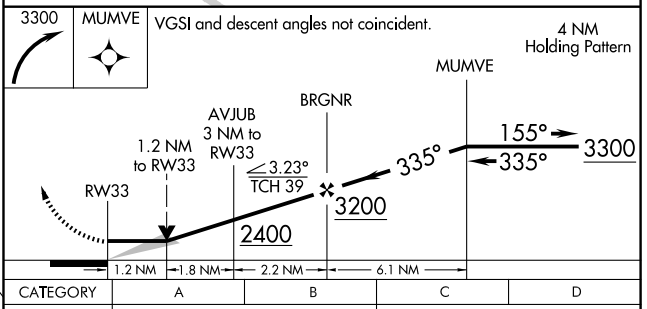
A

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1 410 (400-1)		1800-1¼ 410 (400-1¼)	
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
ORANGE COUNTY
SULLIVAN COUNTY INTL
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
NOTE: This STAR applicable to non-jet aircraft landing SWF/SWF Sats.
43
(17)
R-314
RAGER
N41°34.10'
W74°54.77'
Expect clearance to cross at 5,000 feet.
26
(8)
R-354
STILLWATER
109.6 STW
Chan 33
HAWLY
N41°32.39'
W75°05.43'
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect RADAR vectors to final approach course after RUBER Int.

VOR/DME HUO	APP CRS	Rwy Ldg	5700
116.1	344°	TDZE	1390
Chan 108		Apt Elev	1403

VOR/DME RWY 33

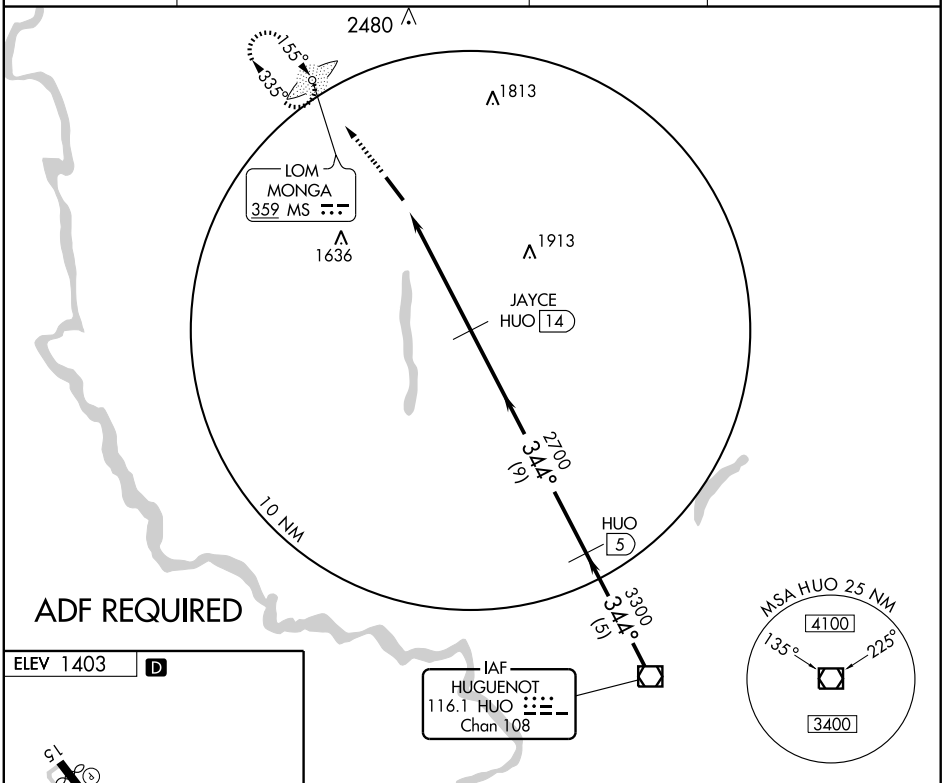
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

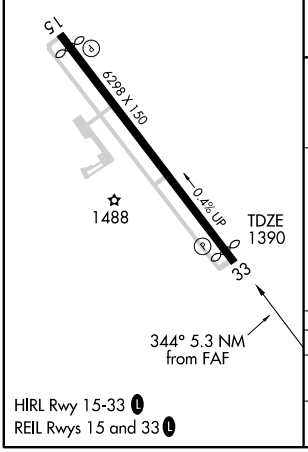
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

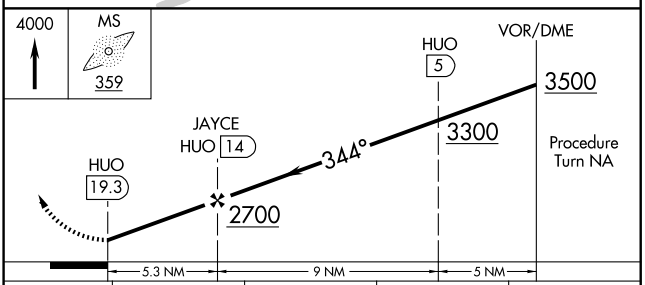
NA

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1980-1	590 (600-1)	1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1	577 (600-1)	1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ATIS
120.725
LONG ISLAND TOWER ★
119.3 335.5
GND CON
135.3
CLNC DEL
121.85

RWY 06-24
S-100, D-210, 2S-175, 2D-300
RWY 10-28
S-32, D-56, 2D-92
RWY 15L-33R
S-25
RWY 15R-33L
S-100, D-170, 2S-175, 2D-300

VAR 13.7° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

FIELD ELEV 99

ELEV 98
15R
148.7°
24
238.7°
HANGARS
HANGARS
HANGARS
B-1
B
B-2
B-3
5186 X 150
15L
D
F
E
ELEV 91
148.7°
3175 X 75
LAHSO
7006 X 150
W
C
328.7°
0.4% UP
LAHSO
328.7°
33R
ELEV 81
ELEV 90
LAHSO
10
5034 X 150
28
103.7°
LAHSO
LAHSO
33L
283.7°
ELEV 82
S
A
A1
058.7°
9
ELEV 92
CONTROL TOWER
ELEV 78
TERMINAL
HANGARS
226

40°48'N
40°47'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

73°07'W
73°06'W

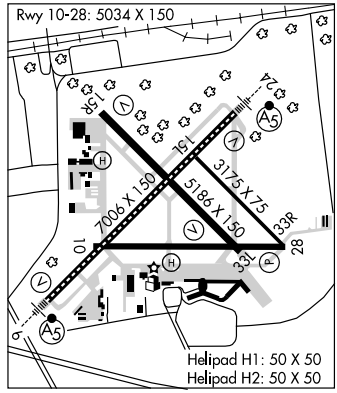
NE-2, 21 OCT 2010 to 18 NOV 2010

HUGUENOT N41°24.58′ W74°35.50′ NOTAM FILE ISP. NEW YORK
(H) VOR/DME 116.1 HUO Chan 108 079° 15.9 NM to Orange Co. 1300/11W. H–10I, 12J, L–33A, 34H
VOR unusable:
029°–045° byd 15 NM blo 5000′ 050°–060° byd 10 NM
210°–230° byd 20 NM blo 6500′
RCO 122.1R 116.1T (NEW YORK RADIO).

HUNTER N42°51.18′ W73°56.06′ NOTAM FILE SCH. NEW YORK
NDB (MHW) 356 HEU at Schenectady Co. L–32G

ISLIP

LONG ISLAND MAC ARTHUR (ISP) 7 NE UTC−5(−4DT) N40°47.72′ W73°06.01′ NEW YORK
99 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1099(1000) COPTER
LRA Class I, ARFF Index B NOTAM FILE ISP H–10I, 12J, L–33B, 34I
RWY 06–24: H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 IAP, AD
HIRL CL
RWY 06: MALSR (NSTD). VASI(V4L)—GA 3.0° TCH 51′. Tree.
RWY 24: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.
RWY 15R–33L: H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 MIRL 0.4% up NW
RWY 15R: VASI(V4L)—GA 3.0° TCH 45′. Pole. Rgt tfc.
RWY 33L: VASI(V4L)—GA 3.2° TCH 60′. Trees.
RWY 10–28: H5034X150 (ASPH) S–32, D–56, 2D–92
RWY 10: Tree. **RWY 28:** PAPI(P2L)—GA 3.0° TCH 43′. Trees.
RWY 15L–33R: H3175X75 (ASPH) S–25
RWY 15L: Trees. **RWY 33R:** Trees. Rgt tfc.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	15R–33L	4200
RWY 10	15R–33L	3000
RWY 15R	10–28	4600
RWY 24	10–28	4600
RWY 28	06–24	4500

AIRPORT REMARKS: Attended continuously. Bird activity on and invof arpt. ADVISORY: Tfc ldg Rwy 33L high density VFR tfc operating 600 ft MSL and blo vicinity Bayport Aerodrome 3 miles SE. Updrafts may be encountered invof power plant 1.5 NM NE Rwy 24. Arpt restricted 0400–1130Z‡ daily for acft indicating over 85 decibel apch and 72 decibel tkf except emergency or mercy flights. Rwy 15L–33R and Rwy 10–28 CLOSED to fixed wing acft at night and avbl for taxiing. Rwy 15L–33R acft 48,000 lbs or less use limited to dalgt taxiing ops only. When twr clsd ACTIVATE MIRL Rwy 15R–33L; twy lgts—CTAF. HIRL Rwy 06–24 preset low ints; to increase ints ACTIVATE—CTAF MALSR Rwy 06 or 24 preset med ints for prevailing wind rwy. Twy S unlgtd E of terminal apron. Rwy 15L NSTD markings, thld bar missing on rwy end. Rwy 33R NSTD markings, thld bar missing on rwy end. Rwy 06 NSTD MALSR: three outermost flasher lgts exceed standard spacing. Rollout rwy visual range Rwy 06 avbl. Touchdown rwy visual range Rwy 06 avbl. Touchdown and rollout rwy visual range Rwy 24 avbl.
WEATHER DATA SOURCES: ASOS (631) 471–0690.
COMMUNICATIONS: CTAF 119.3 **ATIS** 120.725 **UNICOM** 122.95
NEW YORK RCO 122.2 122.6 (NEW YORK RADIO)
Ⓡ **NEW YORK APP/DEP CON** 118.0
LONG ISLAND TOWER 119.3 124.3 (1100–0400Z‡) **GND CON** 135.3 **CLNC DEL** 121.85
AIRSPACE: CLASS C svc 1100–0400Z‡ ctc **APP CON** 118.0 (330°–179°) other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
DEER PARK (L) VORW/DME 117.7 DPK Chan 124 N40°47.51′ W73°18.22′ 101° 9.3 NM to fld. 117/12W.
LOKKS NDB (LOM) 366 IS N40°43.74′ W73°11.41′ 060° 5.7 NM to fld. Unmonitored.
ILS 108.3 I–RXN Rwy 24. Class IA. ILS unmonitored when twr clsd. GS unusable for coupled apchs blo 700′.
ILS 108.3 I–ISP Rwy 06. Class IE. LOM LOKKS NDB. ILS unmonitored when twr clsd. LOC unusable byd 20° left of course.

• • • •

LOC I-ISP	APP CRS	Rwy Idg	7006
108.3	059°	TDZE	94
		Apt Elev	99

ILS or LOC RWY 6

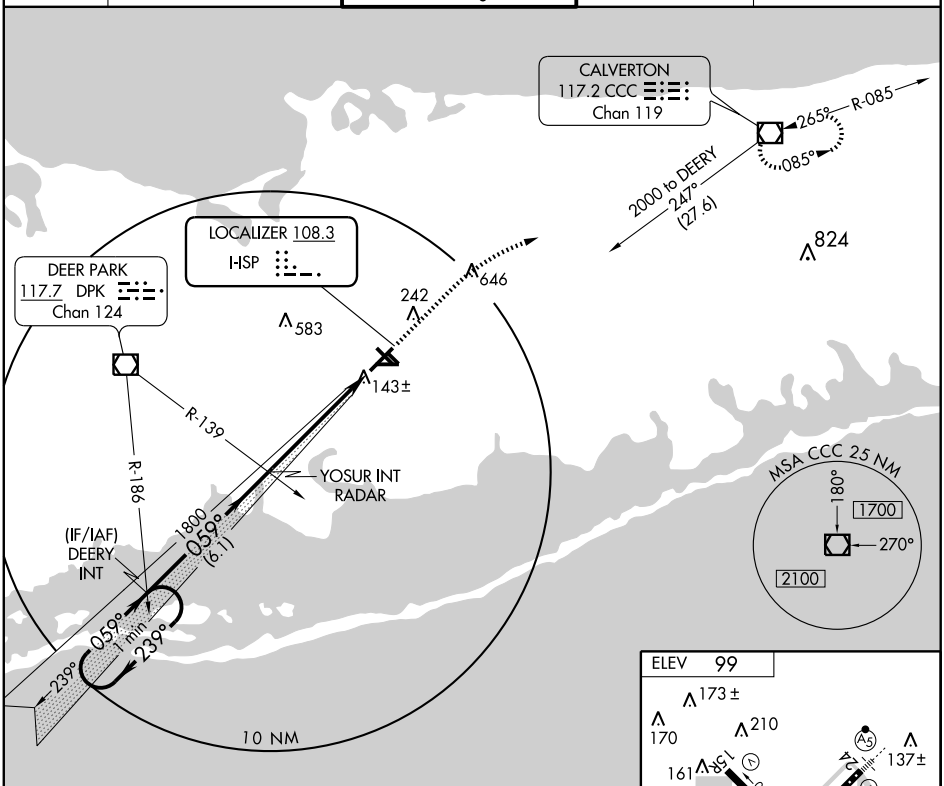
NEW YORK/LONG ISLAND MAC ARTHUR (ISP)

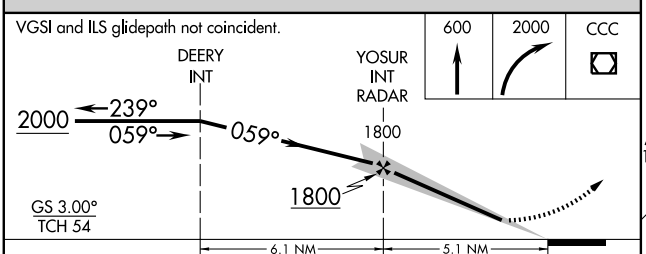
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

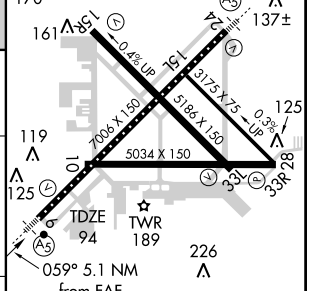
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85







CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)			400/40 306 (400-¾)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-RXN	APP CRS	Rwy Idg	7006
108.3	239°	TDZE	99
		Apt Elev	99

ILS or LOC RWY 24

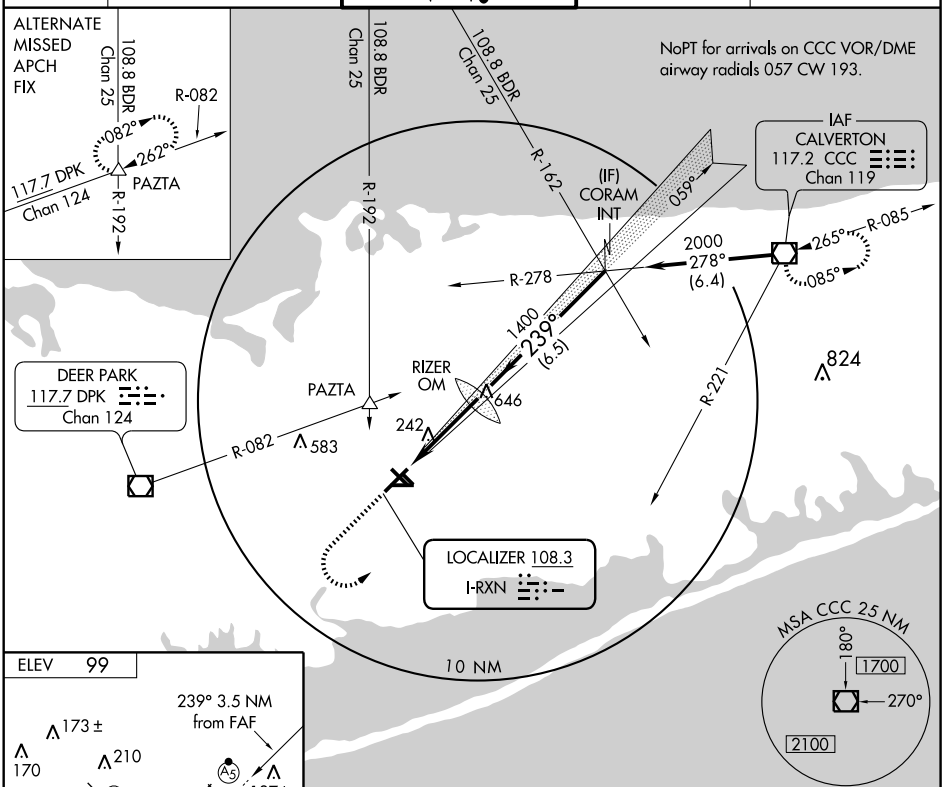
NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

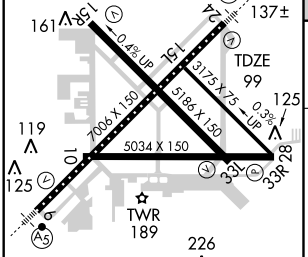
**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

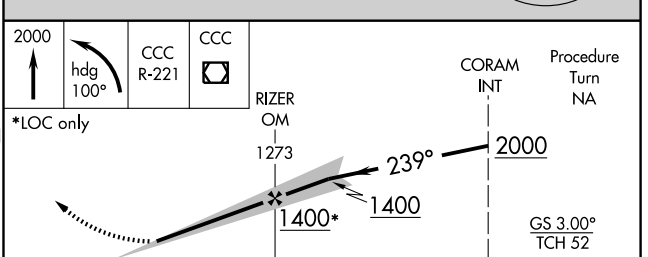
MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 24	** 299/24 200 (200-½)			
S-LOC 24	500/24 401 (500-½)		500/40 401 (500-¾)	
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

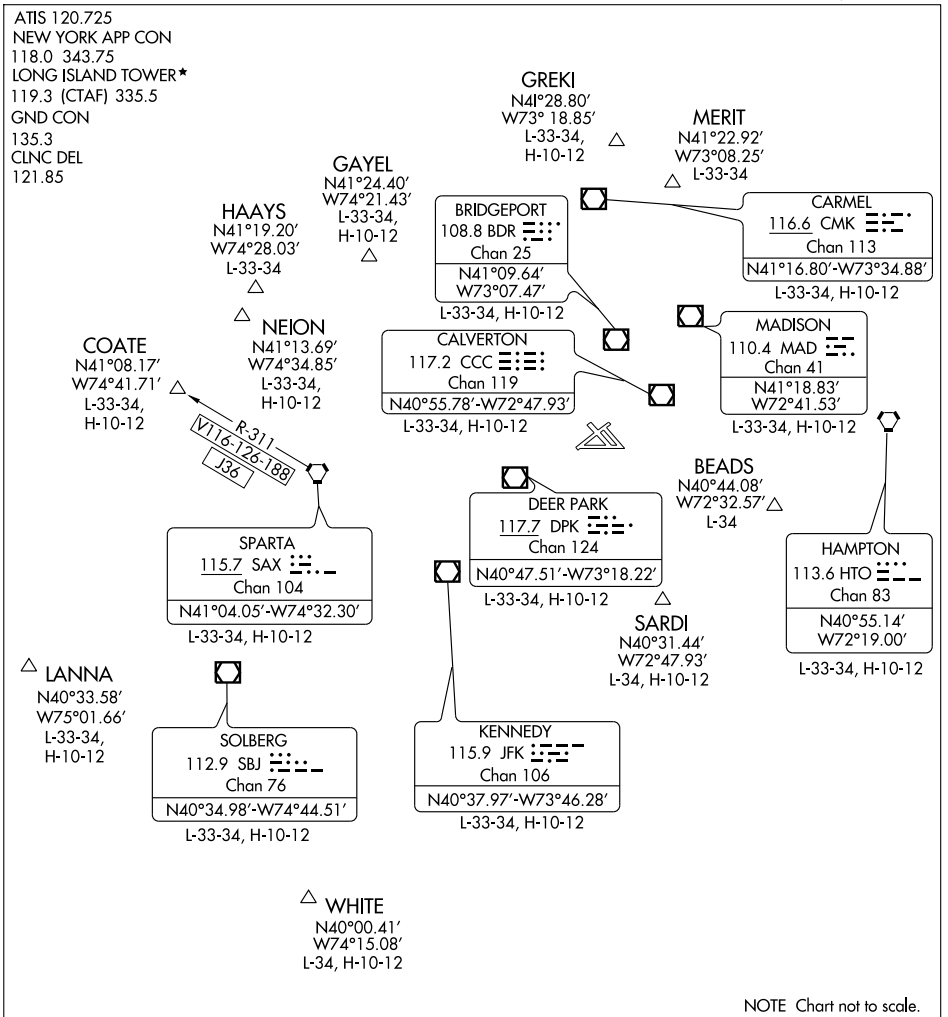
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

LONG ISLAND THREE DEPARTURE



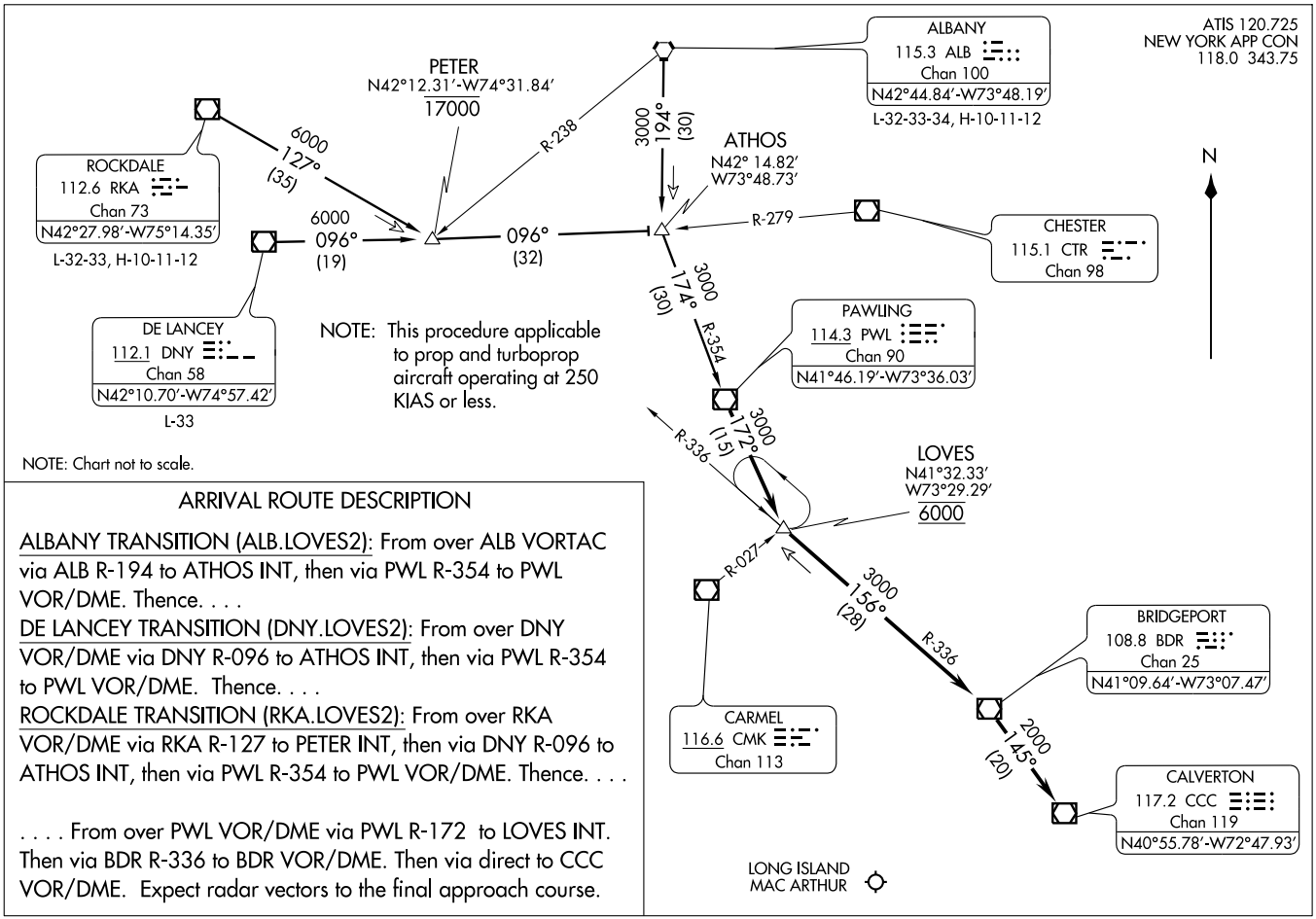
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3000′, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOVES TWO ARRIVAL
(LOVES.LOVES2) 10266



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME. Expect radar vectors to the final approach course.

(LOVES.LOVES2) 10266
LOVES TWO ARRIVAL

ST-948 (FAA)

LONG ISLAND MACARTHUR
NEW YORK, NEW YORK

LONG ISLAND MACARTHUR
NEW YORK, NEW YORK

LOM IS	APP CRS	Rwy Idg	7006
366	059°	TDZE	94
		Apt Elev	99

NDB RWY 6

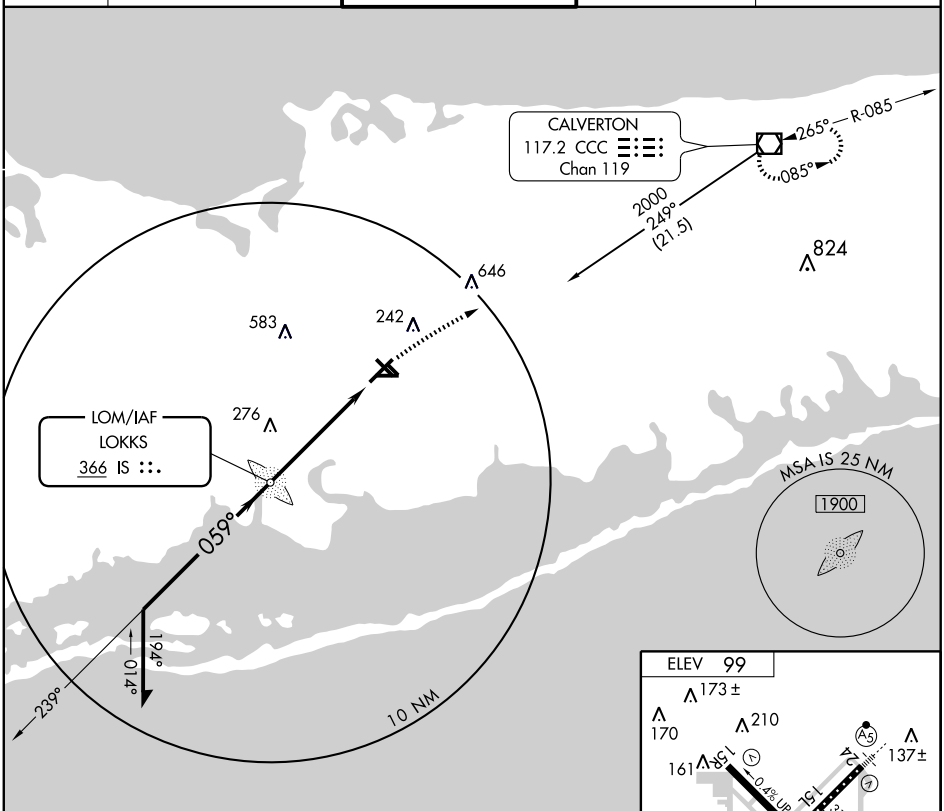
NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

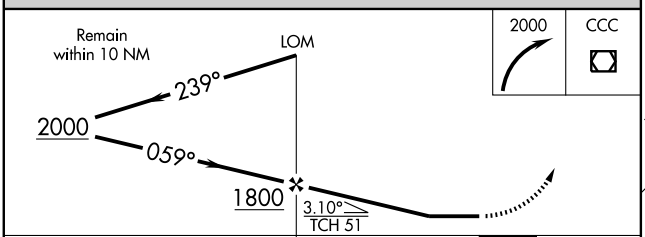
When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

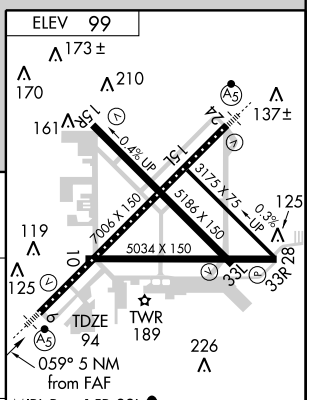
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85



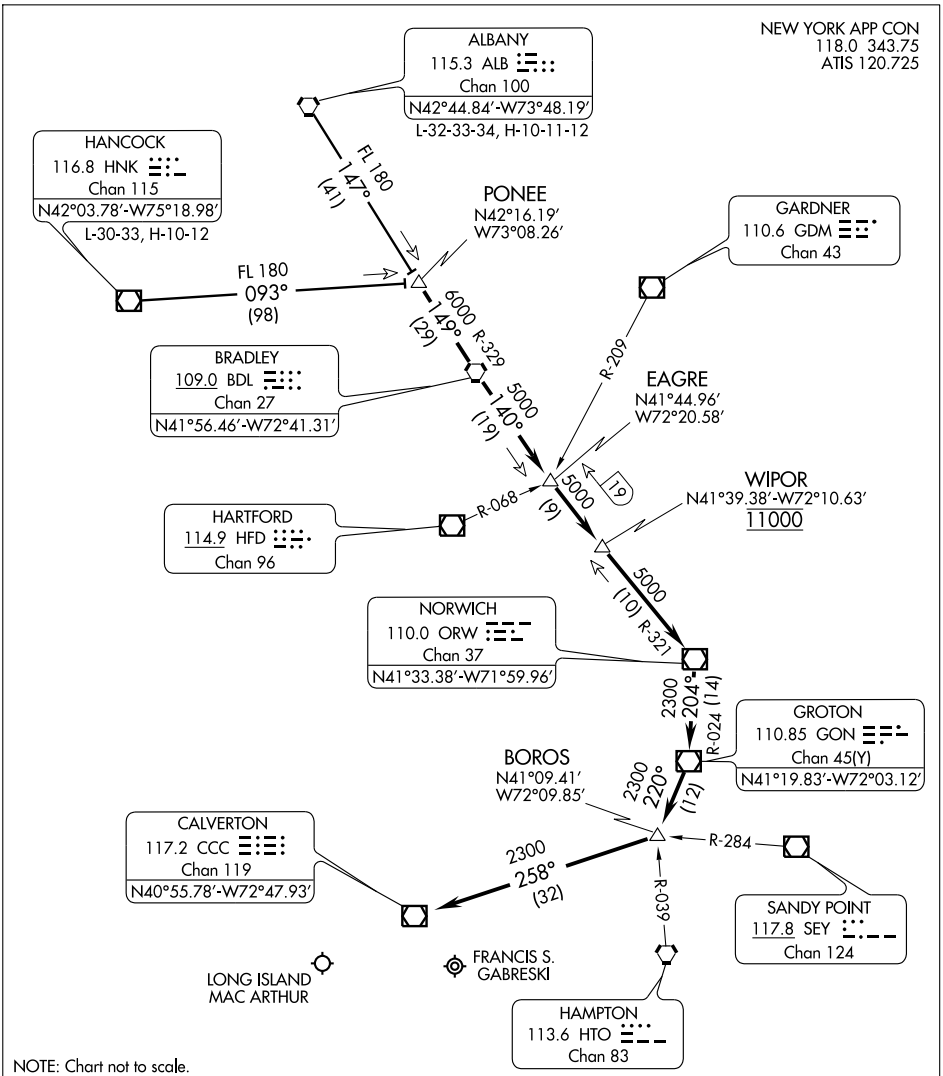




CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7006
CH 66010	059°	TDZE	94
W06A		Apt Elev	99

RNAV (GPS) RWY 6

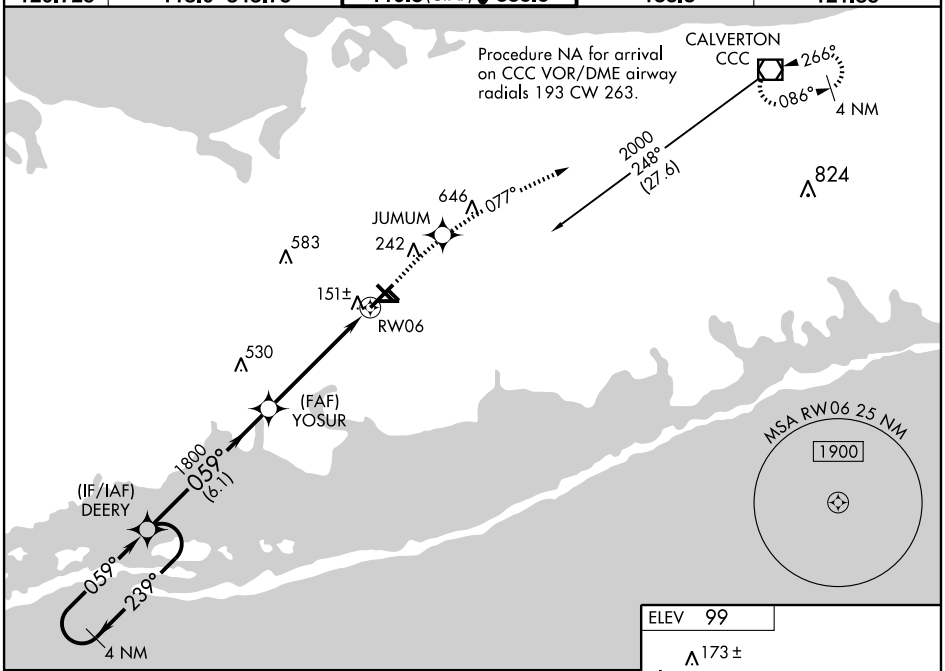
NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

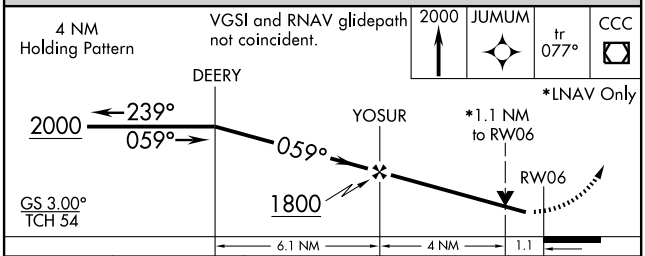
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Baro-VNAV NA when using Shirley altimeter setting.
VDP NA when using Shirley altimeter setting.

MALSR

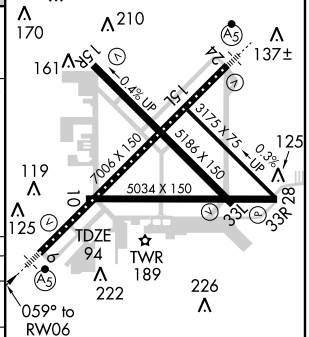
MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





CATEGORY	A	B	C	D
LPV DA		294/24	200 (200-½)	
LNAV/VNAV DA		451/40	357 (400-¾)	
LNAV MDA	500/24	406 (500-½)	500/40 406 (500-¾)	500/50 406 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwy 24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7006
CH 82610	239°	TDZE	99
W24A		Apt Elev	99

RNAV (GPS) RWY 24

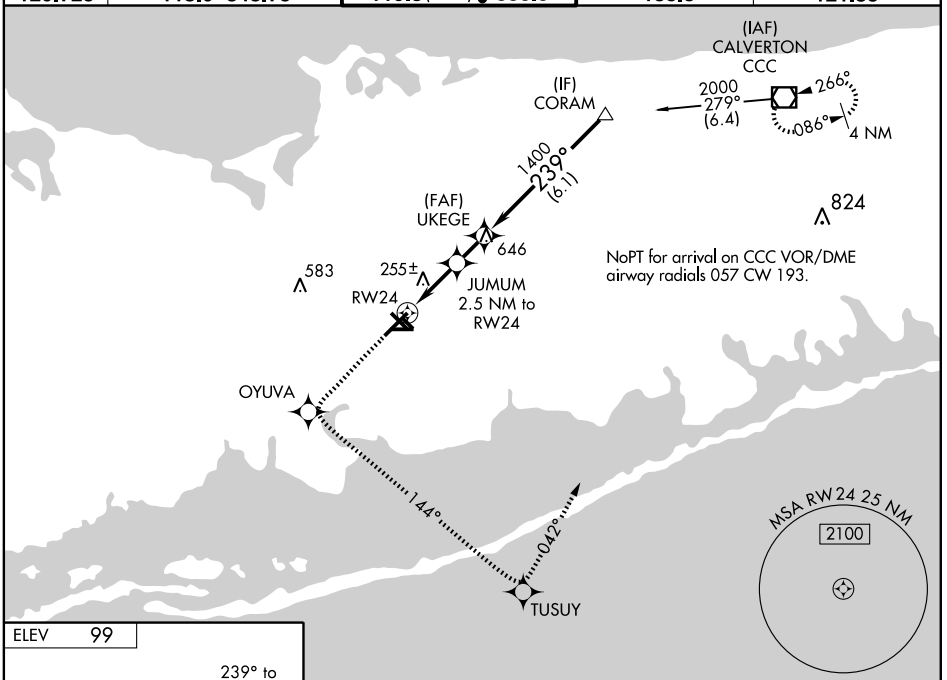
NEW YORK/ LONG ISLAND MAC ARTHUR (ISP)

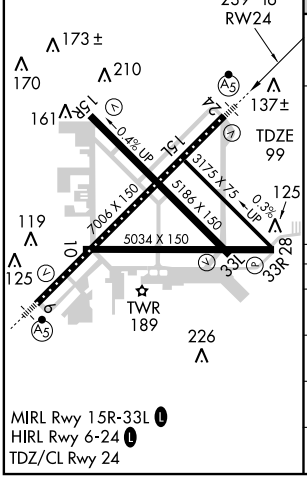
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

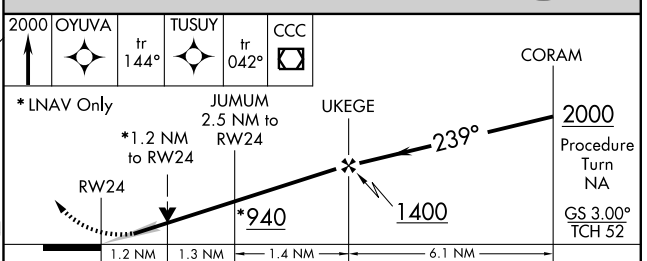
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwy 24



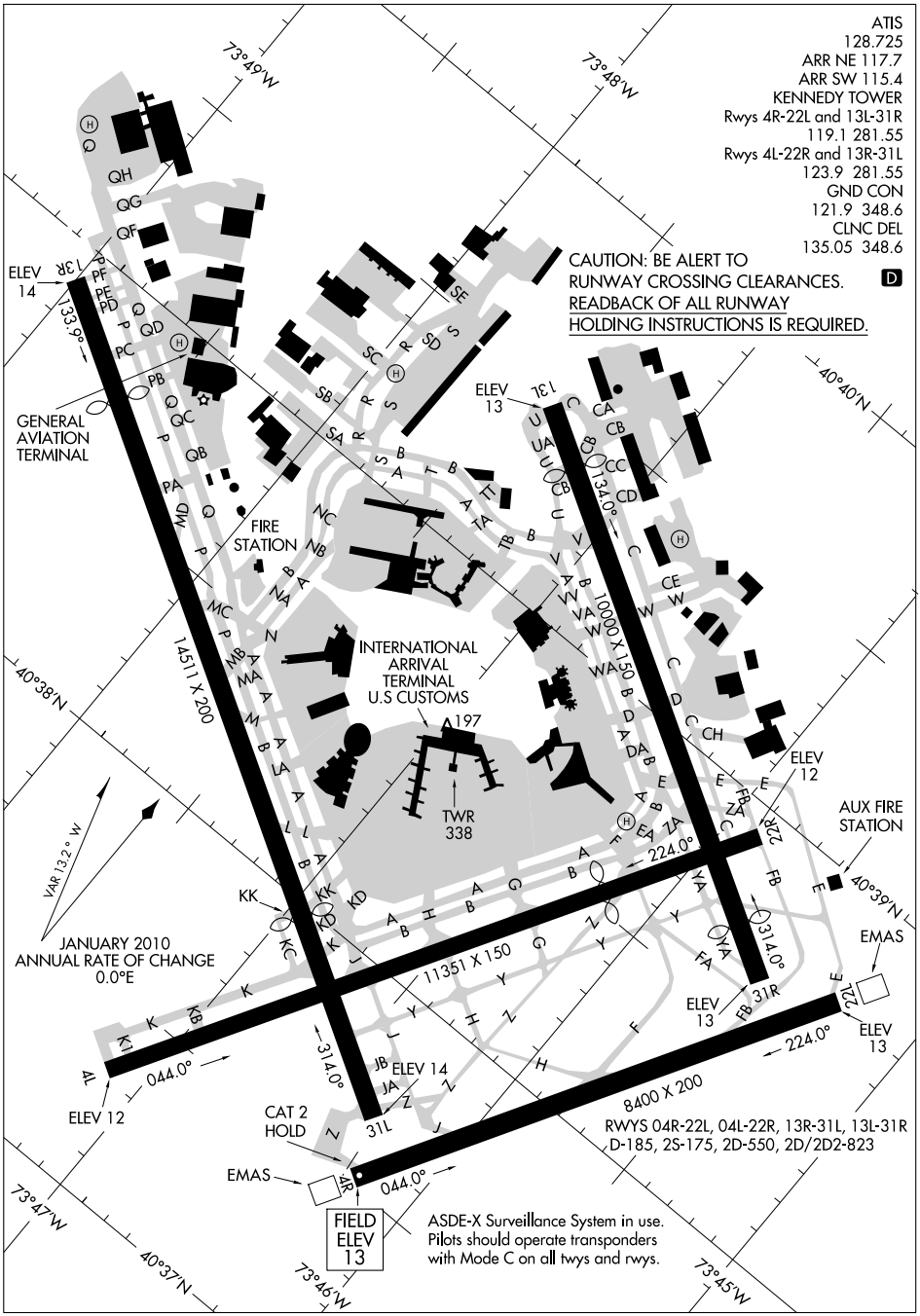
CATEGORY	A	B	C	D
LPV DA		299/24	200 (200-½)	
LNAV/VNAV DA		593/60	494 (500-1¼)	
LNAV MDA	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEW YORK, NEW YORK
NEW YORK / JOHN F. KENNEDY INTL (JFK)

10210

JOHN F KENNEDY INTL (JFK) 13 SE UTC−5(−4DT) N40°38.39′ W73°46.74′ **NEW YORK**

13 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index E NOTAM FILE JFK **COPTER**

RWY 13R–31L: H14511X200 (CONC–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL **H–10I, 12J, L–33B, 34H IAP, AD**

RWY 13R: LDIN. Thld dsplcd 2043′. Rgt tfc.

RWY 31L: MALSR. PAPI(P4L)—GA 3.0° TCH 67′. Thld dsplcd 3263′.

RWY 04L–22R: H11351X150 (ASPH–CONC–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

RWY 04L: PAPI(P4L)—GA 3.0° TCH 72′. **RWY 22R:** Thld dsplcd 2696′. Fence.

RWY 13L–31R: H10000X150 (ASPH–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

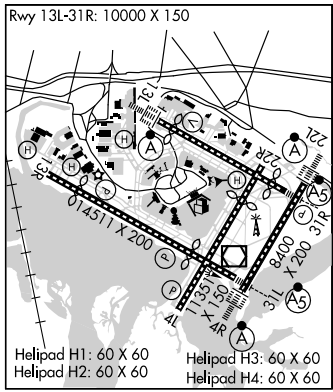
RWY 13L: LDIN. ALSF2. TDZL. VASI(V12)—GA 2.75° TCH 66′. Thld dsplcd 905′. Road. Rgt tfc.

RWY 31R: MALSR. TDZL. Thld dsplcd 1030′.

RWY 04R–22L: H8400X200 (ASPH–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

RWY 04R: ALSF2. TDZL.

RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA–11351 TODA–11351 ASDA–11351 LDA–11351

RWY 04R: TORA–8400 TODA–8400 ASDA–8400 LDA–8400

RWY 13L: TORA–10000 TODA–10000 ASDA–10000 LDA–9095

RWY 13R: TORA–11248 TODA–11248 ASDA–11052 LDA–9009

RWY 22L: TORA–8400 TODA–8400 ASDA–8400 LDA–8400

RWY 22R: TORA–11351 TODA–11351 ASDA–11351 LDA–8655

RWY 31L: TORA–10925 TODA–10925 ASDA–10925

RWY 31R: TORA–10000 TODA–10000 ASDA–10000 LDA–8976

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93 High Density Arpt. Prior reservation required. See Aeronautical Information Manual. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. For noise restrictions call 212–435–3685 during normal business hours. Flocks of birds on and invof arpt. Rwy 22L ALSF2 NSTD lgt spacing. Rwy 22L PAPI horizontal offset 4° to left. Rwy 13L VASI unusable left side centerline. Lead–in Rwy 13L uses the 1000 ft light station of the approach light system only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 sequence flashing lgts from 1200 ft–2000 ft and a 5 sequence flashing lgts grouping approximately 1 mile from rwy plus 1 adjacent forming an approach gate are angled 35° south of Rwy 13L centerline designed to provide earlier ident of rwy environment. Lefferts Sections of Rwy 13L Lead–in system consists of 27 flashing lgts located 2500 ft to 3000 ft from Rwy 13L thld consists of six sequenced flashing lgts spaced 100 ft apart. Lgts monitored by ATCT. Coded transponder required. General aviation tfc ctc arpt ops on UNICOM for parking directions. General Aviation: non based charter and non based commercial aircraft operators must make arrangements for fuel prior to arrival call 718–244–4111. Twy Q at Hangar 19 tow in/out only. Rwy 04L touchdown, and rollout rwy visual range avbl. Rwy 22R touchdown, and rollout rwy visual range avbl. Rwy 13L touchdown, and rollout rwy visual range avbl. Rwy 31R touchdown, and rollout rwy visual range avbl. ASDE–X surveillance system in use, pilots should operate transponders with MODE–C on all twys and rwys. Acft prohibited in the runup block areas at Twy Z. To be used for turn around only. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices–Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (718) 656–0956. LLWAS.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D–ATIS ARR/DEP 128.725 **D–ATIS ARR–SW** 115.4 **D–ATIS ARR–NE** 117.7

UNICOM 122.95

KENNEDY RCO 122.1R 115.9T (NEW YORK RADIO)

Ⓡ **NEW YORK APP CON** 127.4 134.35 132.4 126.8 123.7

KENNEDY TOWER 119.1 (Rwys 04R–22L and 13L–31R) 123.9 (Rwy 04L–22R and 13R–31L)

GND CON 121.9 121.65 **CLNC DEL/PRE TAXI CLNC** 135.05 **GATE HOLD** 125.05

Ⓡ **NEW YORK DEP CON** 135.9 134.35 124.75 123.7

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.

KENNEDY (H) VOR/DME 115.9 JFK Chan 106 N40°37.97′ W73°46.28′ at fld. 11/12W.

CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 084° 5.5 to fld. 10/11W.

ILS/DME 109.5 I–JFK Chan 32 RWY 04R. Class IIIE. DME also serves Rwy 22R.

ILS/DME 110.9 I–IWY Chan 46 Rwy 22L.

ILS/DME 110.9 I–HIQ Chan 46 Rwy 04L. Class IE.

ILS 111.35 I–MOH Rwy 31L. Class IT.

ILS/DME 109.5 I–JOC Chan 32 Rwy 22R. (LOC only). DME also serves Rwy 04R.

ILS 111.5 I–RTH Chan 52 Rwy 31R. LOC unusable byd 15° left side of course.

ILS 111.5 I–TLK Chan 52 Rwy 13L. Class IIE. LOC unusable byd 11 DME.

COMM/NAV/WEATHER REMARKS: Use CAUTION for possible radio interference or false instructions on twr frequencies.

HELIPAD H1: H60X60 (ASPH)

HELIPAD H2: H60X60 (ASPH) PERIMETER LGTS

HELIPAD H3: H60X60 (ASPH PERIMETER LGTS

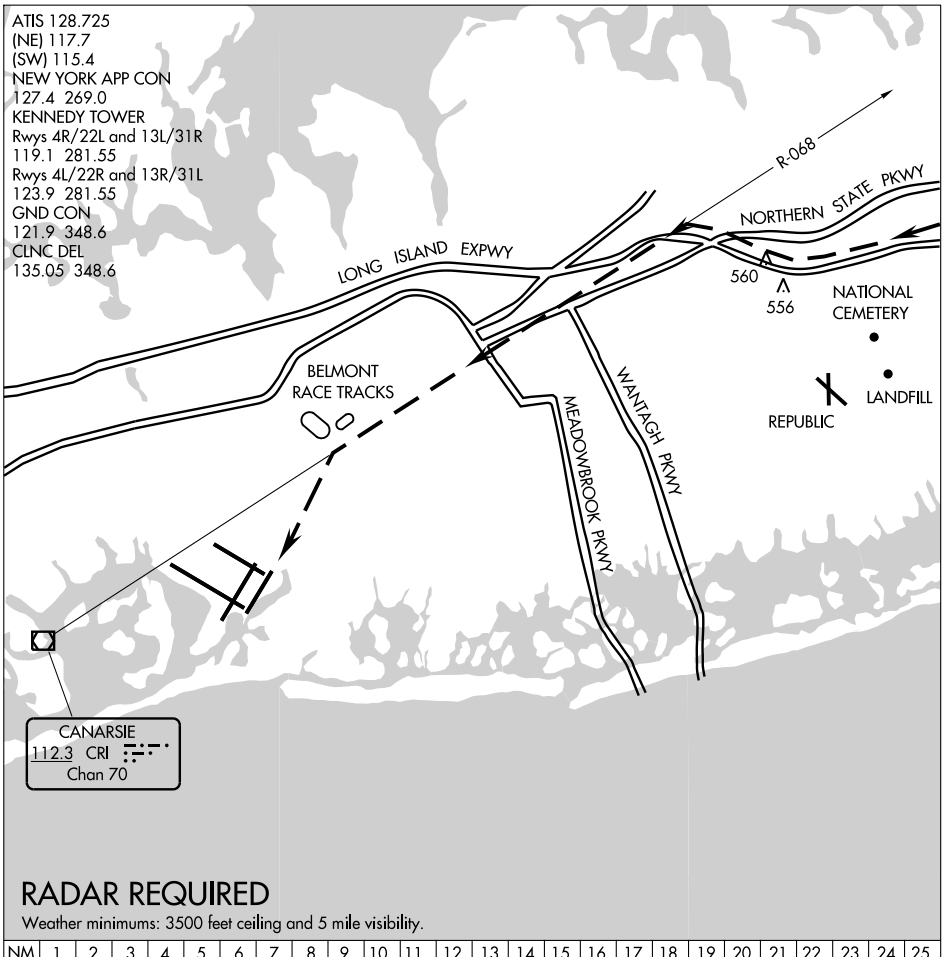
HELIPAD H4: H60X60 (ASPH) PERIMETER LGTS

HELIPORT REMARKS: Helipad H1 dalgt hrs only. Helipad H1 located on Twy SC adjacent to Twy R. Helipad H2 located on Twy EA between Twys A and B. Helipad H3 located at Bldg 145 general aviation terminal ramp. H4 CLOSED indef. Heliport located northwest end of Twy Q adjacent to Hangar 19.

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

BETTE THREE DEPARTURE

(BETTE3.BETTE) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220′ per mile to 300′
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′

*NOTE: To be assigned during the period 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)

N

QUBIS
N47°32.00′
W 67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

WITCH
N42°41.00′
W70°52.77′

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

WHALE
N42°11.87′
W67°00.00′
H-11

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

VITOL
N41°47.00′
W67°00.00′
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

Cross JFK R-253
at or above 2500′
maintain 5000′

MERIT
N41°22.92′
W73°08.25′
L-33-34

YAHOO
N41°04.16′
W69°44.77′
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55′
W73°00.70′
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

CRI 3 DME

R-223

R-232

*GATEWAY CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JOBOC
N40°07.00′
W67°00.00′
H-10

220°

220°

JFK
5

BREEZY POINT CLIMB

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

BRIDGE CLIMB

CANARSIE CLIMB

CRI
R-176

NOTE: Chart not to scale.

SL-610 (FAA)

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

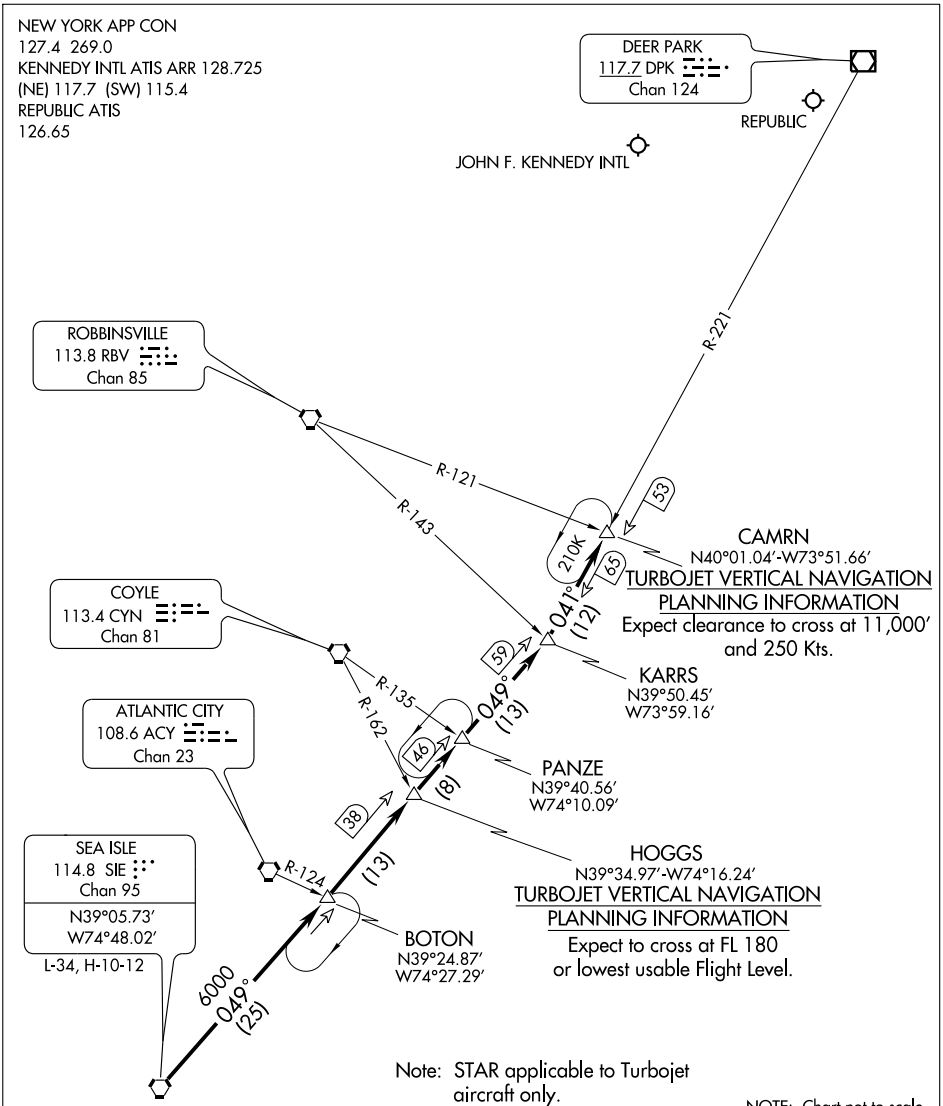
TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

CAMRN FOUR ARRIVAL



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

(SIE.CAMRN4) 08325

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
028°	TDZE	N/A
	Apt Elev	N/A

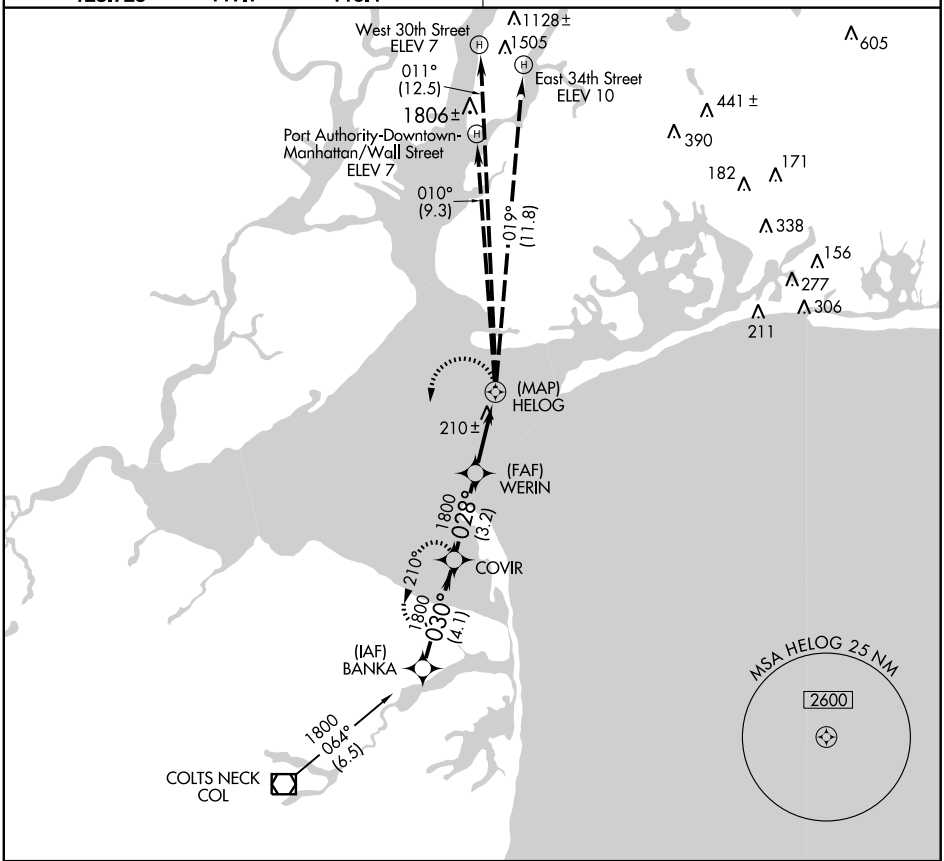
COPTER RNAV (GPS) 028°

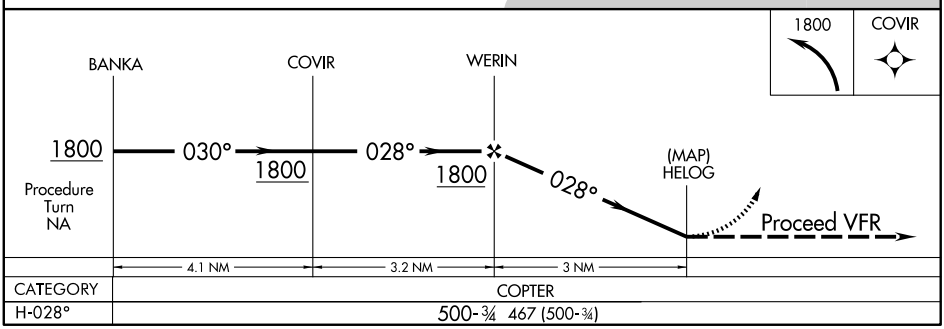
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

ATIS	ARR-NE	ARR-SW	NEW YORK APP CON	
128.725	117.7	115.4	127.4	269.0





CATEGORY	COPTER
H-028°	500-¾ 467 (500-¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

GREKI THREE DEPARTURE

(GREKI3.GREKI) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

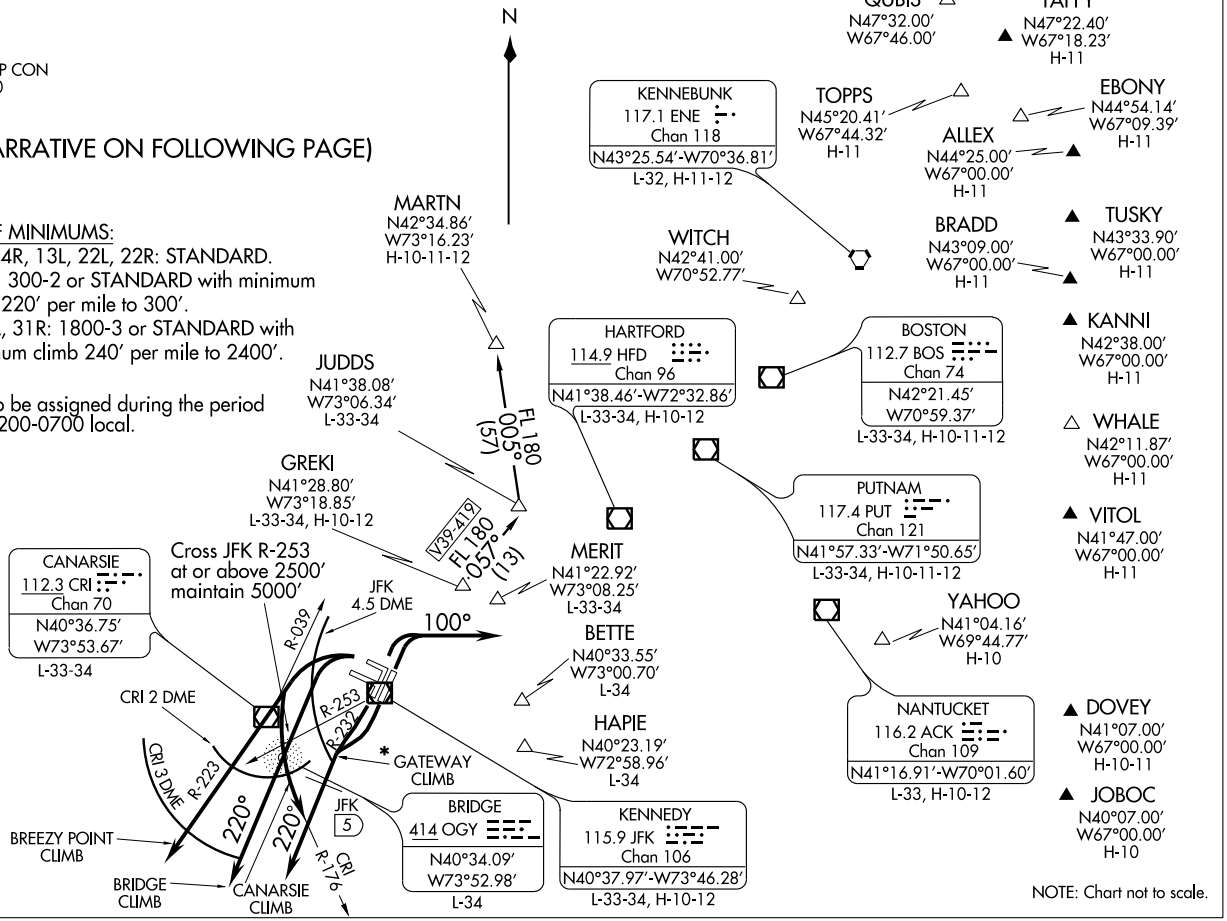
NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

* NOTE: To be assigned during the period 2200-0700 local.



(GREKI3.GREKI) 10210

GREKI THREE DEPARTURE

SI-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

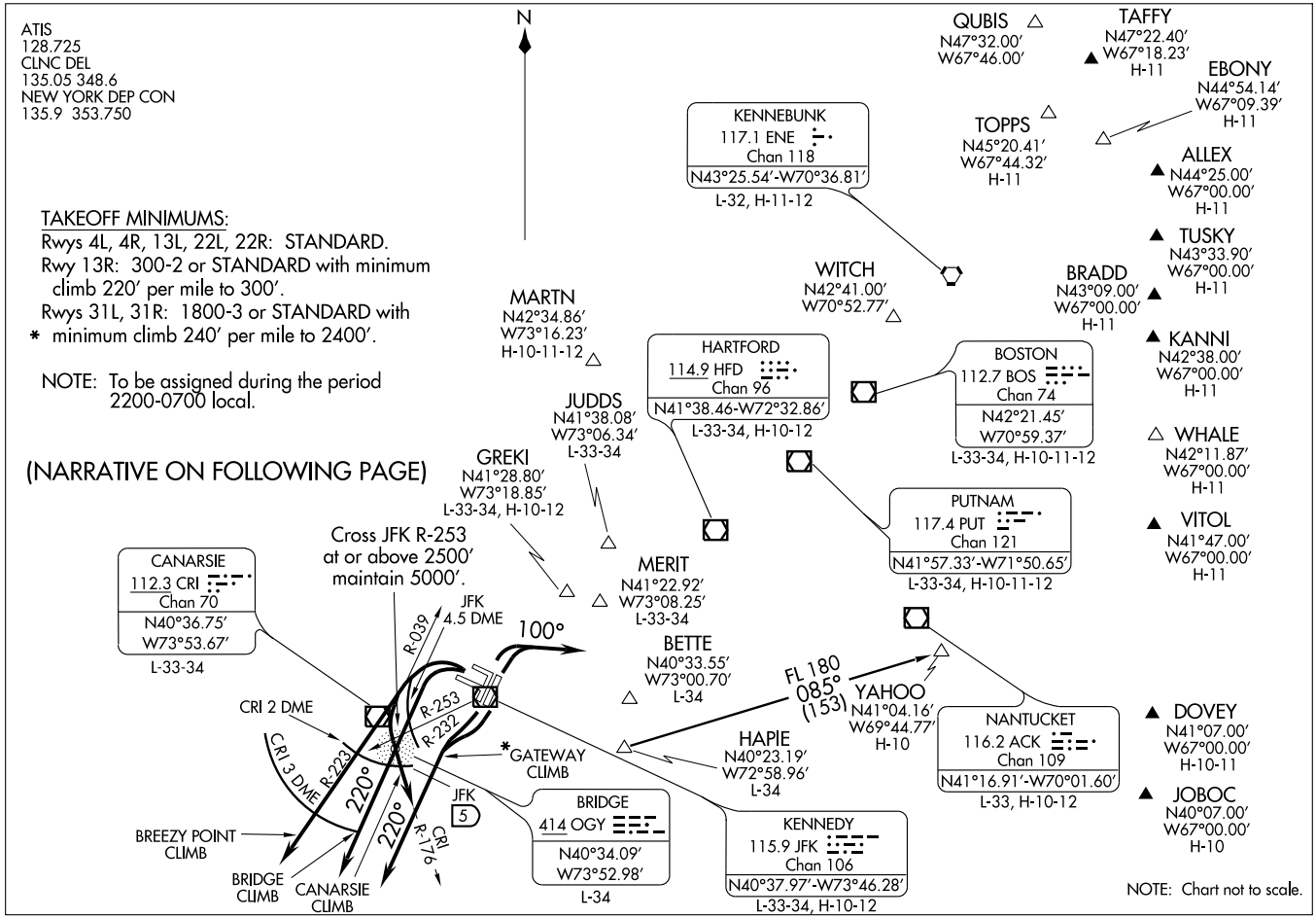
NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

HAPIE THREE DEPARTURE

(HAPIE3.HAPIE) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK



HAPIE THREE DEPARTURE

(HAPIE3.HAPIE) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

SL-610 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-TLK	APP CRS	Rwy Idg 9095
111.5	135°	TDZE 13
Chan 52		Apt Elev 13

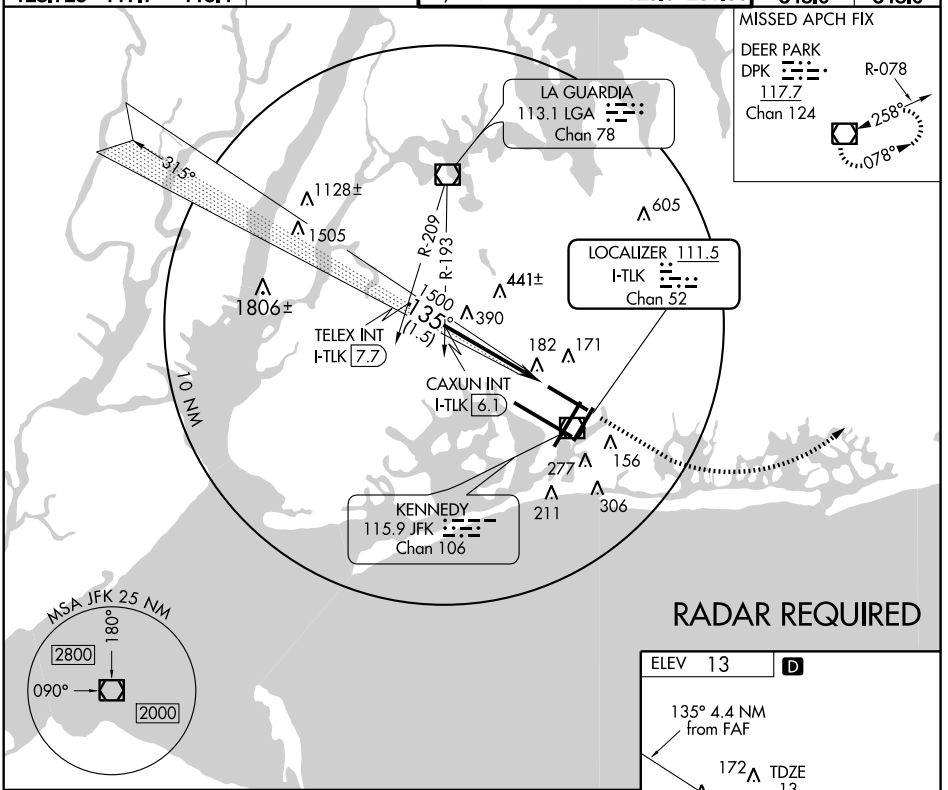
ILS or LOC RWY 13L

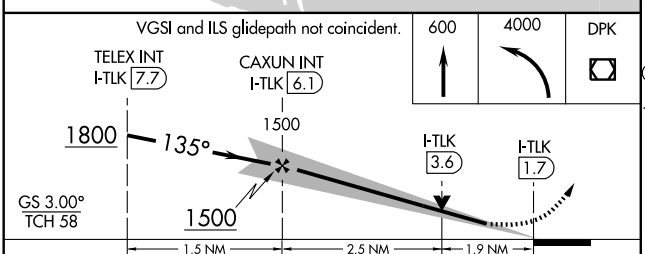
NEW YORK / JOHN F. KENNEDY INTL (JFK)

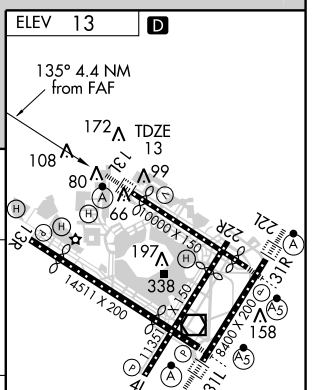
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6







CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-½)			
S-LOC 13L	680/24 667 (700-½)		680/60 667 (700-1¼)	680-1½ 667 (700-1½)
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IWY	APP CRS	Rwy Idg	8400
110.9	225°	TDZE	13
Chan 46		Apt Elev	13

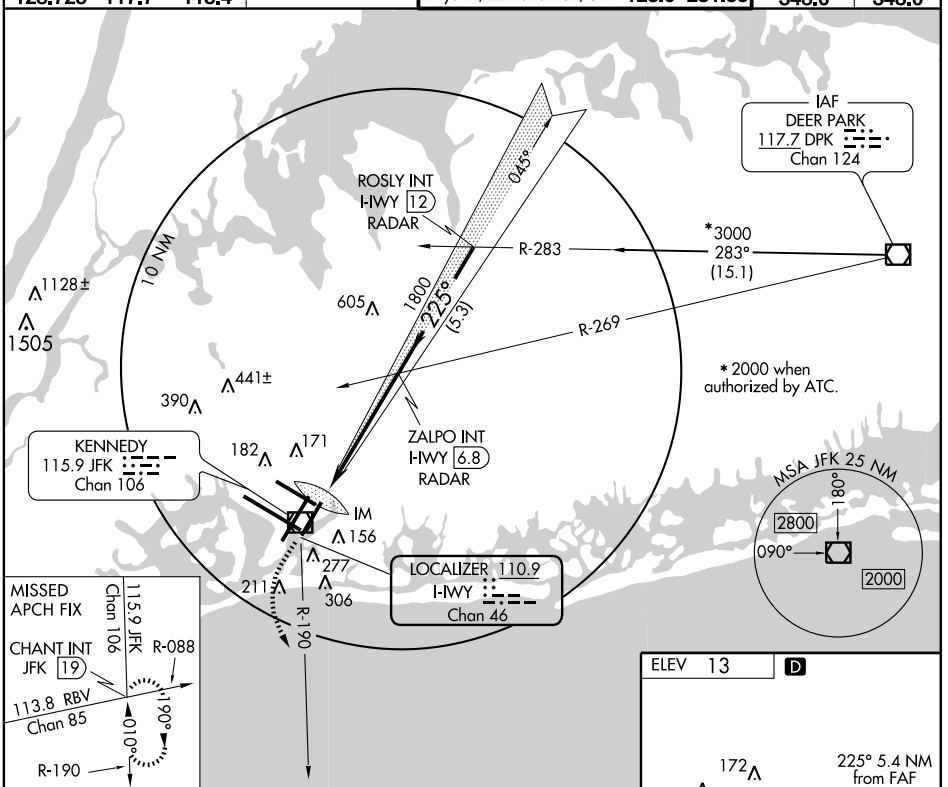
ILS or LOC RWY 22L

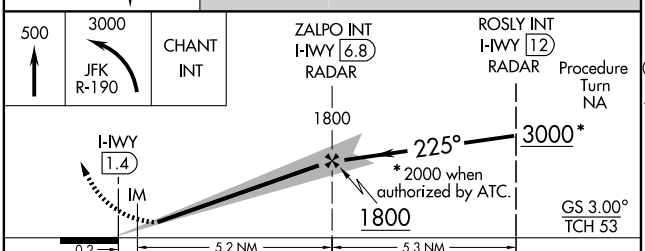
NEW YORK / JOHN F. KENNEDY INTL (JFK)

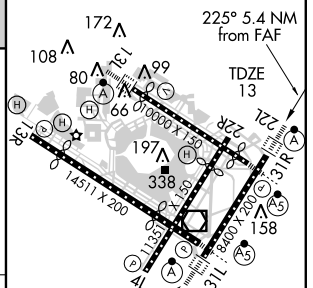
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
	(ARR-NE)	(ARR-SW)									
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
					Rwys 4L/22R and 13R/31L	123.9	281.55				







CATEGORY	A	B	C	D
S-ILS 22L	213/18		200 (200-½)	
S-LOC 22L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MOH	APP CRS	Rwy Idg	11248
111.35	315°	TDZE	13
		Apt Elev	13

ILS or LOC RWY 31L

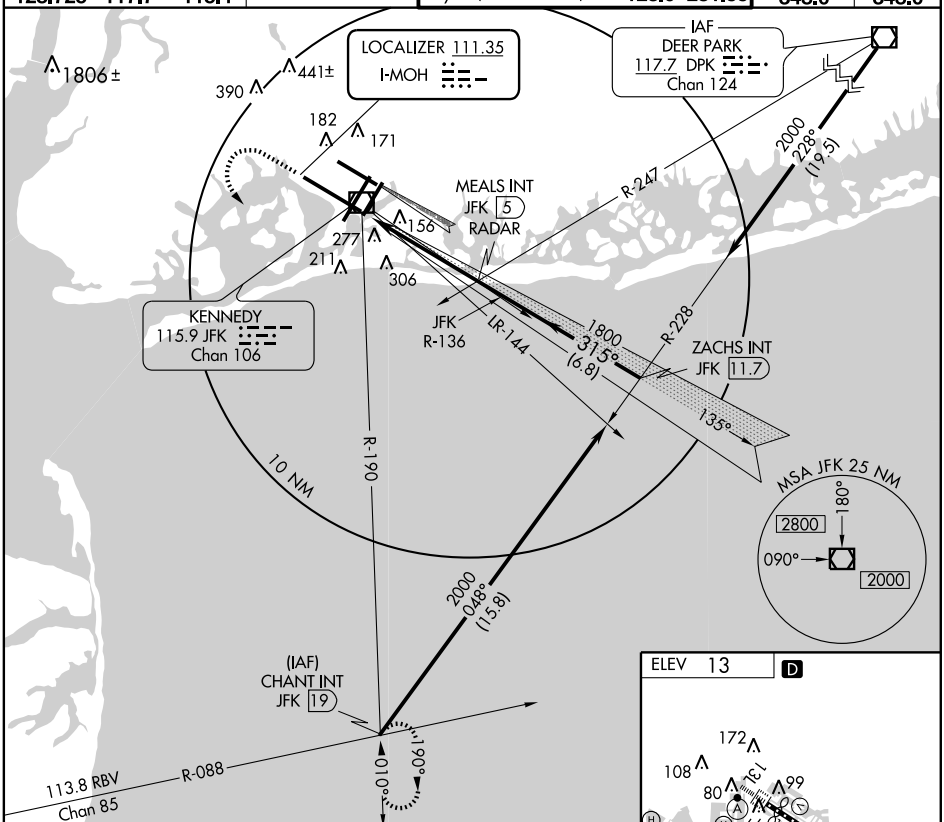
NEW YORK / JOHN F. KENNEDY INTL (JFK)

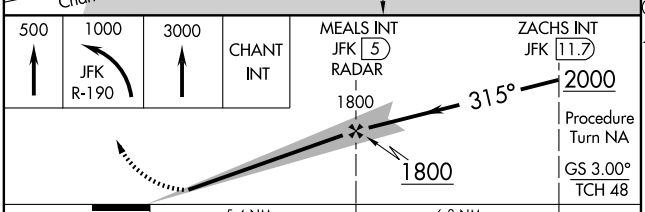
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

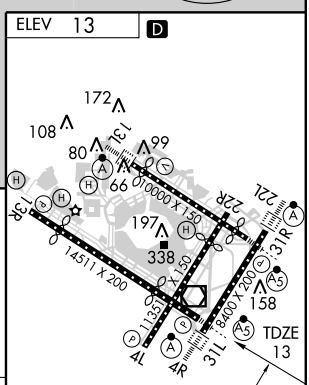
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
	(ARR-NE)	(ARR-SW)									
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
					Rwys 4L/22R and 13R/31L	123.9	281.55				







CATEGORY	A	B	C	D
S-ILS 31L	213/40		200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RTH	APP CRS	Rwy Idg	8970
111.5	315°	TDZE	13
Chan 52		Apt Elev	13

ILS or LOC RWY 31R

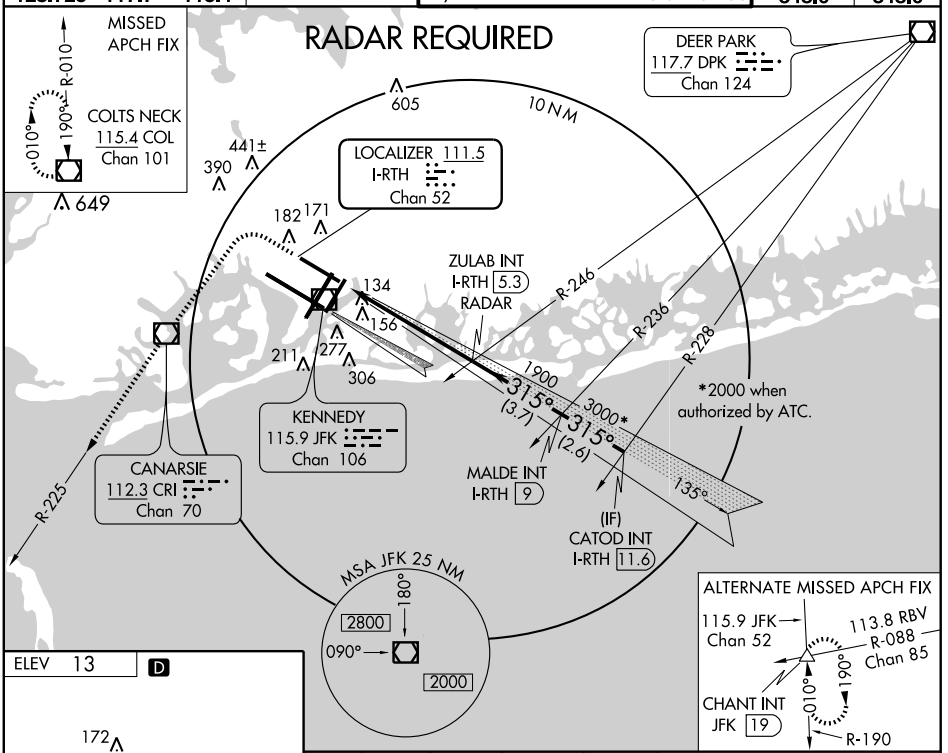
NEW YORK / JOHN F. KENNEDY INTL (JFK)

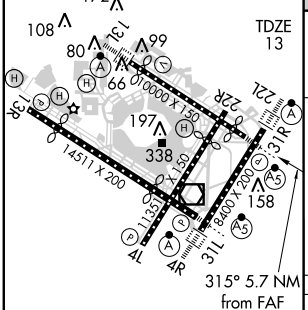
Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

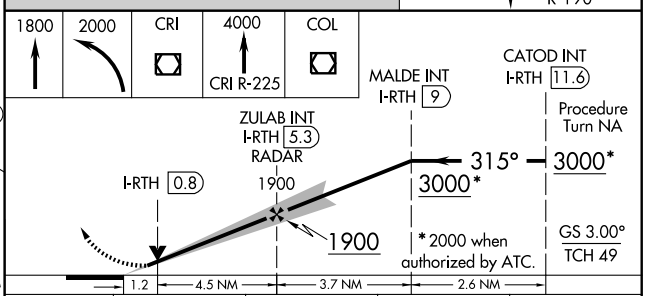
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
(ARR-NE)	(ARR-SW)								
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HIQ	APP CRS	Rwy Idg 11351
110.9	045°	TDZE 12
Chan 46		Apt Elev 13

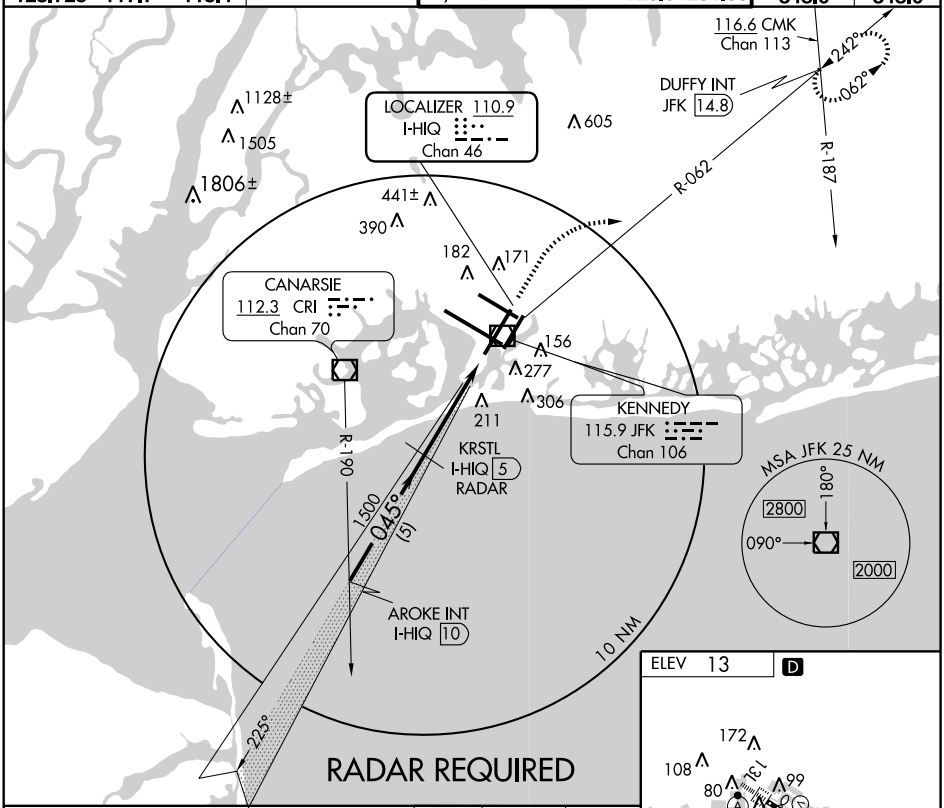
ILS RWY 4L

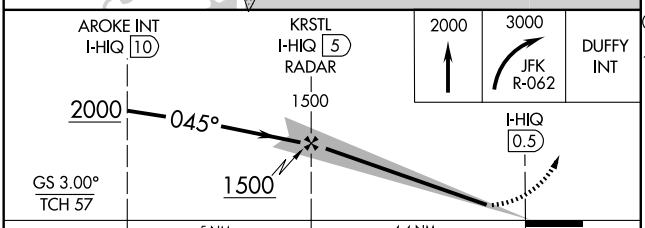
NEW YORK / JOHN F. KENNEDY INTL (JFK)

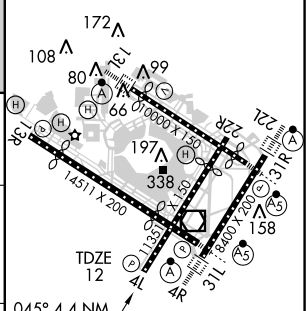
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
	(ARR-NE)	(ARR-SW)									
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
					Rwys 4L/22R and 13R/31L	123.9	281.55				







CATEGORY	A	B	C	D
S-ILS 4L	212/40 200 (200-¾)			
S-LOC 4L	400/50 388 (400-1)			400/60 388 (400-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
TDZ/CL Rwys
4R, 13L, 31R and 22L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

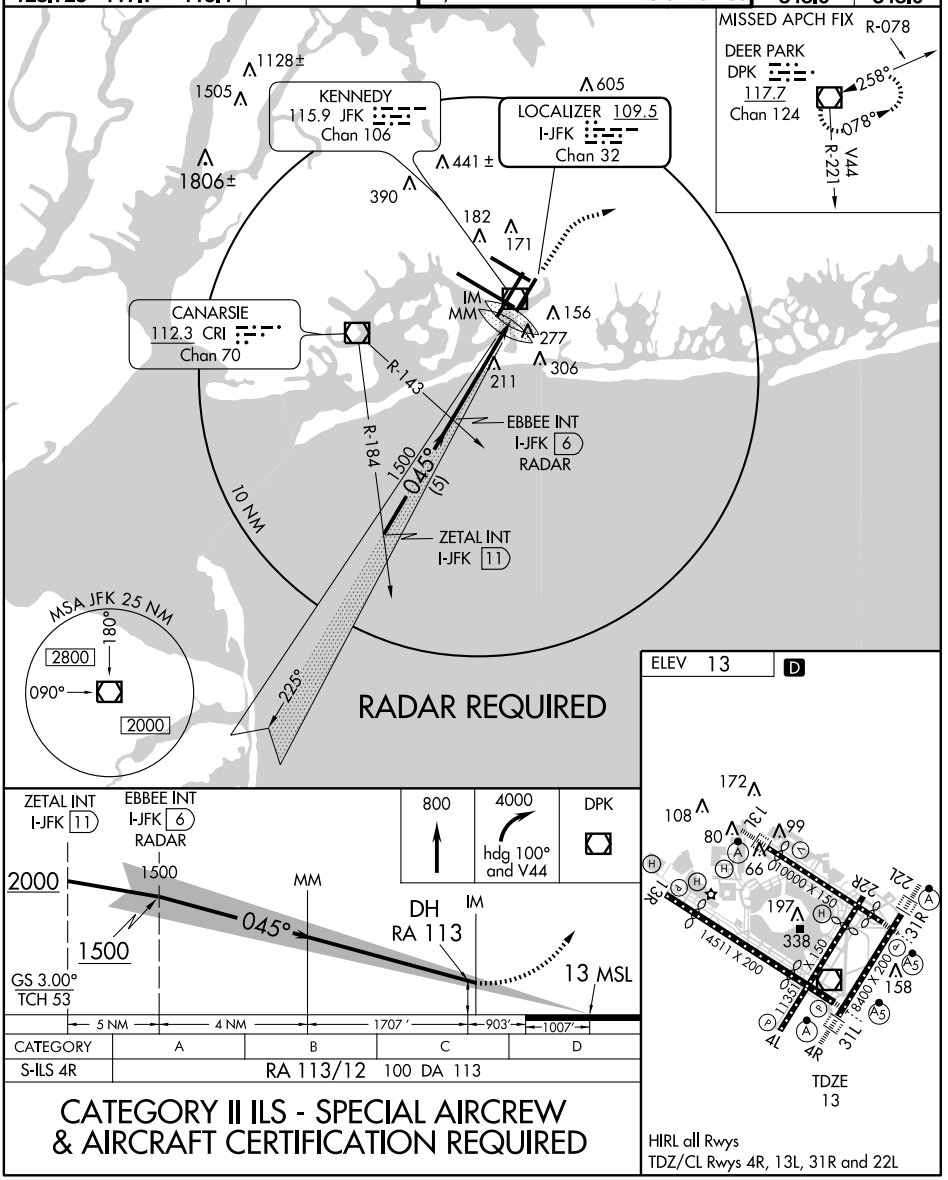
ILS RWY 4R (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



CATEGORY	A	B	C	D
S-ILS 4R	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 4R (CAT III)

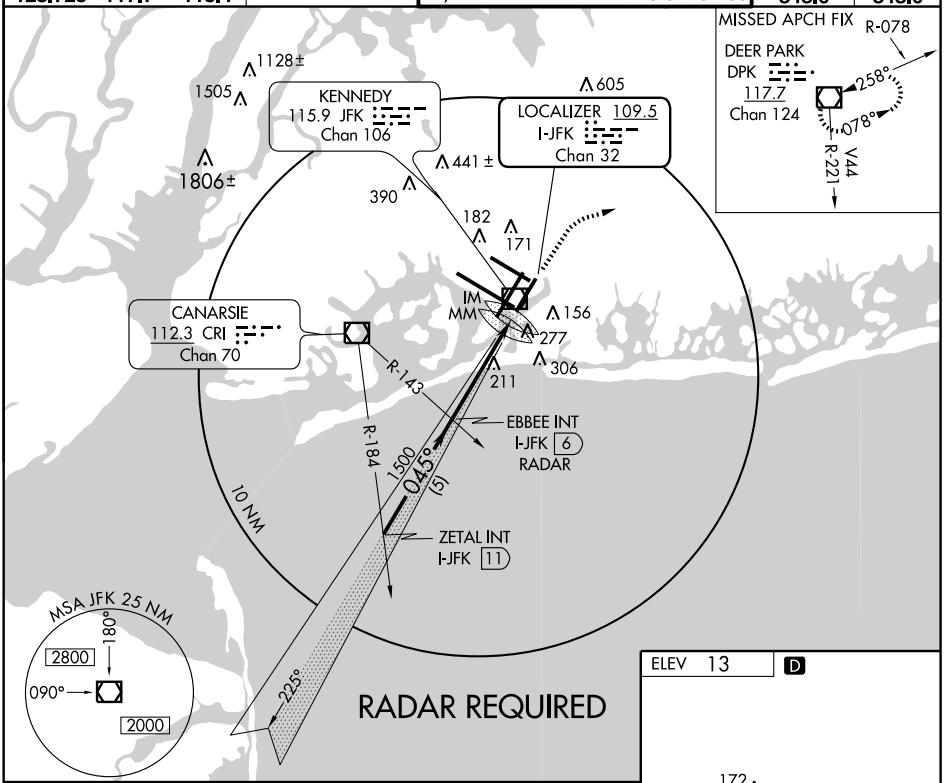
NEW YORK / JOHN F. KENNEDY INTL (JFK)

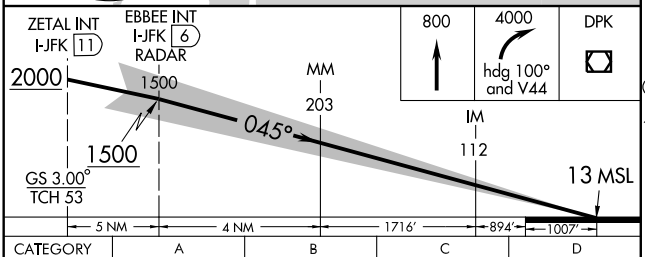
LOC/DME I-JFK	APP CRS	Rwy ldg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

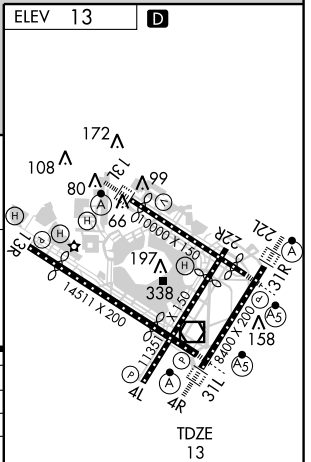
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
(ARR-NE)	(ARR-SW)				Rwys 4R/22L and 13L/31R	119.1	281.55	121.9		135.05	
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6		348.6	





CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

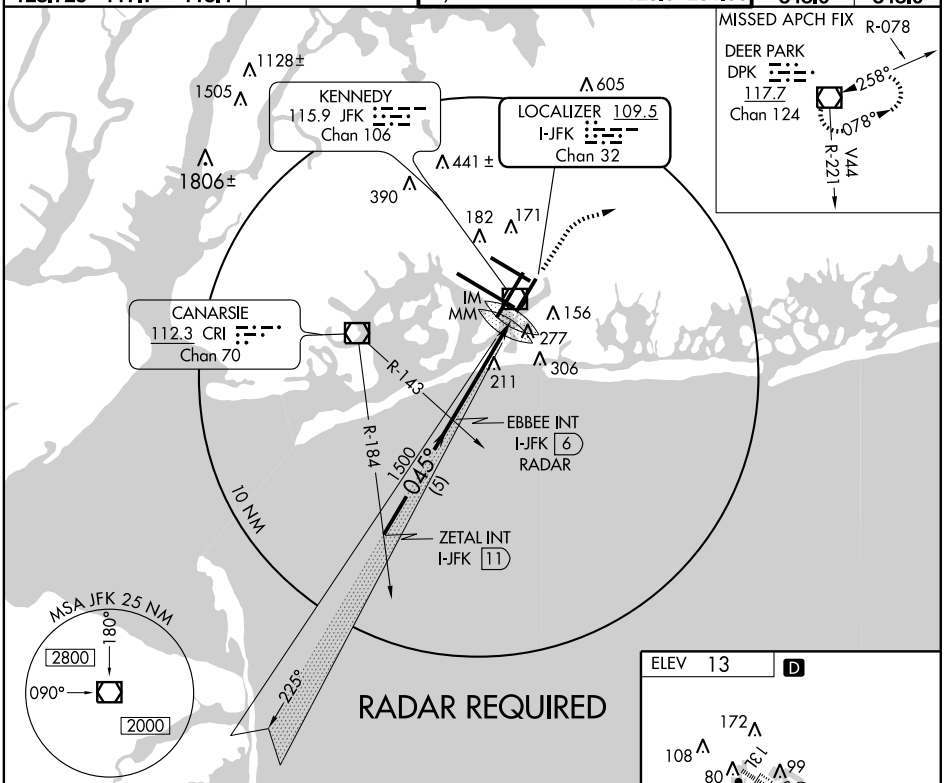
ILS RWY 4R

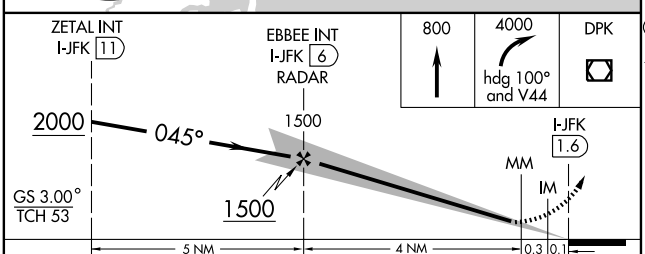
NEW YORK / JOHN F. KENNEDY INTL (JFK)

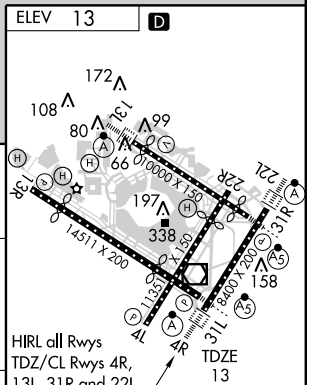
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)						
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
					Rwys 4L/22R and 13R/31L	123.9 281.55		







CATEGORY	A	B	C	D
S-ILS 4R		213/18	200 (200-½)	
S-LOC 4R	540/24 527 (600-½)		540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

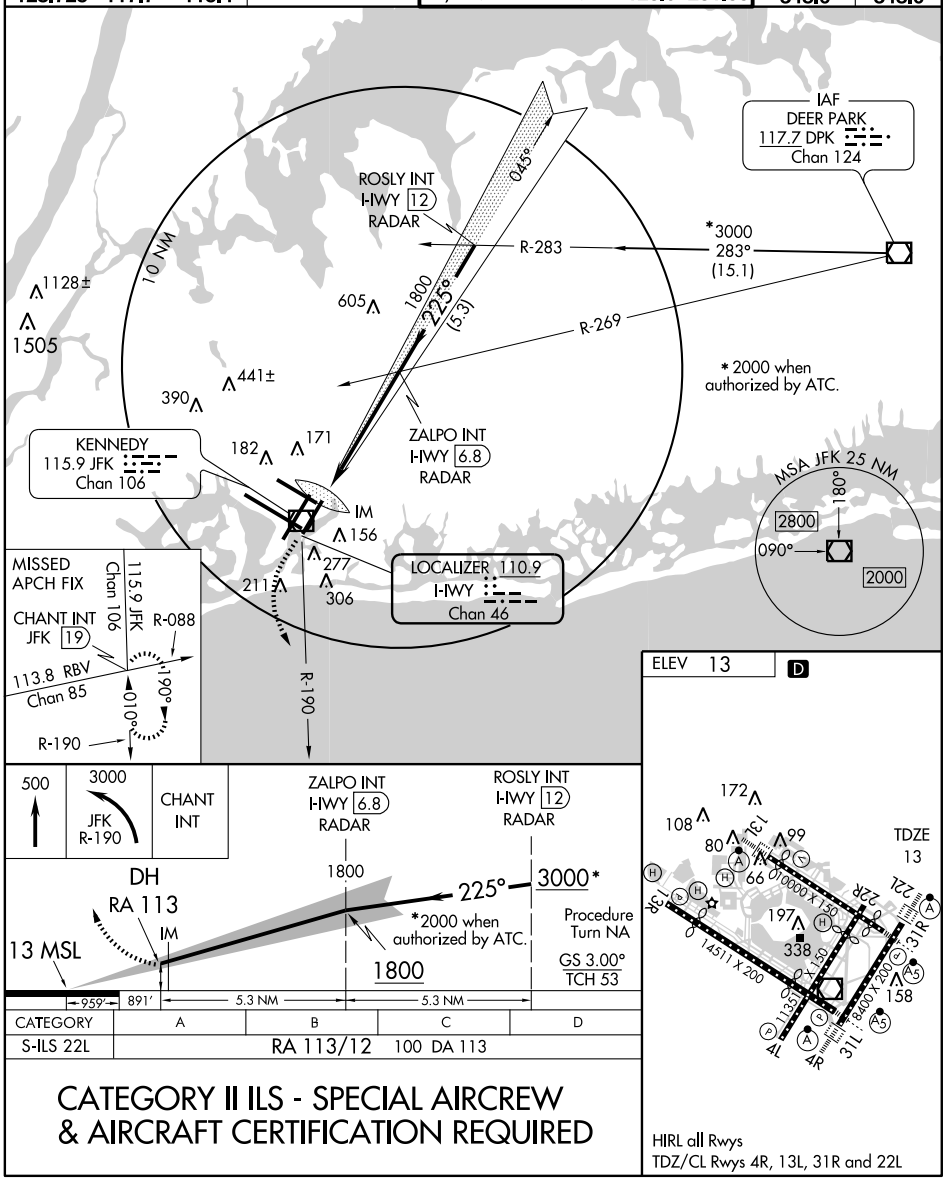
ILS RWY 22L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

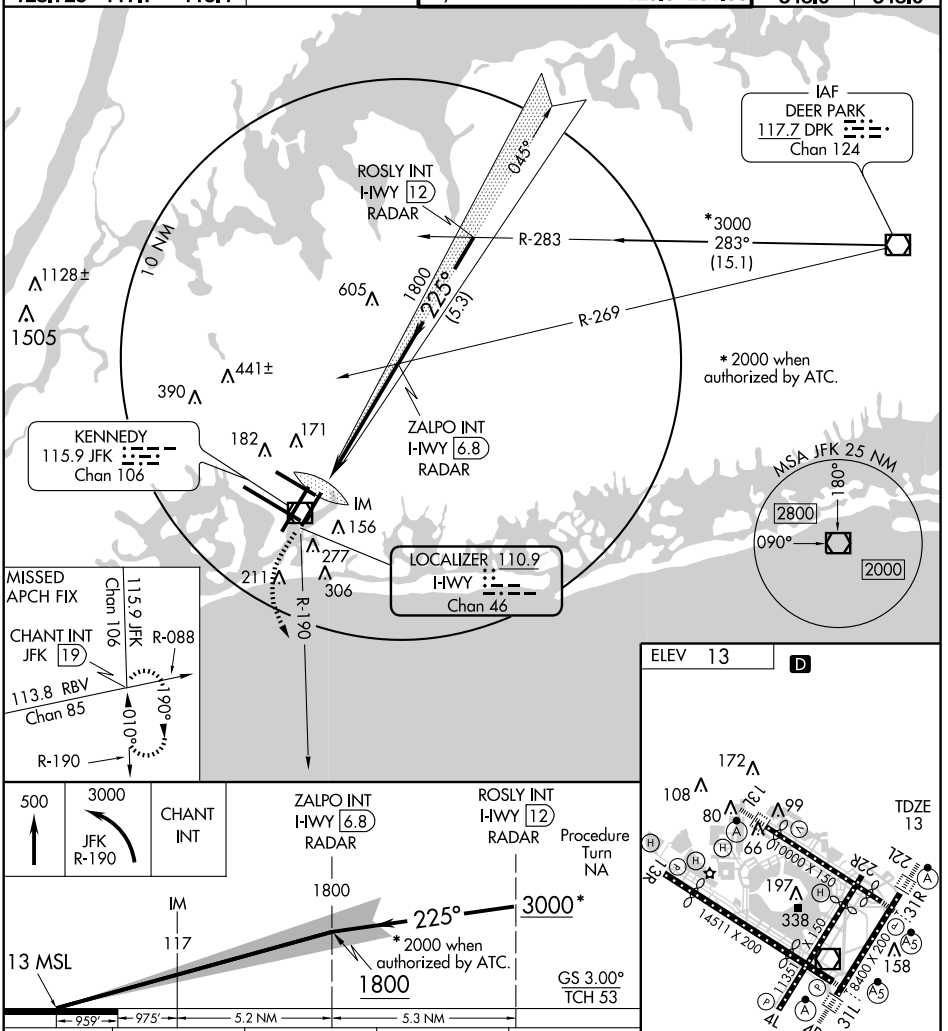
ILS RWY 22L (CAT III)

NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



CATEGORY	A	B	C	D
S-ILS 22L	CAT IIIa	RVR 07		
S-ILS 22L	CAT IIIb	RVR 06		
S-ILS 22L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

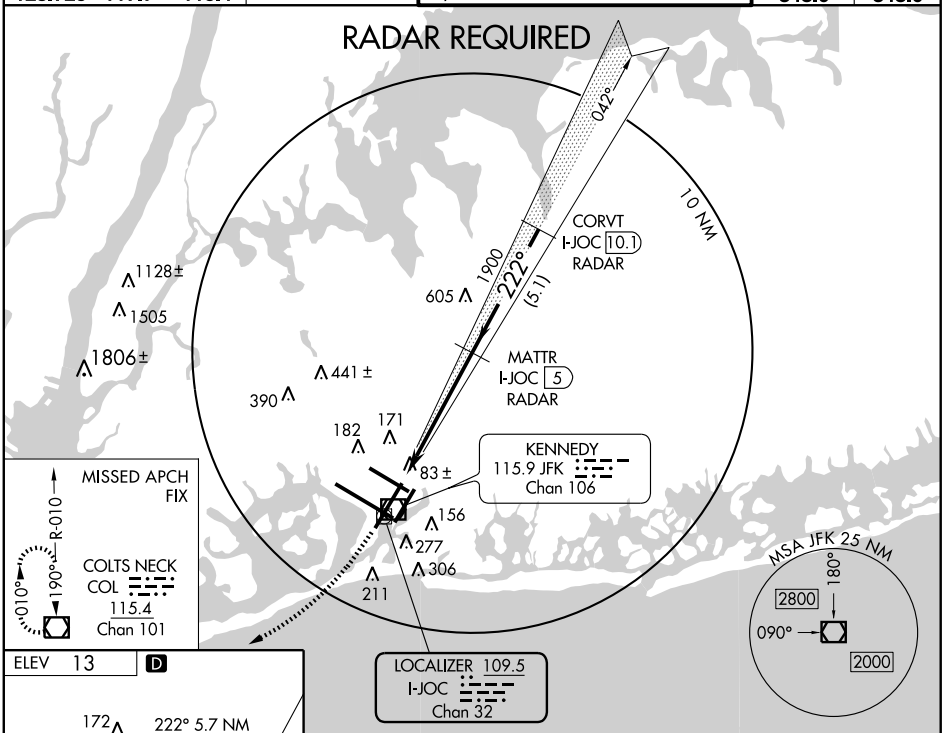
LOC/DME I-JOC	APP CRS	Rwy Idg 8655
109.5	222°	TDZE 13
Chan 32		Apt Elev 13

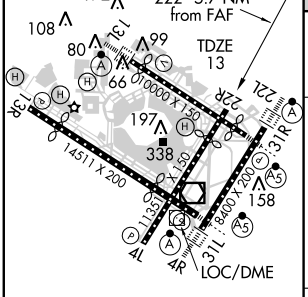
ILS RWY 22R

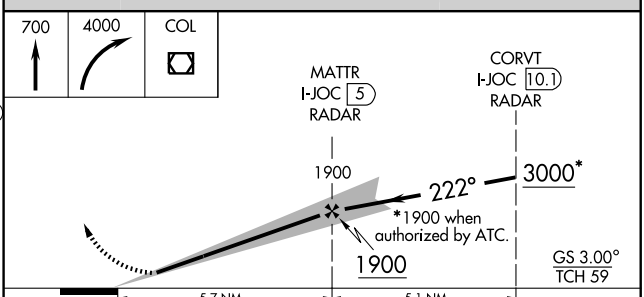
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





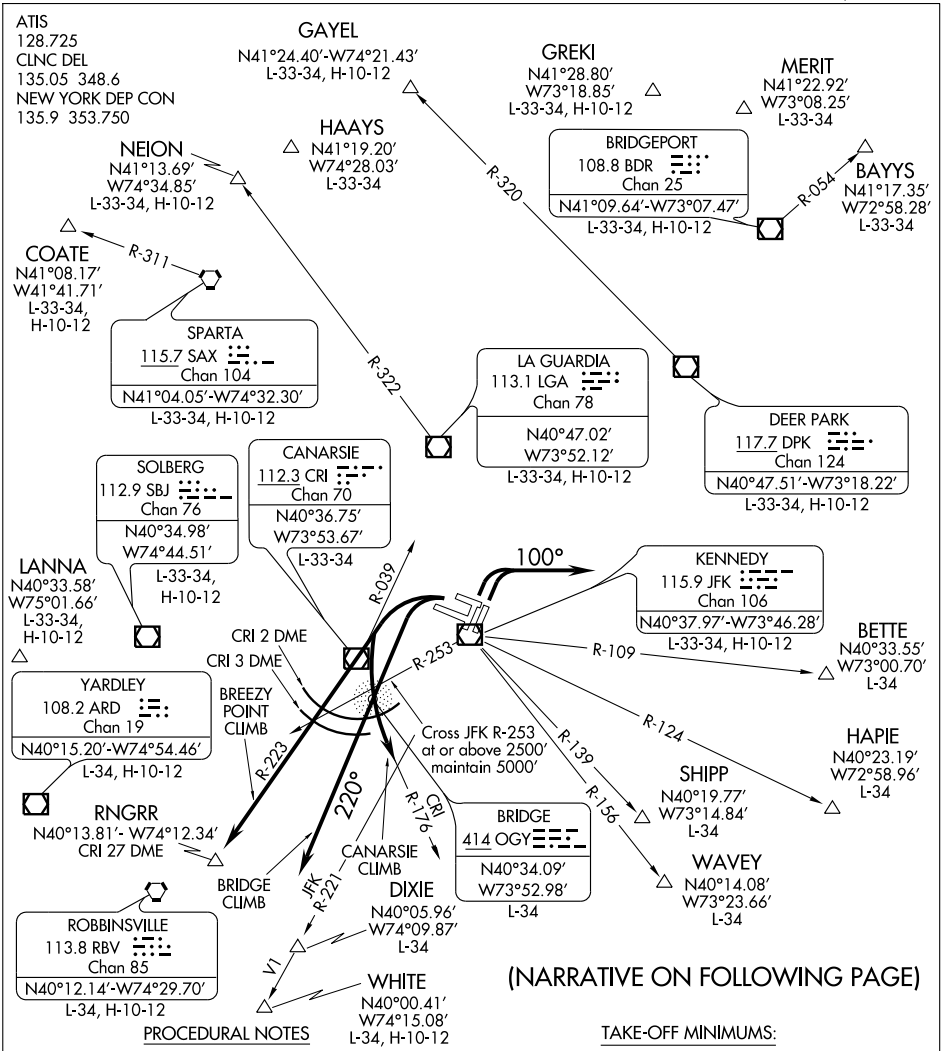


HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)		460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

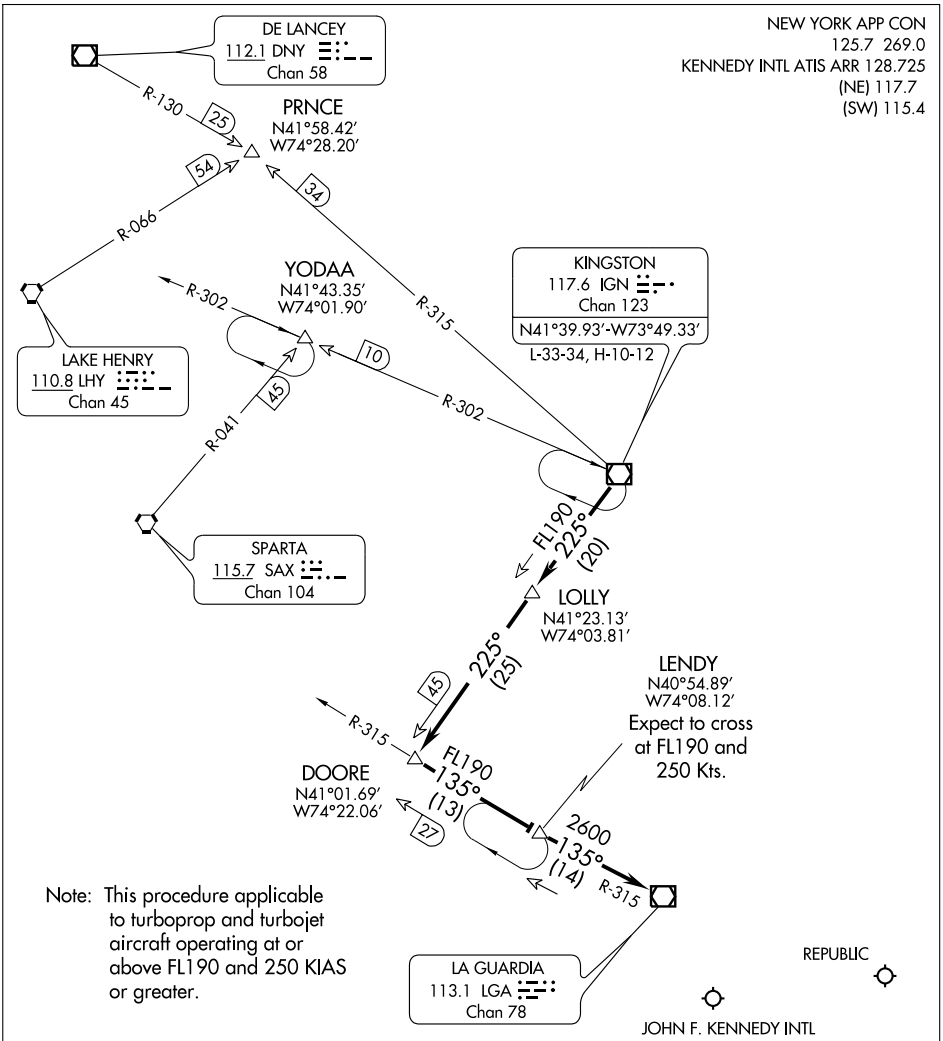
TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK

(IGN.IGN8) 09295

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

(LVZ.LENDY5) 09295

NE-2, 21 OCT 2010 to 18 NOV 2010

MERIT THREE DEPARTURE

(MERIT3.MERIT) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)

N

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

WHALE
N42°11.87′
W67°00.00′
H-11

VITOL
N41°47.00′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

WITCH
N42°41.00′
W70°52.77′

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

FL 180
072°
(31)

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

JOBOC
N40°07.00′
W67°00.00′
H-10

Cross JFK R-253 at or above 2500′ maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

HAPIE
N40°23.19′
W72°58.96′
L-34

CRI 2 DME

CRI 3 DME

R-223

R-253

R-232

220°

* GATEWAY CLIMB

JFK 5

BREEZY POINT CLIMB

BRIDGE CLIMB

CANARSIE CLIMB

220°

CRI R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

NOTE: Chart not to scale.

SL-610 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:
1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

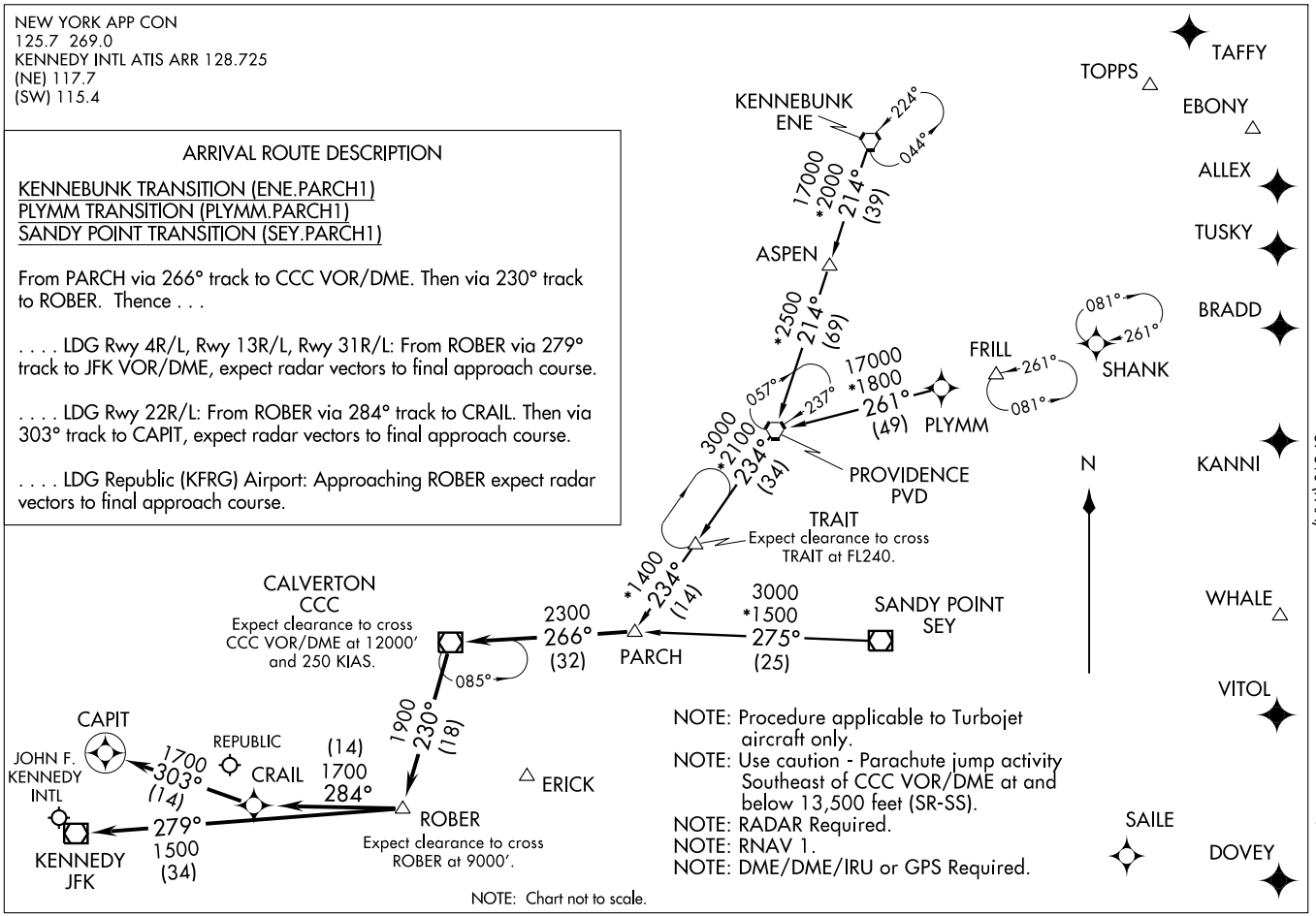
KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.



PARCH ONE ARRIVAL (RNAV)
(PARCH.PARCH1) 10042

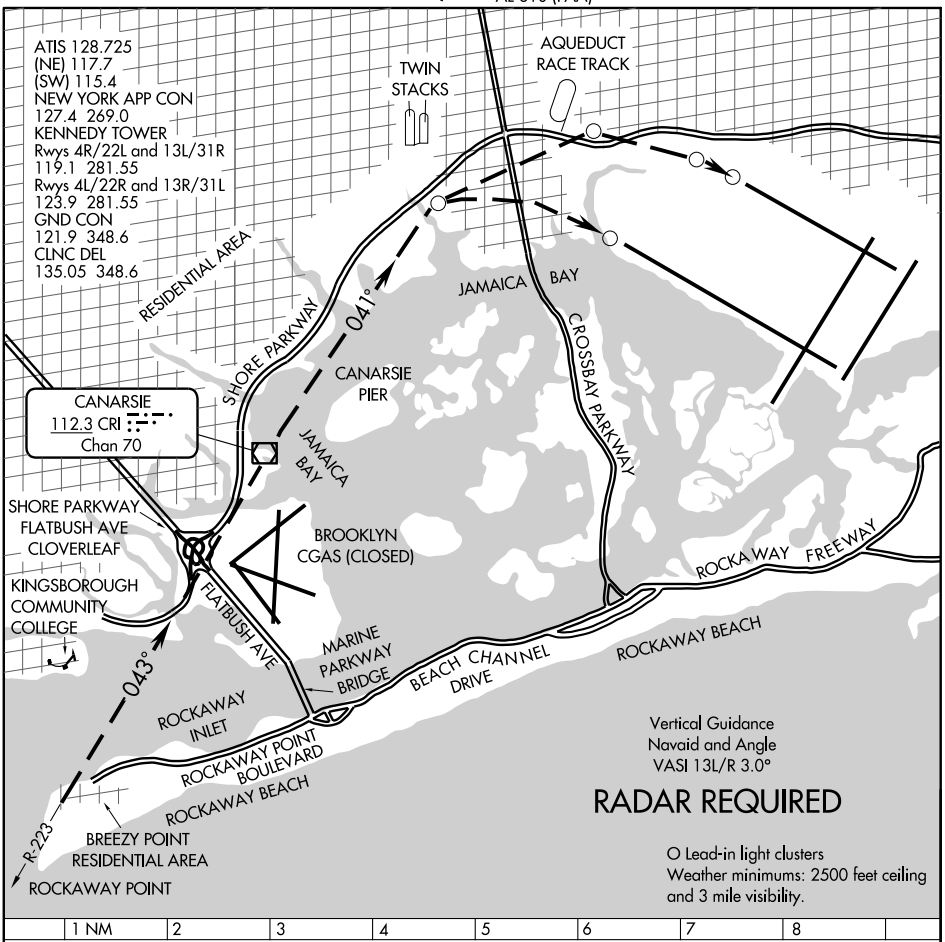
ST-610 (FAA)

NEW YORK, NEW YORK

NEW YORK, NEW YORK

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)



NE-2, 21 OCT 2010 to 18 NOV 2010

PARKWAY VISUAL RUNWAY 13L/R

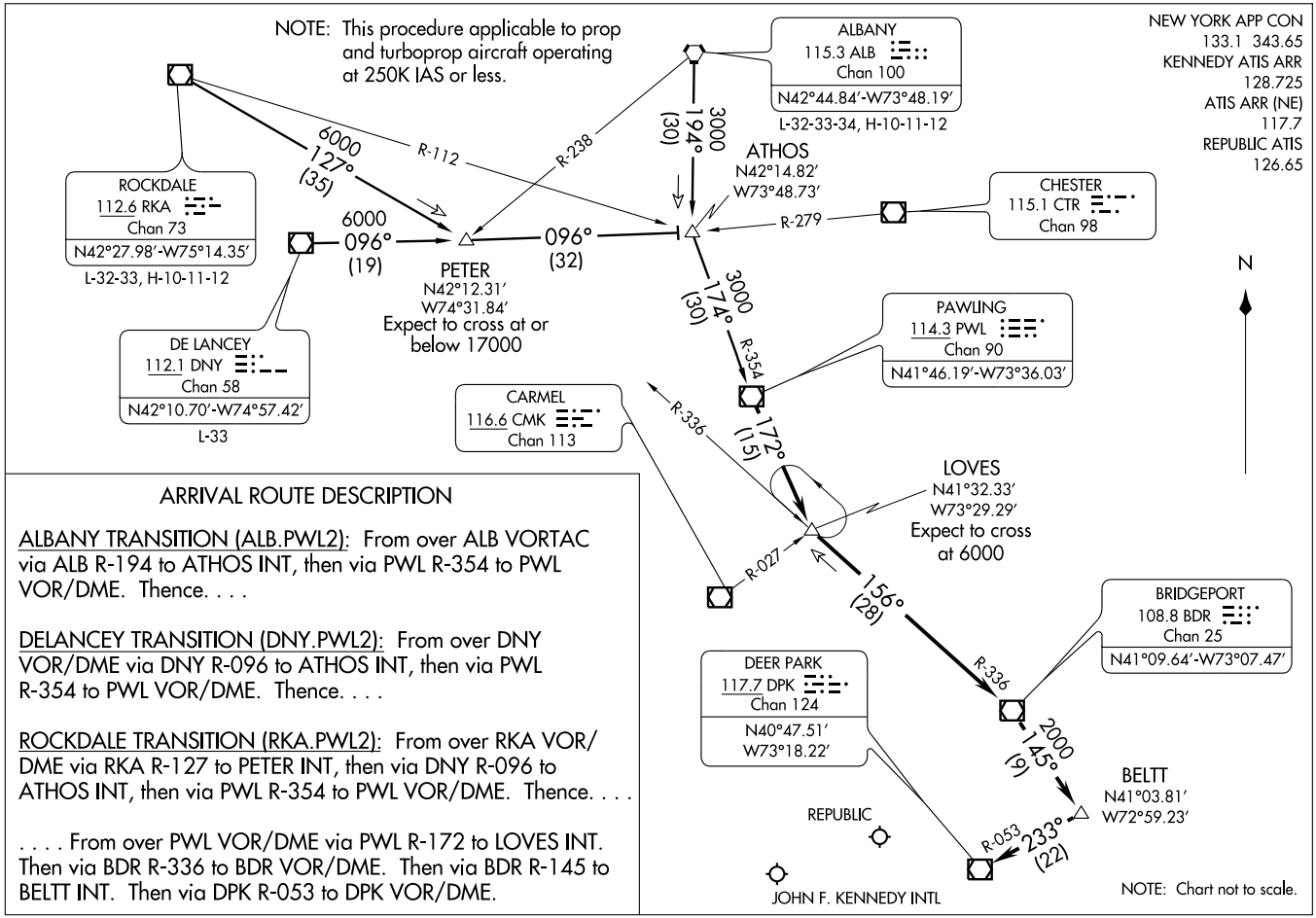
When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000′ until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500′. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

PAWLING TWO ARRIVAL

(PWL.PWL2) 09351

NEW YORK, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

PAWLING TWO ARRIVAL
(PWL.PWL2) 09351
NEW YORK, NEW YORK

ST-610 (FAA)

WAAS	APP CRS	Rwy Idg	8655
CH 40019	225°	TDZE	13
W22B		Apt Elev	13

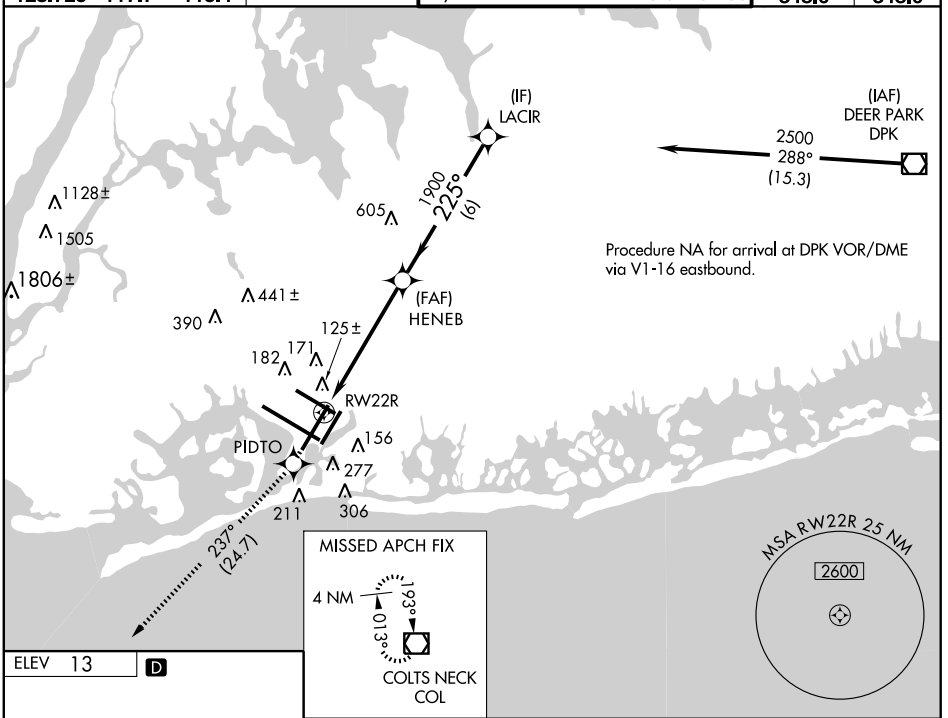
RNAV (GPS) RWY 22R

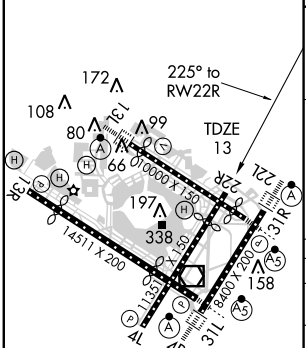
NEW YORK / JOHN F. KENNEDY INTL (JFK)

DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

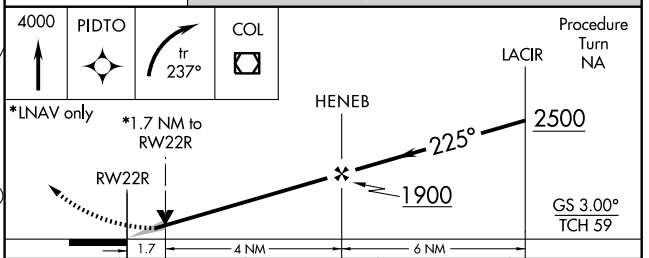
MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	480-1½ 467 (500-1½)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

RNAV (GPS) X RWY 31L

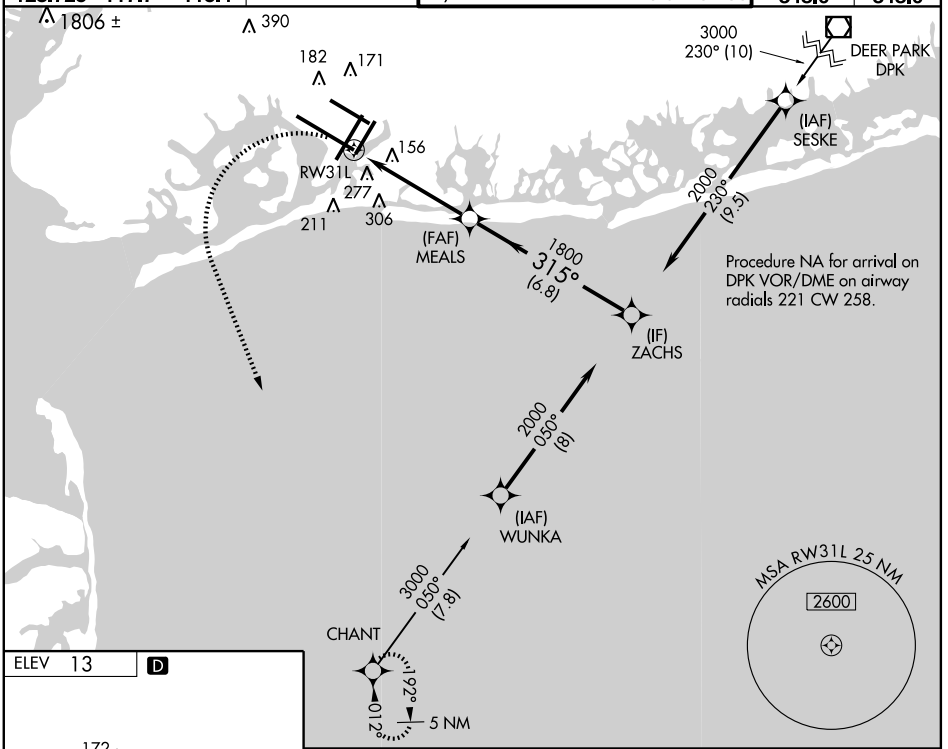
NEW YORK / JOHN F. KENNEDY INTL (JFK)

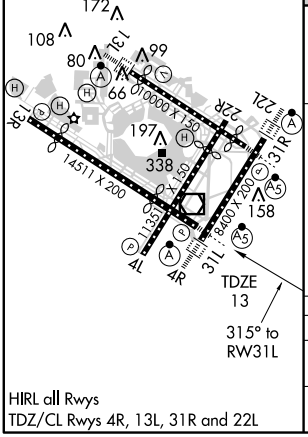
DME/DME RNP-0.3 NA.

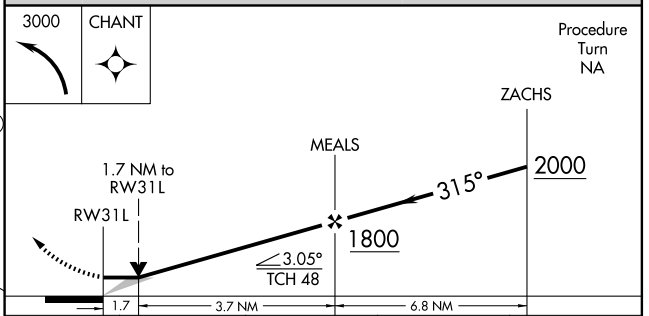
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6







CATEGORY	A	B	C	D
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 77519	045°	Rwy Idg	11351
W04A		TDZE	12
		Apt Elev	13

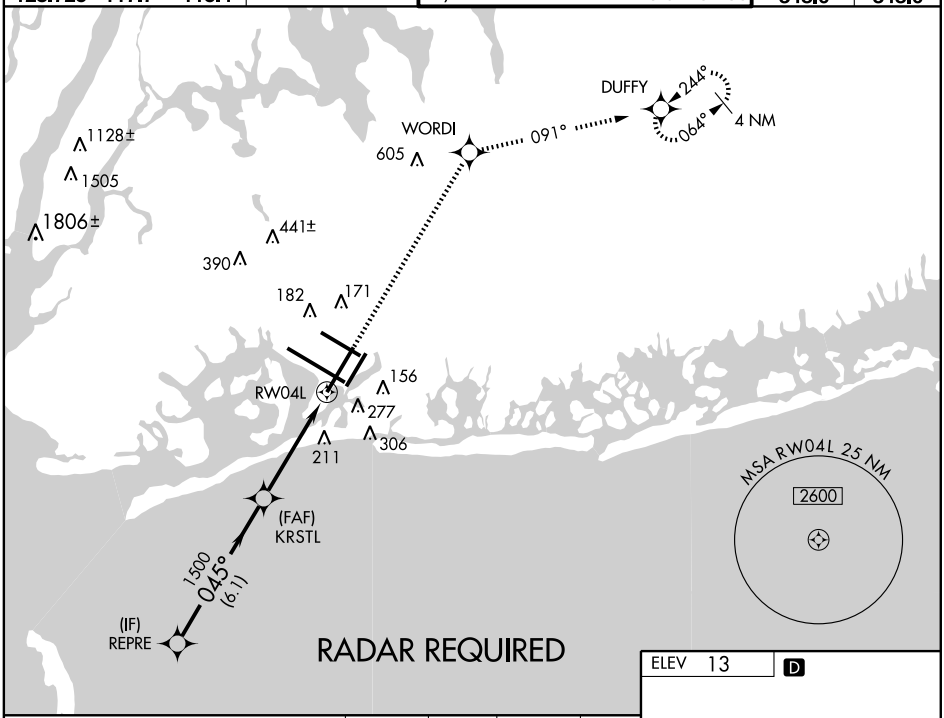
RNAV (GPS) Y RWY 4L

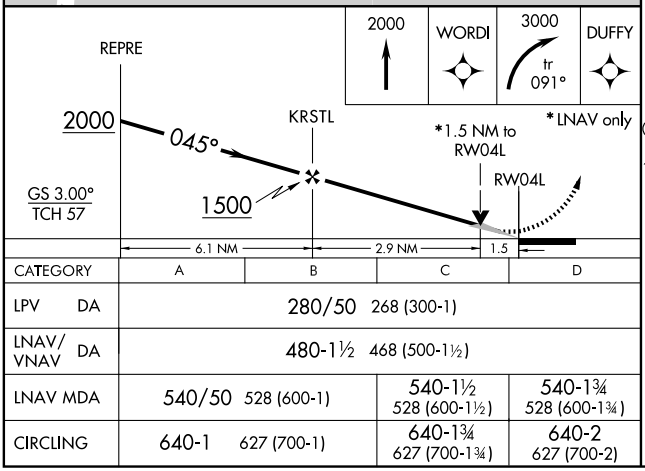
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

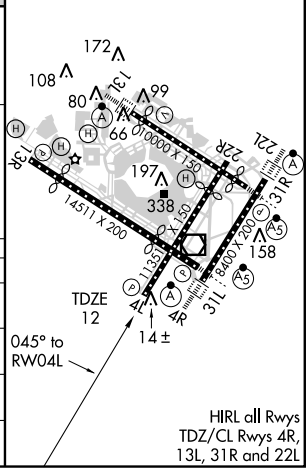
MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





CATEGORY	A	B	C	D
LPV DA	280/50 268 (300-1)			
LNAV/VNAV DA	480-1½ 468 (500-1½)			
LNAV MDA	540/50 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8400
CH 81819	045°	TDZE	13
W04B		Apt Elev	13

RNAV (GPS) Y RWY 4R

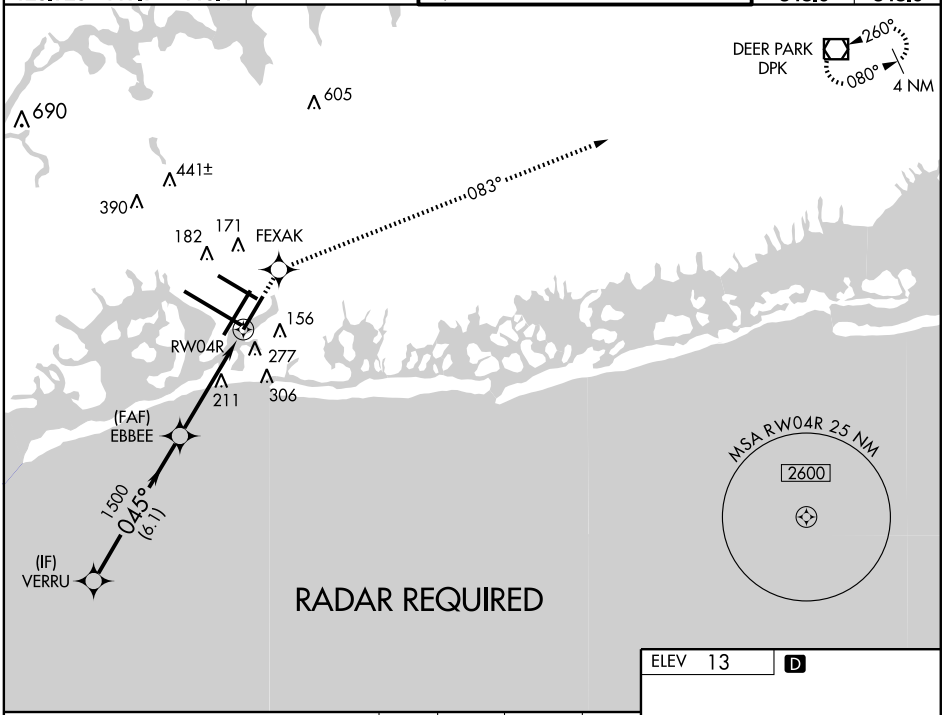
NEW YORK / JOHN F. KENNEDY INTL (JFK)

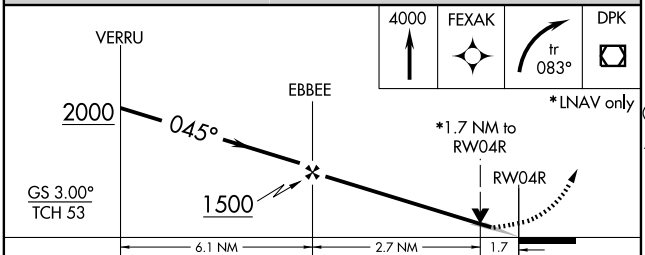
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

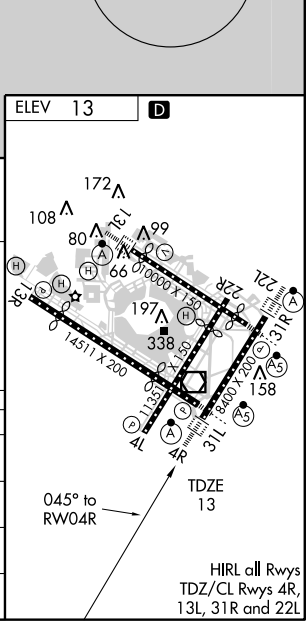
MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	520/60 507 (600-1¼)			
LNAV MDA	600/24 587 (600-½)		600/50 587 (600-1)	600/60 587 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8400
CH 97318	225°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) Y RWY 22L

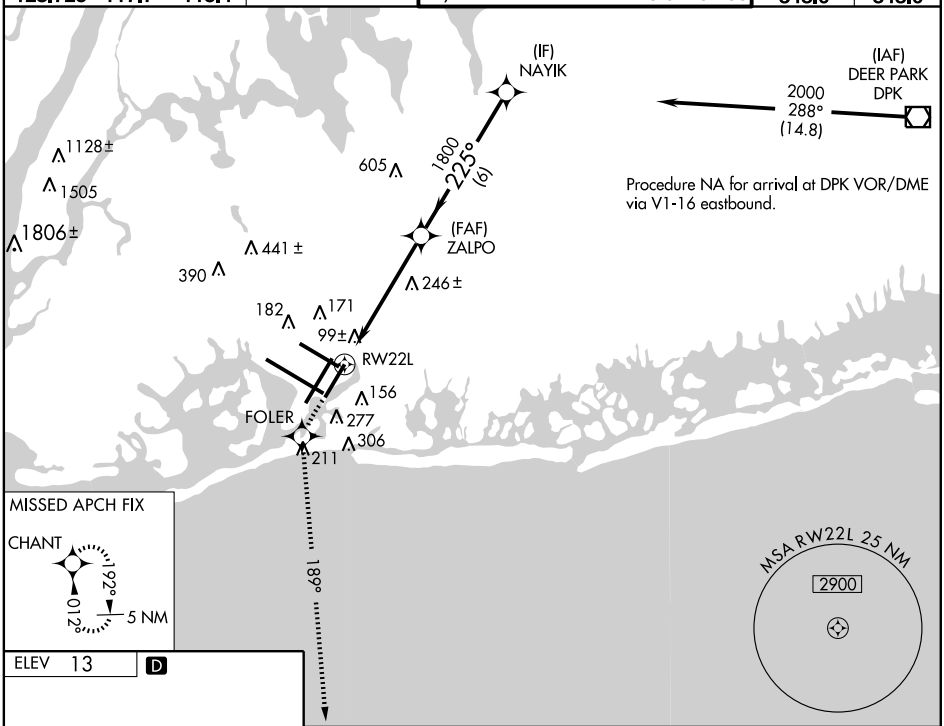
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



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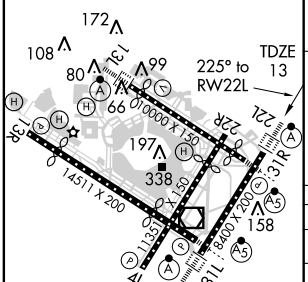
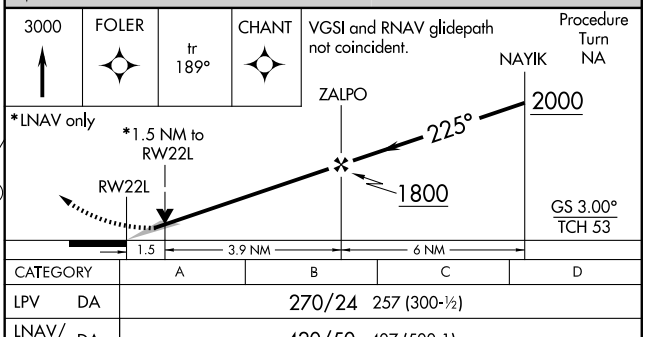




CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	560/24 547 (600-½)		560/50 547 (600-1)	560/60 547 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 50119 W31A	APP CRS 315°	Rwy Idg 11248 TDZE 13 Apt Elev 13

RNAV (GPS) Y RWY 31L

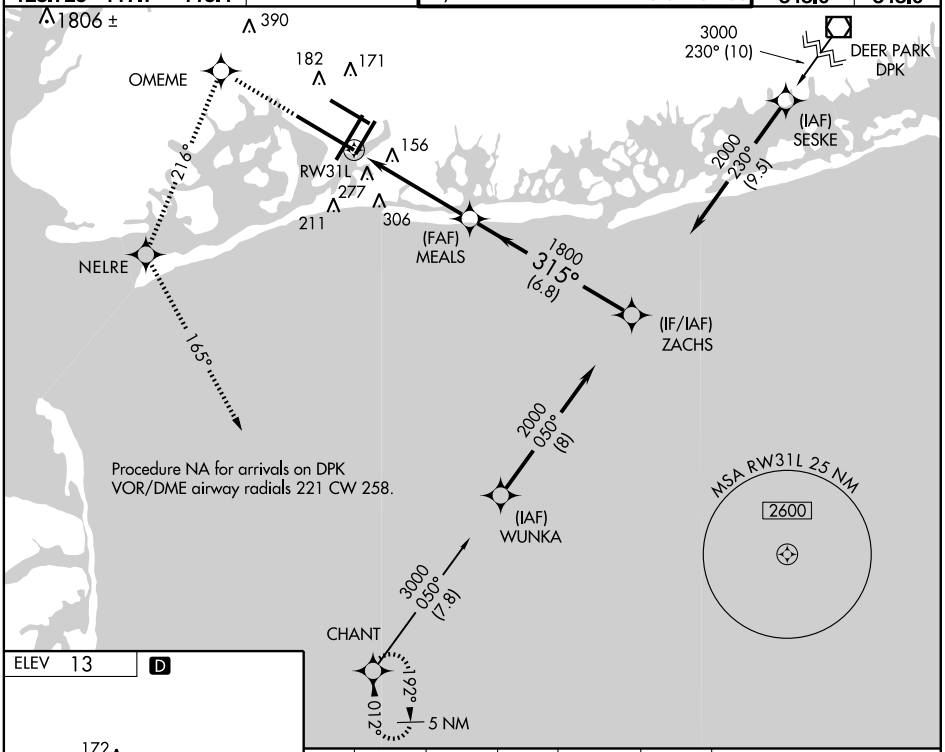
NEW YORK / JOHN F. KENNEDY INTL (JFK)

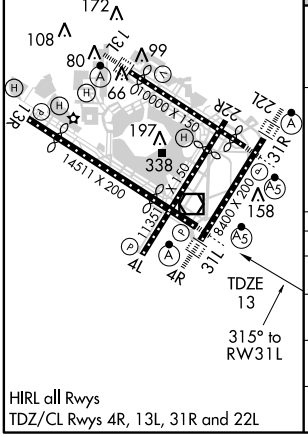
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

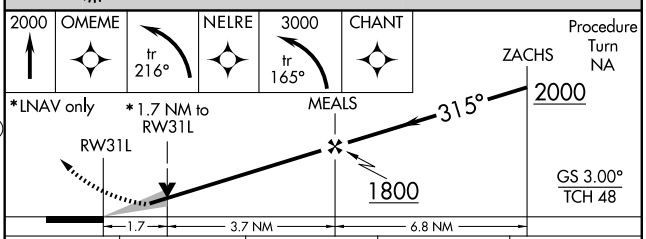
MALSR

MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS		NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
(ARR-NE)	(ARR-SW)		
128.725	117.7	115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6







CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	600-2 587 (600-2)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8970
CH 45519	315°	TDZE	13
W31B		Apt Elev	13

RNAV (GPS) Y RWY 31R

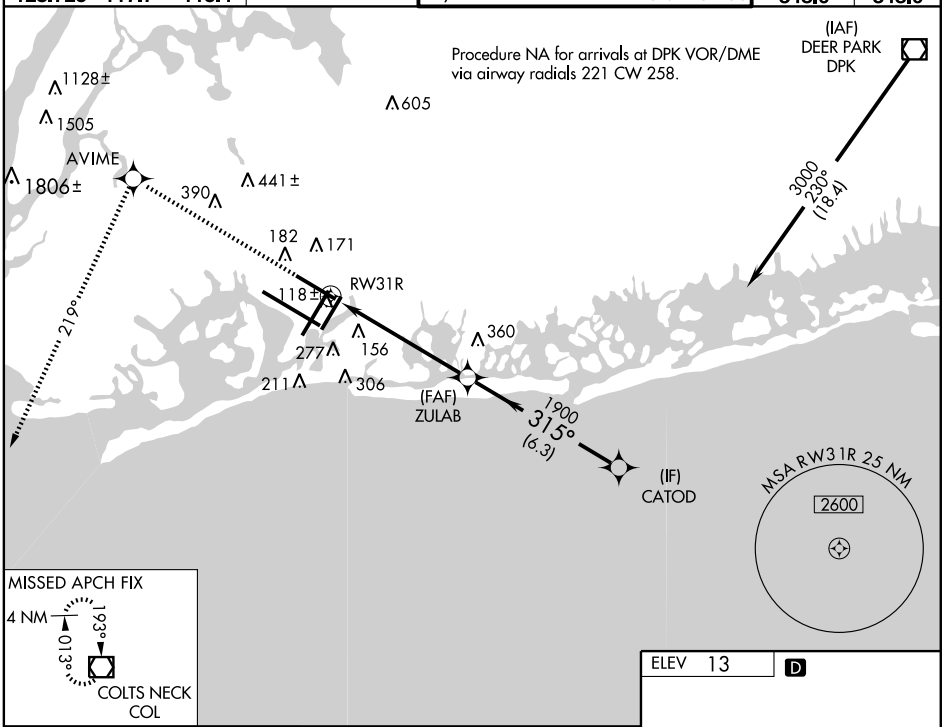
NEW YORK / JOHN F. KENNEDY INTL (JFK)

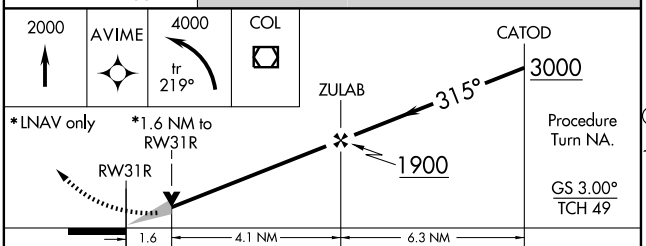
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

MALSR

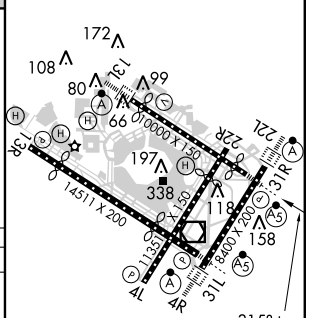
MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

ATIS	(ARR-NE)	(ARR-SW)	NEW YORK APP CON	KENNEDY TOWER		GND CON	CLNC DEL
128.725	117.7	115.4	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05
				Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11351
045°	TDZE	12
	Apt Elev	13

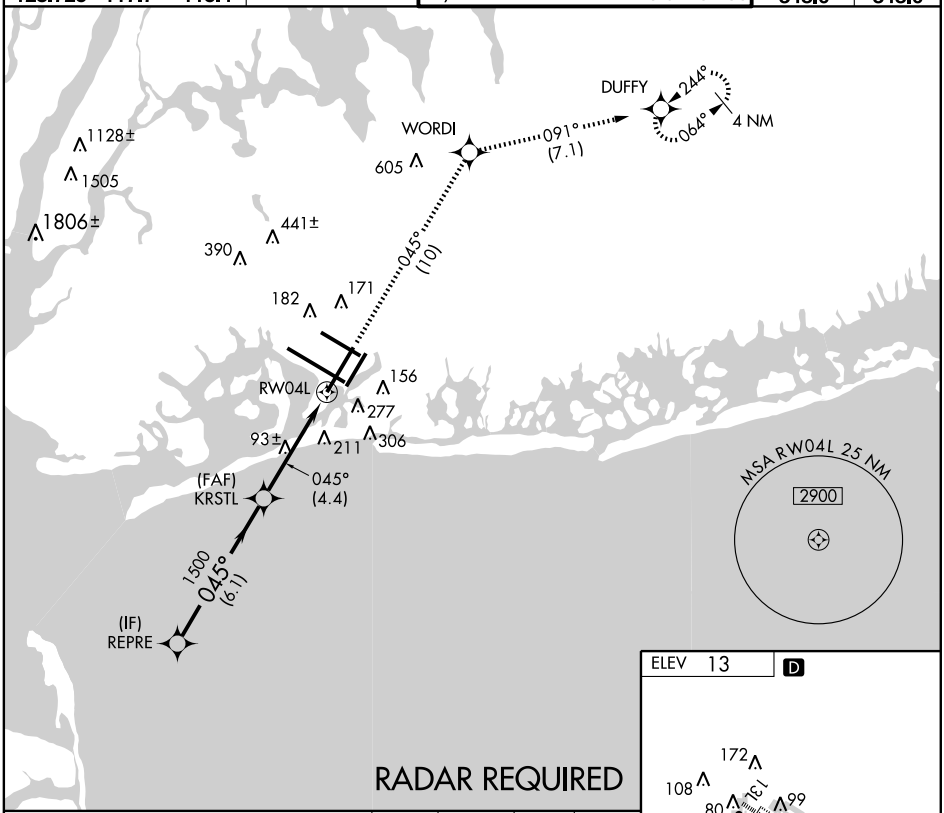
RNAV (RNP) Z RWY 4L

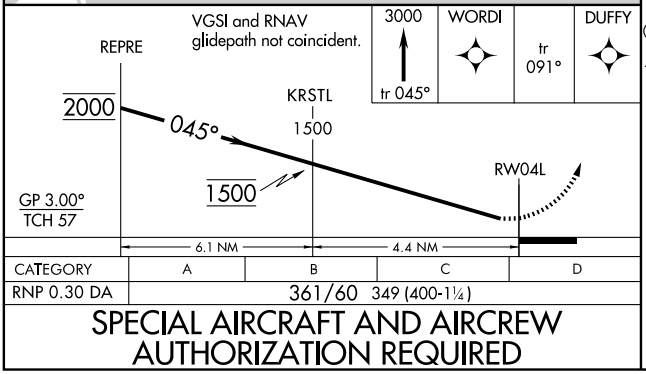
NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

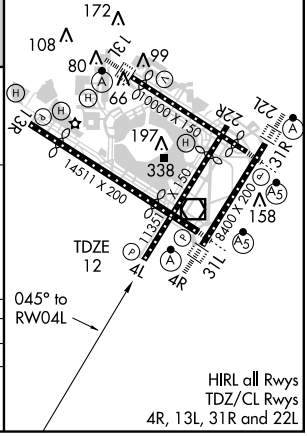
MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)						
128.725	117.7	115.4	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
				Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6

DEER PARK DPK 260° 080° 4 NM

690 605 PIYIY 091° (18.1) 441± 390 182 171 045° (7) 156 277 211 306 RW04R 045° (4.4) (FAF) EBBEE 1500 045° (6.1) (IF) VERRU

MSA RW04R 25 NM 2900

RADAR REQUIRED

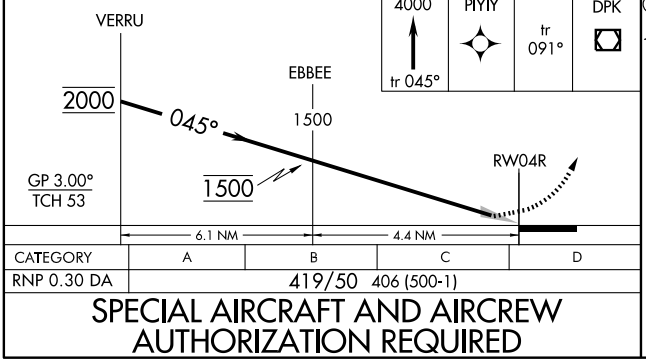
ELEV 13 D

172 108 80 99 73 66 197 338 158 010000 X 150 14511 X 200 11351 X 150 8400 X 200 13R 31R 22L 22R 4L 4R 31L

TDZE 13

045° to RW04R

HIRL all Rwys TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
RNP 0.30 DA	419/50	406 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

APP CRS	Rwy ldg	8400
225°	TDZE	13
	Apt Elev	13

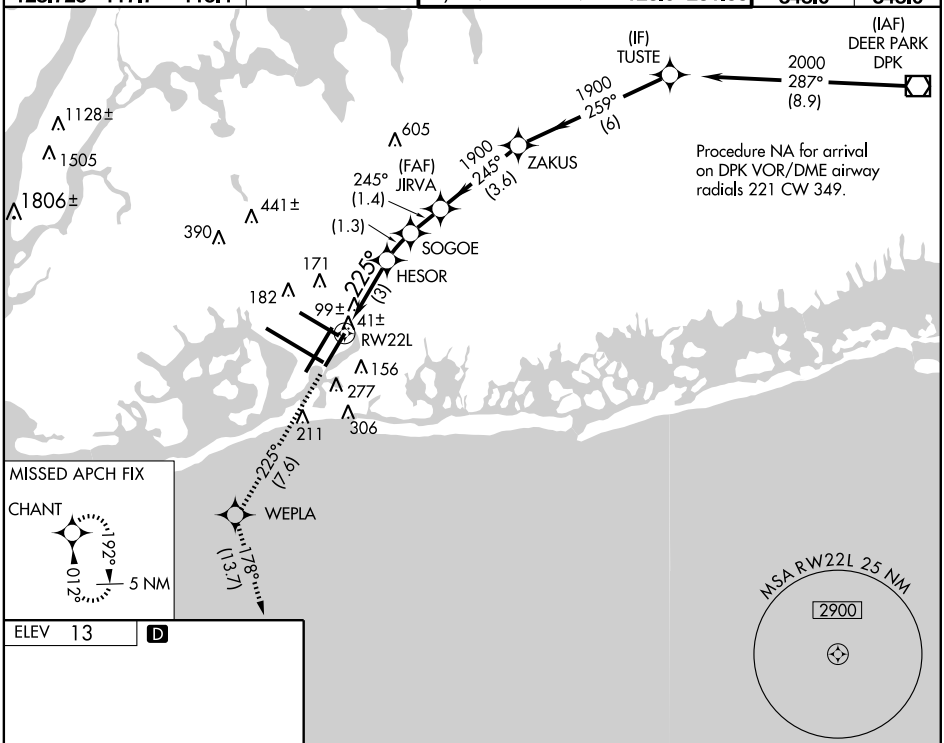
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

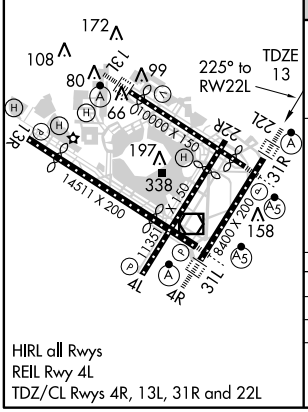
NA

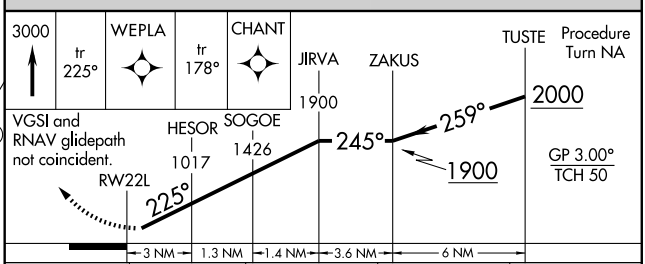
ALSF-2

MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

ATIS	(ARR-NE)	(ARR-SW)	NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6







CATEGORY	A	B	C	D
RNP 0.20 DA	339/40	326 (400-¾)		
RNP 0.30 DA	408/50	395 (400-1)		

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31L

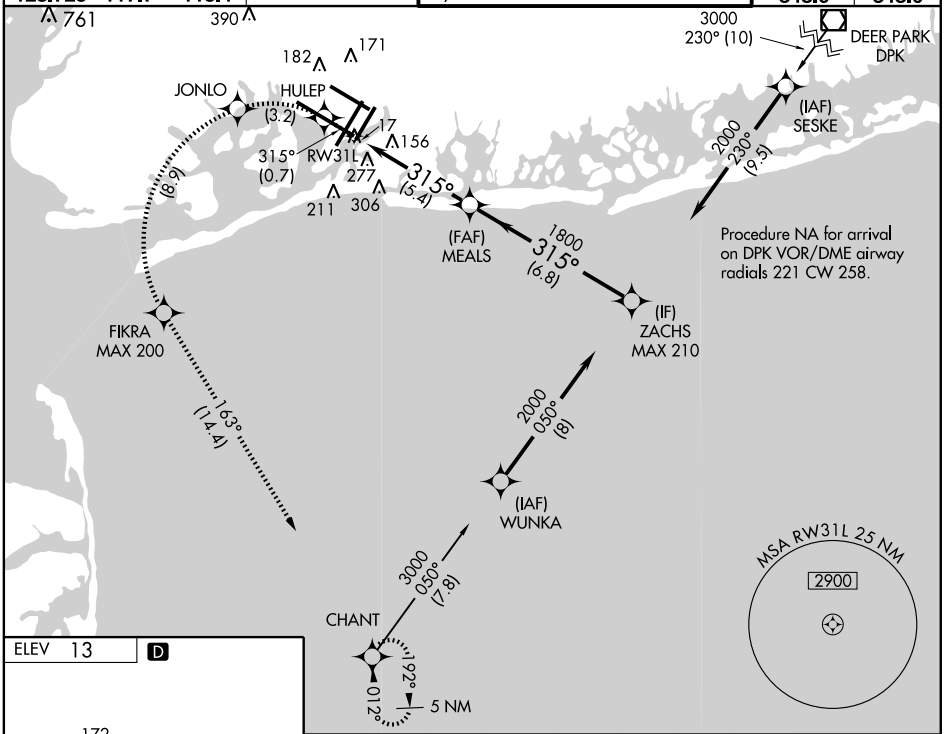
NEW YORK / JOHN F. KENNEDY INTL (JFK)

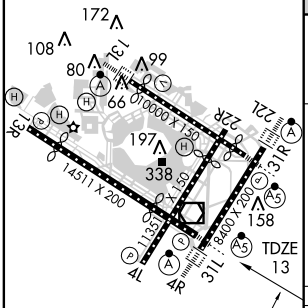
T NA — For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

MALSR

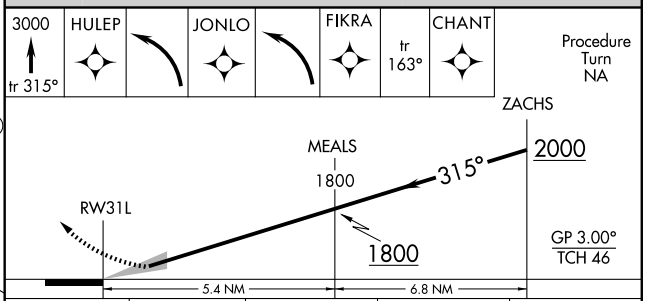
MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
RNP 0.30*	316/50 303 (400-1)			
RNP 0.30	455-1½ 442 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8970
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

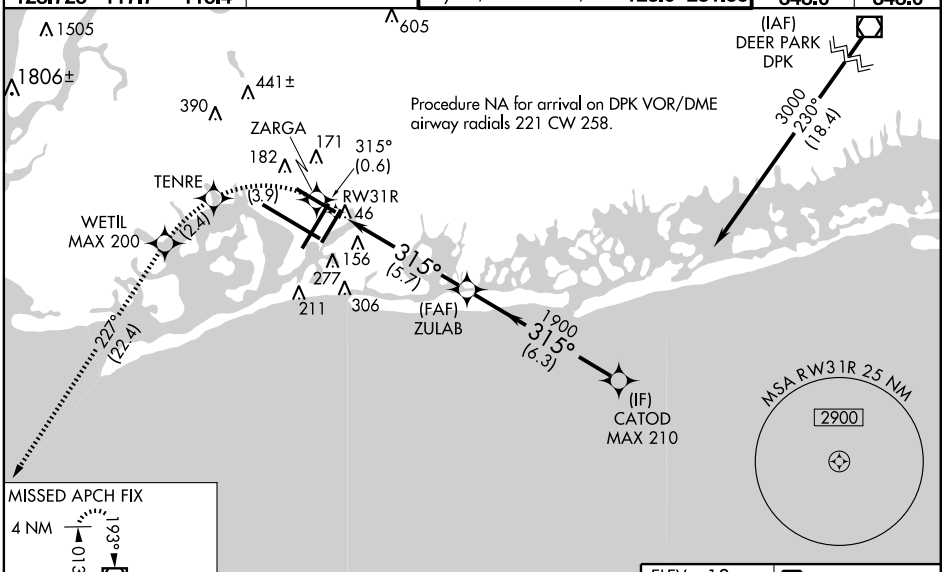
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

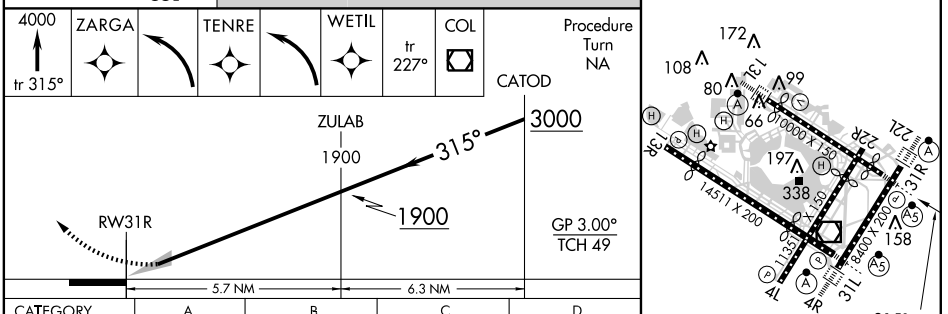
NA

MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
(ARR-NE)	(ARR-SW)								
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6





CATEGORY	A	B	C	D
RNP 0.20 DA**	274/24	261 (300-½)		
RNP 0.30 DA***	317/24	304 (400-½)		
RNP 0.30 DA	413/50	400 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ROBER ONE ARRIVAL

(ROBER.ROBER1) 10042

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

MANCHESTER
114.4 MHT
Chan 91

R-044

FL 180
217°
(39)

R-114

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

FL 180
213°
(69)

GROTON
110.85 GON
Chan 45 (Y)

R-057

R-033

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

3000
232°
(34)

TRAIT
N41°17.08′
W71°55.06′
Expect to cross at FL240.

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

Expect to cross at 12000′ and 250 KIAS.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

3000
232°
(114)

28

R-309

NANTUCKET
116.2 ACK
Chan 109

R-085

3000
265°
(32)

3000
276°
(25)

3000
229°
(18)

REPUBLIC

14

R-052

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

JOHN F. KENNEDY INTL

R-096

2500
276°
(34)

R-260

ROBER
N40°41.13′
W73°01.96′

ERICK
N40°47.01′
W72°44.52′

Expect to cross at 9000′.

HAMPTON
113.6 HTO
Chan 83

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).

NOTE: Chart not to scale.

N

ST-610 (FAA)

ROBER ONE ARRIVAL
(ROBER.ROBER1) 10042
NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

(NARRATIVE ON FOLLOWING PAGE)

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51′-W73°18.22′
L-33-34, H-10-12

R-320

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

R-311

SPARTA
115.7 SAX
Chan 104
N41°04.05′-W74°32.30′
L-33-34, H-10-12

R-322

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′-W74°44.51′
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′
W73°52.12′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

100°

R-039

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

CRI 2 DME

R-253

R-139

CRI 3 DME

R-223

Cross JFK R-253
at or above 2500′
maintain 5000′

SHIPP
N40°19.77′
W73°14.84′
L-34

BIGGY
N40°25.18′
W74°58.36′
L-33-34, H-10-12

BREEZY POINT
CLIMB

220°

CRI
R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

BRIDGE
CLIMB

CANARSIE
CLIMB

JFK
R-221

DIXIE
N40°05.96′
W74°09.87′
L-34

SEIFF
JFK 55
N40°04.61′
W72°49.06′
H-10

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20′-W74°54.46′
L-34, H-10-12

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′-W74°29.70′
L-34, H-10-12

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

NOTE: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

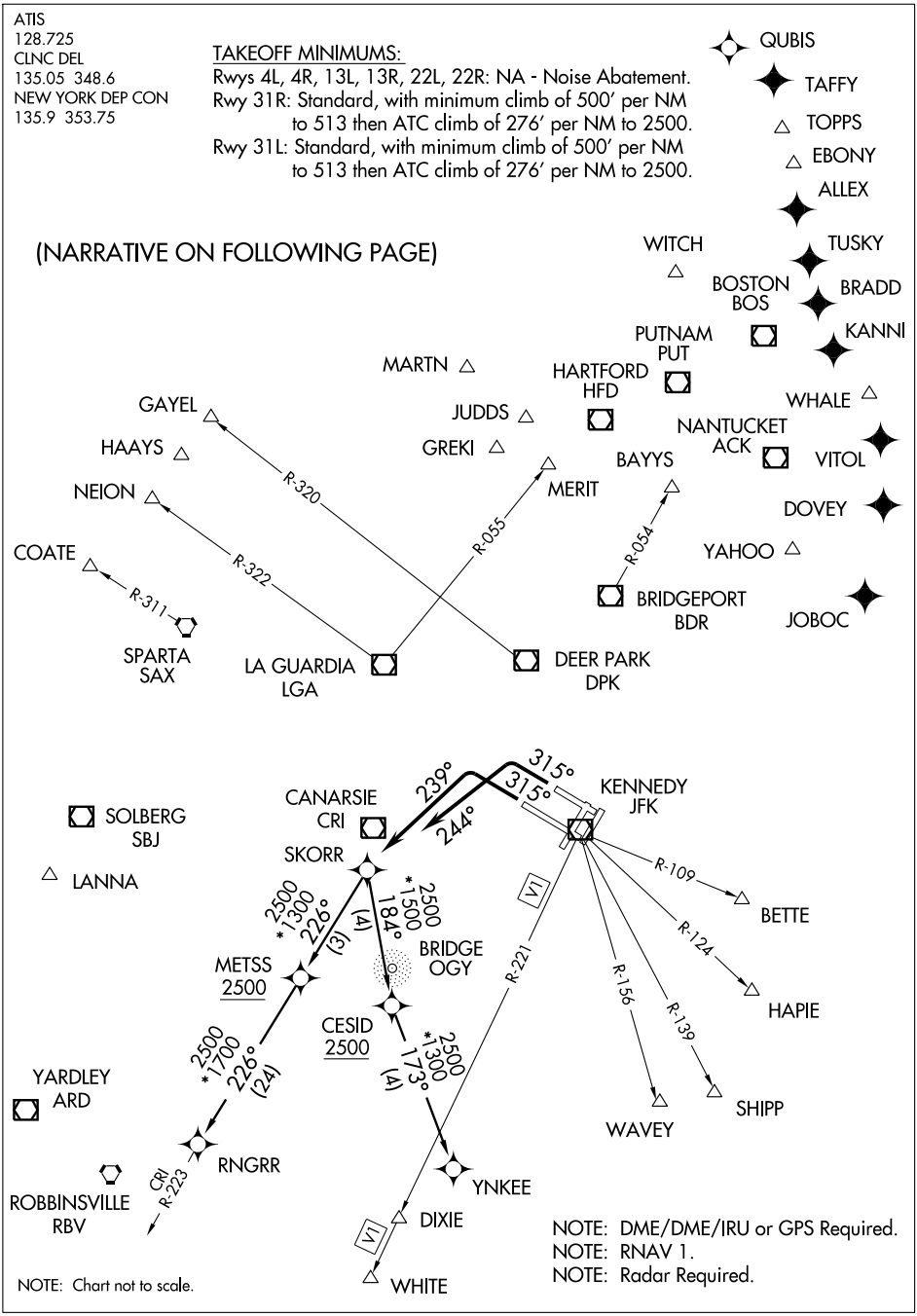
NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.75

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: Standard, with minimum climb of 500′ per NM to 513 then ATC climb of 276′ per NM to 2500.
Rwy 31L: Standard, with minimum climb of 500′ per NM to 513 then ATC climb of 276′ per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.

NOTE: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to intercept course 244° to SKORR. Thence . . . .

TAKEOFF RUNWAY 31L: Climb heading 315° to intercept course 239° to SKORR. Thence . . . .

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR3.RNGRR):
YNKEE TRANSITION (SKORR3.YNKEE):

TAKEOFF OBSTACLE NOTES:
Rwy 31L: Tree 2076′ from DER, 436′ left of centerline, 79′ AGL/91′ MSL.
Bush 257′ from DER, 530′ left of centerline, 13′ AGL/25′ MSL.
Rwy 31R: Tree 752′ from DER, 654′ left of centerline, 39′ AGL/52′ MSL.
Tree 561′ from DER, 646′ right of centerline, 30′ AGL/43′ MSL.
Multiple light poles starting 1442′ from DER, 336′ left of centerline, up to 44′ AGL/67′MSL.
Vehicle on road 281′ from DER, 501′ left of centerline, 15′ AGL/26′ MSL.
Multiple obstruction lights on poles and fence starting 366′ from DER, 15′ left of centerline, up to 17′ AGL/31′ MSL.
Obstruction light on pole 625′ from DER, 359′ right of centerline, 28′ AGL/31′ MSL.
Approach light 190′ from DER, 8′ right of centerline, 5′ AGL/18′ MSL.
Fence 410′ from DER, 352′ right of centerline, 10′ AGL/23′ MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and south expect direct BOS VOR/DME direct.

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	232°	TDZE	13
Chan 106		Apt Elev	13

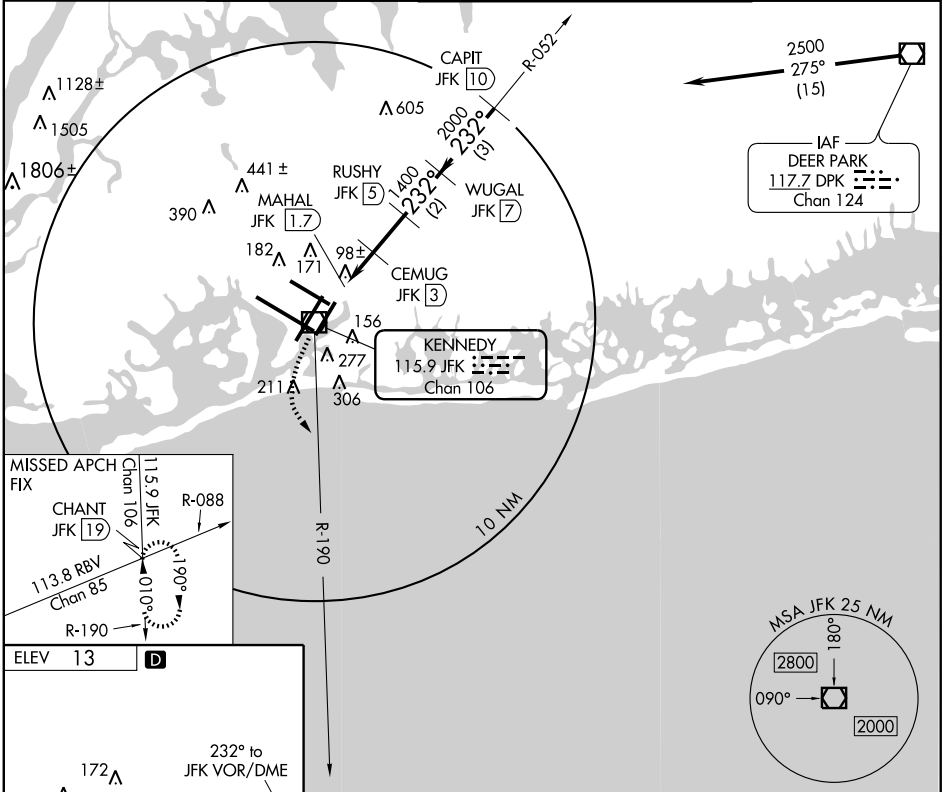
VOR/DME RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)							
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6



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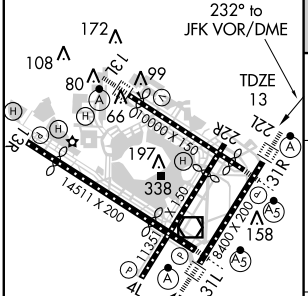
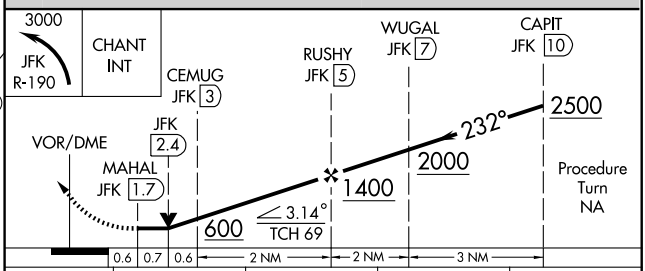


HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CRI	APP CRS	Rwy Idg 13R 11966
112.3	041°	13L 9009
Chan 70		TDZE 13
		Apt Elev 13

VOR or GPS RWY 13L/13R

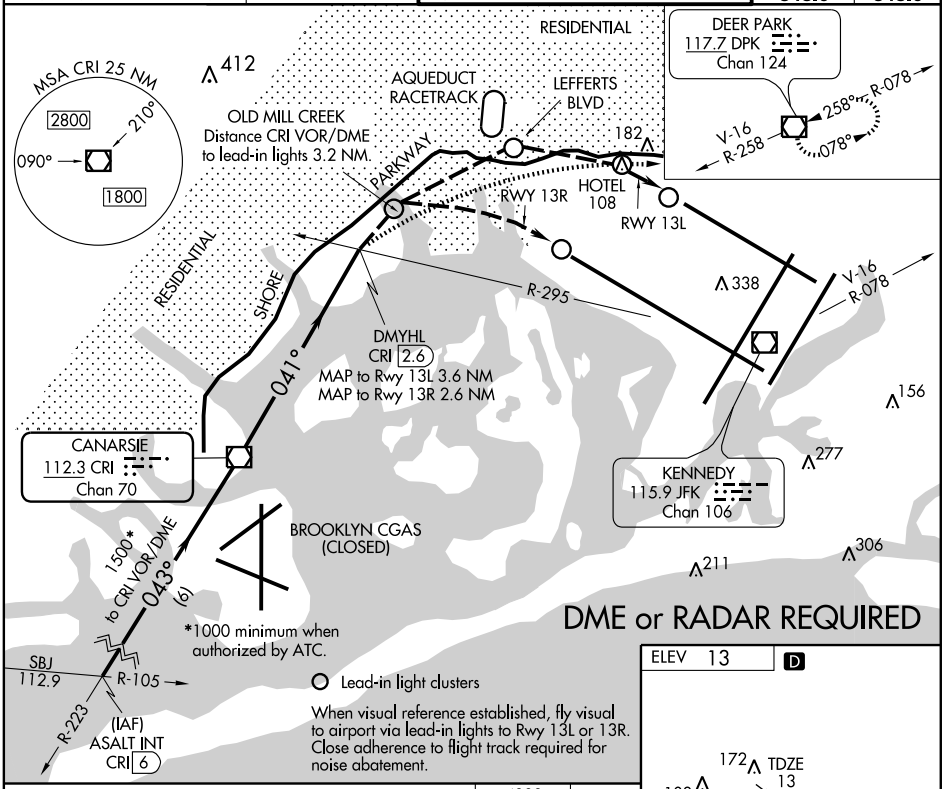
NEW YORK / JOHN F. KENNEDY INTL (JFK)

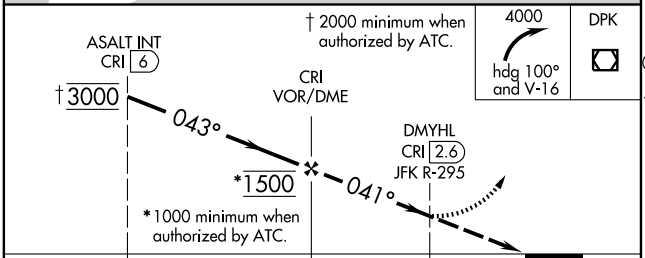
For inoperative LDIN, procedure not authorized.

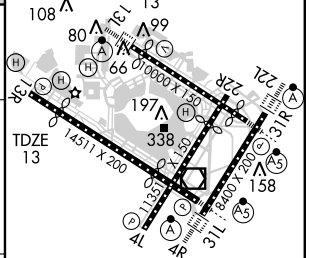
Rwy13L ALSF-2

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6







CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)
LDIN-13R	800-2 787 (800-2)		800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)

HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

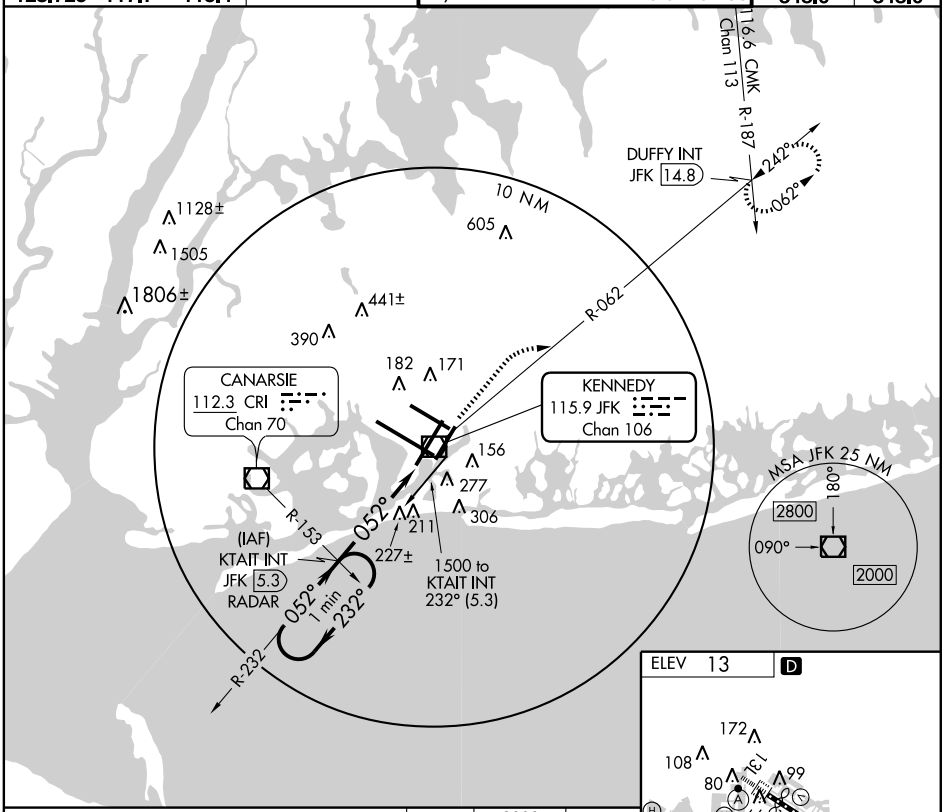
VOR/DME JFK	APP CRS	Rwy Idg	11351
115.9	052°	TDZE	12
Chan 106		Apt Elev	13

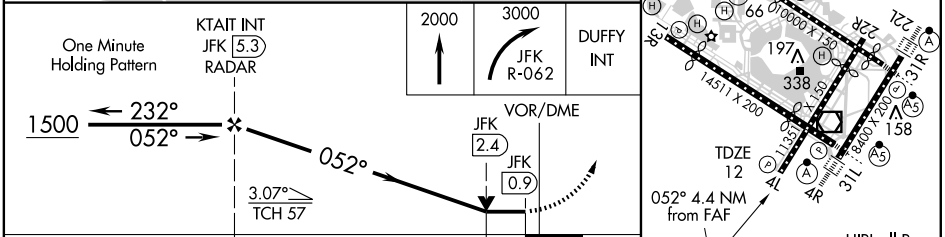
VOR RWY 4L

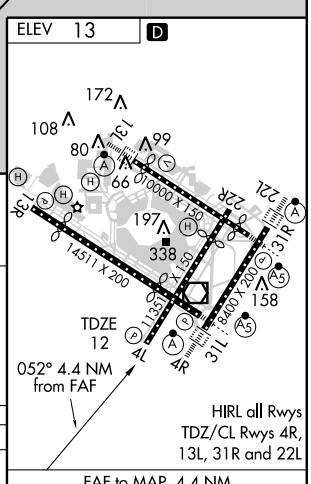
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1 281.55		
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9 281.55	121.9 348.6	135.05 348.6







CATEGORY	A	B	C	D
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	028°	TDZE	13
Chan 106		Apt Elev	13

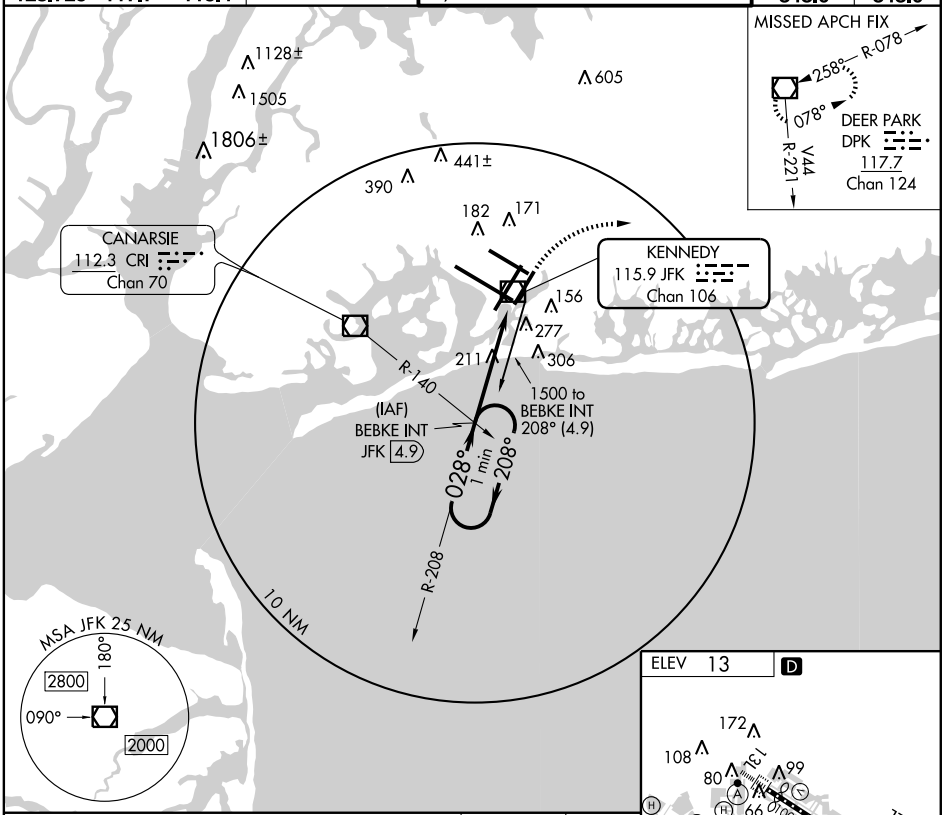
VOR RWY 4R

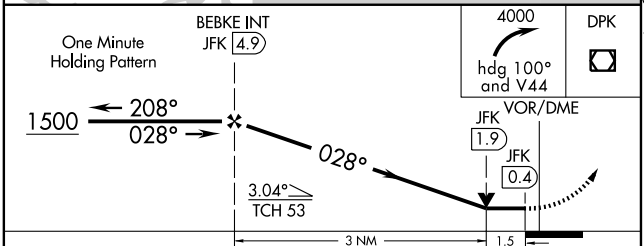
NEW YORK / JOHN F. KENNEDY INTL (JFK)

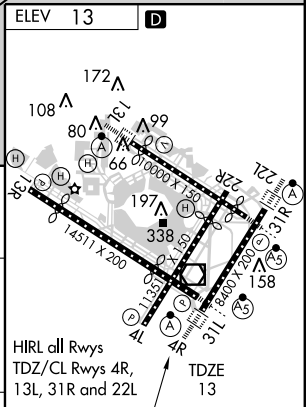
ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL
	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55		
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9 348.6	135.05 348.6







CATEGORY	A	B	C	D
S-4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JFK	APP CRS	Rwy Idg 11248
115.9	343°	TDZE 13
Chan 106		Apt Elev 13

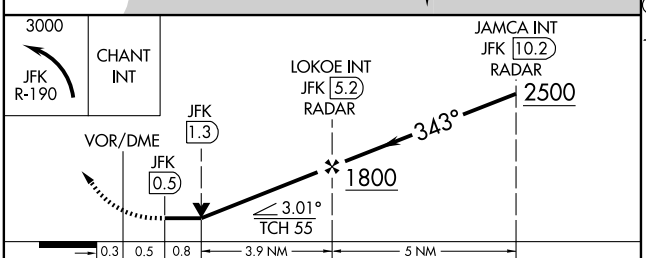
VOR RWY 31L

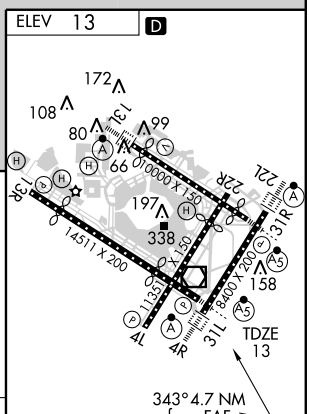
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MALSR

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS (ARR-NE)	ATIS (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
128.725	117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6





HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
S-31L	560/50 547 (600-1)		560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.7 NM

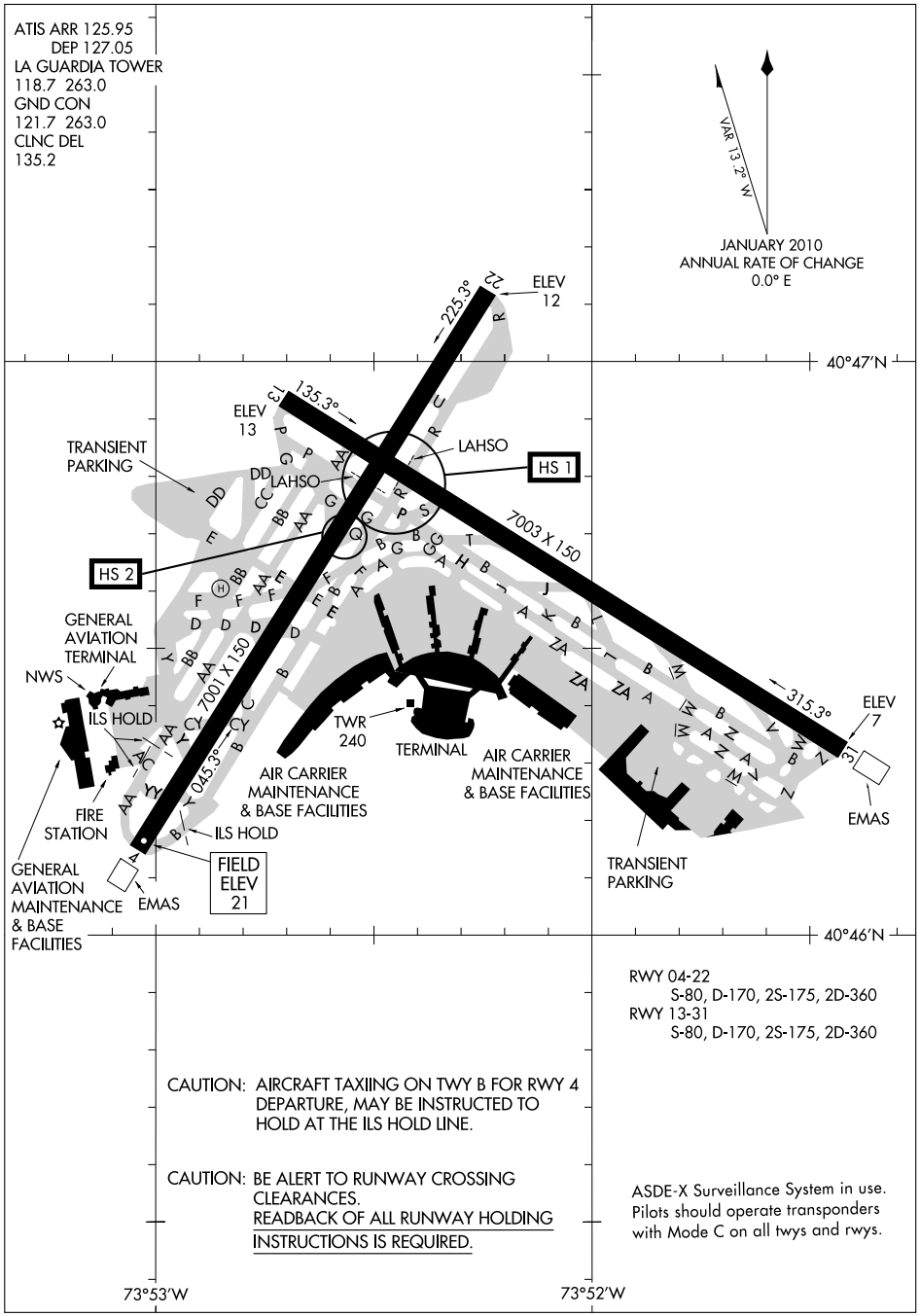
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK



RWY 04-22
S-80, D-170, 2S-175, 2D-360
RWY 13-31
S-80, D-170, 2S-175, 2D-360

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

NE-2, 21 OCT 2010 to 18 NOV 2010

LA GUARDIA (LGA) 4 E UTC−5(−4DT) N40°46.64′ W73°52.36′ **NEW YORK COPTER**
21 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–10I, 12J, L–33B, 34H**
NOTAM FILE LGA **IAP, AD**

RWY 13–31: H7003X150 (ASPH–CONC–GRVD) S–80, D–170, 2S–175, 2D–360 HIRL CL
RWY 13: MALSR. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 49′.
RWY 31: REIL. VASI(V16). Upper—GA 3.0° TCH 88′. Lower—GA 2.75° TCH 47′. Building.

RWY 04–22: H7001X150 (ASPH–CONC–GRVD) S–80, D–170, 2S–175, 2D–360 HIRL CL
RWY 04: MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Building.
RWY 22: ALSF1. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 52′.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13–31	4600
RWY 31	04–22	5500

ARRESTING GEAR/SYSTEM
RWY 13: EMAS
RWY 22: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical Information Manual. Coded Transponder required. VFR reservation information avbl on ATIS. Attended continuously. Ship masts in apch Rwy 31. Flocks of birds on and invof arpt. Fence 9′ AGL 450′ southeast Rwy 31 thld, 6400′ southeast Rwy 04–22 centerline, 400′ northeast Rwy 13–31 centerline. Port Authority of New York and New Jersey. Open to military conventional acft with prior permission, ctc arpt ops at 718–533–3700. Magnetic anomalies may affect compass heading when using extension Rwy 13 and Rwy 22 for tkf. Rwy 13 VASI and ILS not coincidental. Noise abatement procedures in effect; call 212–435–3812 during normal business hrs. Twy G, Twy P, Twy R and Twy U concrete deck restricted to 5 knot turns, 10 knot straight. Twy ZA clsd 0400–1200Z‡ for acft parking. Twy Y between Twy AA and Twy BB clsd to acft with wingspan in excess of 113′. Twy F located bwteen Twy BB and Twy Y clsd indef. B767–400 acft rstd to 10Kt on Twy DD, Twy Z, Twy B, and Twy AA. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (718) 672–6317. LLWAS.

COMMUNICATIONS: D–ATIS ARR 125.95 (718) 478–6070 **D–ATIS DEP** 127.05 (718) 478–0118 **UNICOM** 122.95
RCO 122.1R 113.1T (NEW YORK RADIO)
Ⓡ **NEW YORK APP CON** 120.8 132.7 128.8 (Final) 127.3 124.95 118.0
TOWER 118.7 **GND CON** 121.7 121.85 **CLNC DEL** 135.2 (121.875 helicopters) **PRE–TAXI CLNC** 135.2
Ⓡ **NEW YORK DEP CON** 120.4 124.45 127.05

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE LGA.
(L) VOR/DME 113.1 LGA Chan 78 N40°47.02′ W73°52.12′ at fld. 15/12W.
VOR portion unusable:
245°–280° byd 25 NM blo 6000′
DME portion unusable:
245°–280° byd 25 NM blo 6000′
ORCHY NDB (LOM) 385 UR N40°51.98′ W73°48.21′ 222° 6.2 NM to fld.
Unusable 140°–210° byd 11 NM.
ILS 110.5 I–LGA Rwy 04. Class IT.
ILS/DME 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 5° left of course.
ILS 110.5 I–URD Rwy 22. Class IT. LOM ORCHY NDB. LOM unusable 140°–210° byd 11 NM.
ILS/DME 108.5 I–PZV Chan 22 Rwy 31. LOC only. LOC unusable byd 18° right side of course.
LDA/DME 111.15 I–TKD Chan 48(Y) Rwy 22. LOC course unusable inbound 2 DME. LOC unusable byd 25° left side of course. LOC unusable byd 20° right side of course.

HELIPAD H1: H60X60 (ASPH) PERIMETER LIGHTS

HELIPORT REMARKS: H1 located intersection Twy BB and Twy F. Helicopter pad located at the intersection of Twy D, Twy F and Twy Y clsd indef.

NEW YORK SKYPORTS INC SPB (6N7) O E UTC−5(−4DT) N40°44.04′ W73°58.37′ **NEW YORK COPTER**
00 NOTAM FILE ISP

WATERWAY N–S: 10000X1000 (WATER)

SEAPLANE REMARKS: Attended 1300Z‡–dusk. Landing fee. No tie–downs and no overnight stays avbl. Pilots must complete a proving flight with an authorized member of the N.E. Seaplanes Pilots Association prior to seaplane base use. 3–bladed props rqrd on all seaplanes. Located 1.7 south New York City Columbus Circle. Pilots rqr not to fly over the 59th Street Bridge. East River–velocity 2.6 miles per hr in south southwest direction. Heavy boat tfc in river. Pilots required to taxi 1000 ft offshore on Manhattan side before beginning tkf.

COMMUNICATIONS: CTAF 122.9

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

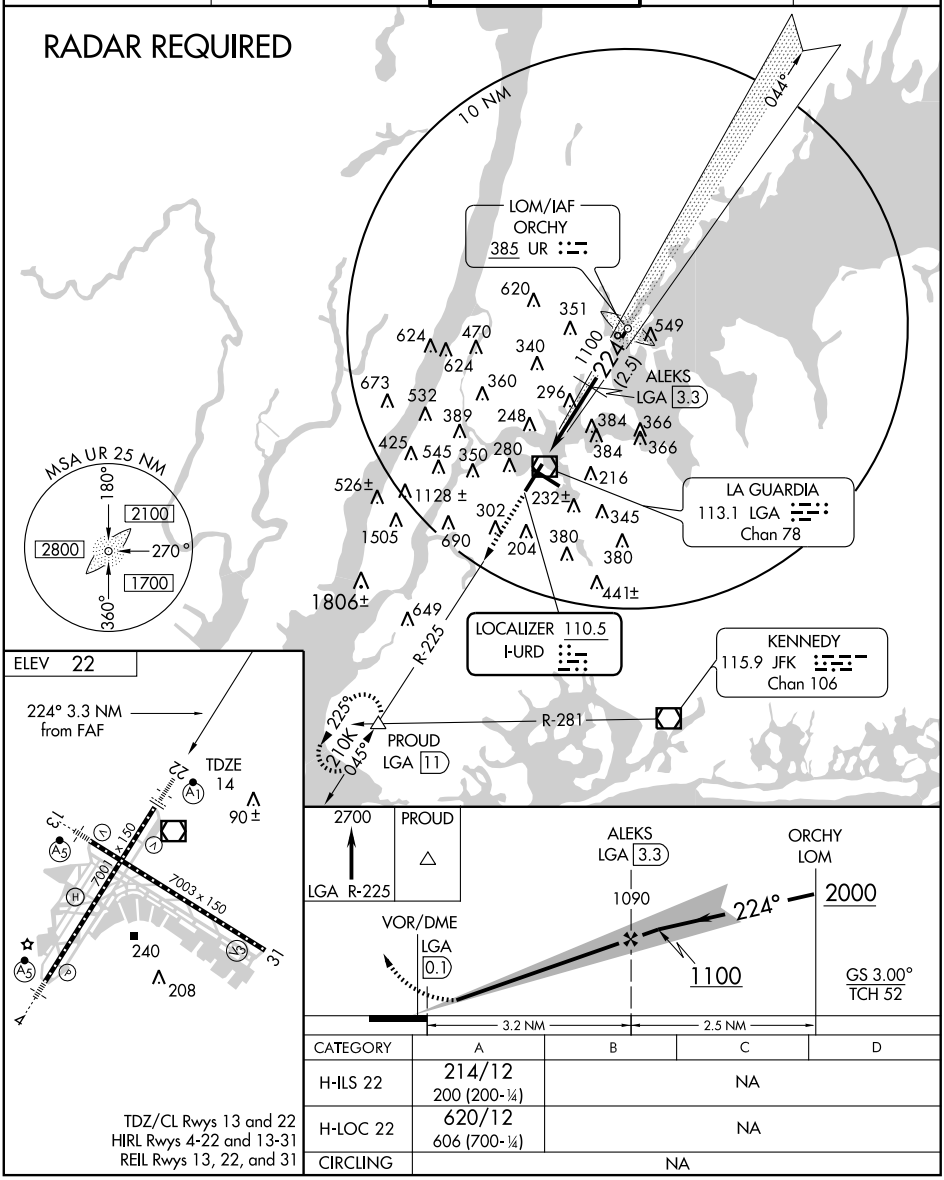
NA

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED



CATEGORY	A	B	C	D
H-ILS 22	214/12 200 (200-¼)	NA		
H-LOC 22	620/12 606 (700-¼)	NA		
CIRCLING	NA			

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

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COPTER RNAV (GPS) 250°

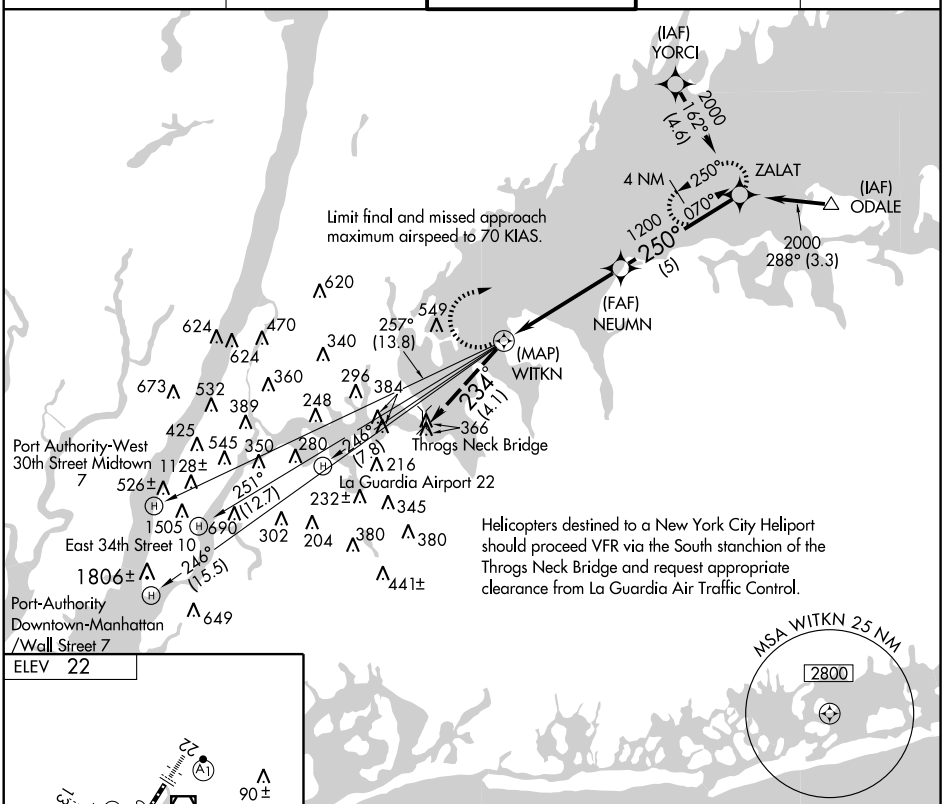
NEW YORK/ LA GUARDIA (LGA)

APP CRS	Rwy Idg	N/A
250°	TDZE	N/A
	Apt Elev	22

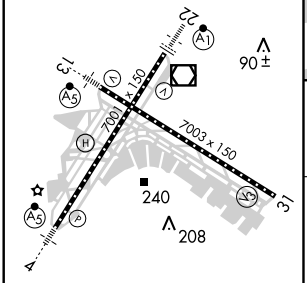
NA — Use La Guardia altimeter setting.

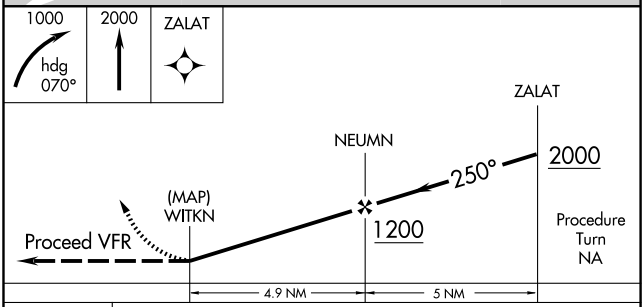
MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

ATIS ARR	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP				
125.95	120.8 263.0	118.7 263.0	121.7 263.0	135.2
127.05				



ELEV 22





CATEGORY	COPTER
H-250°	480-¾ 351 (400-¾)
CIRCLING	NA

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

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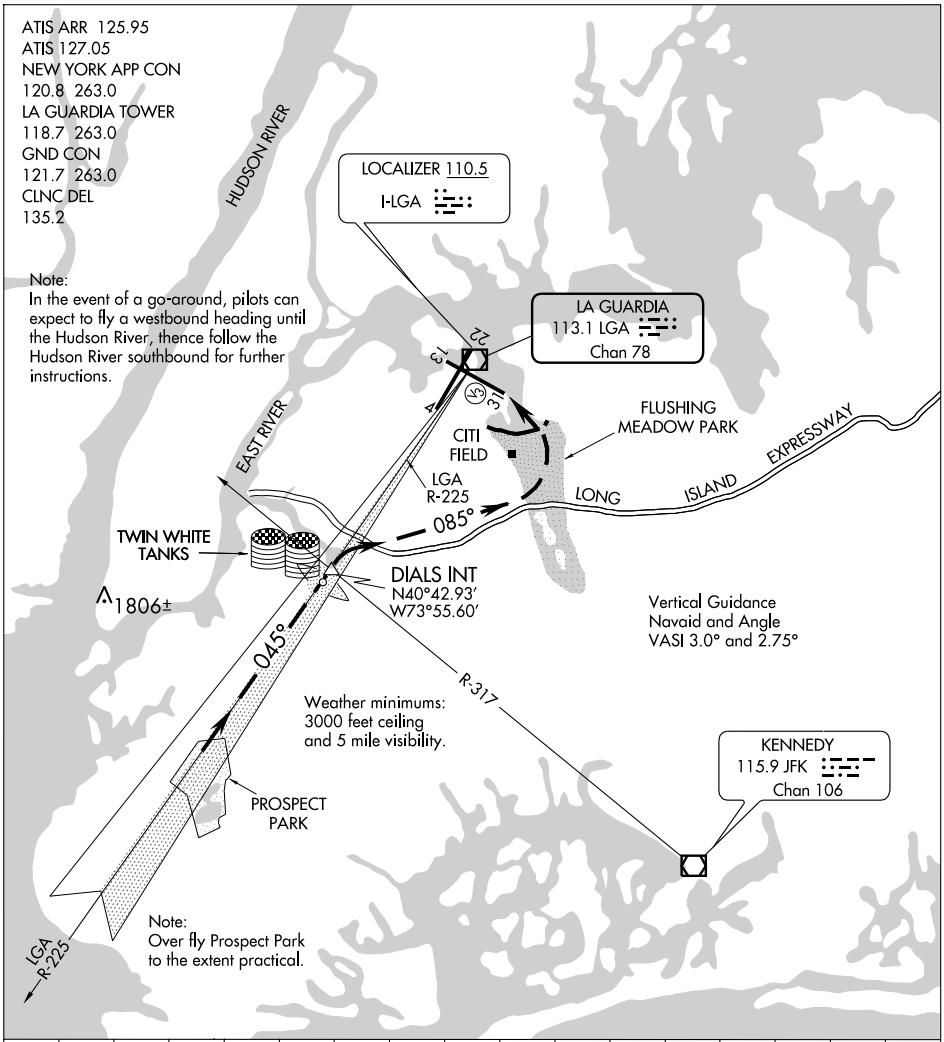
NE-2, 21 OCT 2010 to 18 NOV 2010

EXPRESSWAY VISUAL RWY 31

AL-289 (FAA)

NEW YORK/ LA GUARDIA (LGA)
NEW YORK, NEW YORK



EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

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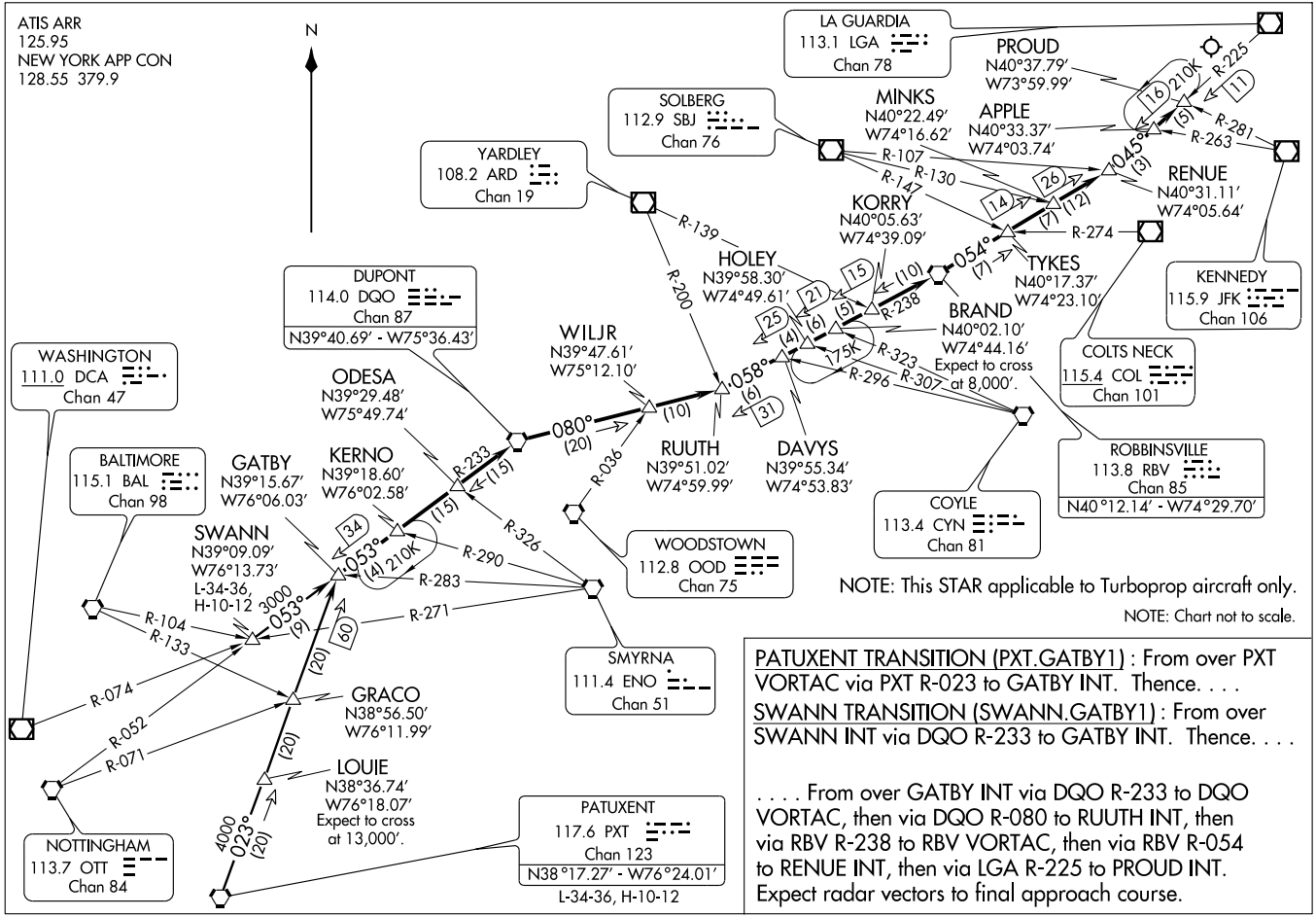
NE-2, 21 OCT 2010 to 18 NOV 2010

GATBY ONE ARRIVAL

(GATBY.GATBY1) 09351



GATBY ONE ARRIVAL
(GATBY.GATBY1) 09351

ST-289 (FAA)

NEW YORK, NEW YORK
LA GUARDIA

NEW YORK, NEW YORK
LA GUARDIA

GLDMN ONE DEPARTURE (RNAV)

(GLDMN1.GLDMN) 10098

NEW YORK/LA GUARDIA (LGA)

NEW YORK, NEW YORK

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 494' per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.

NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing GLDMN.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to GLDMN, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (GLDMN1.BIGGY):
COATE TRANSITION (GLDMN1.COATE):
ELIOT TRANSITION (GLDMN1.ELIOT):
GAYEL TRANSITION (GLDMN1.GAYEL):
HAAYS TRANSITION (GLDMN1.HAAYS):
LANNA TRANSITION (GLDMN1.LANNA):
NEION TRANSITION (GLDMN1.NEION):
PARKE TRANSITION (GLDMN1.PARKE):

GAYEL
HAAYS
NEION
COATE
GRYDE
BMACK
ELIOT
PARKE
MUNNZ
TRMBL
LANNA
BIGGY
TRISK
KIWIE
GLDMN
SHIPP
DIXIE
WAVEY
WHITE

14000 *3900 332° (20)
14000 *3600 351° (22)
14000 *3900 310° (21)
14000 *2700 292° (24)
14000 *2600 275° (40)
14000 *2500 263° (39)
7000 *2100 327° (12)
7000 *2600 348° (24)
14000 *2200 263° (38)
14000 *2000 250° (39)
7000 *2000 286° (7)
317° (6) 7000 *2600
301° (4)
134° 185° 248° (3)

TRISK
7000
4000
Do not exceed 220 KIAS until passing TRISK.

KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE

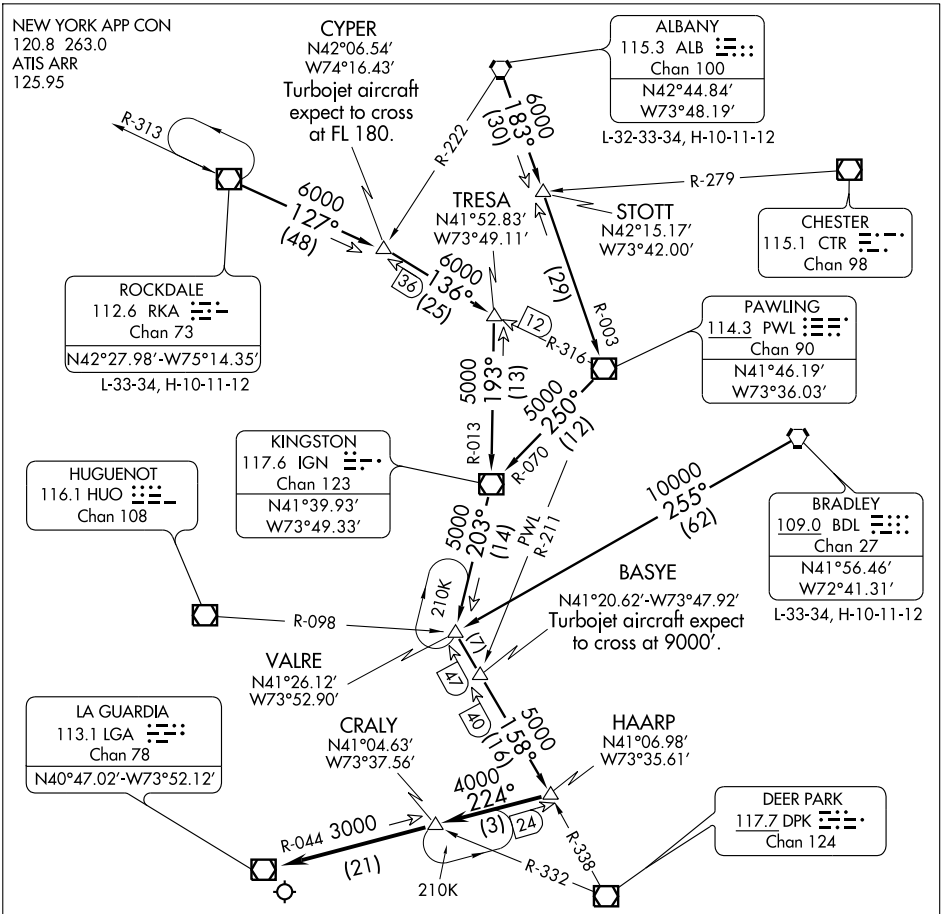
GLDMN
10000
6000
Do not exceed 230 KIAS until passing GLDMN

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

N

NOTE: Chart not to scale.

SL-289 (FAA)



NOTE: RADAR required.
NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rwys and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

ILS or LOC RWY 4

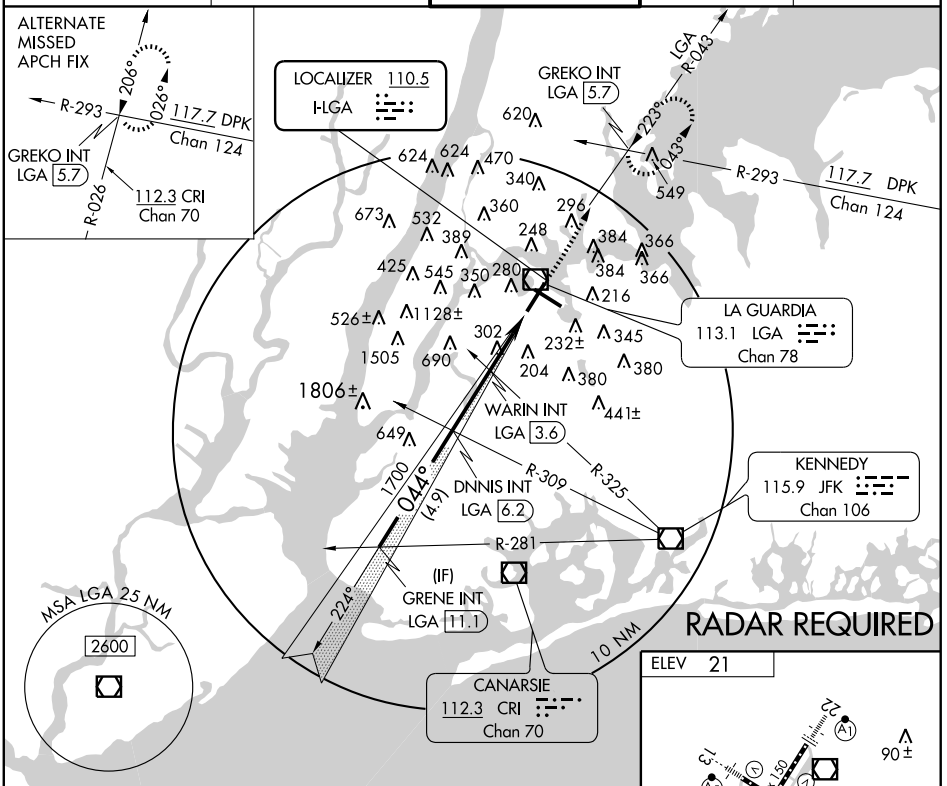
NEW YORK/LA GUARDIA (LGA)

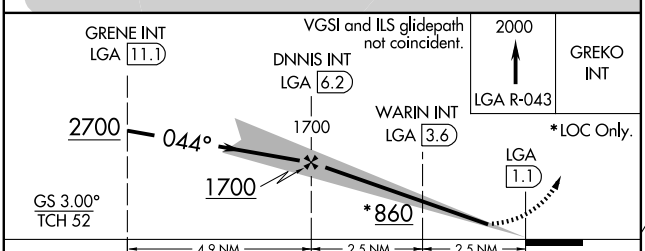
When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

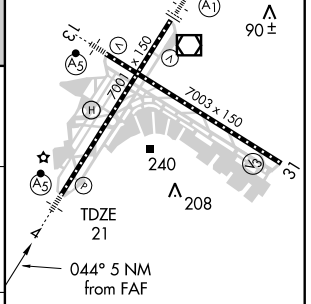
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
S-ILS 4	305/40 284 (300-¾)			
S-LOC 4	560/40 539 (600-¾)		560/50 539 (600-1)	560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.0 NM					
Knots	60	90	120	150	180
Min:Sec	5:02	3:22	2:31	2:01	1:41

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LOC/DME I-GDI	APP CRS	Rwy Idg	7003
108.5	134°	TDZE	13
Chan 22		Apt Elev	22

ILS or LOC RWY 13

NEW YORK/LA GUARDIA (LGA)

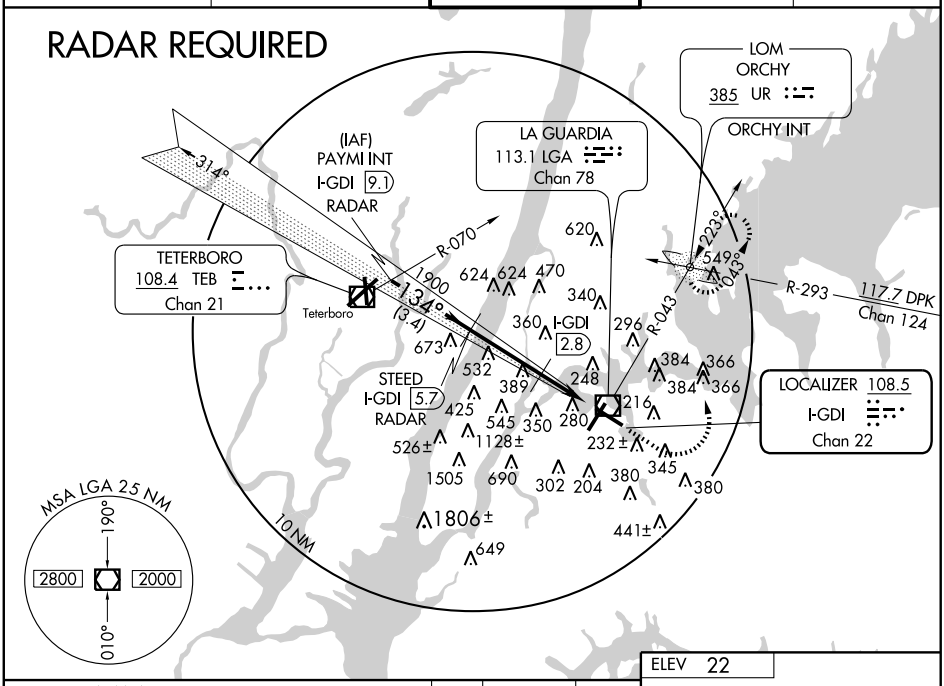
DME or RADAR required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

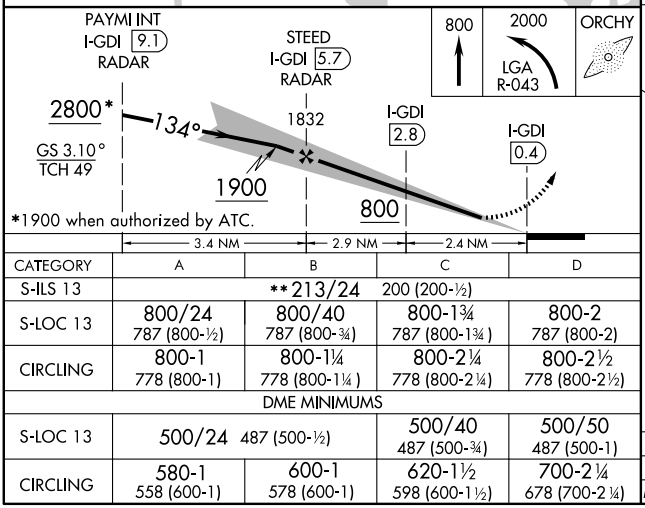
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

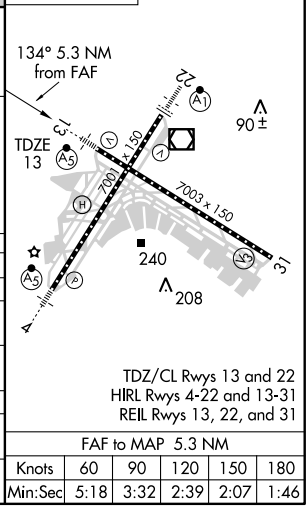
ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

NE-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-ILS 13		**213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)
DME MINIMUMS				
S-LOC 13	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

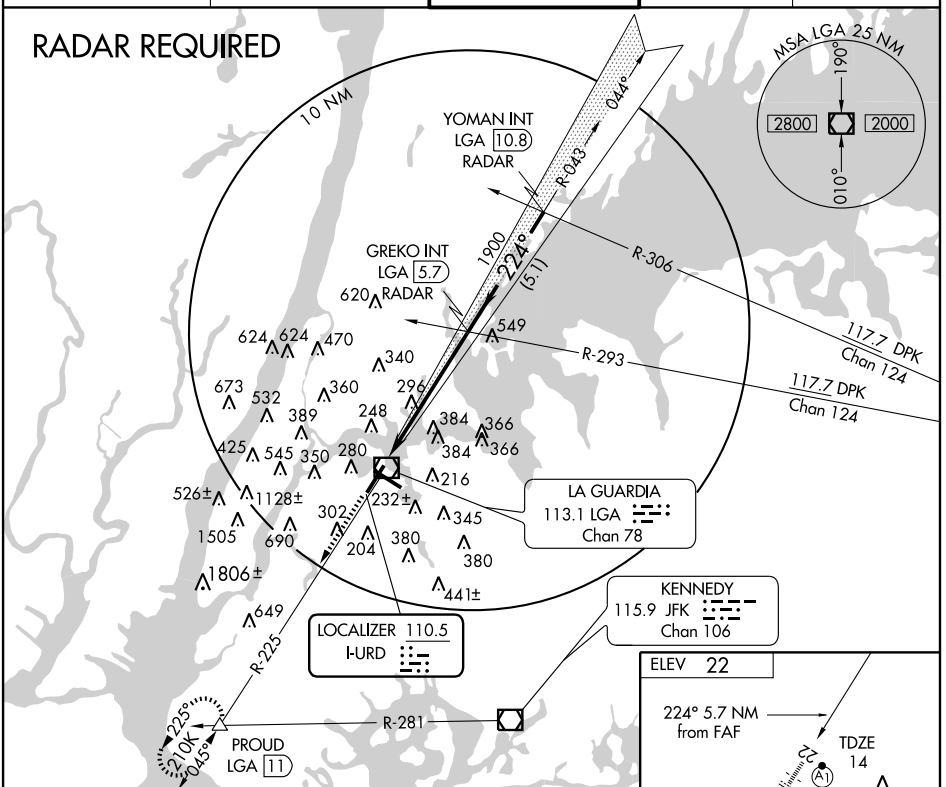
ILS or LOC RWY 22
NEW YORK/LA GUARDIA (LGA)

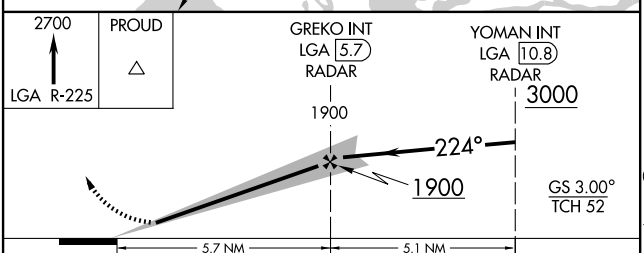
ALSF-1

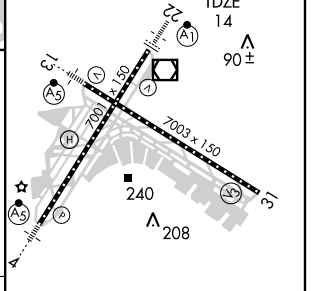
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







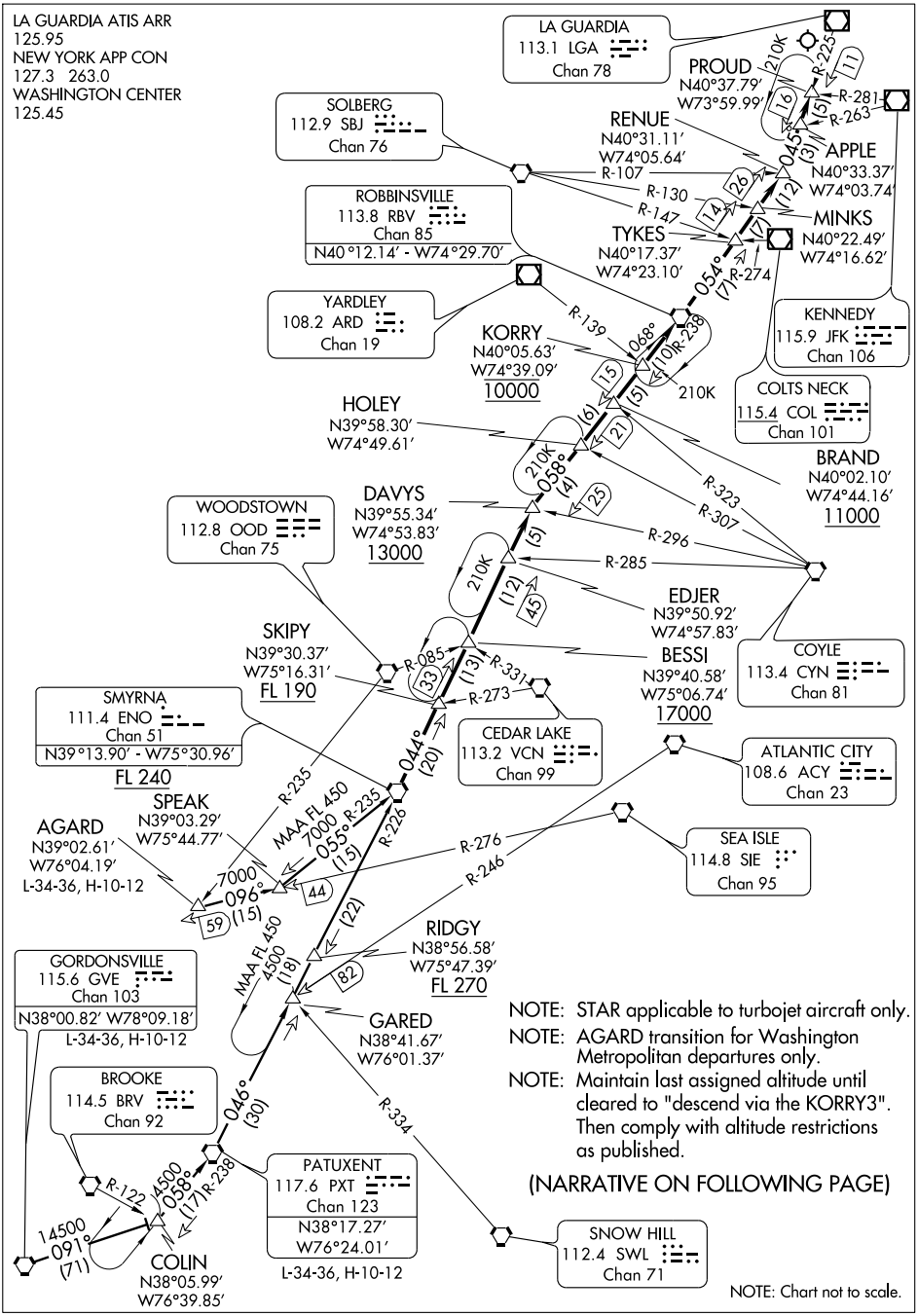
CATEGORY	A	B	C	D
S-ILS 22	214/18 200 (200-½)			
S-LOC 22	620/24 606 (600-½)		620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1 598 (600-1)		620-1¾ 598 (600-1¾)	700-2 ¼ 678 (700-2 ¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

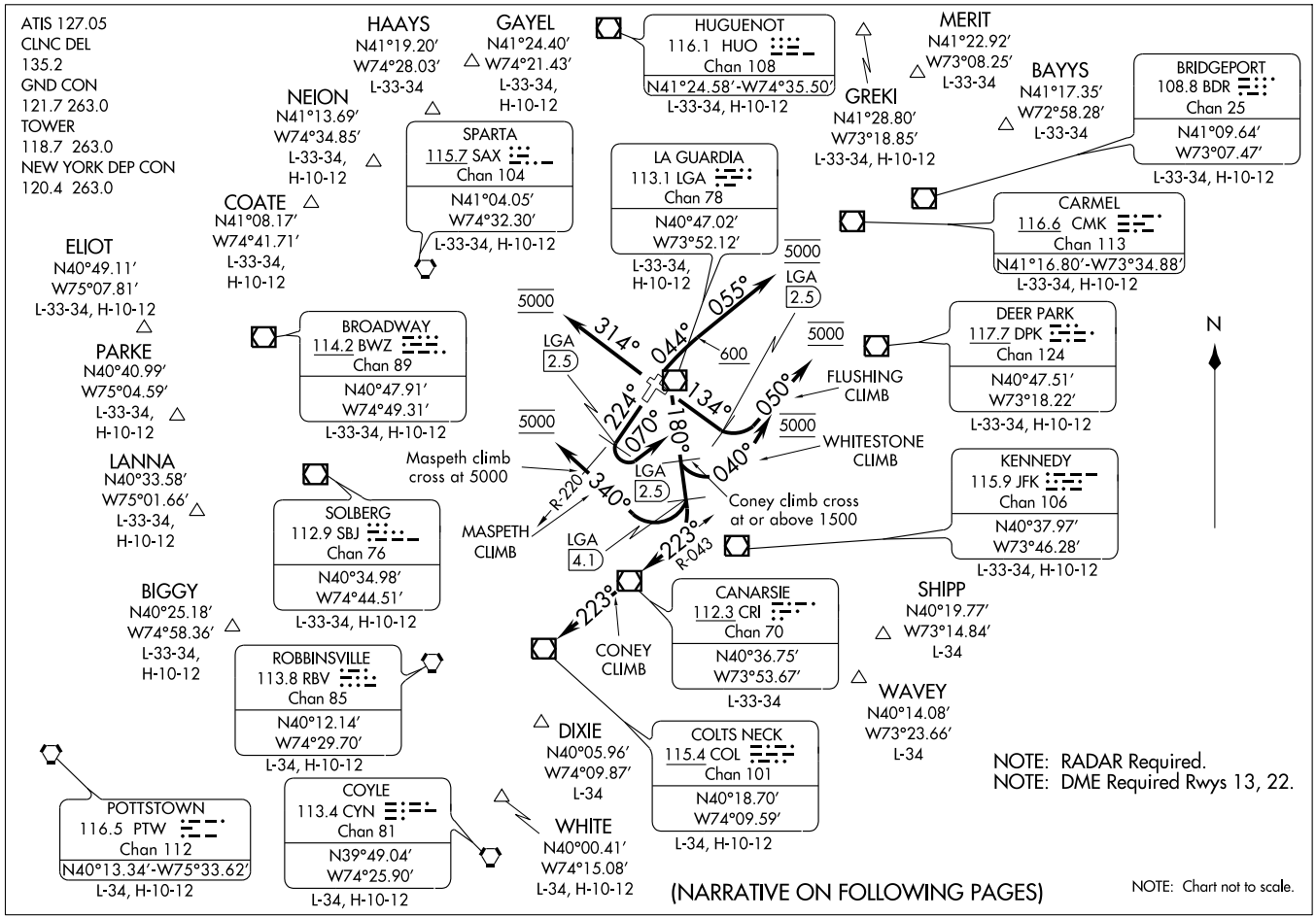
NE-2, 21 OCT 2010 to 18 NOV 2010

LA GUARDIA TWO DEPARTURE

(LGA2.LGA) 10042

NEW YORK, NEW YORK

NEW YORK/LA GUARDIA (LGA)



LA GUARDIA TWO DEPARTURE

(LGA2.LGA) 10042

NEW YORK, NEW YORK

NEW YORK/LA GUARDIA (LGA)

SL-289 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 21 OCT 2010 to 18 NOV 2010

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.

NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

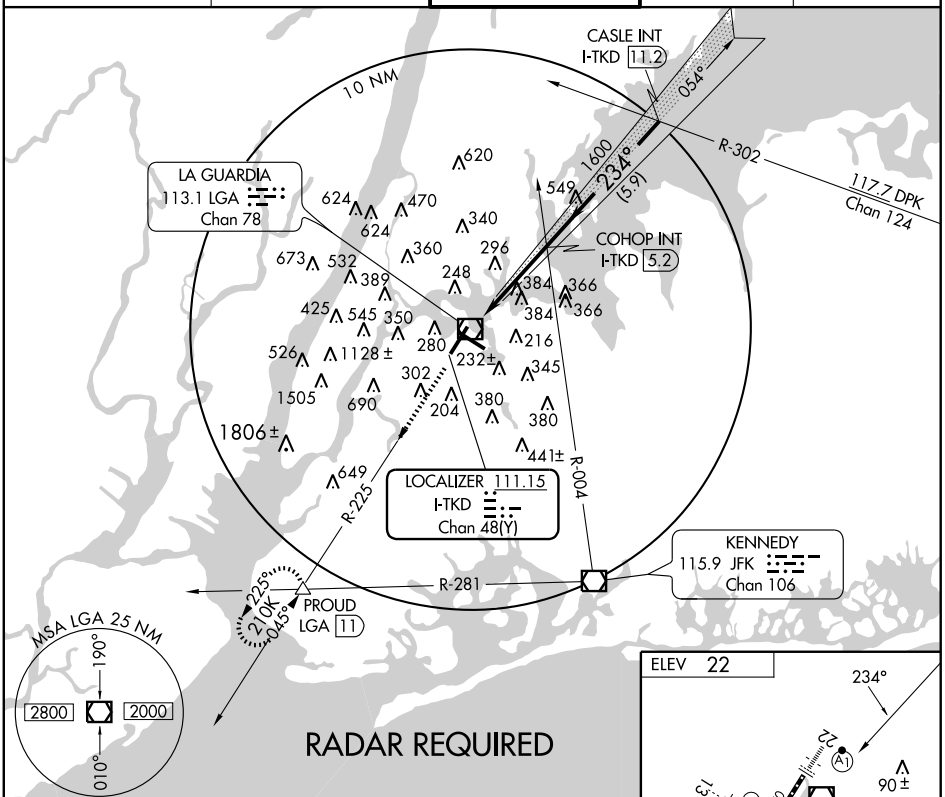
LOC/DME I-TKD	APP CRS	Rwy Idg	N/A
111.15	234°	TDZE	N/A
Chan 48 (Y)		Apt Elev	22

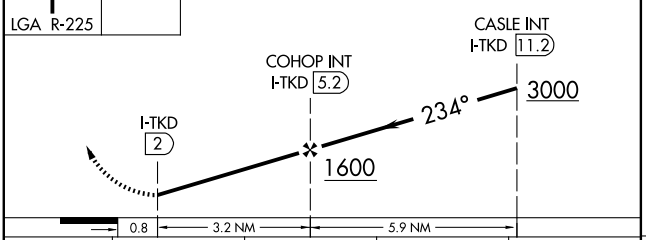
LDA-A

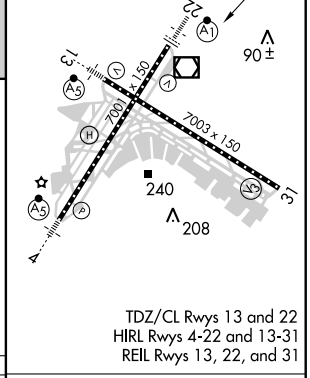
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

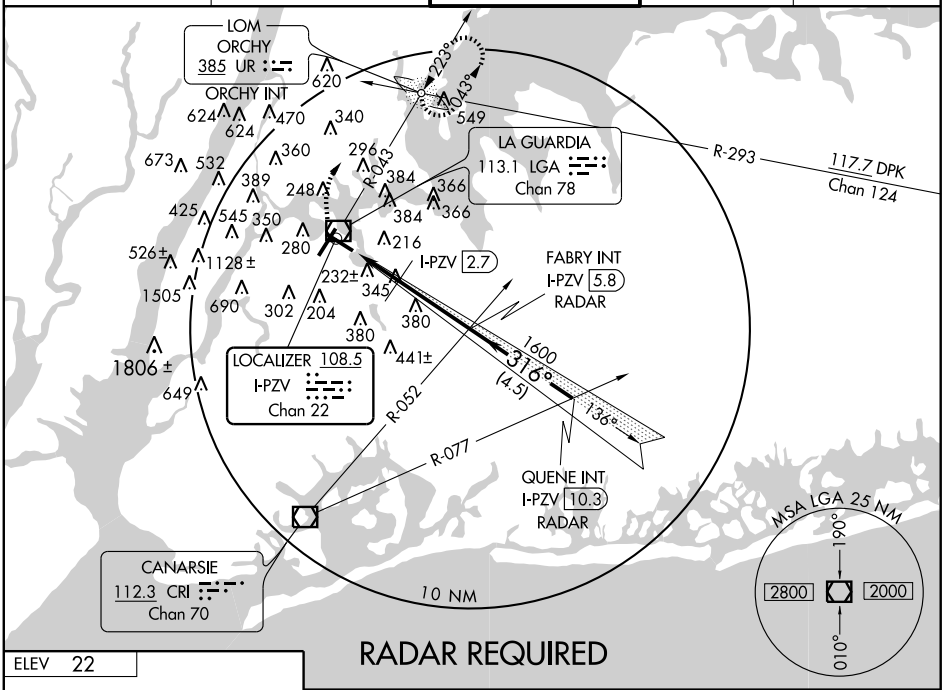
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

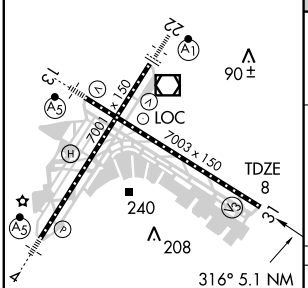
LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

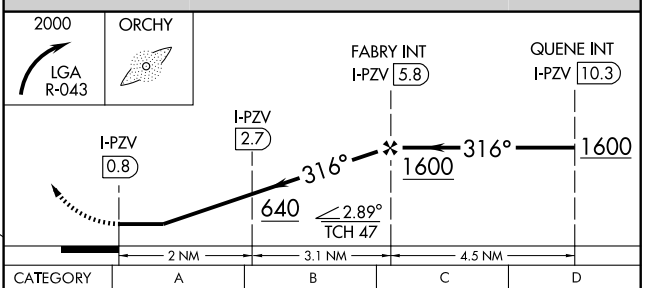
ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2





TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-31	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)
DME MINIMUMS				
S-31	600/50 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	600-1 578 (600-1)		620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

MILTON THREE ARRIVAL (MIP.MIP3) 09295

ATIS ARR
113.1 125.95
NEW YORK APP CON
125.85 263.0

N

KEATING TRANSITION (ETG.MIP3)
PHILIPSBURG TRANSITION (PSB.MIP3)
STONYFORK TRANSITION (SFK.MIP3)

From over MIP VORTAC via MIP R-117 and FJC R-298 to FJC VORTAC, then via SBJ R-295 to LIZZI INT, then via RBV VORTAC R-323 to BEUTY INT, then via COL VOR/DME R-303 to HARLM INT and DREMS INT, then via JFK VOR/DME R-263 to APPLE INT, then via LGA VOR/DME R-225 to PROUD INT.
Expect radar vectors to final approach course.

STONYFORK
108.6 SFK
Chan 23
N41°41.72′-W77°25.19′
L-30, H-10-12

KEATING
116.0 ETG
Chan 107
N41°12.90′-W78°08.57′
L-30, H-10-12

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′-W77°59.56′
L-30, H-10-12

MILTON
109.2 MIP
Chan 29
N41°01.40′-W76°39.92′

WILKES-BARRE
111.6 LVZ
Chan 53

ALLENTOWN
117.5 FJC
Chan 122
N40°43.60′-W75°27.29′

LA GUARDIA
113.1 LGA
Chan 78

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′-W74°44.51′

EAST TEXAS
110.2 ETX
Chan 39

YARDLEY
108.2 ARD
Chan 19

ROBBINSVILLE
113.8 RBV
Chan 85

KENNEDY
115.9 JFK
Chan 106

COLTS NECK
115.4 COL
Chan 101

FL180† 148° (53)
FL180† 109° (68)
FL180† 093° (61)
R-329
R-289
R-273
117° (25)
FJC 298°
(19)
R-232
R-195
R-357
R-028
VIBES
N40°45.79′
W75°36.03′
Expect to cross at 13,000′.
13,000
R-298
(7)
14
MARRC
N40°53.73′
W76°08.17′
Expect to cross at FL 180.†
BILEY
N40°47.98′
W75°44.79′
LIZZI
N40°39.94′
W75°08.93′
(14)
9000
115°
210K
R-295
19
143°
(9)
8000
BEUTY
N40°34.15′
W75°00.69′
Expect to cross at 10,000′.
41
R-346
R-356
R-037
32
(13)
42
8000
123°
(10)
29
37
3500
083°
(23)
R-323
19
R-303
DREMS
N40°25.67′
W74°32.45
APPLE
N40°33.37′
W74°02.74′
HARLM
N40°29.44′
W74°44.95′
2500
045°
(5)
14
R-263
210K
11
R-225
PROUD
N40°37.79′
W73°59.98′
R-281

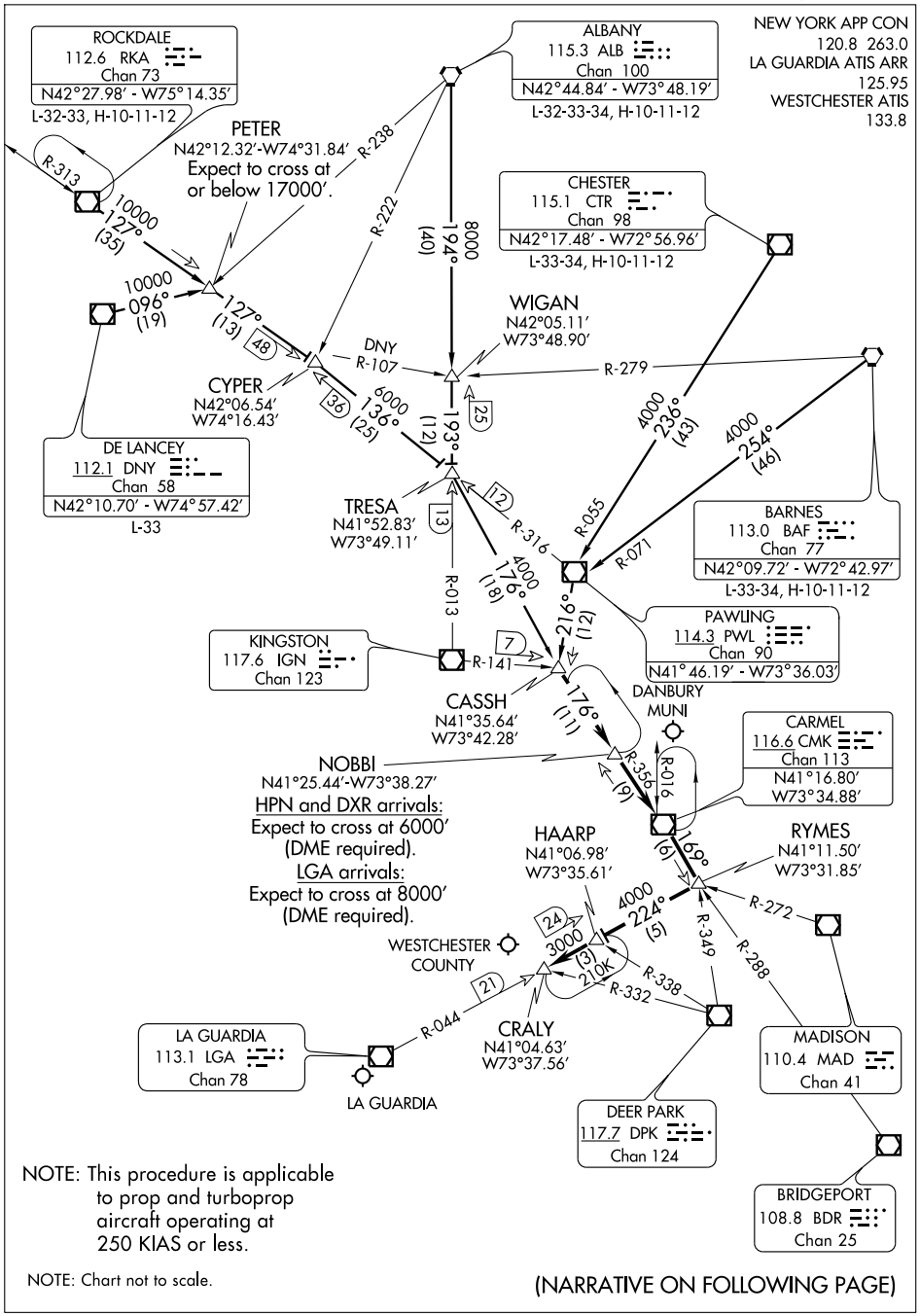
NOTE: For aircraft capable of 210K IAS or greater.
† Or lowest usable flight level.
NOTE: Chart not to scale.

NEW YORK, NEW YORK
LA GUARDIA

ST-289 (FAA)

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

NTHNS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 497′ per NM to 6000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE.
198°
(2)
3500
*1500
230°
(5)
NTHNS
7000
3500
Do not exceed 220 KIAS until passing NTHNS.
4500
*1300
224°
(3)
CANARSIE
CRI
METSS
6000
SHIPP
WAVEY
6000
*1600
220°
(11)
WIDJT
7000
*1700
236°
(8)
COLTS NECK
COL
13100
*1700
259°
(17)
ROBBINSVILLE
RBV
13500
*1700
205°
(19)
WHITE

NOTE: Chart not to scale.

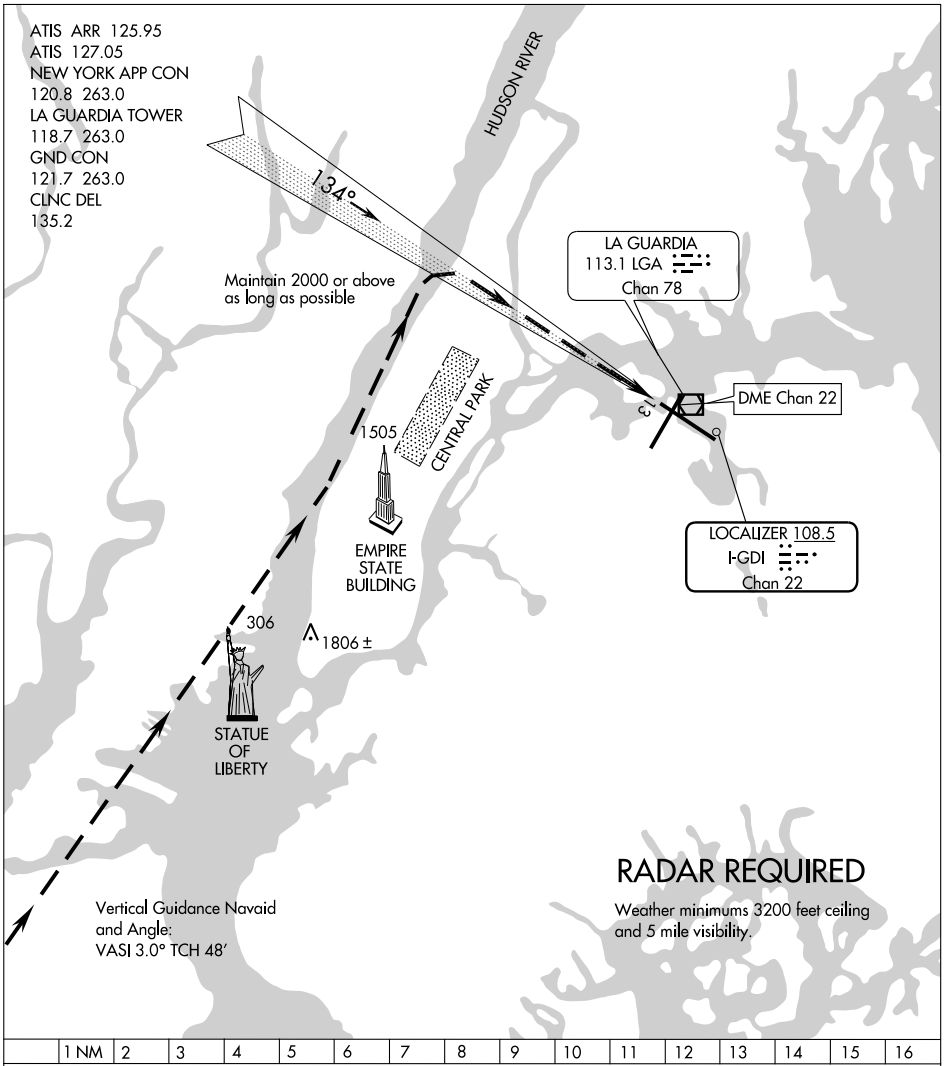
DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):

NE-2, 21 OCT 2010 to 18 NOV 2010



RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

RNAV (GPS) -B

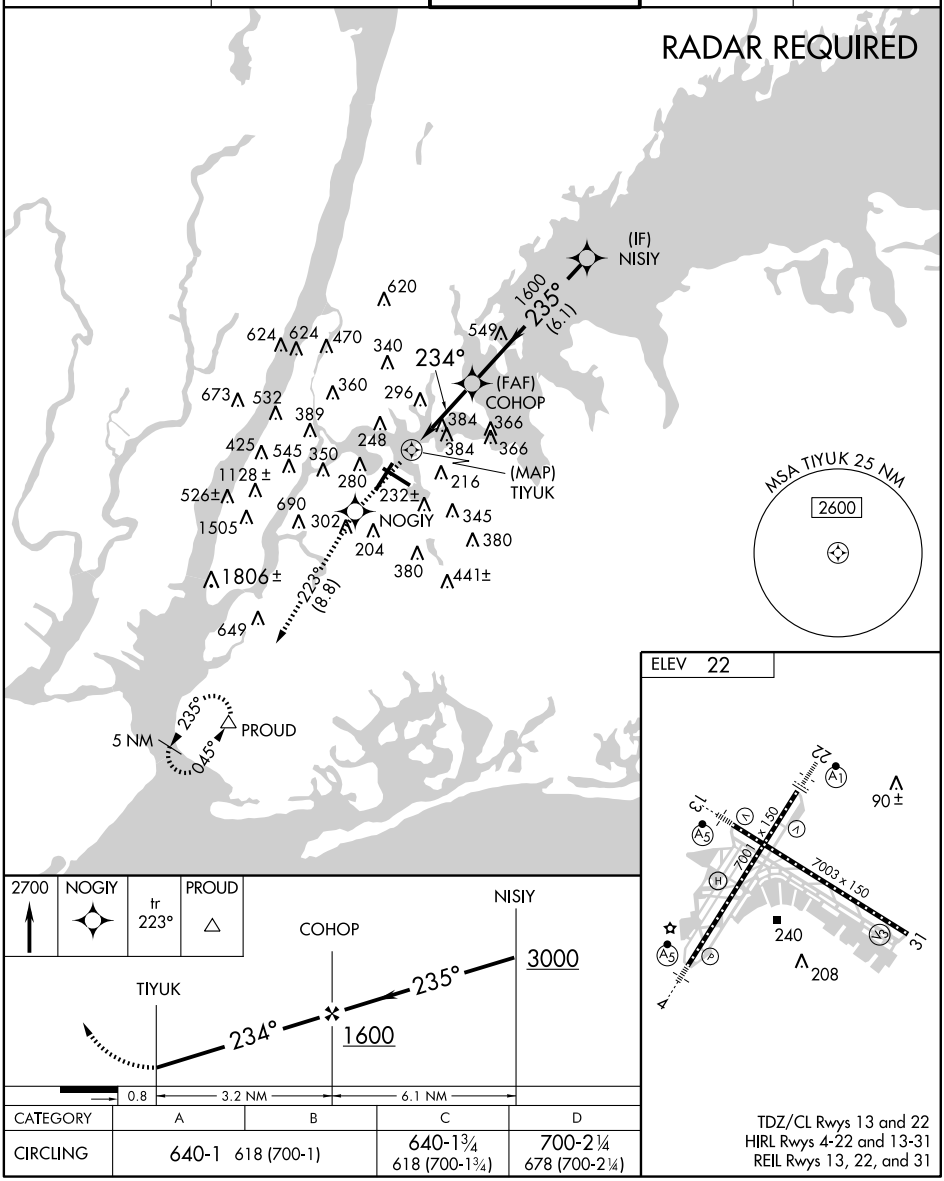
NEW YORK/ LA GUARDIA (LGA)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED



2700	NOGIY	tr 223°	PROUD

CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

ELEV 22

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 65618	134°	TDZE	13
W13A		Apt Elev	22

RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

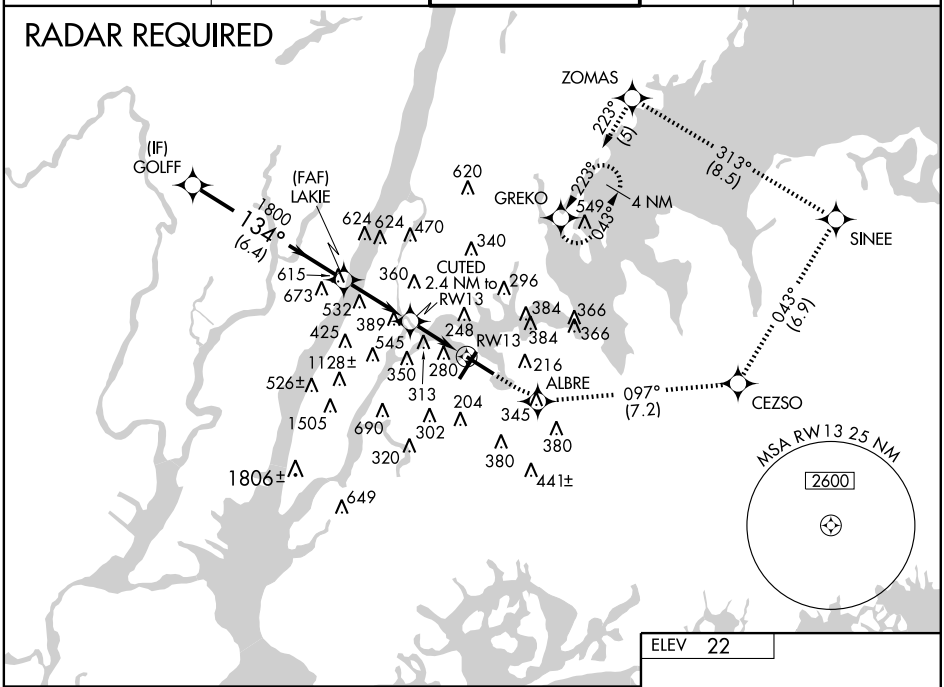
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

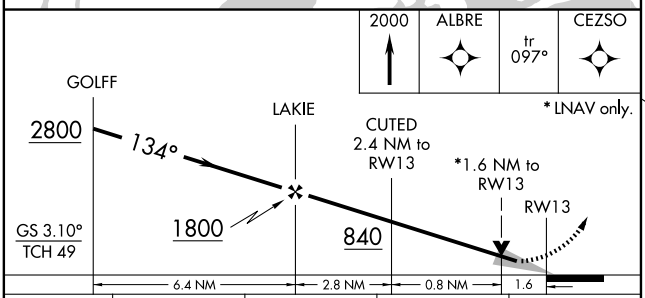
MALSR

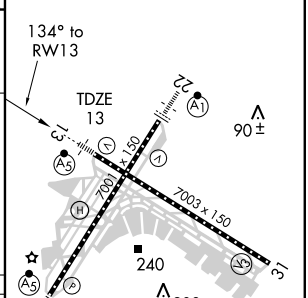
MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/ VNAV DA	679-1¾ 666 (700-1¾)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	680-2¼ 658 (700-2¼)			700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7003
314°	TDZE	8
	Apt Elev	22

RNAV (GPS) RWY 31

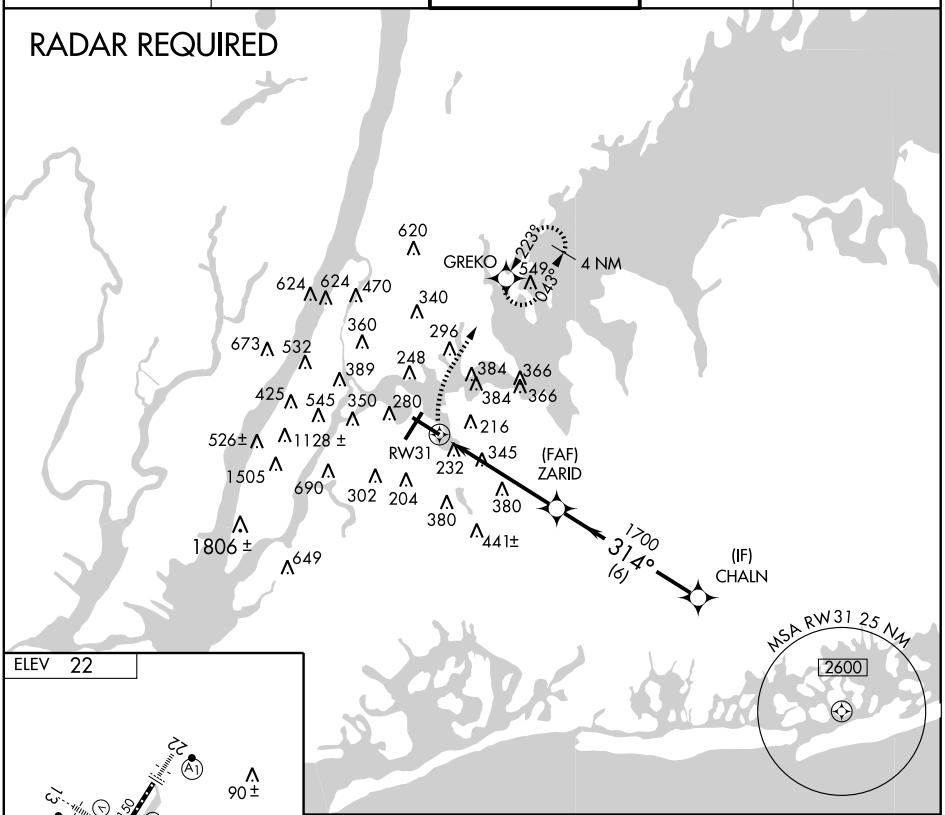
NEW YORK/ LA GUARDIA (LGA)

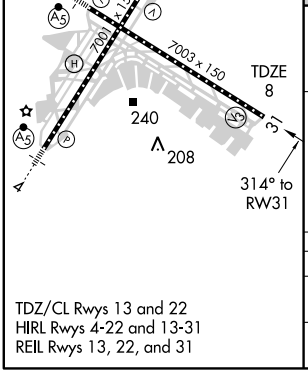
DME/DME RNP-0.3 NA.

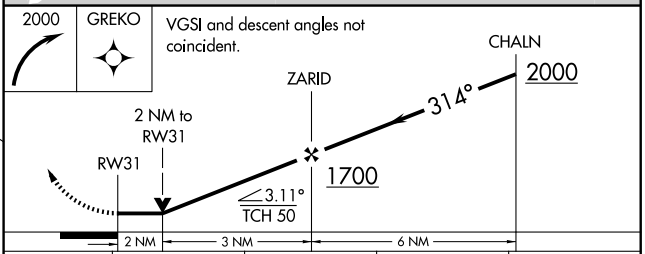
MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 60918	044°	TDZE	21
W04A		Apt Elev	21

RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

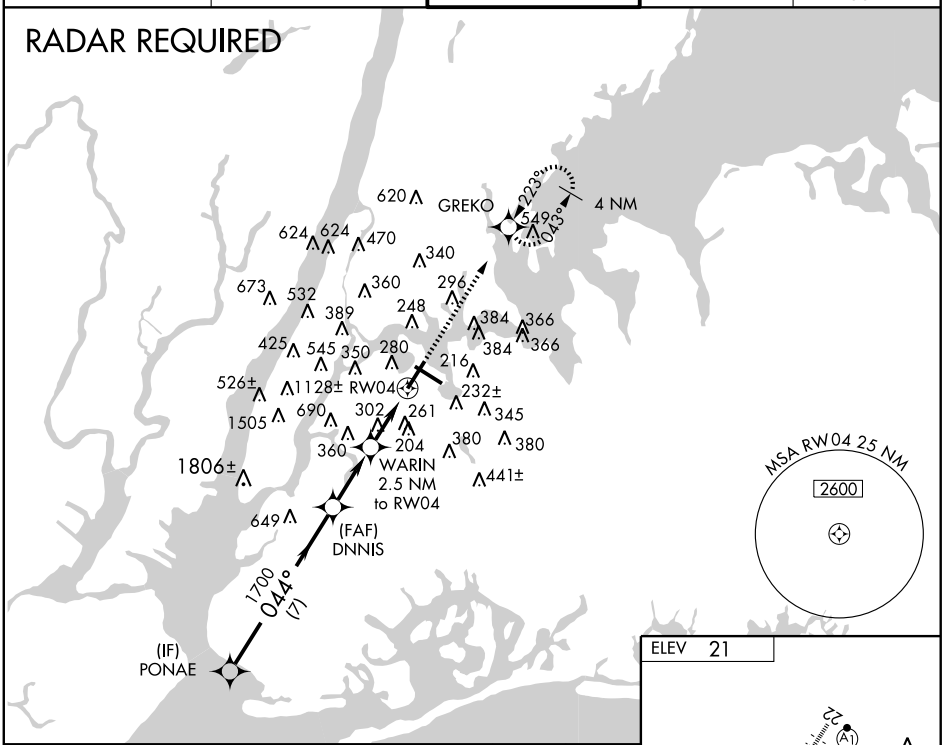
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

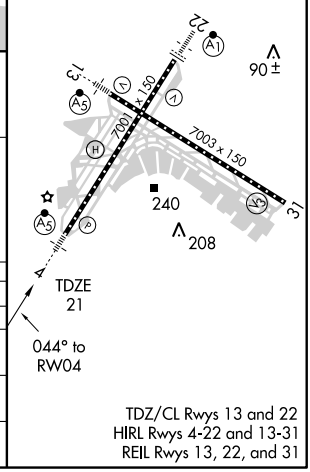
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

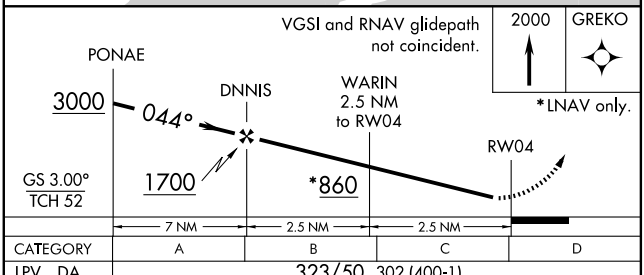
ATIS ARR	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	120.8 263.0	118.7 263.0	121.7 263.0	135.2
ATIS DEP 127.05				

RADAR REQUIRED





TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



CATEGORY	A	B	C	D
LPV DA	323/50 302 (400-1)			
LNAV/ VNAV DA	566-1½ 545 (600-1½)			
LNAV MDA	560/50 539 (600-1)			560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7001
CH 70318	224°	TDZE	12
W22A		Apt Elev	21

RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

When VGSI inoperative, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

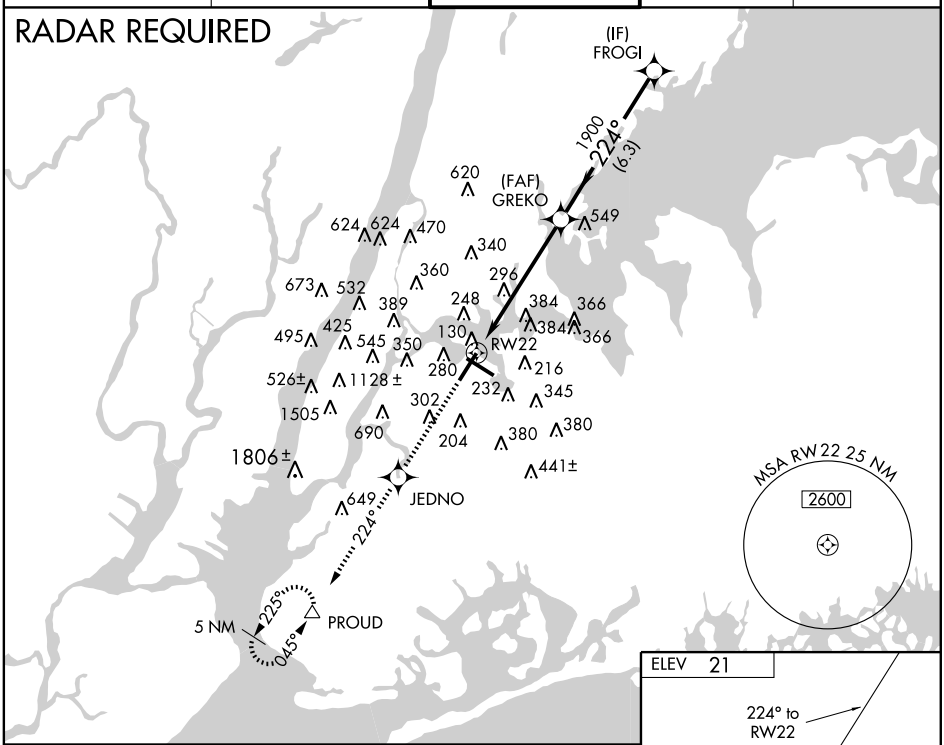
ALSF-1

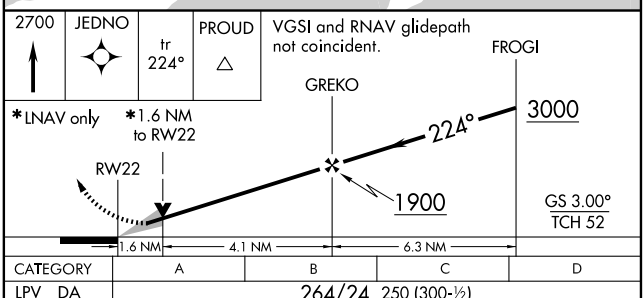
MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

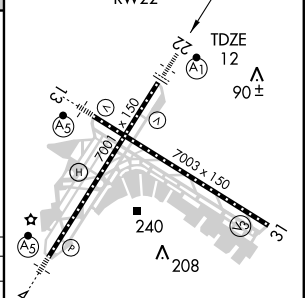
ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

NE-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	264/24 250 (300-½)			
LNAV/ VNAV DA	527/60 515 (500-1¼)			
LNAV MDA	580/24 568 (600-½)		580/50 568 (600-1)	580/60 568 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

NA

MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

GREKO 4 NM 044° (6.8)

(FAF) DNNIS 1700 045° (9.3)

(IF) TICKL

(IAF) GRITY 3000 085° (10.8)

(IAF) MINKS 3000 056° (12)

RENUE 3000 045° (3.5)

MSA RW04 25 NM 2600

ELEV 21

TICKL 3000 045° DNNIS 1700 044° RW04

1700

GP 3.00° TCH 52

VGSI and RNAV glidepath not coincident.

2000 tr 044°

GREKO

9.3 NM 5 NM

CATEGORY	A	B	C	D
RNP 0.18 DA		337/50	316 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

044° to RW04

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30 * visibility to RVR 5000 and RNP 0.30 to RVR 6000.
* Missed approach requires minimum climb of 310 feet per NM to 700.

NA

ALSF-1

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR	125.95	NEW YORK APP CON		LA GUARDIA TOWER		GND CON		CLNC DEL
ATIS DEP	127.05	120.8	263.0	118.7	263.0	121.7	263.0	135.2

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

1600 234° (5.3)

(FAF) KUZZZ

249° (2)

(0.8) PARGS

KYLIE

224° (2)

RW22

224° (5.3)

JEDNO

224° (5.8)

MSA RW 22 25 NM 2600

ELEV 21

224° to RW22

TDZE 12

2700 tr 224°

JEDNO tr 224°

PROUD

VGSI and RNAV glidepath not coincident.

CASLE 3000

KUZZZ 1600

PARGS 947

KYLIE 704

RW22

234° 249° 224°

1600

Procedure Turn NA

GP 3.00° TCH 52

2 NM | 0.8 NM | 2 NM | 5.3 NM

CATEGORY	A	B	C	D
RNP 0.30 DA*	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

STBNZ TWO DEPARTURE (RNAV)

(STBNZ2.STBNZ) 10266

NEW YORK/LA GUARDIA (LGA)

NEW YORK, NEW YORK

ATIS 127.05
CLNC DEL 135.2
GND CON 121.7 263.0
TOWER 118.7 263.0
NEW YORK DEP CON 120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

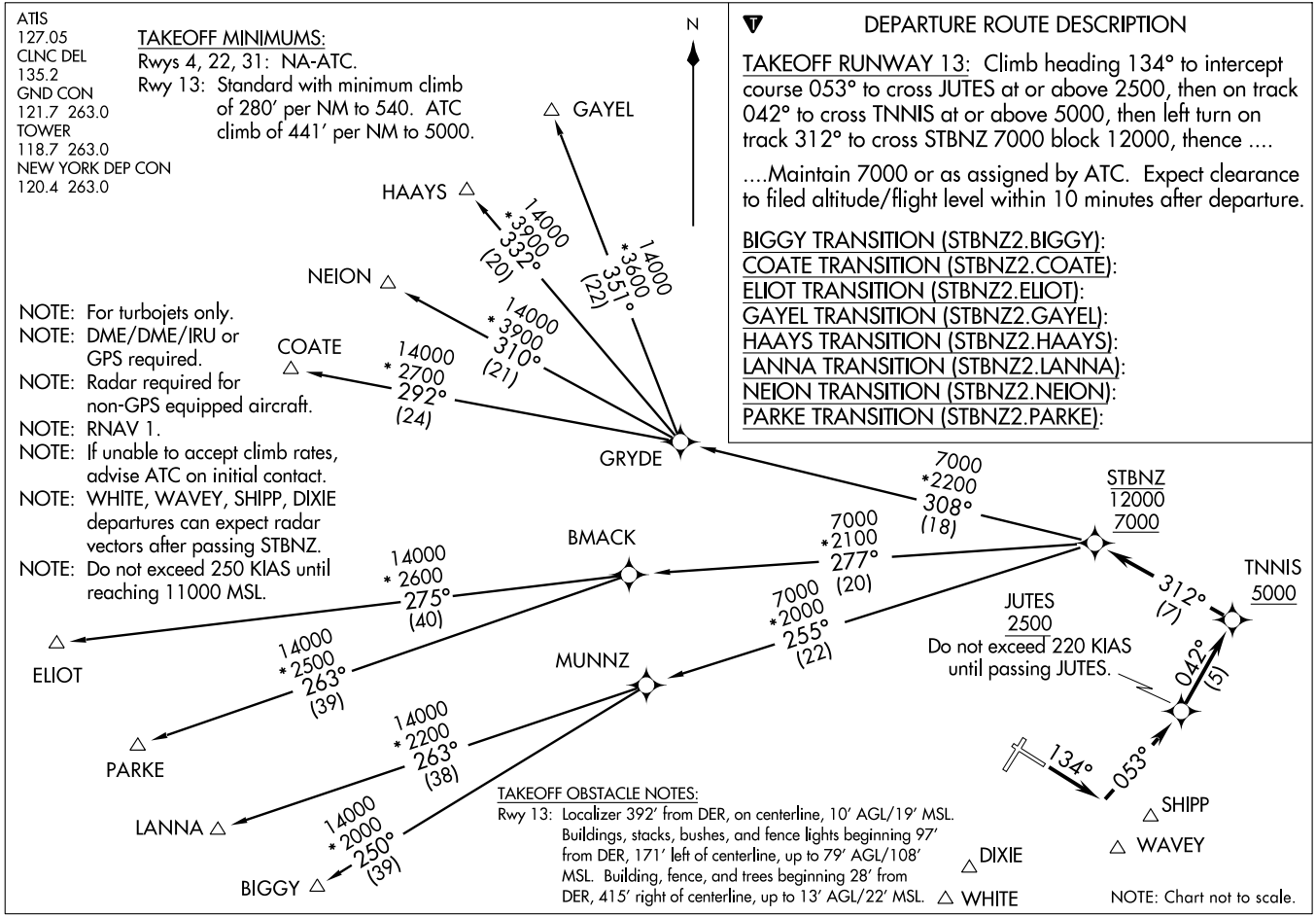
NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing STBNZ.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to cross JUTES at or above 2500, then on track 042° to cross TNNIS at or above 5000, then left turn on track 312° to cross STBNZ 7000 block 12000, thence ....

....Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (STBNZ2.BIGGY):
COATE TRANSITION (STBNZ2.COATE):
ELIOT TRANSITION (STBNZ2.ELIOT):
GAYEL TRANSITION (STBNZ2.GAYEL):
HAAYS TRANSITION (STBNZ2.HAAYS):
LANNA TRANSITION (STBNZ2.LANNA):
NEION TRANSITION (STBNZ2.NEION):
PARKE TRANSITION (STBNZ2.PARKE):



TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

NOTE: Chart not to scale.

(STBNZ2.STBNZ) 10266

STBNZ TWO DEPARTURE (RNAV)

SL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)

NEW YORK, NEW YORK

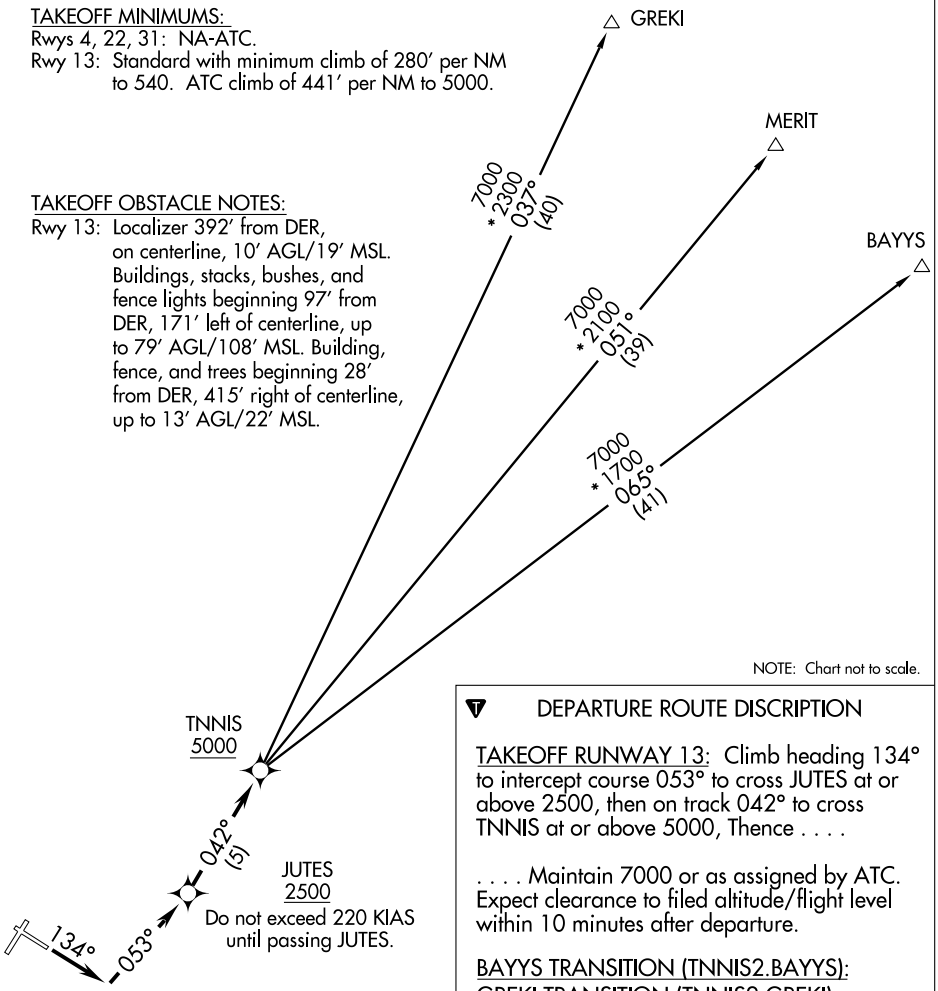
TNNIS TWO DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Tower-enroute clearance expect vectors after TNNIS.
NOTE: Aircraft routed via BDR or SOARS expect vectors after TNNIS.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to cross JUTES at or above 2500, then on track 042° to cross TNNIS at or above 5000, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BAYYS TRANSITION (TNNIS2.BAYYS):
GREKI TRANSITION (TNNIS2.GREKI):
MERIT TRANSITION (TNNIS2.MERIT):

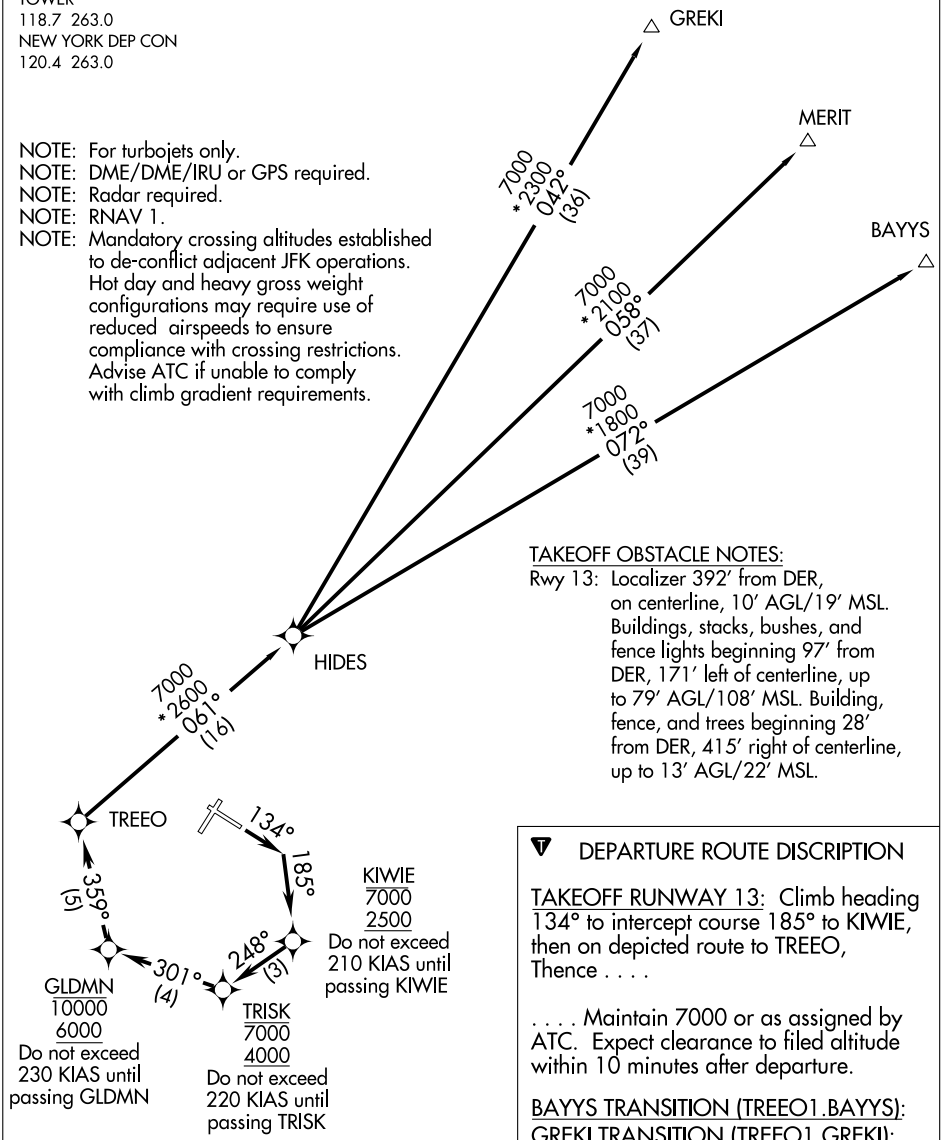
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TREEO ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 494′ per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.



TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):

NOTE: Chart not to scale.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	232°	TDZE	N/A
Chan 78		Apt Elev	22

VOR/DME-G

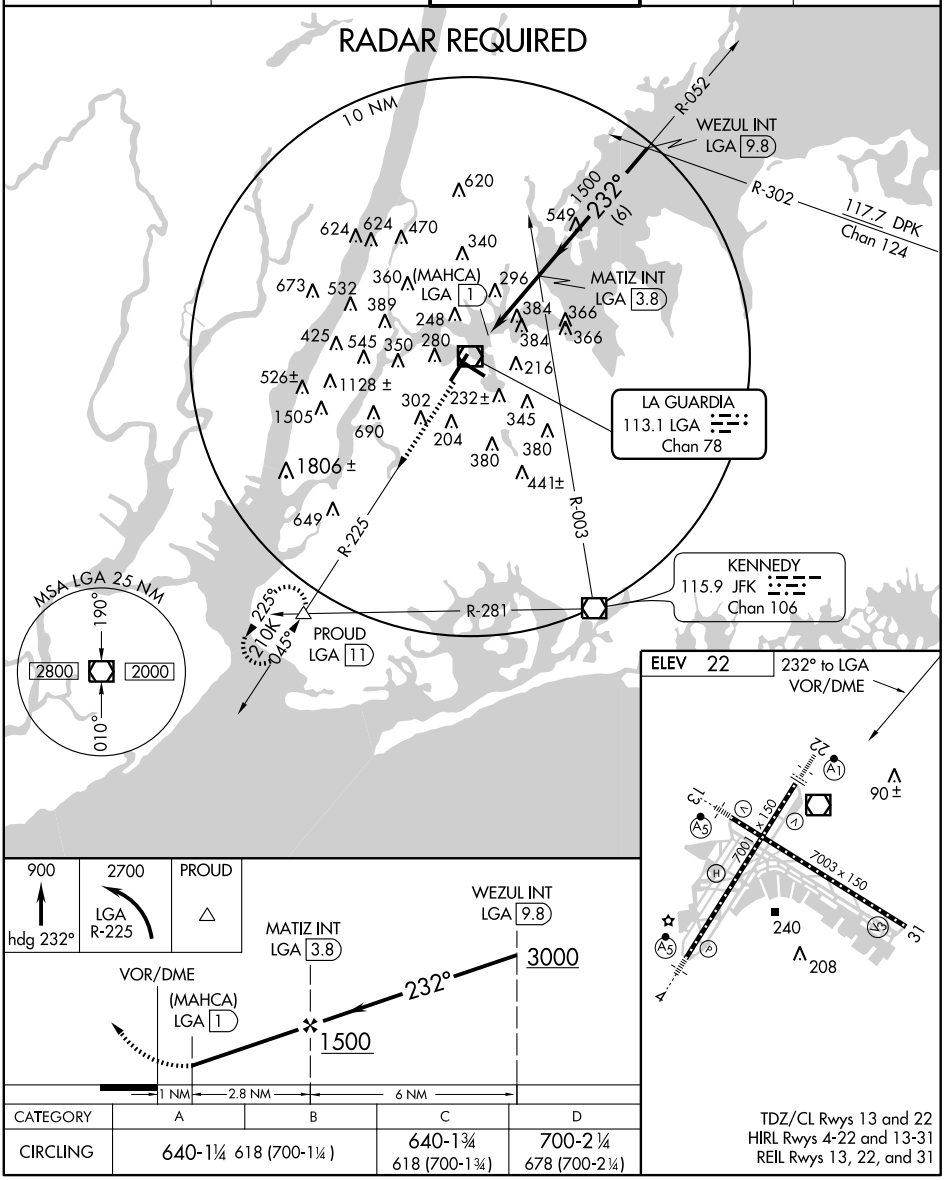
NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

NE-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	640-1¼ 618 (700-1¼)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	132°	TDZE	N/A
Chan 78		Apt Elev	22

VOR/DME-H

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

NE-2, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

LOM ORCHY 385 UR

ORCHY INT

(IAF) PAYMI LGA 9

R-312

R-293

R-043

117.7 DPK Chan 124

Teterboro

132° (5)

CHUGG LGA 4

LGA 2.2

(MAFAS) LGA 0.4

LA GUARDIA 113.1 LGA Chan 78

10 NM

MSA LGA 25 NM

190°

010°

2800

2000

ELEV 22

132° to LGA VOR/DME

90±

PAYMI LGA 9

CHUGG LGA 4

LGA 2.2

(MAFAS) LGA 0.4

VOR/DME

*2800

132°

1400

740

*1800 when authorized by ATC.

2000 LGA R-043

UR

5 NM | 1.8 NM | 1.8 NM | 0.4

CATEGORY	A	B	C	D
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

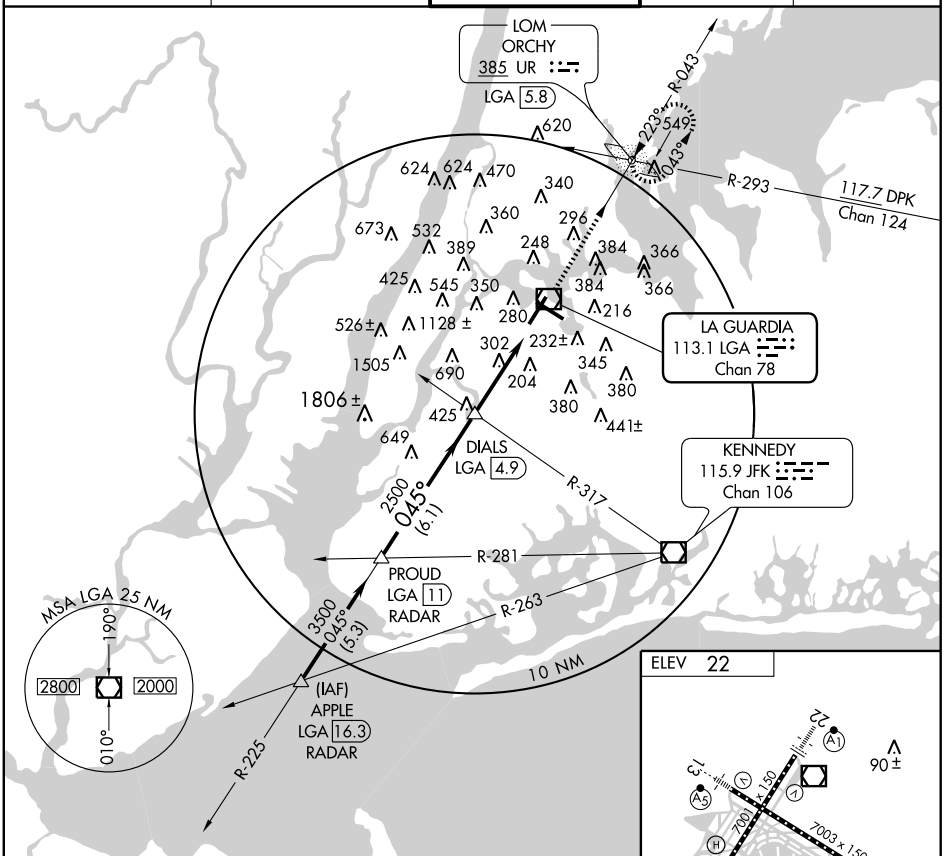
VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	045°	TDZE	N/A
Chan 78		Apt Elev	22

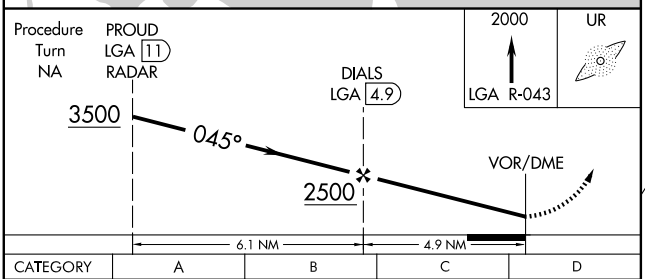
VOR-F

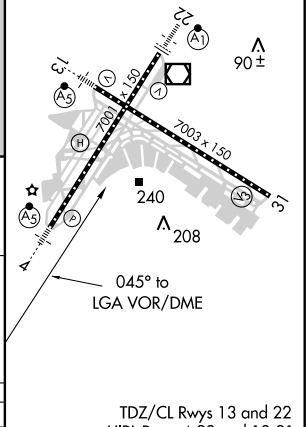
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 978 (1000-1¼)	1000-1½ 978 (1000-1½)	1000-3 978 (1000-3)	

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

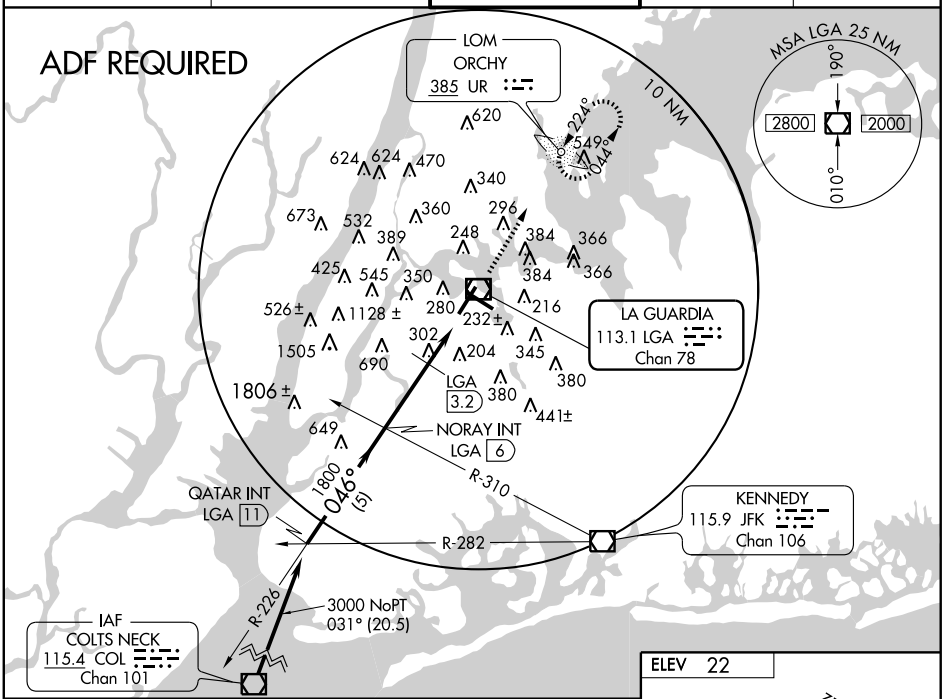
VOR RWY 4

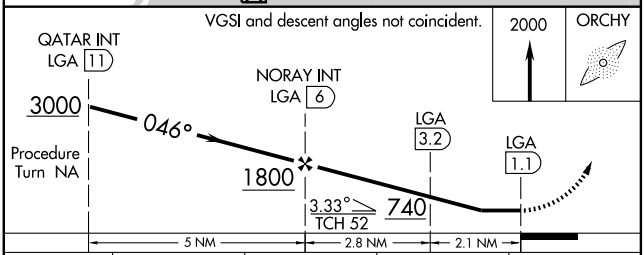
NEW YORK/LA GUARDIA (LGA)

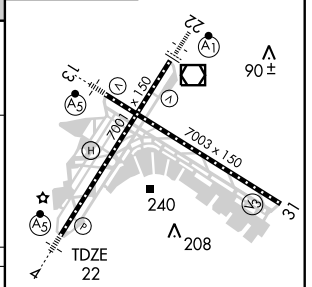
T A — Inoperative table does not apply to Cats A and B. MALSR (A5)

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
S-4	740/50 718 (800-1)		740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1 718 (800-1)		740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50 538 (600-1)			560/60 538 (600-1¼)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

NEWBURGH, NEW YORK
NEWBURGH/ STEWART INTL (SWF)

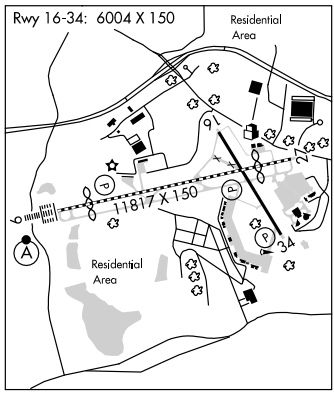
MORAVIA

OWASCO (Y92) 3 NW UTC−5(−4DT) N42°44.15′ W76°29.15′ **NEW YORK**
1378 NOTAM FILE BUF Not insp.
RWY 11–29: 2300X50 (TURF) LIRL.
RWY 11: Rgt tfc. **RWY 29:** Rgt tfc.
AIRPORT REMARKS: Unattended. Deer invof and on rwy. Ultralights use rgt tfc pattern Rwy 11. Ultralights use rgt tfc Rwy 29.
COMMUNICATIONS: CTAF 122.9

NEELY N41°29.15′ W74°13.68′ NOTAM FILE SWF. **NEW YORK**
NDB (MHW/LOM) 335 SW 093° 5.7 NM to Stewart Intl. **L–33B, 34H**

NEWBURGH

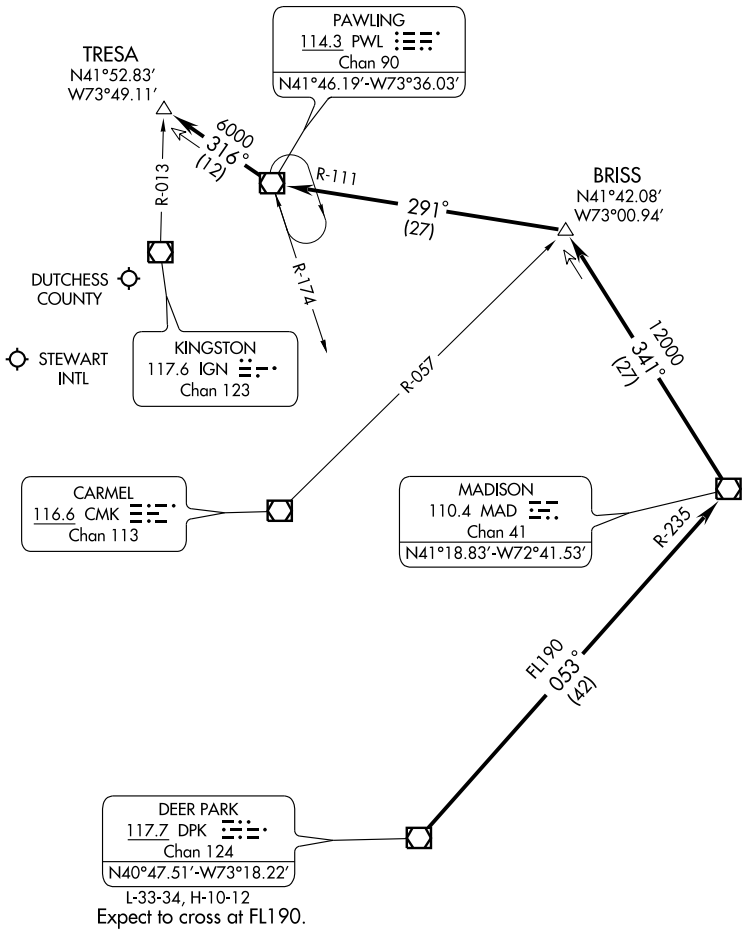
STEWART INTL (SWF) 3 NW UTC−5(−4DT) N41°30.25′ W74°06.29′ **NEW YORK**
491 B S4 **FUEL** 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index C **H–10I, 12J, L–33B, 34I**
NOTAM FILE SWF **IAP, AD**



RWY 09–27: H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350,2D/2D2–775 HIRL CL
RWY 09: ALSF2. TDZL. PAPI(P4L)—GA 3.0°TCH 66′. Thld dsplcd 2000′. Fence. 0.4% down.
RWY 27: REIL. PAPI(P4L)—GA 3.0°; TCH 55′. Thld dsplcd 2000′. Tree.
RWY 16–34: H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350. 2D/2D2–800 MIRL 0.6% up NW
RWY 16: REIL. Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–11818 TODA–11818 ASDA–10818 LDA–8818
RWY 16: TORA–6006 TODA–6006 ASDA–6006 LDA–6006
RWY 27: TORA–11818 TODA–11818 ASDA–11818 LDA–9818
RWY 34: TORA–6006 TODA–6006 ASDA–5606 LDA–5606
AIRPORT REMARKS: Attended continuously. Be Aware—Extensive glider activity 8 miles E of HUO VORTAC in a 5-mile radius. Dutchess County arpt located 3.3 NM SW. of Kingston VORTAC; do not mistake for Stewart Intl. Birds and deer on and invof arpt. Noise abatement procedures in effect ctc arpt mgr 914–564–7200. TPA for piston acft 1500(1009), jet acft 2500(2009), rotorcraft 1200(709). Avoid Orange Co. Arpt, lctd 7 NM WNW during VFR apchs. Rgt tfc on Rwys 16 and 27 may be used for noise abatement. Twy B clsd to acft over 10,000 pounds. Twy H restricted to acft with wingspan 140′ or less. Twys G and B in poor condition—cracked and spalled. 8′ lgtd chain link parking lot fence 175′ west of Twy C centerline between terminal building and Building 118. Twy C between Twy B and Twy F not visible from twr. Twy C restricted to acft with wingspan greater than 125′ between Hangar B and Building 118. Acft with wingspan 172′ or more require vehicle escort for all Twy C ops south of terminal apron. Call arpt ops 845–564–7200 ext 228. No jet training 0300–1200Z‡. Rwy 09 touchdown, midfield, and rollout rwy visual range avbl. Rwy 09 midfield and rollout rwy visual range OTS indef. Rwy 09 sequence flashers OTS indef. Twy L, Twy M, Twy N edge lgts OTS indef. Compass calibration pad located on the Twy G runup apron. Twy G clsd southwest of compass rose. User fee charged to all intl flights. Fee for acft over 10,000 lbs. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: ATIS 124.575 (845) 567–9311. **UNICOM** 122.95
Ⓡ **NEW YORK APP/DEP CON** 132.75
TOWER 121.0 **GND CON** 121.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 245° 16.0 NM to fld. 580/12W. **HIWAS.**
NEELY NDB (MHW/LOM) 335 SW N41°29.15′ W74°13.68′ 093° 5.7 NM to fld.
ILS 110.1 I–SWF Rwy 09. Class IIE. LOM NEELY NDB. BC unusable.
ILS/DME 109.95 I–JKH Chan 36Y Rwy 27. Class IB.

• • • •

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	481
		Apt Elev	491

ILS or LOC RWY 9

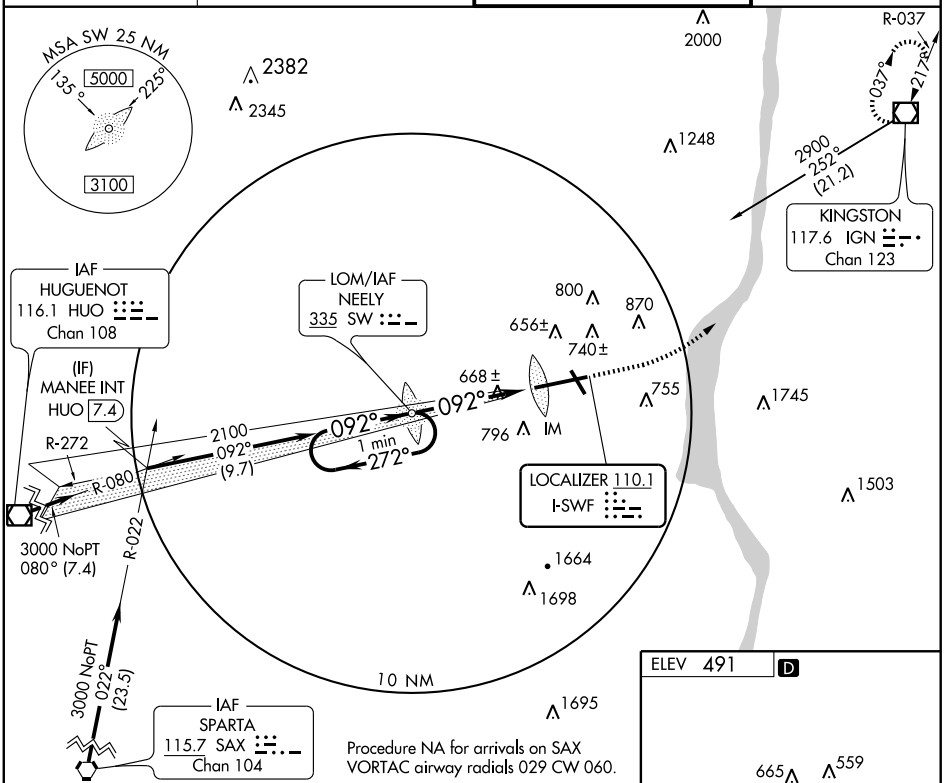
NEWBURGH/STEWART INTL (SWF)

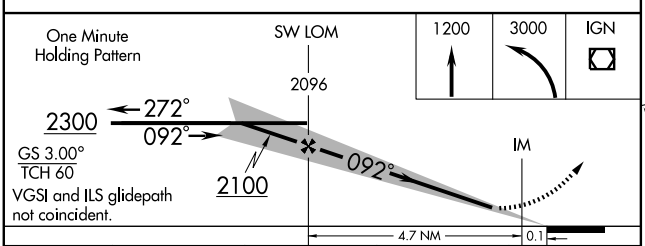
Circling to Rwy 16 NA at night.

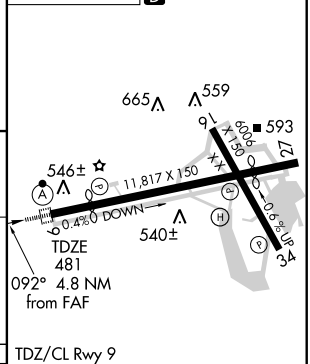
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
S-ILS 9	681/18 200 (200-½)			
S-LOC 9	920/24 439 (500-½)		920/40 439 (500-¾)	920/50 439 (500-1)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JKH	APP CRS	Rwy Idg	9818
109.95	272°	TDZE	467
Chan 36 (Y)		Apt Elev	491

ILS or LOC RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

ALTERNATE MISSED APCH FIX
R-272 092° 272°
NEELY
335 SW

2000
1248
R-037
037° 217°
IAF
KINGSTON
117.6 IGN
Chan 123
R-229
3000
204° (7.5)
LOCALIZER 109.95
I-JKH
Chan 36 (Y)
LOM
NEELY
335 SW
800
740±
656±
870
566±
POPOW INT
I-JKH 7.8
629
2500
092°
272° (4.9)
(IF)
MOLNE INT
I-JKH 12.7
R-204
R-334
755
796
1745
R-323
1503
MSA IGN 25 NM
190°
4400
3700
100°
280°
3500
2800
010°
1664
1698
10 NM
CARMEL
116.6 CMK
Chan 113

ELEV 491 D

272° 6.1 NM from FAF
665
559
593
546±
11,817 X 150
TDZE 467
0.4% DOWN
0.6% UP
540±
9
27
34

1600	3000	IGN

POPOW INT I-JKH 7.8
MOLNE INT I-JKH 12.7
Procedure Turn NA
2500
I-JKH 1.7
272°
3000
2500
GS 3.00°
TCH 55
6.1 NM
4.9 NM

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 27	717-1 250 (300-1)			
S-LOC 27	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8818
Ch 62818	092°	TDZE	481
W09A		Apt Elev	491

RNAV (GPS) RWY 9

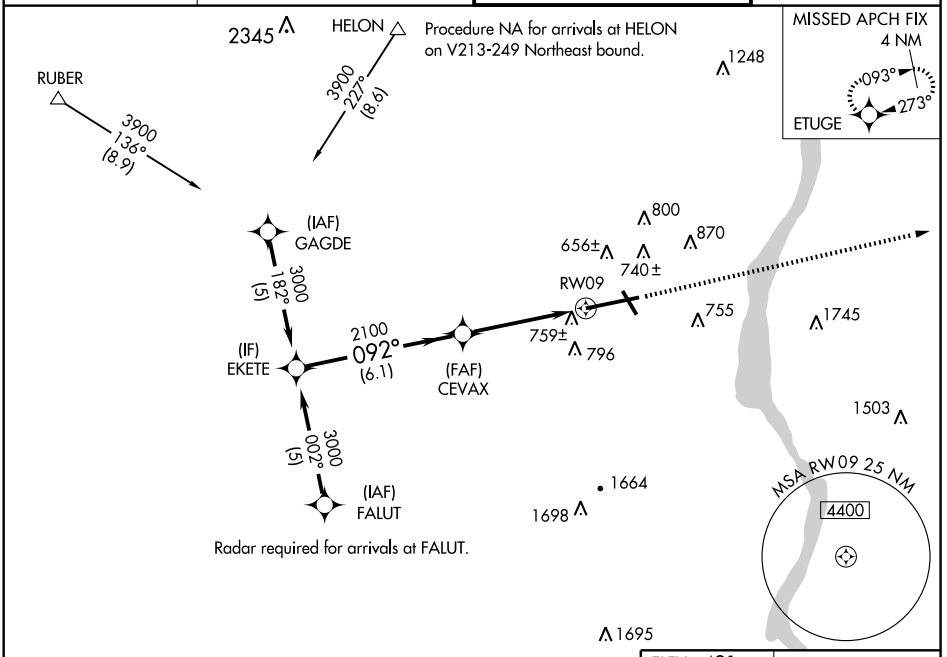
NEWBURGH/STEWART INTL (SWF)

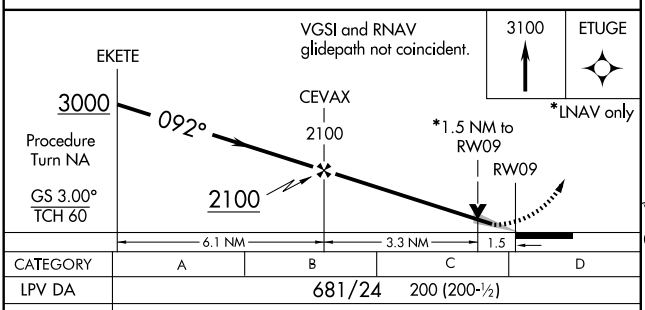
Circling to Rwy 16 NA at night. Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

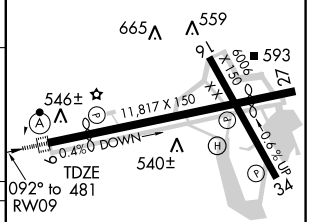
ALSF-2

MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
LPV DA		681/24	200 (200-½)	
LNAV/VNAV DA		1097-2	616 (700-2)	
LNAV MDA	1020/24	539 (600-½)	1020/50 539 (600-1)	1020/60 539 (600-1¼)
CIRCLING	1060-1	569 (600-1)	1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6006
163°	TDZE	471
	Apt Elev	491

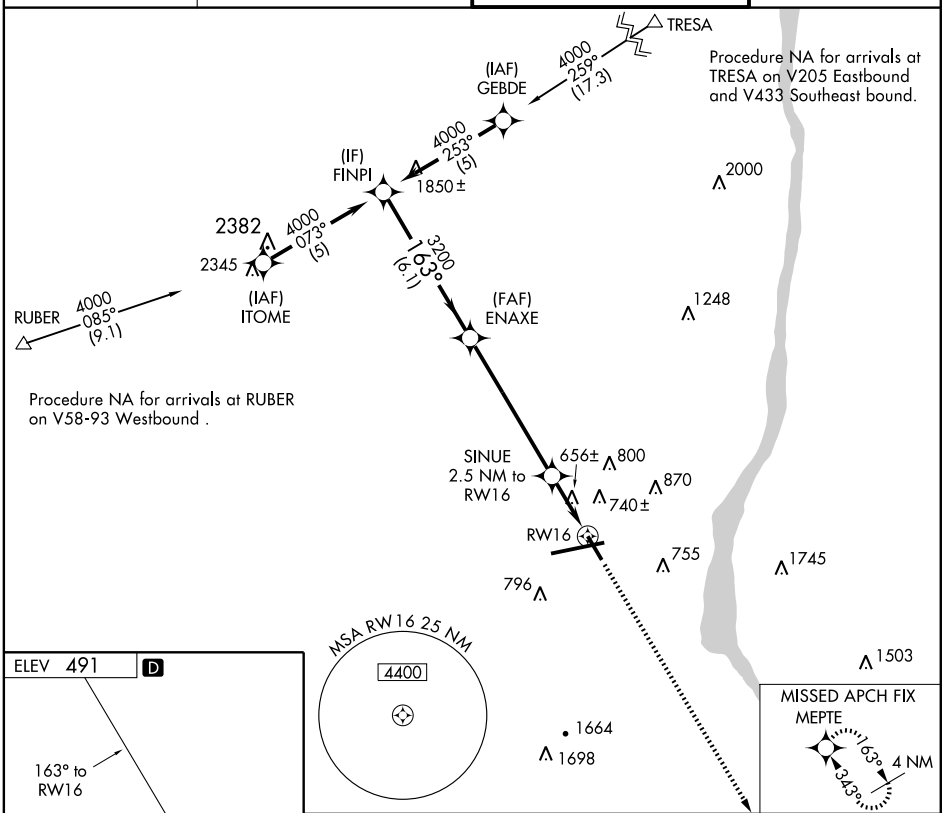
RNAV (GPS) RWY 16

NEWBURGH/STEWART INTL (SWF)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct MEPTE and hold, continue climb-in-hold to 4000.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



CATEGORY	A	B	C	D
LNAV MDA	920-1 449 (500-1)		920-1¼ 449 (500-1¼)	920-1½ 449 (500-1½)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9818
272°	TDZE	467
	Apt Elev	491

RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

Procedure NA for arrivals at WEETS on V483 Northwest bound and V205 Westbond and on PWL VOR/DME airway radials 216 CW 250.

WEETS 2000 4000 145° (20.7)

PAWLING PWL 4000 247° (14.1)

(IAF) GOKRE 3000 183° (5)

(IF) ETUGE 3000 003° (5)

(FAF) POPOW 2500 273° (6.1)

RW27 272°

Radar required for arrivals at FOROR.

(IAF) FOROR

MISSED APCH FIX EKETE 092° 272° 4 NM

MSA RW 27 25 NM 4400

ELEV 491 D

272° to RW27

TDZE 467

RW27 11,817 X 150 0.4% DOWN

16 27 34

CATEGORY	A	B	C	D
LNAV/VNAV DA	1046-2 579 (600-2)			
LNAV MDA	1000-1 533 (600-1)		1000-1½ 533 (600-1½)	1000-1¾ 533 (600-1¾)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

3000 EKETE ETUGE POPOW 2500 273° 3000 Procedure Turn NA RW27 272° 2500 GS 3.00° TCH 55 6.1 NM 6.1 NM

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

NEWBURGH/STEWART INTL (SWF)

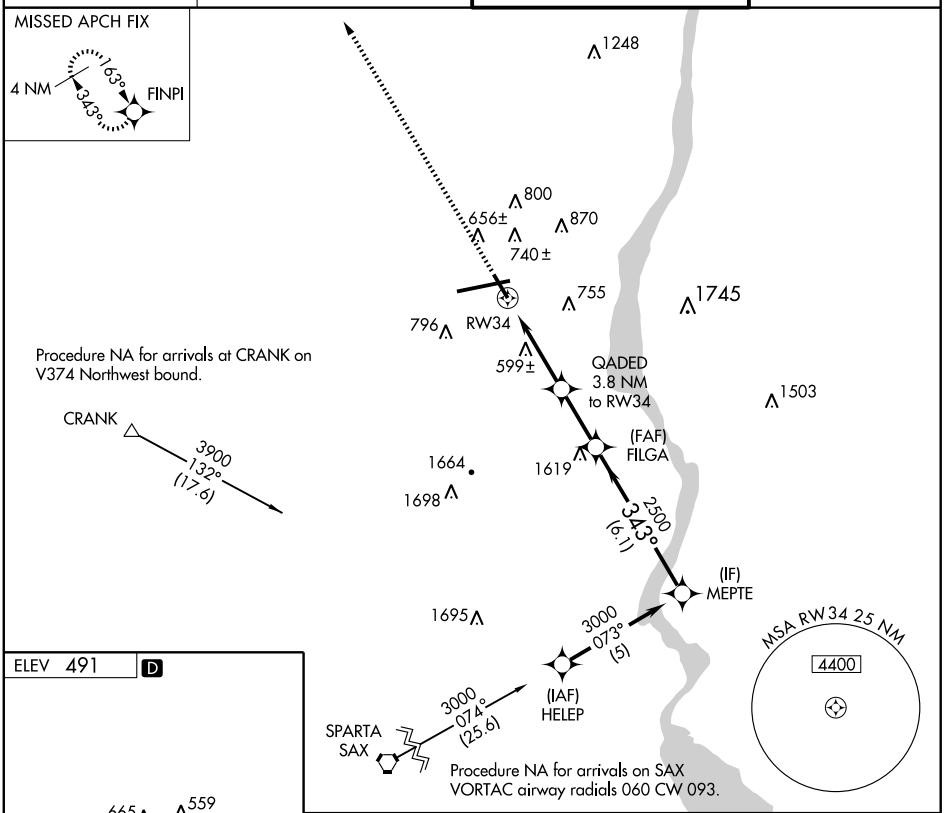
WAAS	APP CRS	Rwy Idg	5606
CH 90217	343°	TDZE	462
W34A		Apt Elev	491

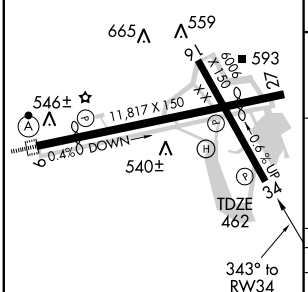
Circling to Rwy 16 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct FINPI and hold.

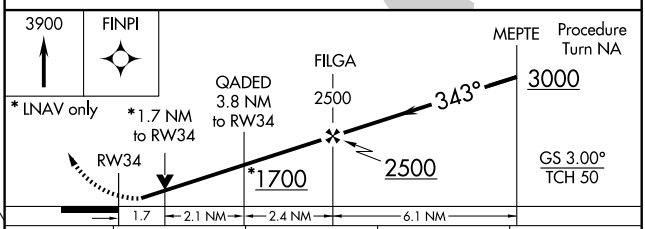
ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

MISSED APCH FIX





TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34



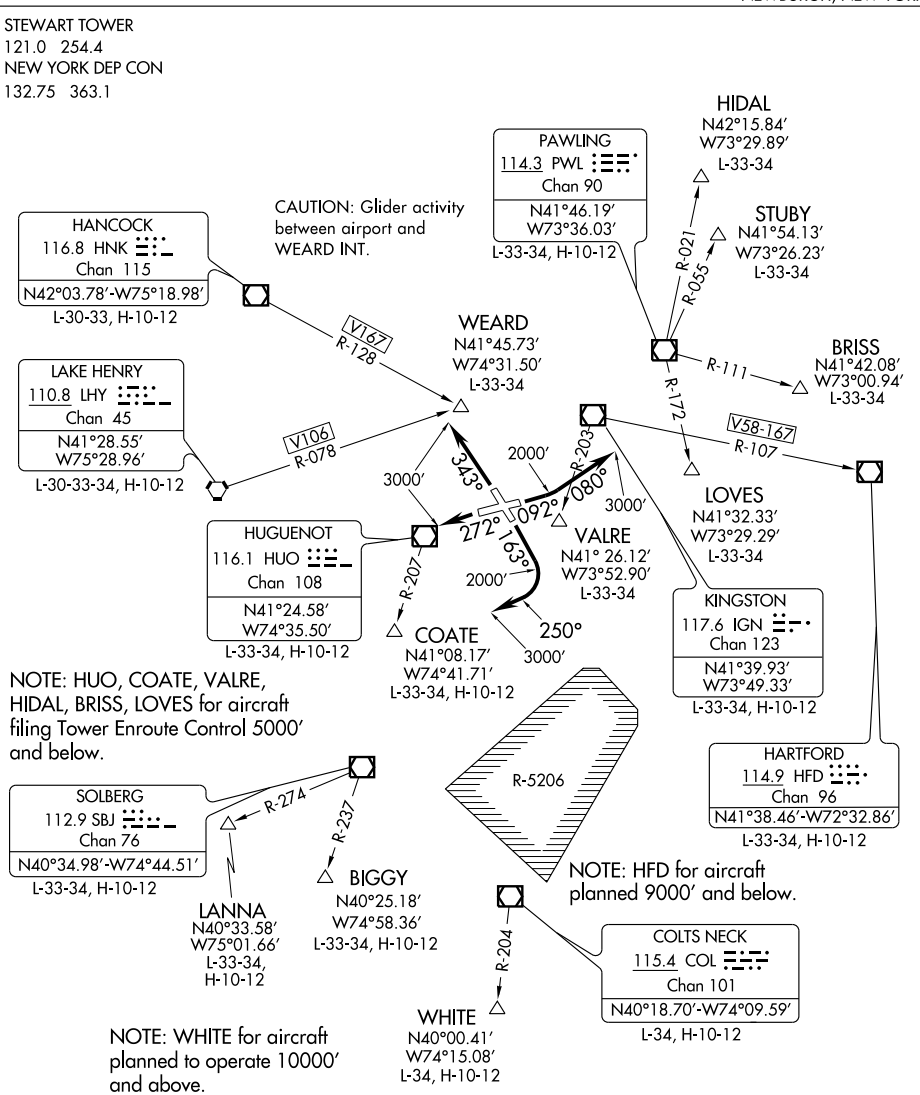
CATEGORY	A	B	C	D
LPV DA	712-1 250 (300-1)			
LNAV MDA	1020-1 558 (600-1)		1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
ORANGE COUNTY
SULLIVAN COUNTY INTL
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
NOTE: This STAR applicable to non-jet aircraft landing SWF/SWF Sats.
43
(17)
R-314
RAGER
N41°34.10'
W74°54.77'
Expect clearance to cross at 5,000 feet.
26
(8)
R-354
STILLWATER
109.6 STW
Chan 33
HAWLY
N41°32.39'
W75°05.43'
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect RADAR vectors to final approach course after RUBER Int.

STEWART FIVE DEPARTURE

SL-450 (FAA)



NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME IGN	APP CRS	Rwy Idg 9818
117.6	244°	TDZE 467
Chan 123		Apt Elev 491

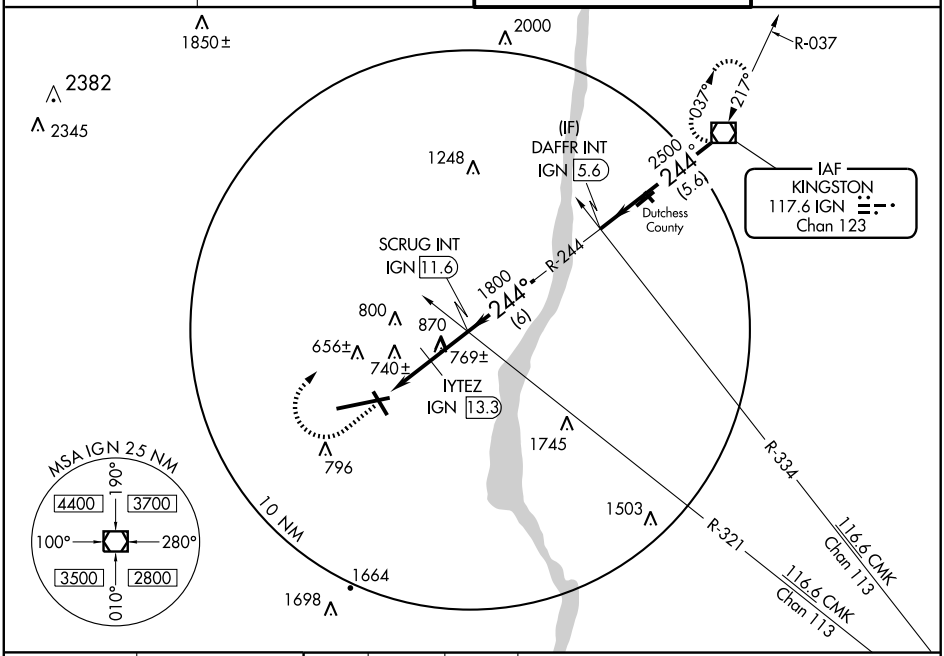
VOR RWY 27

NEWBURGH/STEWART INTL (SWF)

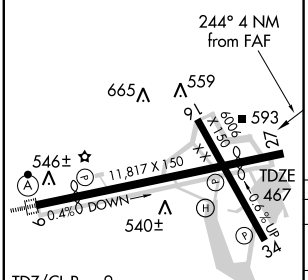
Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

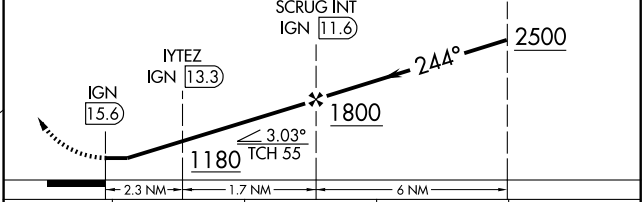


ELEV 491 D



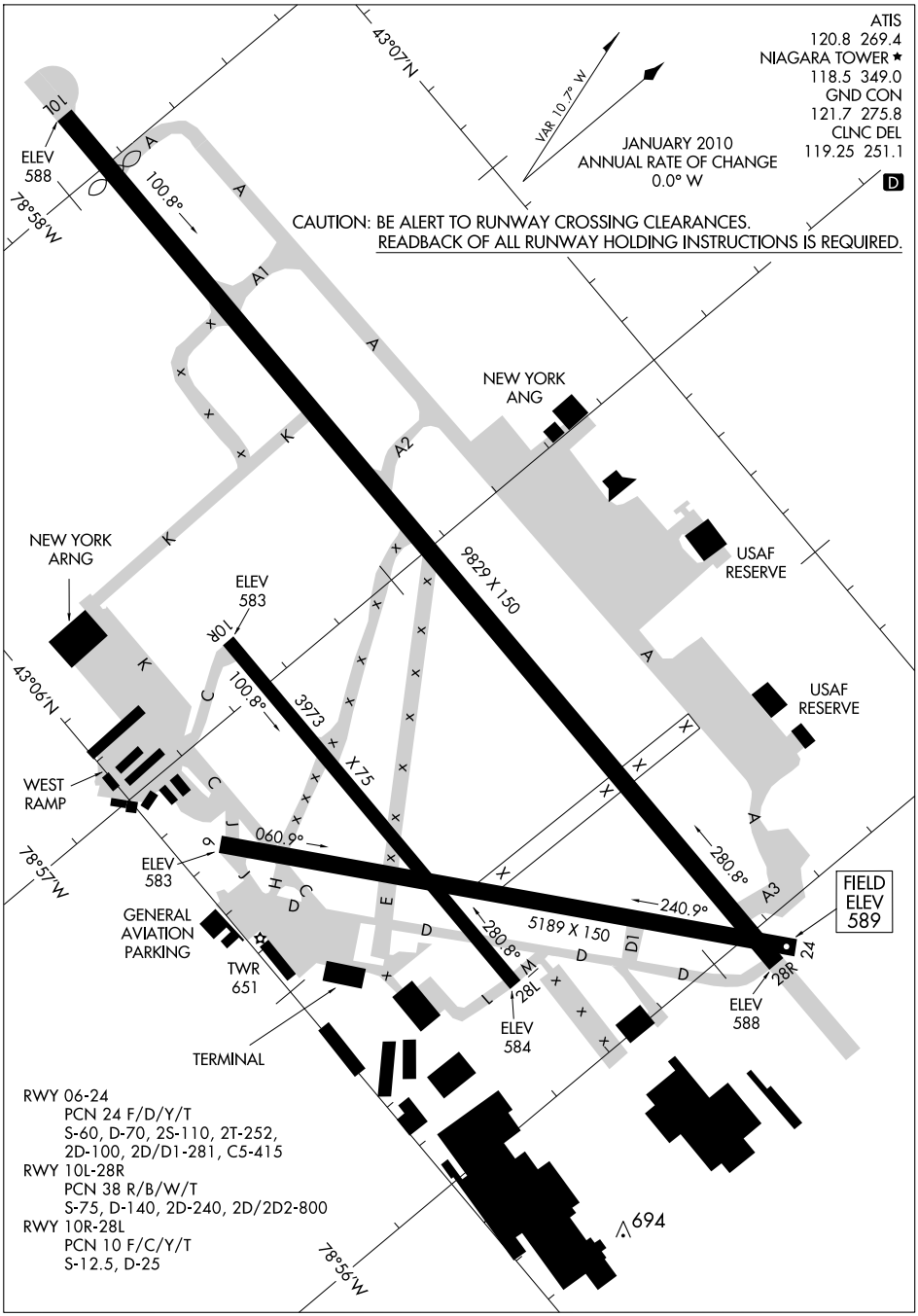
TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



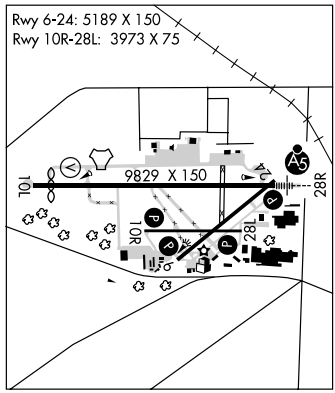
CATEGORY	A	B	C	D
S-27	1180-1 713 (700-1)		1180-2 713 (700-2)	1180-2¼ 713 (700-2¼)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2¼ 689 (700-2¼)
IYTEZ FIX MINIMUMS				
S-27	1020-1 553 (600-1)		1020-1½ 553 (600-1½)	1020-1¾ 553 (600-1¾)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

NIAGARA FALLS INTL (IAG)(KIAG) CIV/MIL/AFRC/ANG 4 E UTC−5(−4DT) N43°06.44′ W78°56.77′ **DETROIT**
589 B S2 **FUEL** 100LL, JET A LRA ARFF Index—See Remarks **H–10H, 11B, L–31E**
NOTAM FILE IAG **IAP, DIAP, AD**



RWY 10L–28R: H9829X150 (ASPH–CONC–GRVD) S–75, D–140, 2D–240, 2D/2D2–800 PCN 38 R/B/W/T
HIRL
RWY 10L: VASI(V4L)—GA 3.0° TCH 53′. Thld dsplcd 700′. Tree.
RWY 28R: MALSR. Tree.
RWY 06–24: H5189X150 (ASPH) S–60, D–70, 2S–110, 2T–252, 2D–100, 2D–145, 2D/D1–281, C5–415
PCN 24 F/D/Y/T MIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.
RWY 10R–28L: H3973X75 (ASPH) S–12.5, D–25
PCN 10 F/C/Y/T MIRL
RWY 10R: REIL. PAPI(P2L)—GA 3.3°TCH 31′. Tree.
RWY 28L: REIL. PAPI(P2L)—GA 3.1° TCH 30′. Stack.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–5189 TODA–5189 ASDA–5189 LDA–5189
RWY 10L: TORA–9829 TODA–10829 ASDA–9829 LDA–9129
RWY 10R: TORA–3973 TODA–3973 ASDA–3973 LDA–3973
RWY 24: TORA–5189 TODA–5189 ASDA–5189 LDA–5189
RWY 28L: TORA–3973 TODA–3973 ASDA–3973 LDA–3973
RWY 28R: TORA–9829 TODA–10529 ASDA–9129 LDA–9129

MILITARY SERVICE: JASU 2(A/M32A–86) 1(AM32A–60) 1(MA–1A) **FUEL** J8(Mil) A, A+ (Niagara Falls Aviation doing business as Tech Aviation, C716–298–9307.) **FLUID** SP LOX
OIL O–148(Mil)

AIRPORT REMARKS: Attended continuously. CAUTION: Heavy concentrations of gulls, blackbirds, starlings up to 5000′ AGL on and invof arpt. Class I, ARFF Index B. ARFF Index E equipment coverage provided. Acft with seating capacity in excess of 30 passenger authorized only use of Rwy 10L–28R. Extensive aircraft activity operating invof US/Canadian falls all altitudes. Night vision device ops periodically conducted in the arpt tfc area. Military assault landing zone and basic markings with aiming points Rwy 06. Military assault landing zone and basic markings with aiming points Rwy 24. Rwy 28 rollout end of rwy—last 900′ not grvd. Twy E clsd indef from Rwy 10L–28R to Rwy 06–24. Twy E restricted to 12,500 pounds or less. Twy E pavement spalling between Twy C and Twy D. Twy E clsd permanently btn Twy C and Twy D. When twr clsd ACTIVATE MALSR Rwy 28R HIRL 10L–28R, MIRL Rwy 06–24, MIRL Rwy 10R–28L, REIL and PAPI Rwy 06, Rwy 24, Rwy 10R, and Rwy 28L and twy lgts—CTAF. SSALR Rwy 28R preset med ints. Ldg fee. Parking fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Recommended VFR Flight Procedures.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** All military acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoids identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition. **CSTMS/AG/IMG** Avbl for all Mil with 72 hr prior notice. Crew, passenger, cargo origin, destination and pre–cleared information rqr 1 hr prior ldg. Ctc 914th OSF, SSI/OSA DSN 238–2176, C717–236–2176, fax DSN 238–2380, C716–236–2380 for rstd information and rqr ppr. **MISC** Local mission acft have priority for de–icing; full acft de–icing for C–17 and C–5 acft not avbl. All military acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 AW comdpost, 914 AW base ops, or 107 ANG comd post. **AFRC** PPR ctc Base OPS DSN 238–2176 during normal duty hrs Mon–Fri 1215–2100Z‡ except holidays, and Unit Training Assembly (UTA). Base OPS svc Sun 1230–2130Z‡, Mon–Fri 1200–0400Z‡ (except Federal holidays), clsd Sat except 914 AW UTA. Minimum altitude over Niagara Falls scenic falls is 3500′. No fleet svc avbl. **ANG** PPR, ctc 107th Comd Post DSN 238–3470 during normal duty hrs weekdays 1200–2130Z‡, except holidays.

WEATHER DATA SOURCES: ASOS (C 716) 297–6984.

COMMUNICATIONS: CTAF: 118.5 **ATIS** 120.8 269.4 **UNICOM** 122.95 **PTD** (HORSESHOE) 371.25
Ⓡ **BUFFALO APP DEP/CON** 126.5 317.6
TOWER 118.5 349.0 (1200–0400Z‡) **GND CON** 121.7 257.8 **CLNC DEL** 119.25 251.1
914 AG COMD POST (CARBONATE) 340.025 **ANG OPS** (FUZZY) 261.9

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
BUFFALO (H) VOR/DME 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 317° 17 NM to fld. 730/8W.
(T) TACAN Chan 47 IAG (111.0) N43°06.75′ W78°57.61′ at fld. 600/10°W.
KATHI NDB (LOM) 329 IA N43°06.54′ W78°50.30′ 279° 4.7 NM to fld. Unmonitored when twr clsd.
ILS 110.1 I–IAG Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when twr clsd.

NORTH BUFFALO SUBURBAN (See LOCKPORT)

ILS 1 RWY 28R

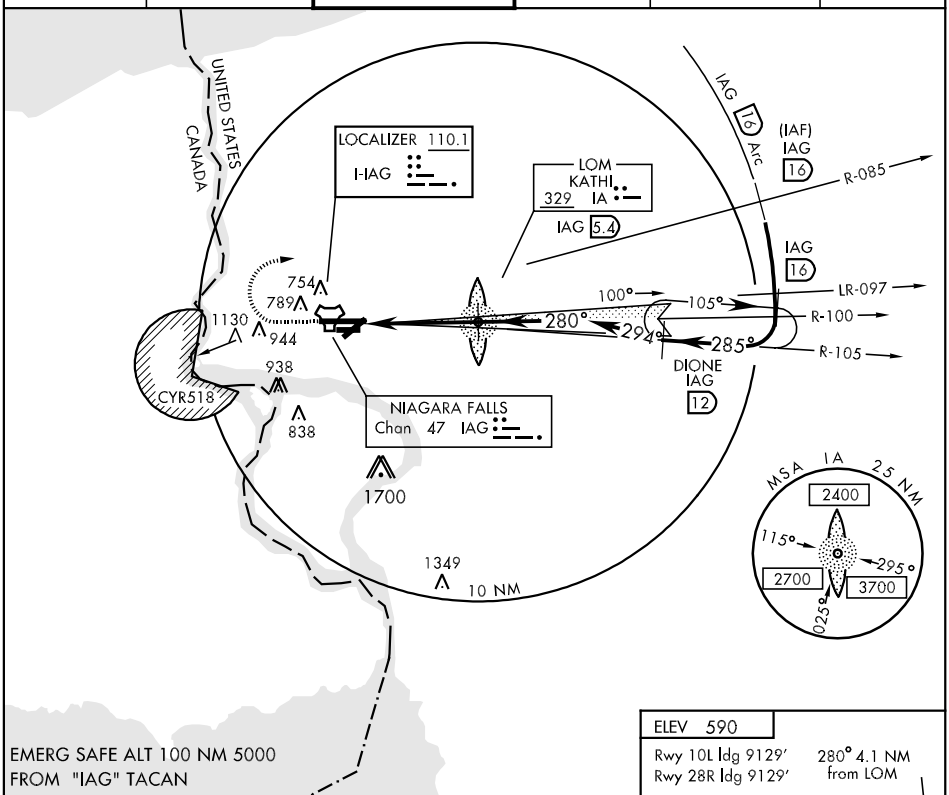
NIAGARA FALLS INTL (KIAG)

LOC I-IAG 110.1	APP CRS 280°	Rwy Idg 9129 / TDZE 588 / Arpt Elev 590	AL-614 [USAF]

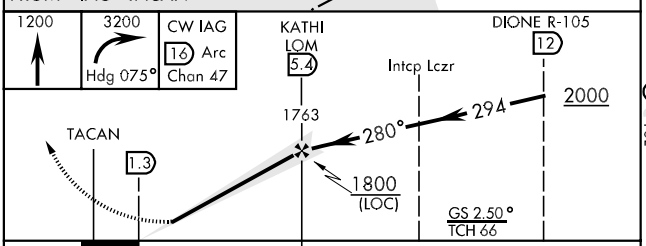
MALSR

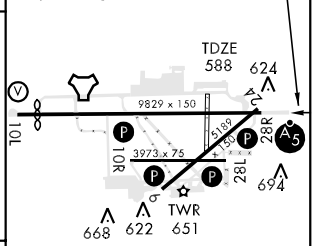
MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95



EMERG SAFE ALT 100 NM 5000
FROM "IAG" TACAN





REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

CATEGORY	A	B	C	D
S-ILS 28R	788/24	200		(200-½)
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1360-2½ 770 (800-2½)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-IAG	APP CRS	Rwy Idg	9129
110.1	280°	TDZE	588
		Apt Elev	590

ILS or LOC RWY 28R

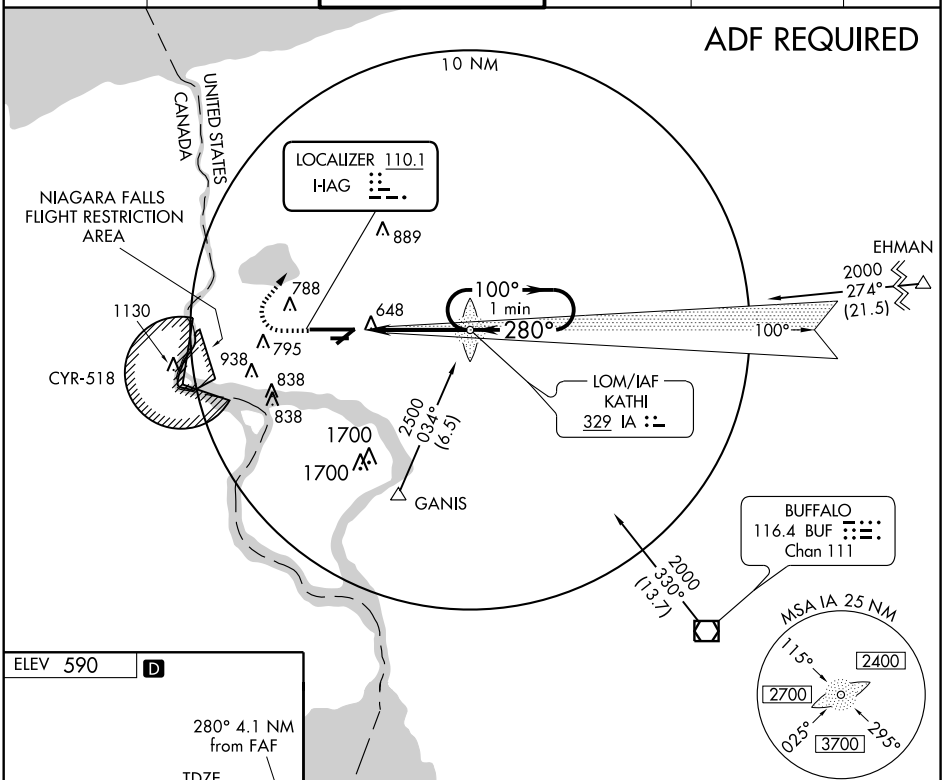
NIAGARA FALLS INTL (IAG)

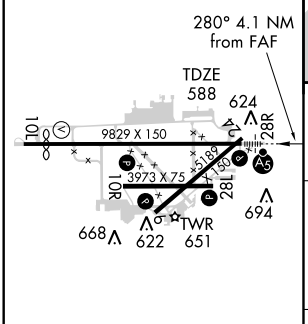
MALSR

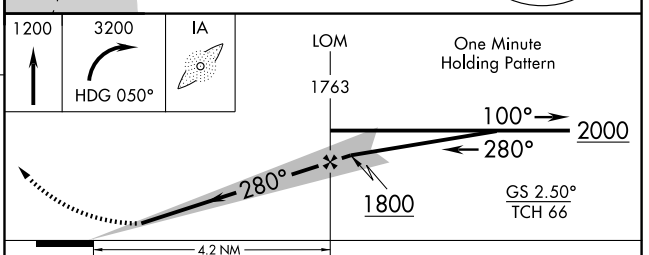
MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95

ADF REQUIRED







REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOM IA	APP CRS	Rwy Idg	9129
329	280°	TDZE	588
		Apt Elev	590

NDB or GPS RWY 28R

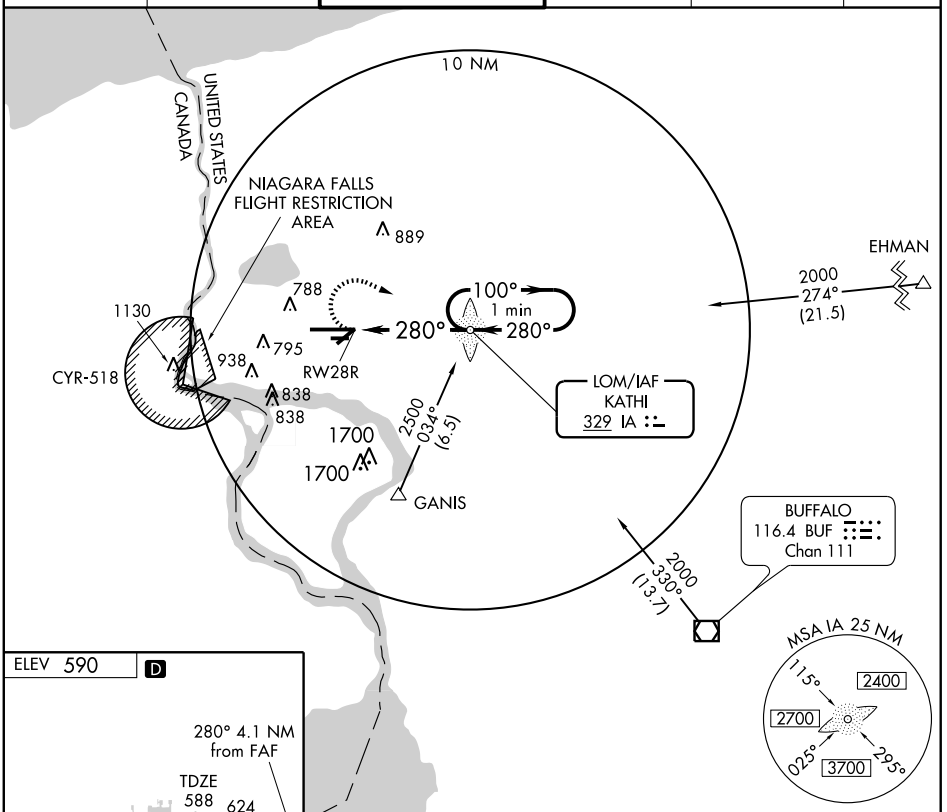
NIAGARA FALLS INTL (IAG)

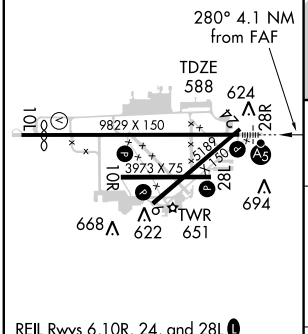
NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

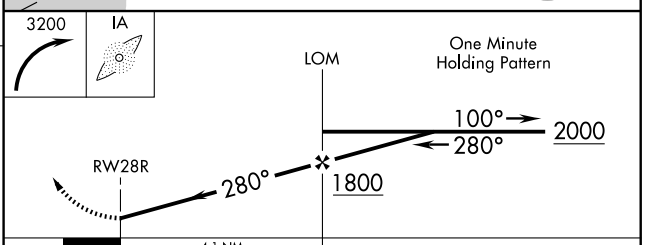
ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-28R	1000/40 412 (500-¾)			1000/50 412 (500-1)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10L

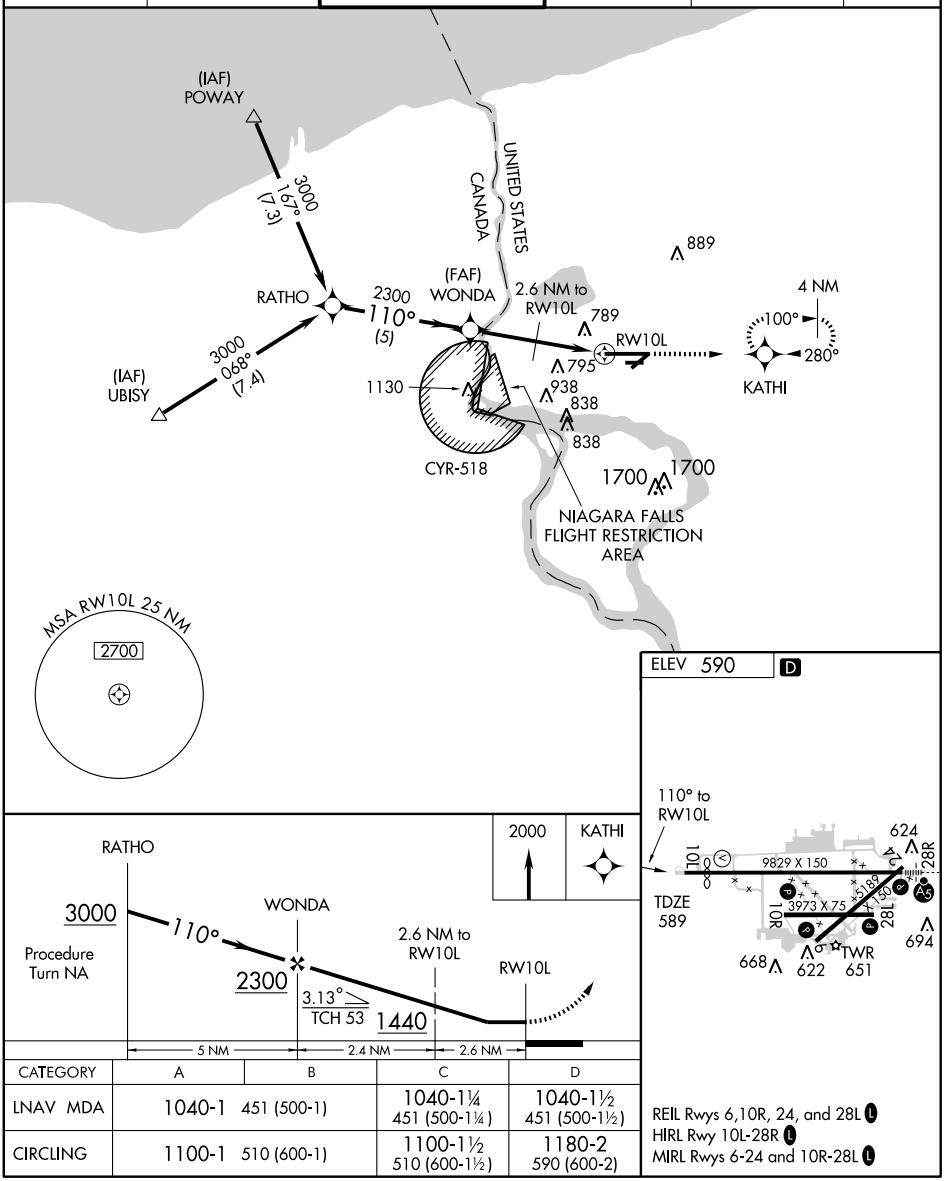
NIAGARA FALLS INTL (IAG)

APP CRS	Rwy Idg	9129
110°	TDZE	589
	Apt Elev	590

GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)		1040-1¼ 451 (500-1¼)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

TACAN IAG Chan 47	APCH CRS 286°	Rwy ldg 9129 TDZE 588 Arpt Elev 589

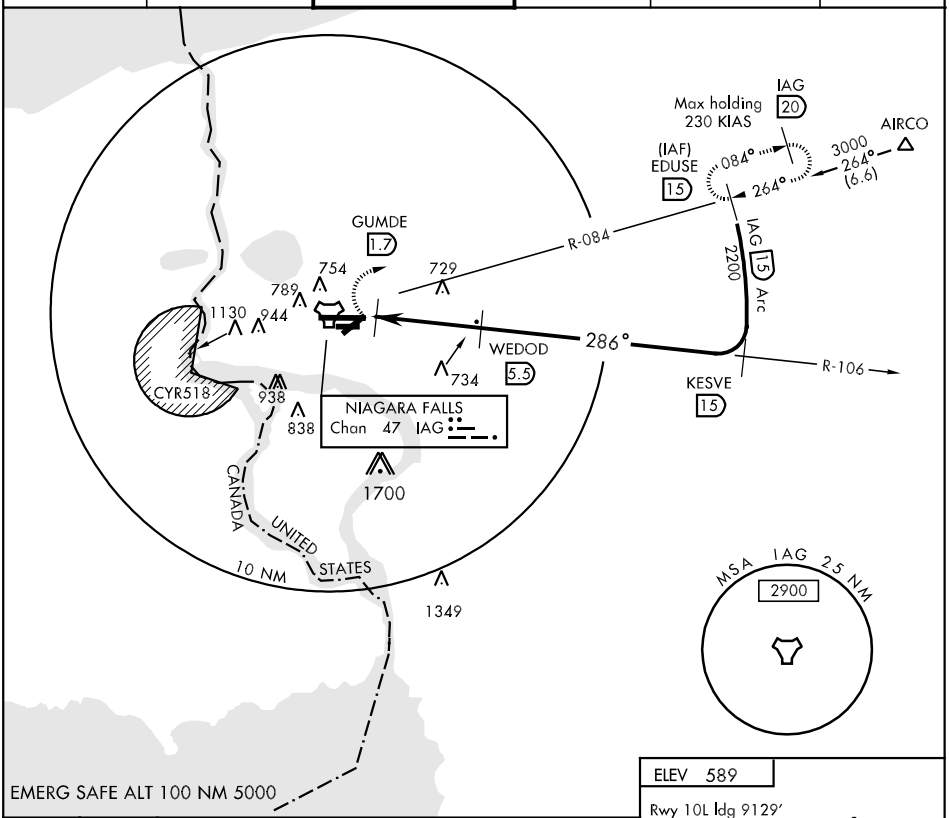
AL-614 [USAF]

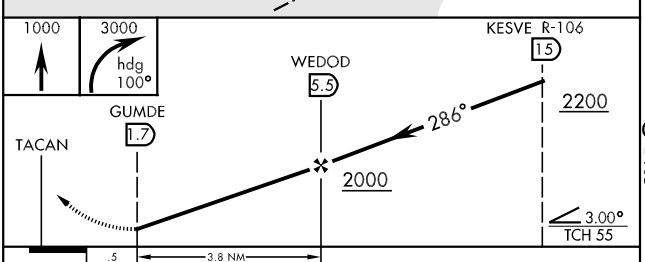
▼ * When MALSR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

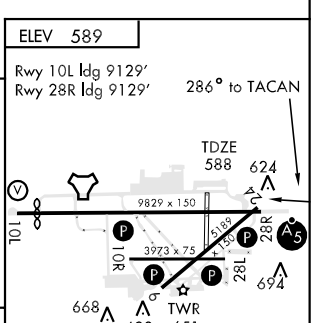
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







CATEGORY	A	B	C	D	E
S-28R *	980/24 392 (400-½)			980/50 392 (400-1)	
CIRCLING **	1100-1 511 (600-1)		1100-1½ 511(600- 1½)	1360-2½ 771(800-2½)	1360-2¾ 771(800-2¾)

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

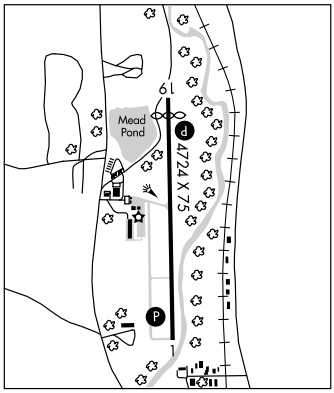
43°06'N-78° 57'W

NIAGARA FALLS INTL (KIAG)
TACAN RWY 28R

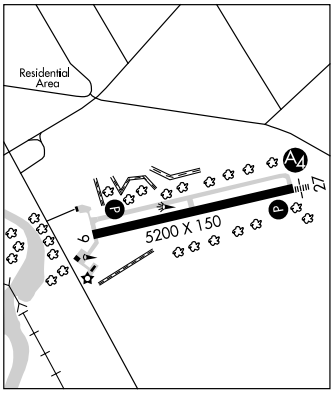
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NORWICH

LT. WARREN EATON (OIC) 2 N UTC−5(−4DT) N42°33.99′ W75°31.45′ **NEW YORK**
1025 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OIC **L–32F**
RWY 01–19: H4724X75 (ASPH–GRVD) S–30 HIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40′.
RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38′. Thld displaced 440′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4724 TODA–4724 ASDA–4390 LDA–4205
RWY 19: TORA–4724 TODA–4724 ASDA–4539 LDA–4205
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1300–2100Z‡. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01–19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie–down fee.
WEATHER DATA SOURCES: AWOS–3 119.025 (607) 336–8583.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)
BOSTON CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 307° 14 NM to fld. 2032/11W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



OGDENSBURG INTL (OGS) 2 SE UTC−5(−4DT) N44°40.91′ W75°27.93′ **MONTREAL**
297 B **FUEL** 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS **H–11C, 12K, L–32G**
RWY 09–27: H5200X150 (ASPH–GRVD) S–44, D–50, 2D–77 HIRL **IAP**
RWY 09: PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 27: MALS. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 27: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant after 2130Z‡ call 315–393–1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09–27, MALS Rwy 27, VASI Rwys 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–393–4721. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.
COMMUNICATIONS: CTAF/UNICOM 122.8
OGDENSBURG RCO 122.4 (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87′ W74°43.36′ 261° 34.7 NM to fld. 200/14W. **HIWAS.**
OGIVE NDB (LOM) 358 OG N44°42.09′ W75°21.18′ 269° 5.0 NM to fld. Unmonitored.
ILS/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09′ W75°21.18′ NOTAM FILE OGS.
NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT–NEWFANE (D8Ø) 2 SW UTC−5(−4DT) N43°19.25′ W78°43.74′ **DETROIT**
315 B S4 **FUEL** 80, 100LL, MOGAS NOTAM FILE BUF
RWY 06–24: 2408X30 (TURF–GRVL) LIRL
RWY 06: Trees. **RWY 24:** Brush.
RWY 09–27: 2500X60 (TURF)
RWY 09: Trees. **RWY 27:** Building.
AIRPORT REMARKS: Attended dalgt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt. P–line off end of Rwys 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06–24 has loose aggregate. ACTIVATE LIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

RNAV (GPS) RWY 1

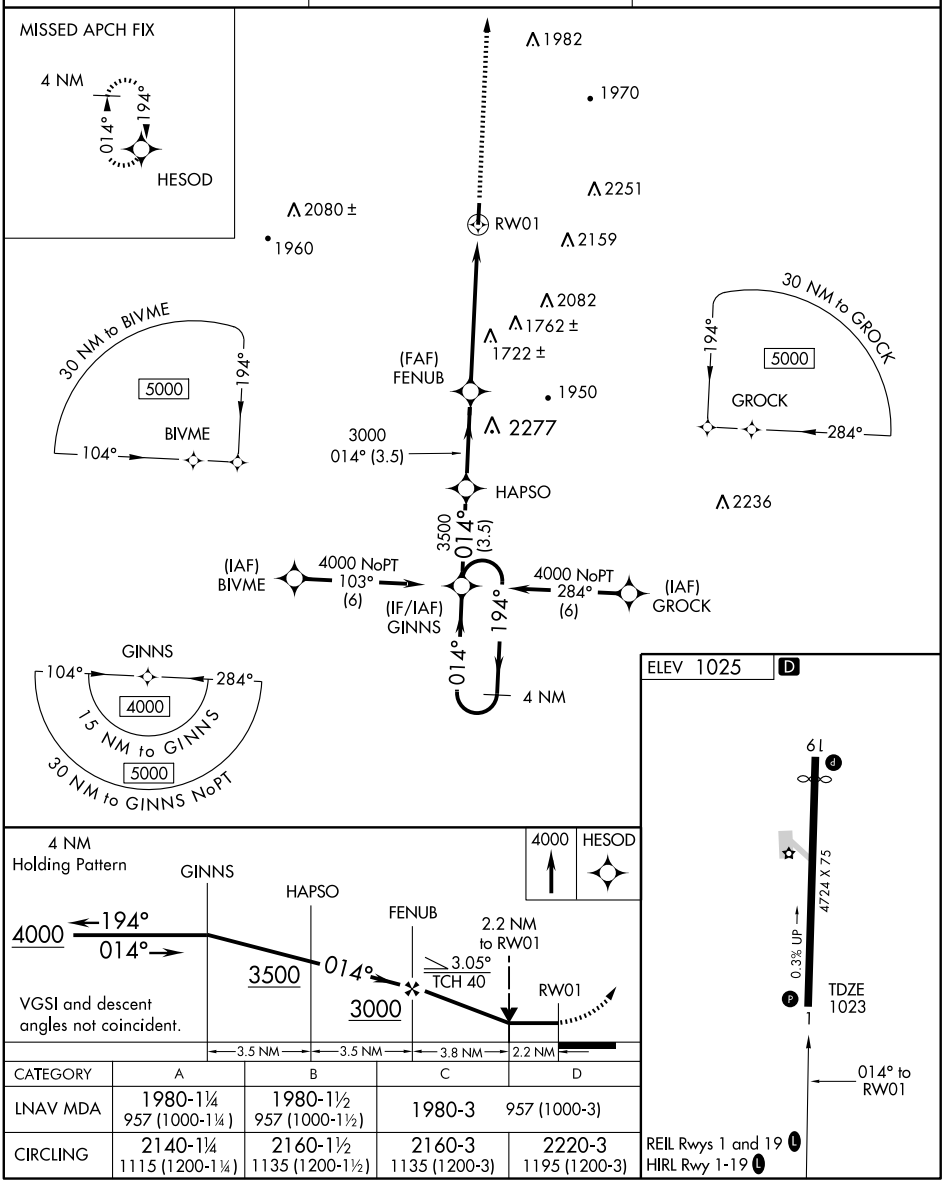
NORWICH / LT. WARREN EATON (OIC)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1980-1¼ 957 (1000-1¼)	1980-1½ 957 (1000-1½)	1980-3	957 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4205
194°	TDZE	1025
	Apt Elev	1025

RNAV (GPS) RWY 19

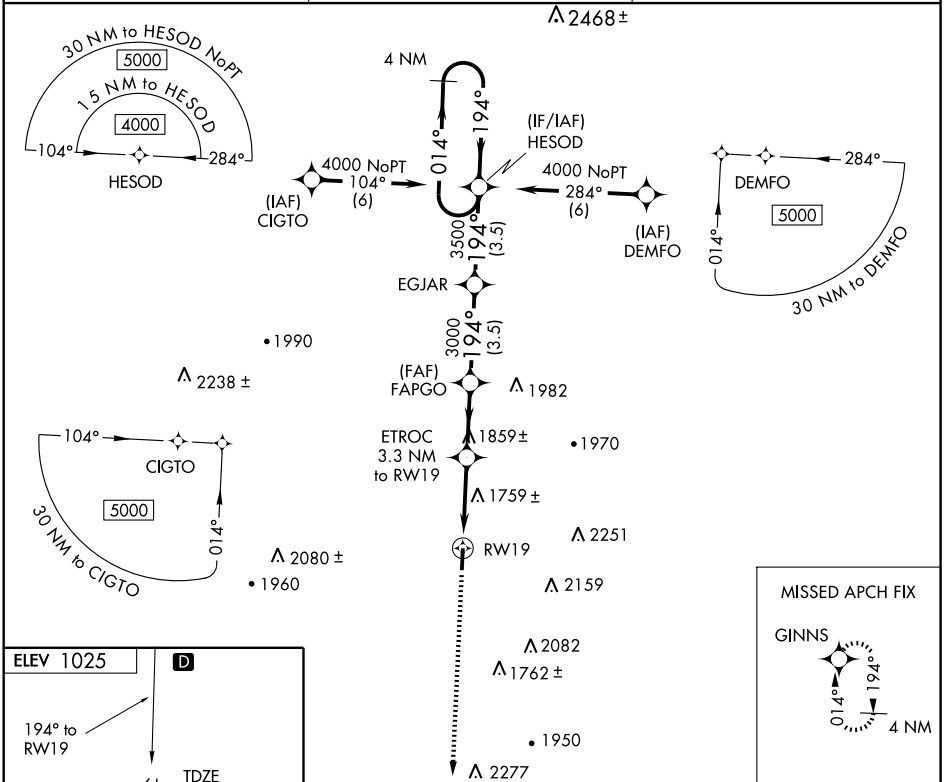
NORWICH / LT. WARREN EATON (OIC)

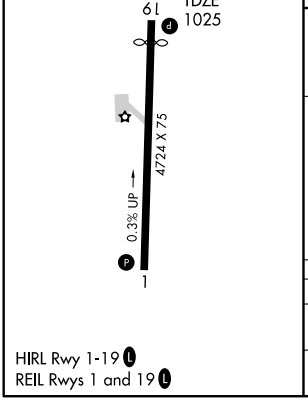
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
Cat D straight-in minima NA when using Binghamton altimeter setting.

NA

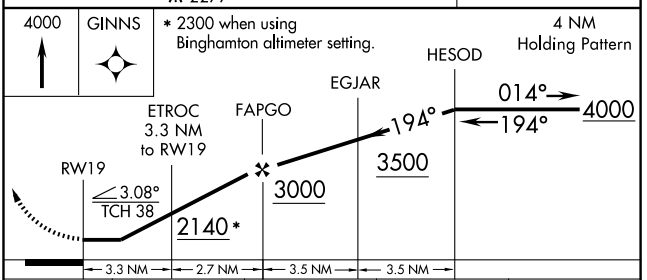
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RKA	APP CRS	Rwy Idg	N/A
112.6 Chan 73	307°	TDZE	N/A
		Apt Elev	1025

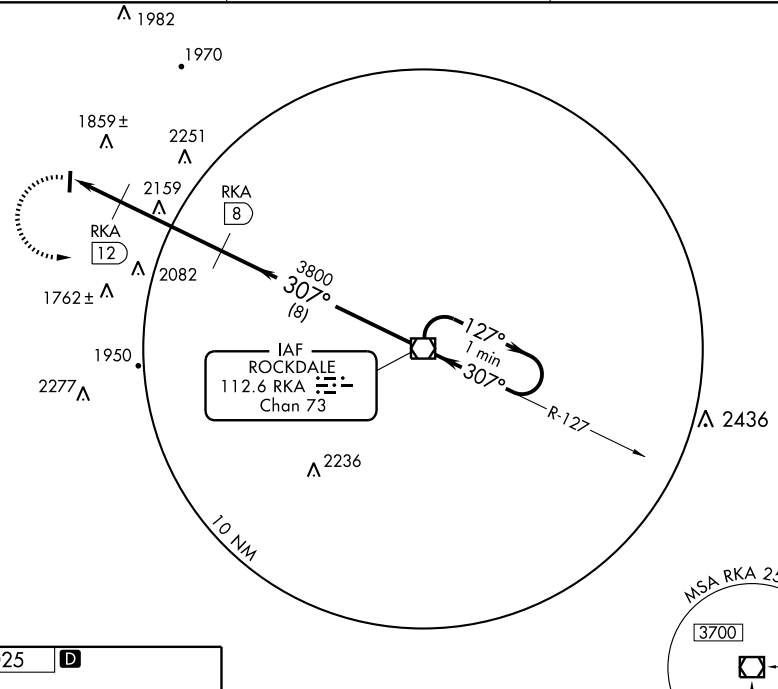
VOR/DME-A

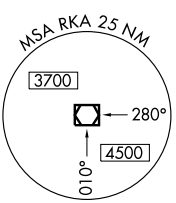
NORWICH / LT. WARREN EATON (OIC)

T A NA — If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L

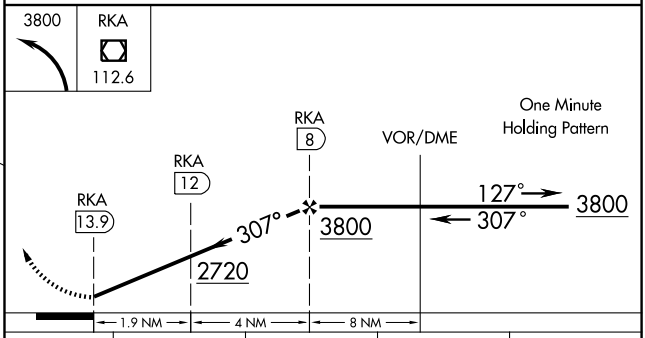




ELEV 1025 D

307° 5.9 NM from FAF

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.



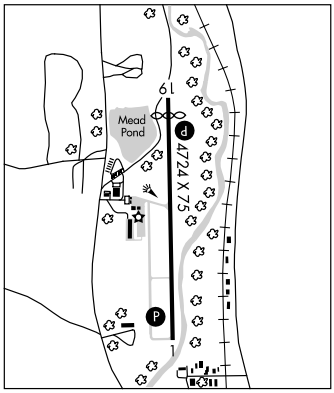
CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

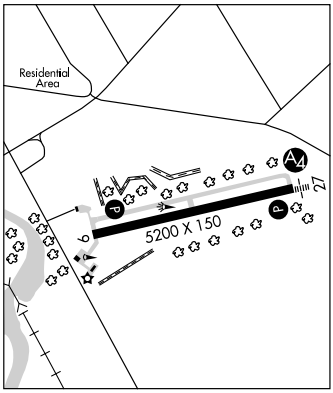
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NORWICH

LT. WARREN EATON (OIC) 2 N UTC−5(−4DT) N42°33.99′ W75°31.45′ **NEW YORK**
1025 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OIC **L–32F**
RWY 01–19: H4724X75 (ASPH–GRVD) S–30 HIRL 0.3% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 40′.
RWY 19: REIL. PAPI(P2L)—GA 3.00° TCH 38′. Thld displaced 440′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–4724 TODA–4724 ASDA–4390 LDA–4205
RWY 19: TORA–4724 TODA–4724 ASDA–4539 LDA–4205
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1300–2100Z‡. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01–19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie–down fee.
WEATHER DATA SOURCES: AWOS–3 119.025 (607) 336–8583.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)
BOSTON CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 307° 14 NM to fld. 2032/11W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



OGDENSBURG INTL (OGS) 2 SE UTC−5(−4DT) N44°40.91′ W75°27.93′ **MONTREAL**
297 B **FUEL** 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS **H–11C, 12K, L–32G**
RWY 09–27: H5200X150 (ASPH–GRVD) S–44, D–50, 2D–77 HIRL **IAP**
RWY 09: PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RWY 27: MALS. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 27: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant after 2130Z‡ call 315–393–1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09–27, MALS Rwy 27, VASI Rwys 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–393–4721. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: AWOS–3 118.525 (315) 393–8982.
COMMUNICATIONS: CTAF/UNICOM 122.8
OGDENSBURG RCO 122.4 (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 135.25
RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.
MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87′ W74°43.36′ 261° 34.7 NM to fld. 200/14W. **HIWAS.**
OGIVE NDB (LOM) 358 OG N44°42.09′ W75°21.18′ 269° 5.0 NM to fld. Unmonitored.
ILS/DME 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.



OGIVE N44°42.09′ W75°21.18′ NOTAM FILE OGS.
NDB (LOM) 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

OLCOTT–NEWFANE (D8Ø) 2 SW UTC−5(−4DT) N43°19.25′ W78°43.74′ **DETROIT**
315 B S4 **FUEL** 80, 100LL, MOGAS NOTAM FILE BUF
RWY 06–24: 2408X30 (TURF–GRVL) LIRL
RWY 06: Trees. **RWY 24:** Brush.
RWY 09–27: 2500X60 (TURF)
RWY 09: Trees. **RWY 27:** Building.
AIRPORT REMARKS: Attended dalgt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt. P–line off end of Rwys 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06–24 has loose aggregate. ACTIVATE LIRL Rwy 06–24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

LOC/DME I-OGS	APP CRS	Rwy Idg	5200
110.7	269°	TDZE	297
Chan 44		Apt Elev	297

LOC RWY 27

OGDENSBURG INTL (OGS)

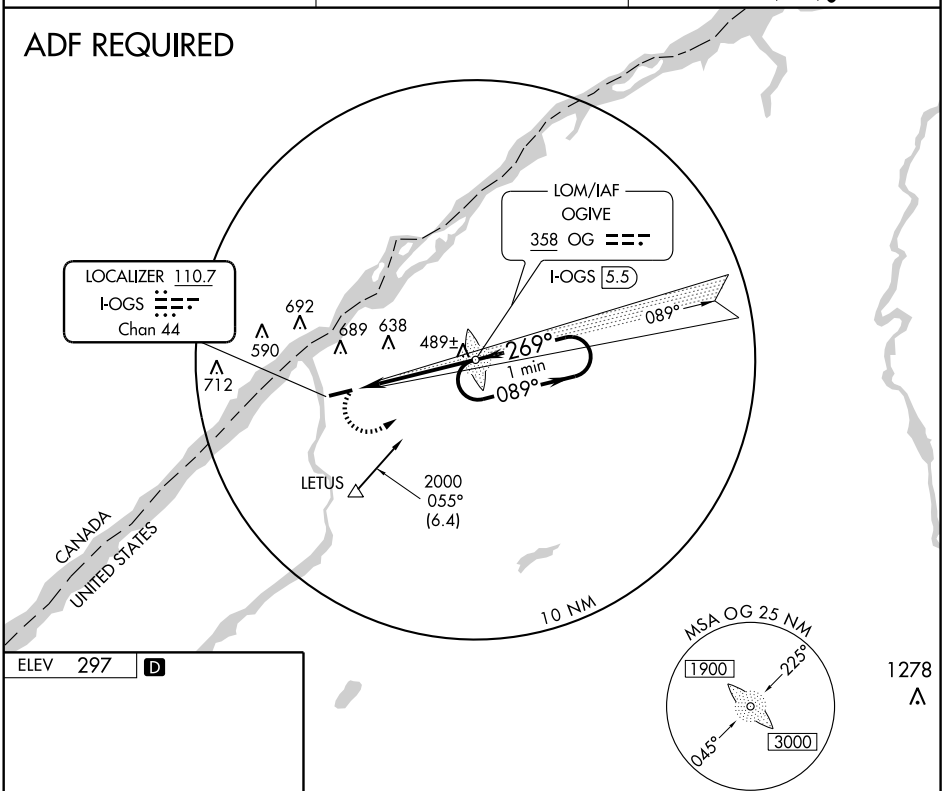
T NA — Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

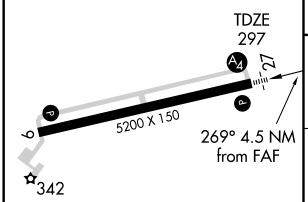
MALS

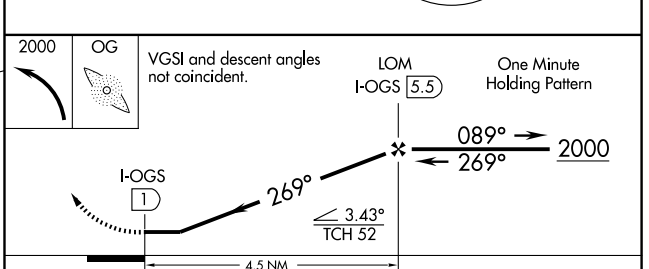
MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF) L

ADF REQUIRED







HIRL Rwy 9-27 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-27	740-1 443 (500-1)		740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

RNAV (GPS) RWY 27

OGDENSBURG INTL (OGS)

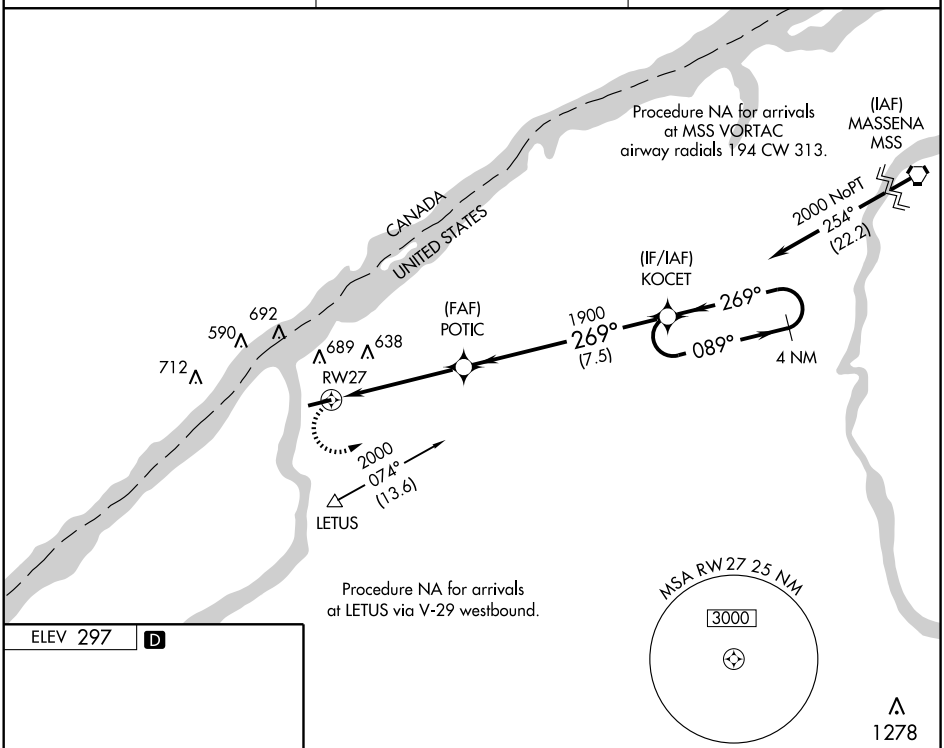
T
NA

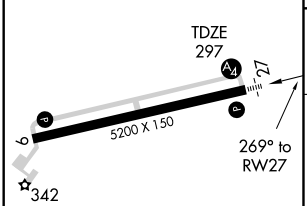
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

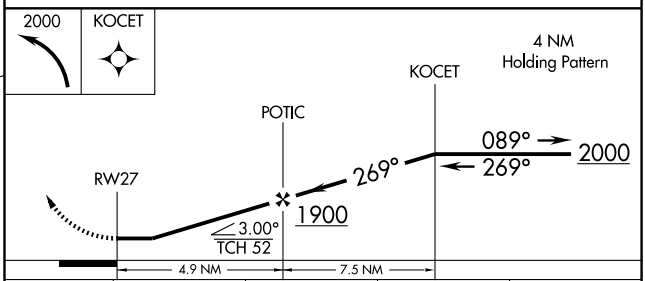
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

HIRL Rwy 9-27 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

OLEAN N42°17.01′ W78°20.10′ NOTAM FILE OLE. DETROIT

NDB (MHW) 360 LYS 222° 3.0 NM to Cattaraugus Co–Olean. NDB unusable byd 15 NM. SHUTDOWN. L–30I

OLEAN

CATTARAUGUS COUNTY–OLEAN (OLE) 10 N UTC−5(−4DT) N42°14.48′ W78°22.28′ DETROIT

2135 B **FUEL** 100LL, JET A NOTAM FILE OLE L–30I

RWY 04–22: H4800X100 (ASPH–GRVD) S–45, D–50, 2D–46 HIRL 0.4% up SW IAP

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 100′. Trees.

RWY 22: REIL. PAPI(P4L) TCH 40′. Thld dsplcd 200′. Tree.

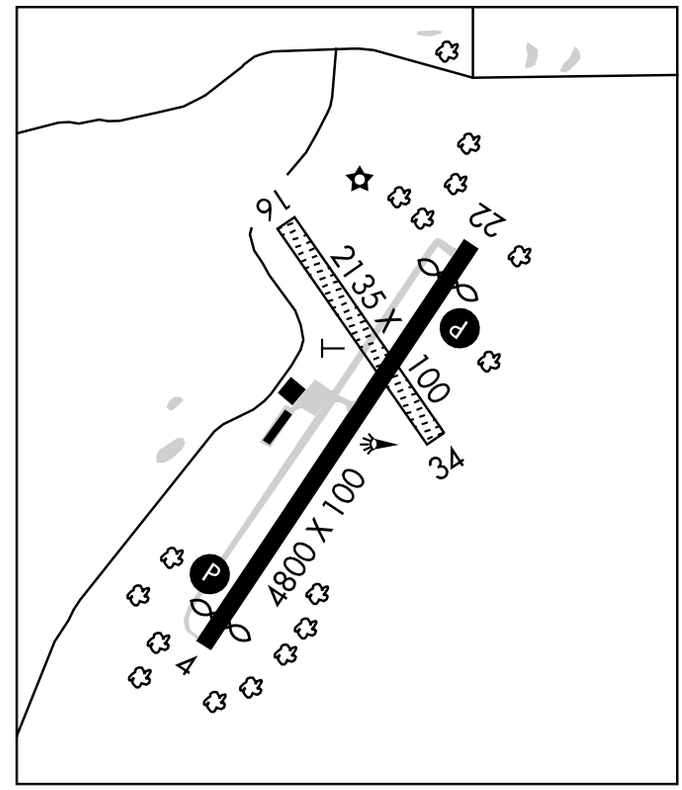
RWY 16–34: 2135X100 (TURF) 0.8% up NW

RWY 16: Tree. **RWY 34:** Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–4800 TODA–4800 ASDA–4600 LDA–4500

RWY 22: TORA–4800 TODA–4800 ASDA–4700 LDA–4500



AIRPORT REMARKS: Attended 1300–2100Z‡. Arpt CLOSED holidays. Deer on and invof arpt. Terrain drops off on all rwy ends. Rwy 04 250′x250′ safety area. Rwy 22 225′ wide x 110′ safety area. Rwy 16–34 has reflective edge and thld markings. Rwy 16–34 CLOSED winter months; soft in spring. ACTIVATE HIRL Rwy 04–22 and REIL and PAPI Rwys 04 and 22—CTAF. Snow plowing and braking action and field condition reports not avbl when arpt is not attended.

WEATHER DATA SOURCES: AWOS–3 118.375 (716) 557–2001.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

WELLSVILLE (L) VORTAC 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 302° 19 NM to fld. 2296/09W.

OLEAN NDB (MHW) 360 LYS N42°17.01′ W78°20.10′ 222° 3.0 NM to fld. NOTAM FILE OLE. NDB unusable byd 15 NM. SHUTDOWN.

ILS 109.3 I–OLE Rwy 22. LOC only.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

GIERMEK EXECUTIVE (8G3) 2 SE UTC−5(−4DT) N42°04.12′ W78°24.27′ DETROIT

1420 NOTAM FILE BUF

RWY 10–28: 3150X80 (TURF)

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 2200–0100Z‡, Sat–Sun 1300–2100Z‡. Deer crossing evenings. Rwy not snow plowed. Call 716–307–8966 or 716–307–3581 for conditions. Rwy 10–28 1–2′ deep depression/rut located 50′ from beginning of Rwy 10 rgt of centerline across rwy. Rwy 10–28 width varies 80–100′. Rwy 10–28 edges marked with white cones. Arpt CLOSED nights.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

LOC I-OLE	APP CRS	Rwy Idg	4600
109.3	223°	TDZE	2132
		Apt Elev	2135

LOC RWY 22

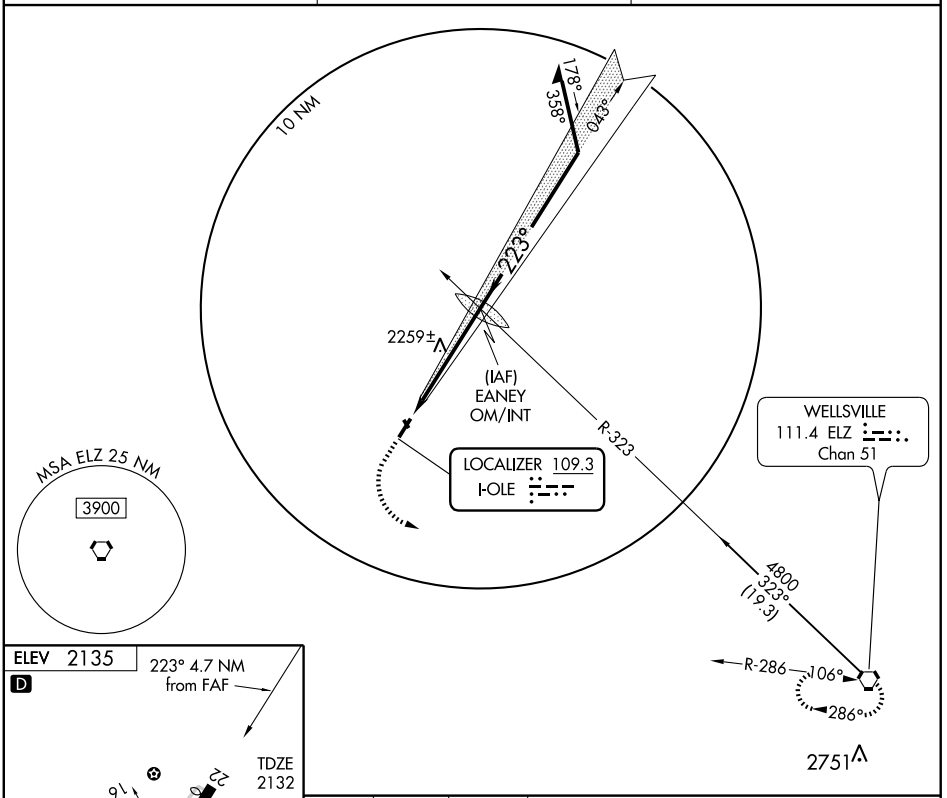
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

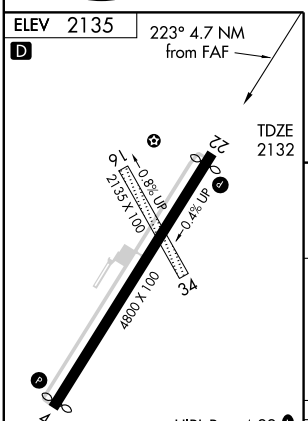
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

NA

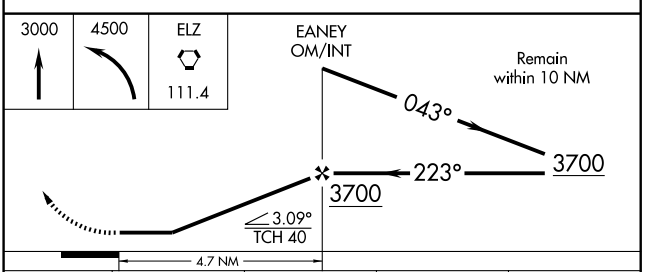
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-22	2520-1 388 (400-1)			2520-1¼ 388 (400-1¼)
CIRCLING	2620-1 485 (500-1)		2620-1½ 485 (500-1½)	2700-2 565 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4700
CH 53401	043°	TDZE	2132
W04A		Apt Elev	2135

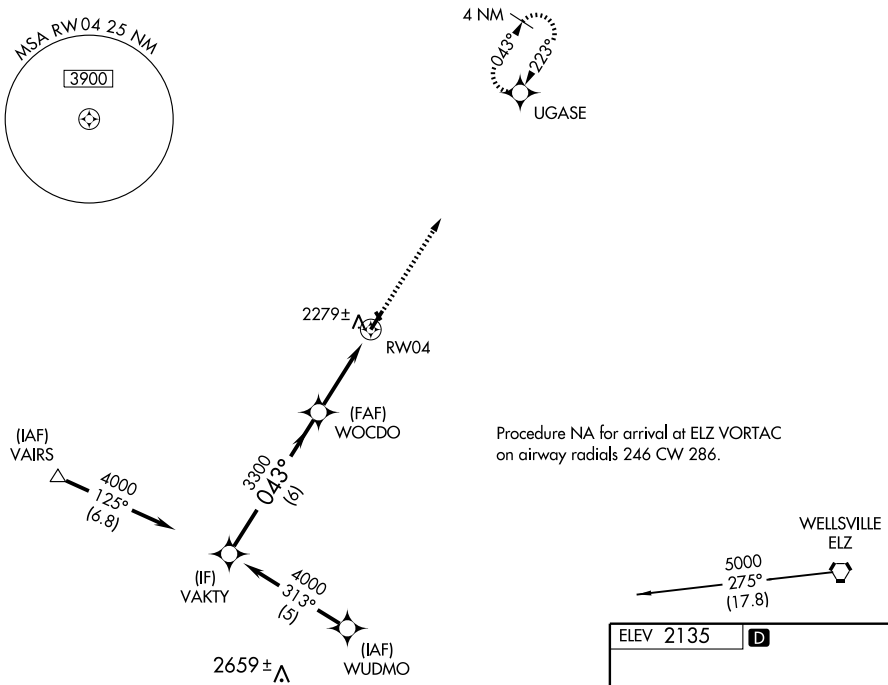
RNAV (GPS) RWY 4

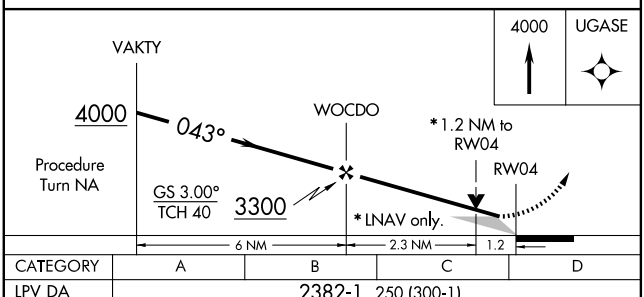
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

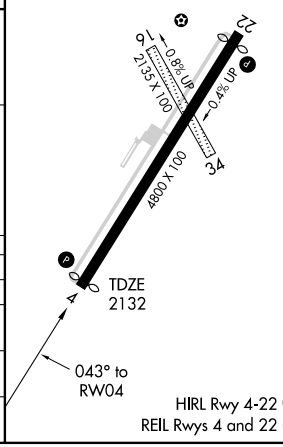
MISSED APPROACH: Climb to 4000 direct UGASE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/VNAV DA	2549-1½ 417 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4600
CH 99401	223°	TDZE	2132
W22A		Apt Elev	2135

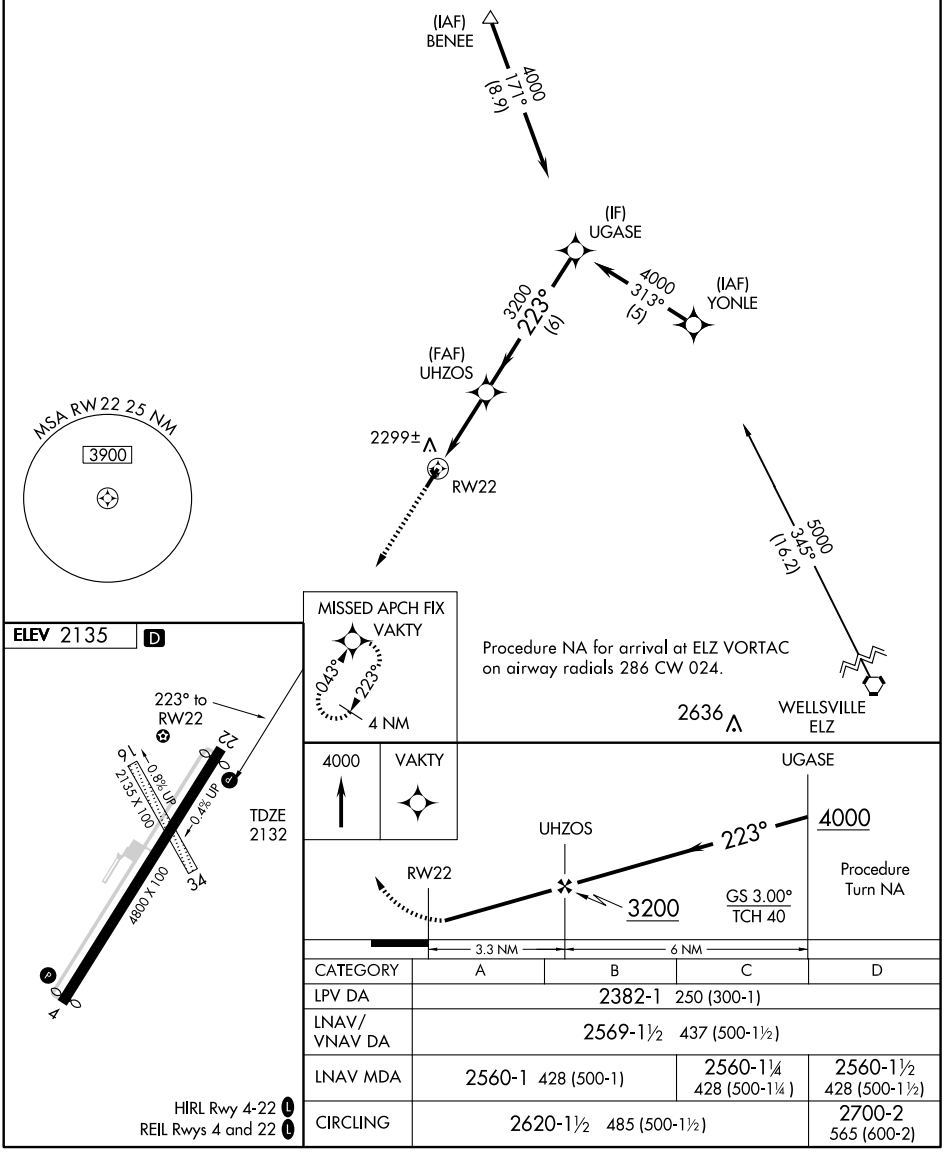
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

T A NA W — DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L

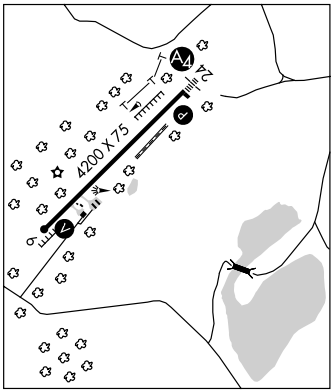


CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ONEONTA MUNI (N66) 3 N UTC−5(−4DT) N42°31.49′ W75°03.87′ NEW YORK
1763 B S4 **FUEL** 100LL, JET A NOTAM FILE BUF L–32G, 33A
RWY 06–24: H4200X75 (ASPH) S–12 MIRL 0.3% up SW IAP
RWY 06: REIL. VASI(V4R)—GA 3.0° TCH 55′. Tree.
RWY 24: MALS. REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Bcn twr partially obscured by trees. Rwy 24 REIL OTS indef. ACTIVATE REIL Rwy 06–24, VASI Rwy 06, PAPI Rwy 24, and MALS Rwy 24–122.8. MIRL Rwy 06–24 opr SS–SR.
WEATHER DATA SOURCES: AWOS–3 119.575 (607) 643–0253.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)
BOSTON CENTER APP/DEP CON 133.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.
ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 077° 8.5 NM to fld. 2032/11W.
KRING NDB (LOM) 279 0Z N42°35.08′ W74°59.18′ 236° 5.0 NM to fld.
ILS 108.9 I–0ZX Rwy 24 LOM KRING NDB. LOC only. LOC unusable 0.6 NM inbound to thld.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



ORANGE CO (See MONTGOMERY)

ORCHY N40°51.98′ W73°48.21′ NOTAM FILE LGA.
NDB (LOM) 385 UR 222° 6.2 NM to La Guardia. Unusable 140°–210° beyond 11 NM.

OSWEGO CO (See FULTON)

OTIMS N41°26.71′ W74°17.47′ NOTAM FILE ISP.
NDB (LOM) 353 MG 031° 4.1 NM to Orange Co.

OVID (D82) 2 SE UTC−5(−4DT) N42°39.29′ W76°47.78′ NEW YORK
1062 NOTAM FILE BUF
RWY 01R–19L: 2800X40 (ASPH–GRVL)
RWY 01R: Trees. **RWY 19L:** Trees.
RWY 01L–19R: 2200X60 (TURF)
RWY 01L: Trees. **RWY 19R:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dawn–dusk, Dec–Mar call arpt manager at 607–869–5601. Parachute Jumping. Arpt CLOSED to transient acft 1 Dec–1 May (yearly). Turf Rwy 19R thld begins 470′ byd paved Rwy 19L thld. Rwy 01L–19R soft and wet Mar–Jun. Use Rwy 19L for calm wind ldgs. Rwy 19L slopes uphill.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

OWASCO (See MORAVIA)

PAWLING N41°46.19′ W73°36.03′ NOTAM FILE ISP. NEW YORK
(L) VORW/DME 114.3 PWL Chan 90 246° 27.1 NM to Stewart Intl. 1250/12W. H–10I, L–33B, 34I

LOC I-OZX	APP CRS	Rwy Idg	4200
108.9	237°	TDZE	1758
		Apt Elev	1763

LOC RWY 24
ONEONTA MUNI (N66)

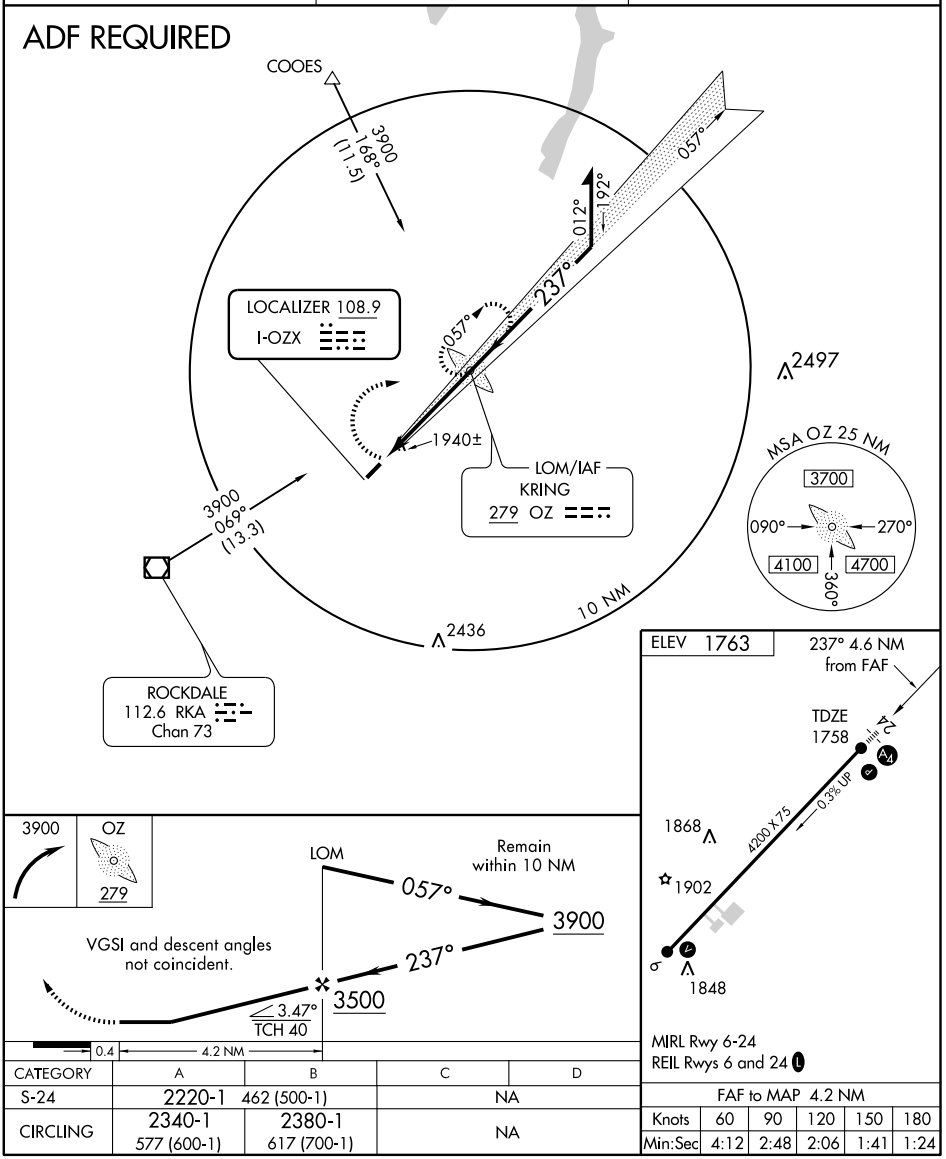
T NA — When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

MALS

MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L

ADF REQUIRED



MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-24	2220-1 462 (500-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4200
CH 86309	057°	TDZE	1763
W06A		Apt Elev	1763

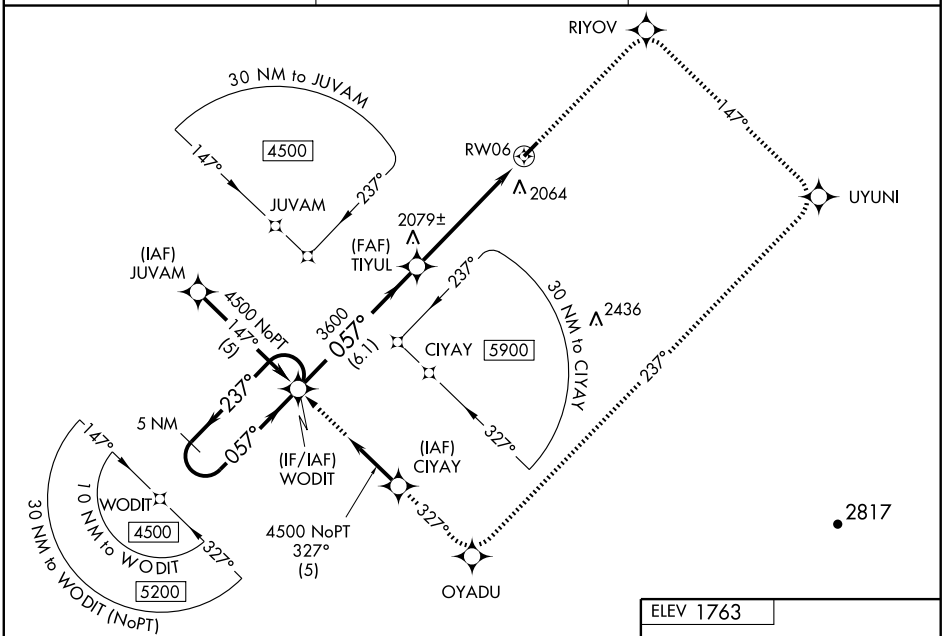
RNAV (GPS) RWY 6

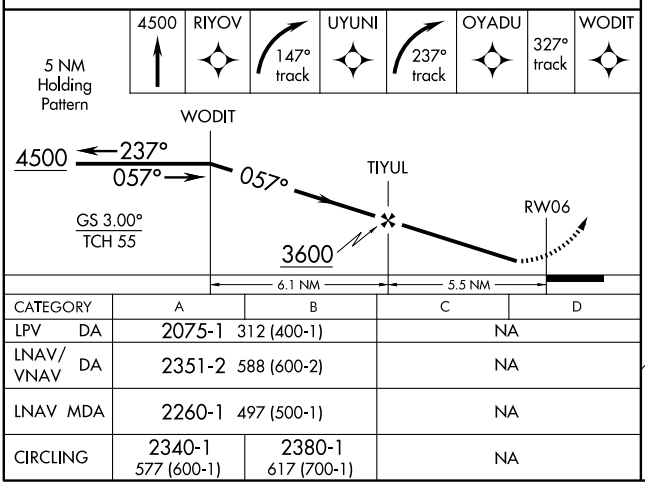
ONEONTA MUNI (N66)

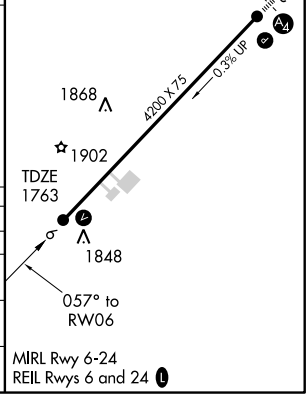
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2075-1 312 (400-1)		NA	
LNAV/VNAV DA	2351-2 588 (600-2)		NA	
LNAV MDA	2260-1 497 (500-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ONEONTA, NEW YORK

WAAS	APP CRS	Rwy Idg	4200
CH 70409	237°	TDZE	1758
W24A		Apt Elev	1763

RNAV (GPS) RWY 24

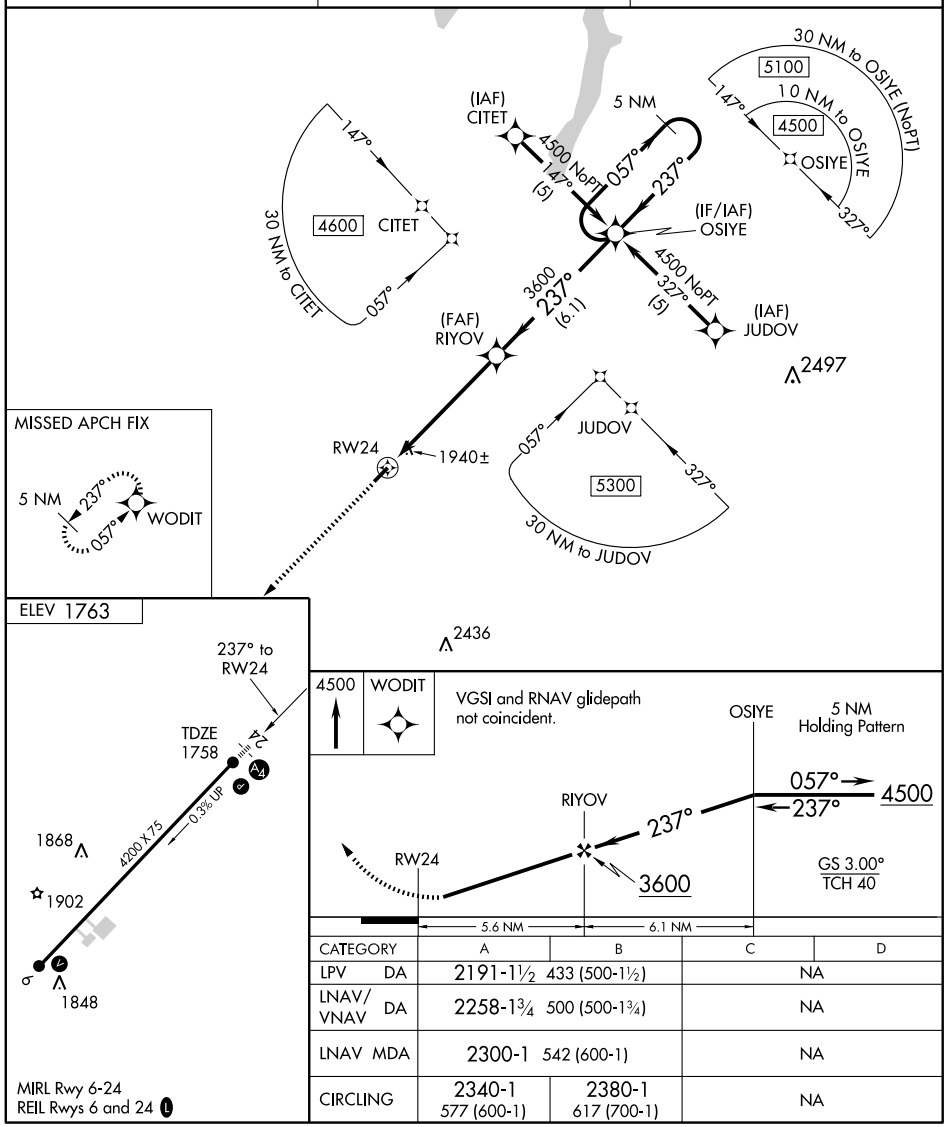
ONEONTA MUNI (N66)

T
NA When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2191-1½ 433 (500-1½)		NA	
LNAV/VNAV DA	2258-1¾ 500 (500-1¾)		NA	
LNAV MDA	2300-1 542 (600-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RKA	APP CRS	Rwy Idg	4200
112.6	078°	TDZE	1763
Chan 73		Apt Elev	1763

VOR RWY 6

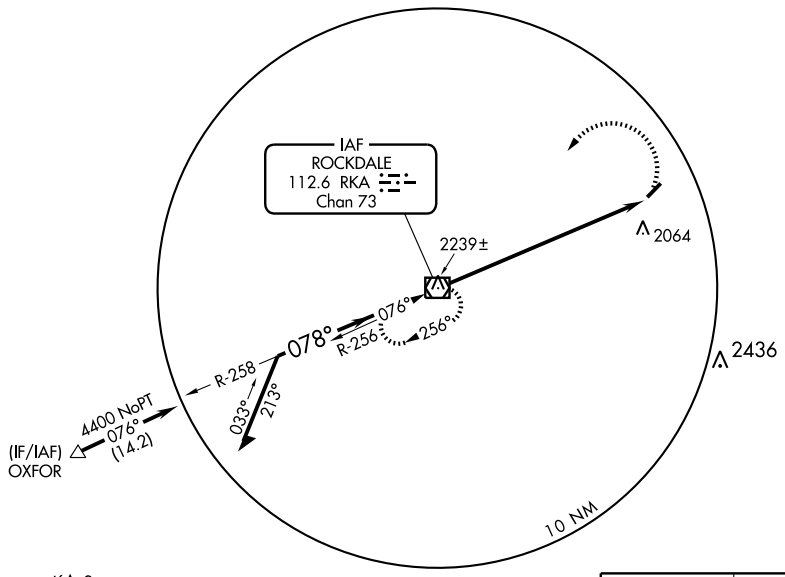
ONEONTA MUNI (N66)

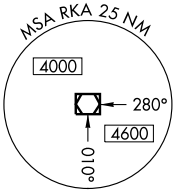
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

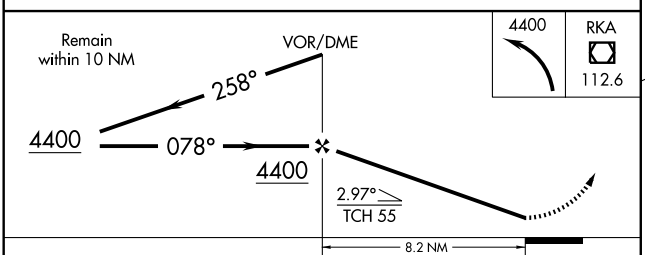
NA

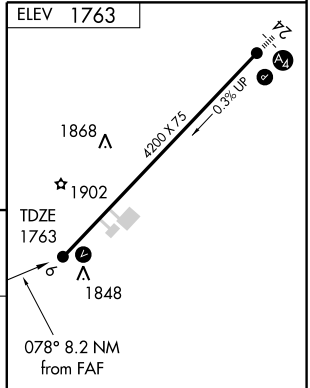
MISSED APPROACH: Climbing left turn to 4400 direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L









MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-6	2440-1	677 (700-1)	NA	
CIRCLING	2440-1	677 (700-1)	NA	

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PENN YAN (PEO) 1 S UTC−5(−4DT) N42°38.23′ W77°03.17′

DETROIT
H–11C, 12J, L–30J, 32F
IAP

990 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE PEO

RWY 01–19: H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 1.3% up S

RWY 01: REIL. PAPI(P2L). **RWY 19:** REIL. PAPI(P2L).

RWY 10–28: H3561X50 (ASPH) S–12 LIRL 1.6% up E

RWY 10: Thld dsplcd 361′. Road.

RWY 28: Thld dsplcd 384′. Berm.

AIRPORT REMARKS: Attended Mon–Fri 1200–0500Z‡, Sat and Sun on call. ACTIVATE MIRL Rwy 01–19—CTAF.

WEATHER DATA SOURCES: ASOS 121.175 (315) 536–4102.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ELMIRA APP/DEP CON** 124.3 (1100–0500Z‡)

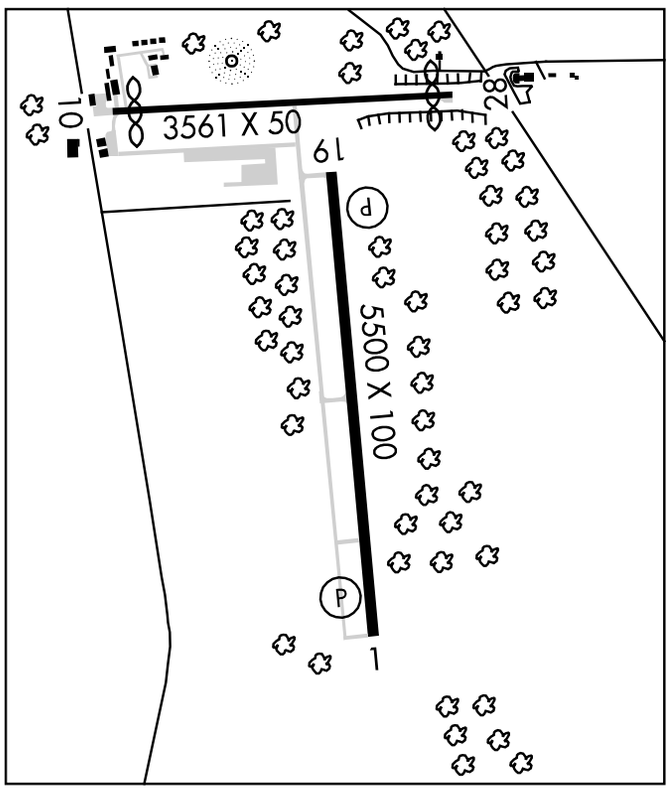
CLEVELAND CENTER APP/DEP CON 127.475 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.

ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 298° 27.6 NM to fld. 1102/10W.

NDB (MHW) 260 PYA N42°38.64′ W77°03.37′ at fld. NOTAM FILE PEO. Unmonitored.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



PERRY–WARSAW (Ø1G) 3 NW UTC−5(−4DT) N42°44.48′ W78°03.13′

DETROIT
L–30I, 31E, 32F

1558 B S4 **FUEL** 100LL TPA—2349(791) NOTAM FILE BUF

RWY 10–28: H3472X60 (ASPH) MIRL

RWY 10: REIL. Brush. **RWY 28:** REIL. Thld dsplcd 338′. Tree.

RWY 04–22: 1830X60 (TURF)

AIRPORT REMARKS: Attended irregularly. Fuel avbl 24 hrs self serve and credit card only. First 700 ft Rwy 10 slopes uphill. Rwy 28 200 ft from thld has 8 ft dropoff both sides. Rwy 04 safety area drops off 100′ before rwy beginning, at 125′ left and right of centerline. Rwy 04–22 soft and wet during Mar–Jun. Rwy 04–22 safety area has variations in surface/depressions. Rwy 22 36′ + trees penetrate primary surface on right side 80′ past rwy beginning, 120′ from centerline. Rwy 04 52′ + trees penetrate primary surface on right side 265′ past rwy beginning, 108′ from centerline. ACTIVATE MIRL Rwy 10–28 and REIL Rwys 10 and 28—CTAF. Parallel twy unlgtd. Turf Rwy 04–22 may be unusable during months Oct–May; call 716–237–9938 for condition.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

GENESEO (L) VOR/DME 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 258° 15.2 NM to fld. 990/09W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

PHILMONT N42°15.19′ W73°43.40′ NOTAM FILE BTV.

NEW YORK
L–33B, 34I

NDB (MHW) 272 PFH 027° 2.4 NM to Columbia Co.

PINE HILL (See ALBION)

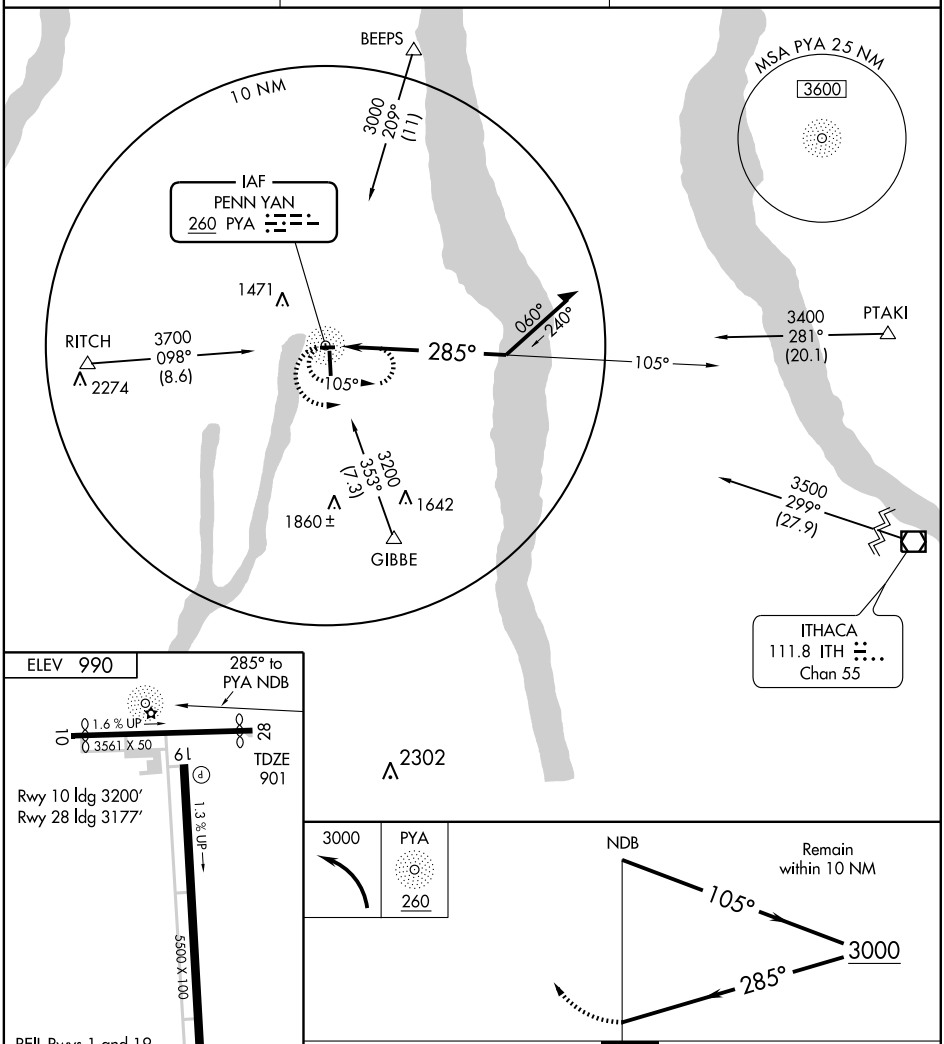
NDB PYA	APP CRS	Rwy ldg	3177
260	285°	TDZE	901
		Apt Elev	990

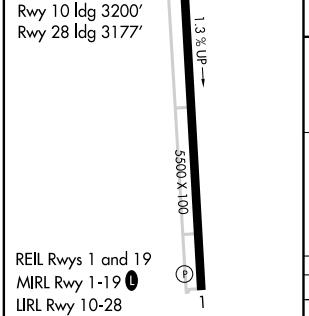
NDB RWY 28
PENN YAN (PEO)

NA

MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS	ELMIRA APP CON★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2¼ 699 (700-2¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5500
CH 99507	009°	TDZE	990
W01A		Apt Elev	990

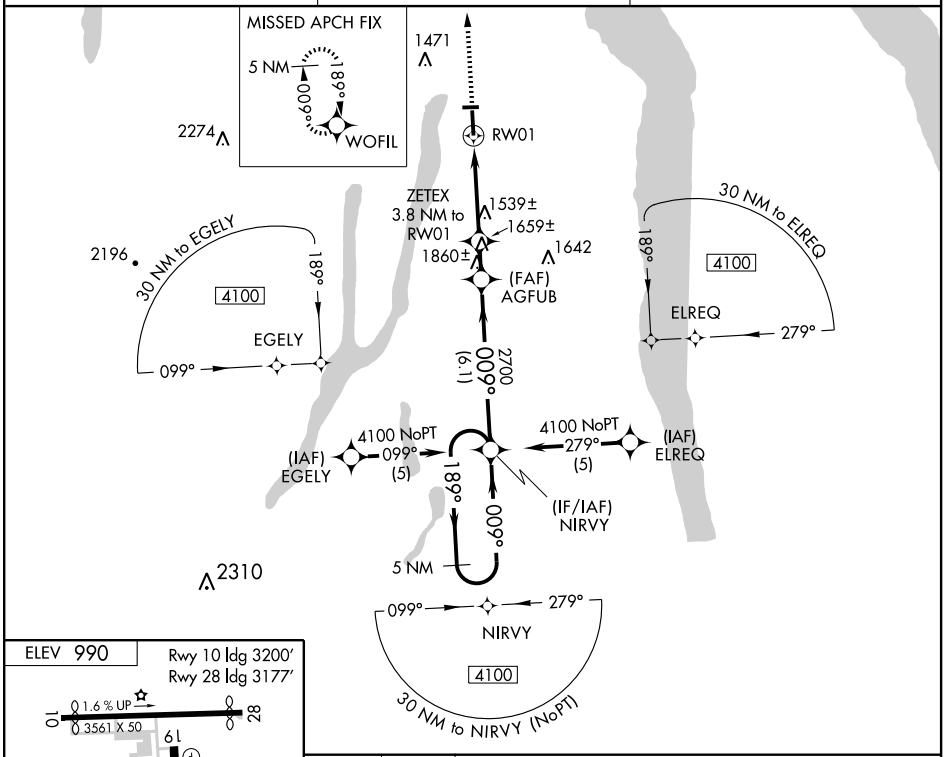
RNAV (GPS) RWY 1

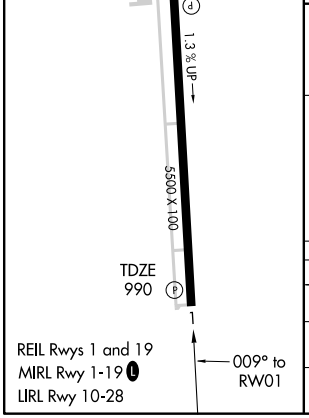
PENN YAN (PEO)

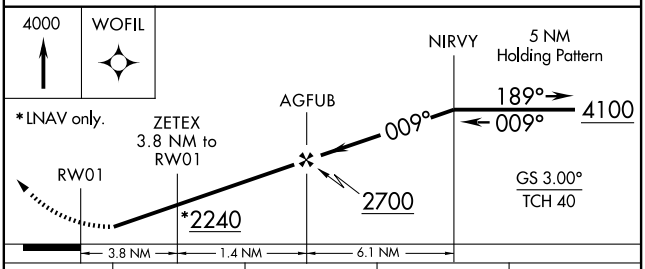
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue cimb in hold to 4000.

ASOS	ELMIRA APP CON★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1360-1¼ 370 (400-1¼)			
LNAV MDA	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)
CIRCLING	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

PENN YAN (PEO)

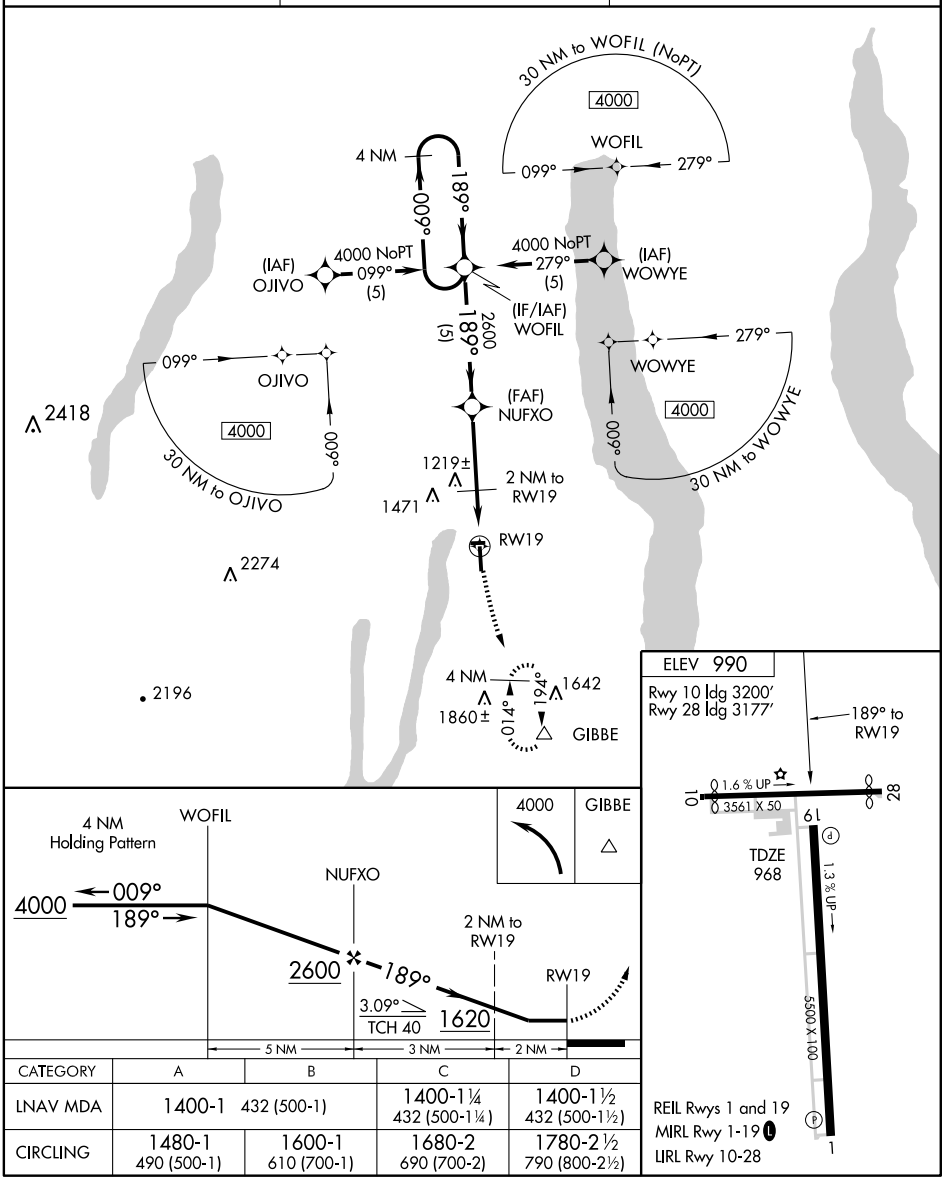
APP CRS	Rwy ldg	5500
189°	TDZE	968
	Apt Elev	990

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

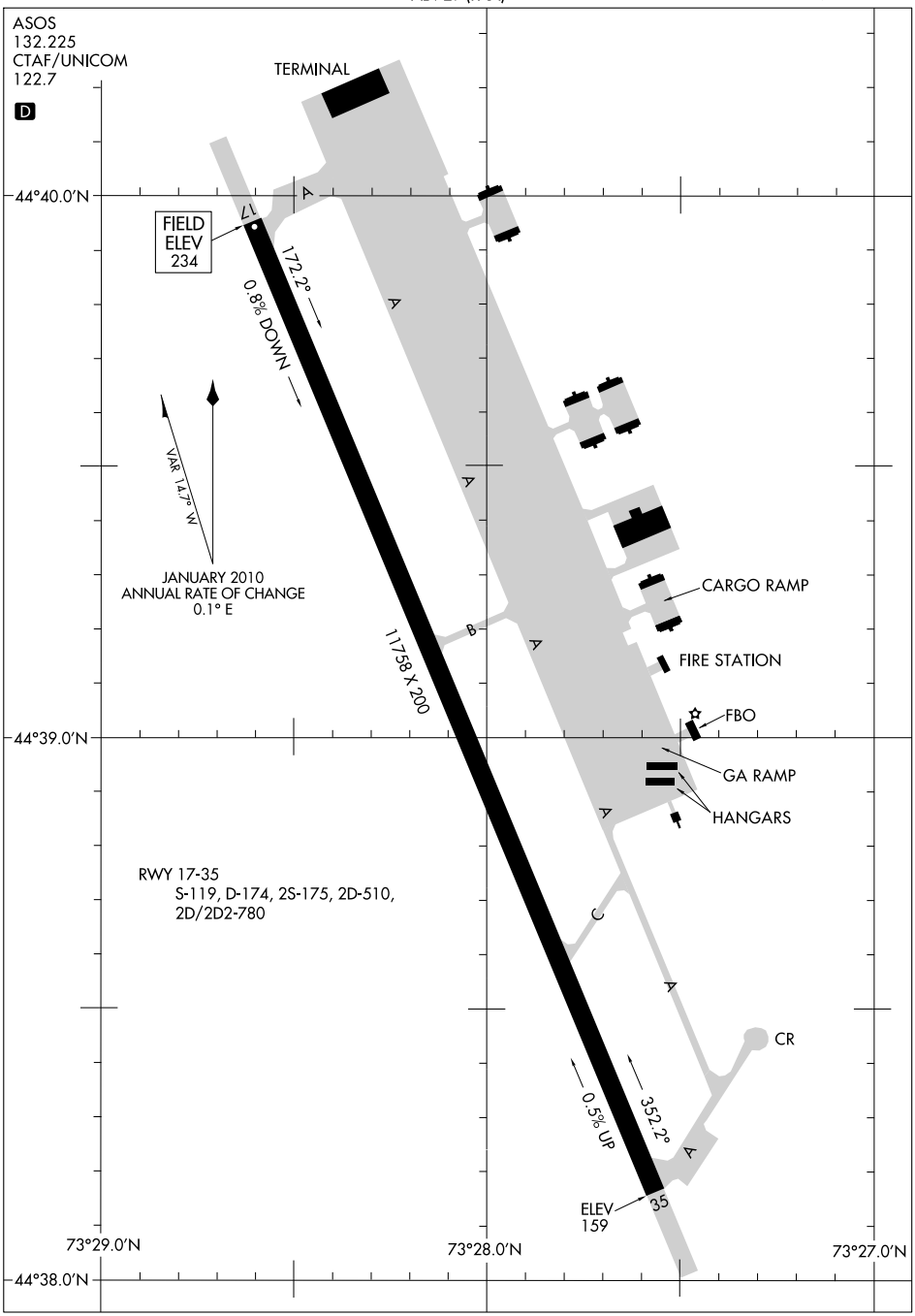
ASOS	ELMIRA APP CON ★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 432 (500-1)		1400-1¼ 432 (500-1¼)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

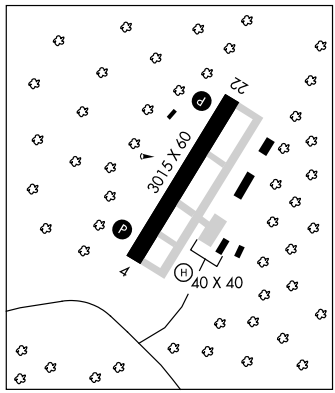
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM



NE-2, 21 OCT 2010 to 18 NOV 2010

PISECO (KØ9) 1 N UTC−5(−4DT) N43°27.20′ W74°31.06′ NEW YORK
1703 **FUEL** 100LL NOTAM FILE BUF L–32G
RWY 04–22: H3015X60 (ASPH) S–8 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Rgt tfc. Road.
RWY 22: REIL. PAPI(P2R). Trees.
AIRPORT REMARKS: Attended May–Oct, Fri–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally invof rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04–22 may be unusable due to snow accumulation Nov–Apr. Check NOTAMS or call 518–548–3415/6459/8794 for airfield conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 and helipad perimeter lgts—CTAF. Rwy lgts (electric eye over-ride).
COMMUNICATIONS: CTAF/UNICOM 122.8
UTICA RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.
UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59′ W75°09.87′ 060° 38.2 NM to fld. 1420/12W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



HELIPAD H1: H40X40 (ASPH)
HELIPAD H1: LDIN.
HELIPORT REMARKS: Helipad H1 perimeter lgts

PLATEAU SKY RANCH (See EDINBURG)

PLATTSBURGH N44°41.10′ W73°31.36′ NOTAM FILE PBG. MONTREAL
(H) VORTAC 116.9 PLB Chan 116 at Clinton Co. 343/15W. H–11C, 12K, L–32G
VOR portion unusable:
261°–024° blo 6000′
DME unusable:
261°–024° byd 33 NM blo 7000′
RCO 122.1R 116.9T (BURLINGTON RADIO)

PLATTSBURGH INTL (PBG) 3 S UTC−5(−4DT) N44°39.06′ W73°28.09′ MONTREAL
234 B S1 **FUEL** 100LL, JET A TPA—2034(1800) ARFF Index—See Remarks H–11C, 12K, L–32G
NOTAM FILE PBG IAP, AD
RWY 17–35: H11758X200 (CONC–GRVD) S–119, D–174, 2S–175, 2D–510, 2D/2D2–780 HIRL
RWY 17: ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc. 0.8% down.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Tree. 0.5% up.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–11758 TODA–11758 ASDA–11758 LDA–11758
RWY 35: TORA–11758 TODA–11758 ASDA–11758 LDA–11758
AIRPORT REMARKS: Attended 1030–0230Z‡. Fld/rwy condition not avbl during unattended periods. During periods of snow removal ops Nov 1–May 1 acft ctc 122.7 or 518–565–4015/4016 15 min prior to ldg. Class I, ARFF Index B PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call arpt manager at 518–565–4794. ARFF index D coverage avbl upon request, ctc arpt manager. Acft arriving or departing PBG must announce intentions on CTAF. Expect downdrafts and turbulence during periods of strong cross winds. Rwy 17 sequence flashing lgts OTS indef. ACTIVATE HIRL Rwy 17–35, ALSF1 Rwy 17, MALSR Rwy 35 REIL Rwy 17, and twy lgts—CTAF. Landing fee. No landing fee for government acft.
WEATHER DATA SOURCES: ASOS 132.225 (518) 324–5539.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (1045–0500Z‡) **CLNC DEL** 121.85
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PBG.
(H) VORTAC 116.9 PLB Chan 116 N44°41.10′ W73°31.36′ 146° 3.1 NM to fld. 343/15W.
ILS/DME 109.7 I–FQV Chan 34 Rwy 35. Class IE.

PLAZZ N42°52.43′ W78°48.99′ NOTAM FILE BUF. DETROIT
NDB (LOM) 204 GB 052°5.5 NM to Buffalo Niagara Intl. L–31E

VORTAC PLB 116.9 Chan 116	APCH CRS 332°	Rwy ldg 11,759 TDZE 177 Arpt Elev 235

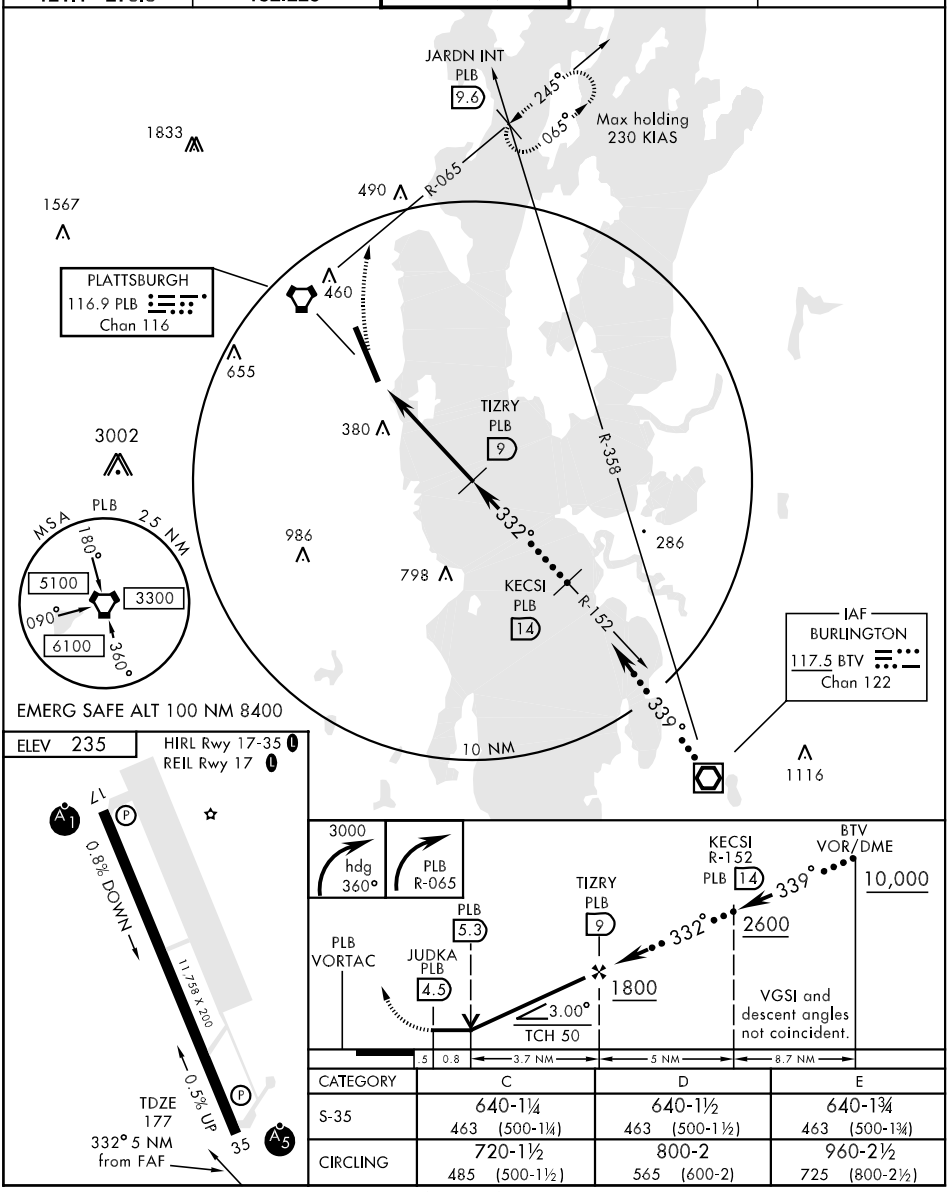
JAL-729 [USAF] PLATTSBURGH INTL (PBG)

Use Clinton County altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON 121.1 278.8	CLINTON COUNTY ASOS 132.225	UNICOM 122.7 (CTAF)	CLNC DEL 121.85	122.975 (L)



CATEGORY	C	D	E
S-35	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)	640-1¾ 463 (500-1¾)
CIRCLING	720-1½ 485 (500-1½)	800-2 565 (600-2)	960-2½ 725 (800-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FQV	APP CRS	Rwy Idg	11758
109.7	352°	TDZE	177
Chan 34		Apt Elev	234

ILS or LOC/DME RWY 35

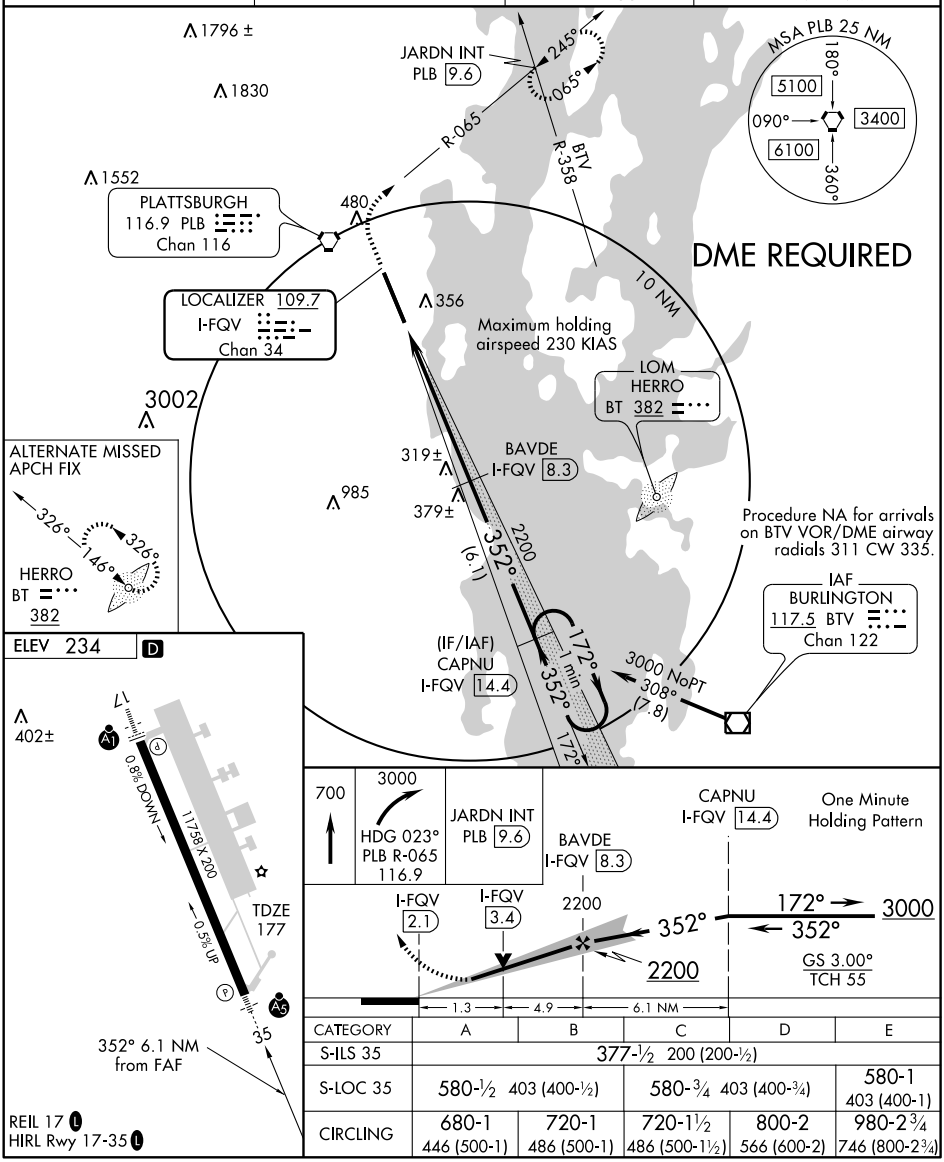
PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L



CATEGORY	A	B	C	D	E
S-ILS 35	377-½ 200 (200-½)				
S-LOC 35	580-½ 403 (400-½)		580-¾ 403 (400-¾)		580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11758
CH 40402	172°	TDZE	234
W17A		Apt Elev	234

RNAV (GPS) RWY 17

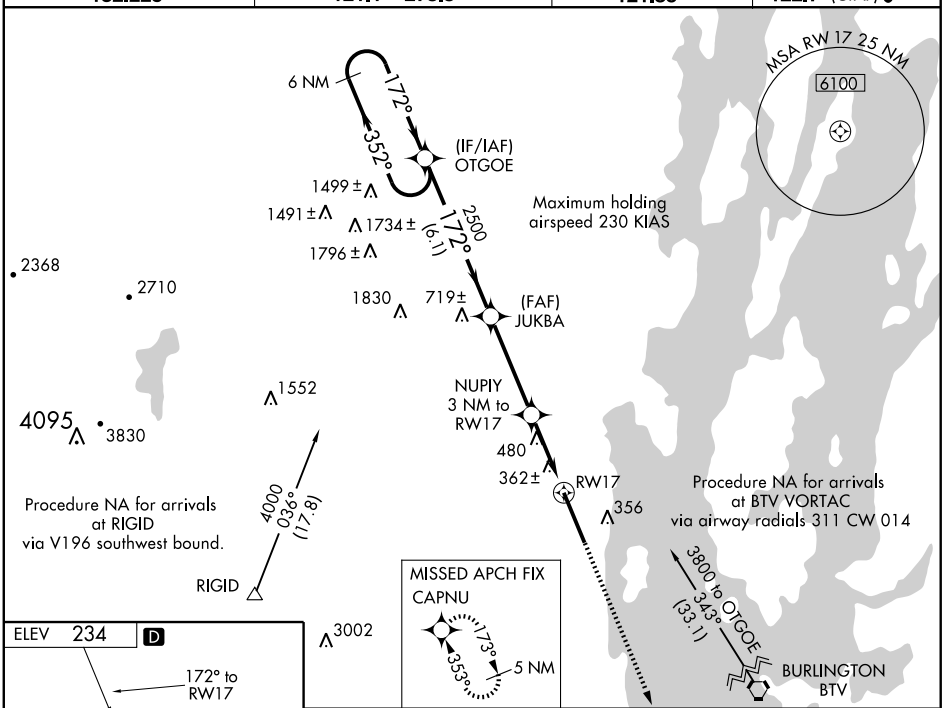
PLATTSBURGH INTL (PBG)

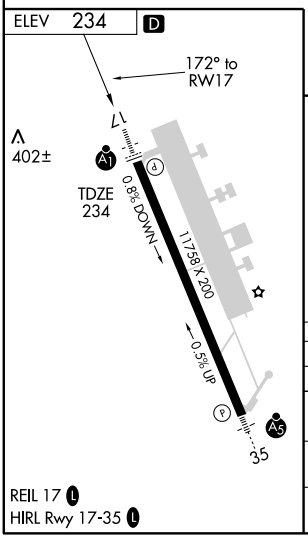
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

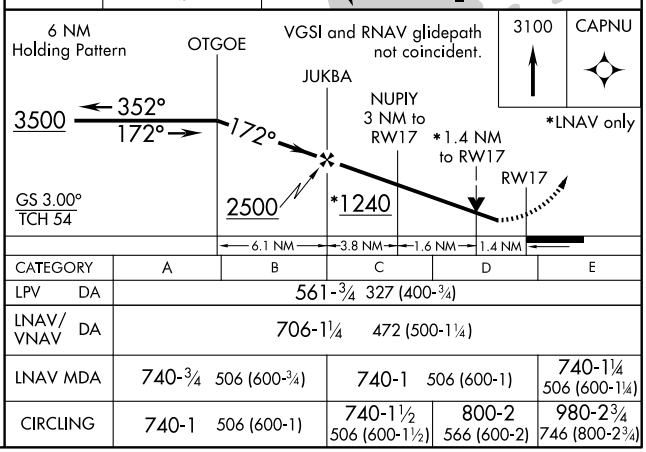
ALSF-1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	561-¾ 327 (400-¾)				
LNAV/VNAV DA	706-1¼ 472 (500-1¼)				
LNAV MDA	740-¾ 506 (600-¾)		740-1 506 (600-1)		740-1¼ 506 (600-1¼)
CIRCLING	740-1 506 (600-1)		740-1½ 506 (600-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11758
CH 78003	353°	TDZE	177
W35A		Apt Elev	234

RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

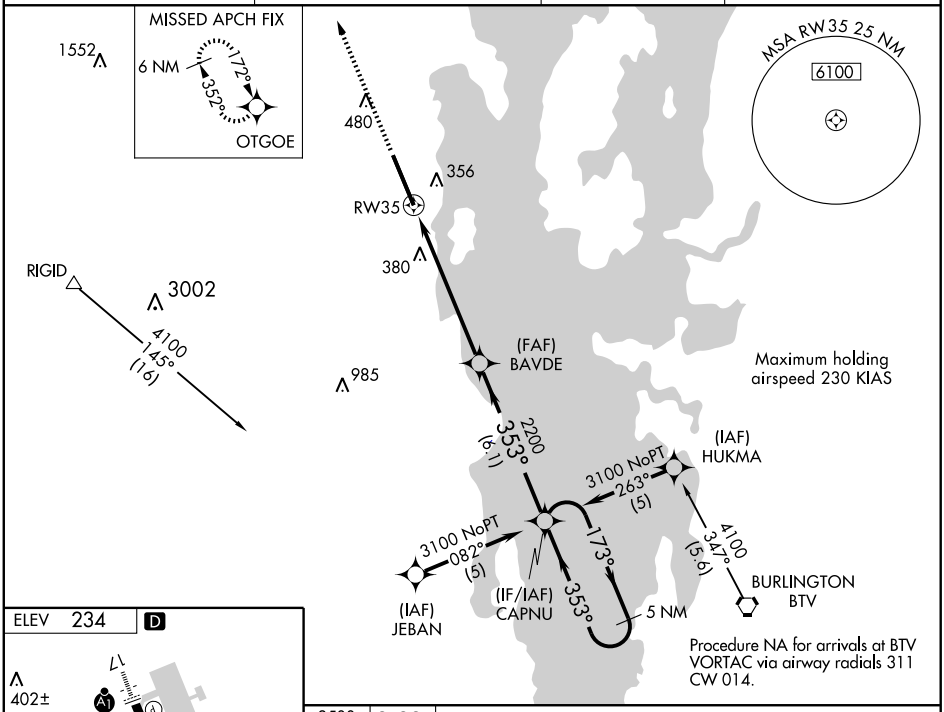
T
A NA
W

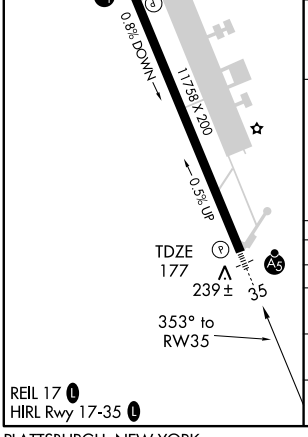
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

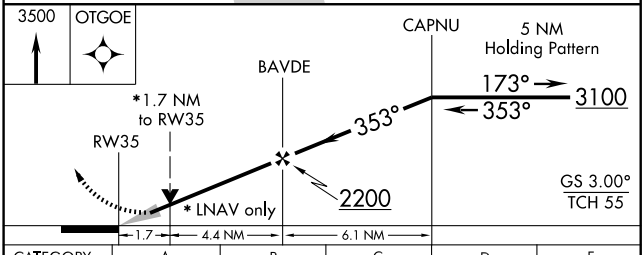
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	427-½ 250 (200-½)				
LNAV/ VNAV DA	537-¾ 360 (400-¾)				
LNAV MDA	700-½ 523 (500-½)		700-1 523 (500-1)	700-1¼ 523 (500-1¼)	
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC PLB 116.9 Chan 116	APP CRS 332°	Rwy Idg 11758 TDZE 177 Apt Elev 235

VOR/DME RWY 35

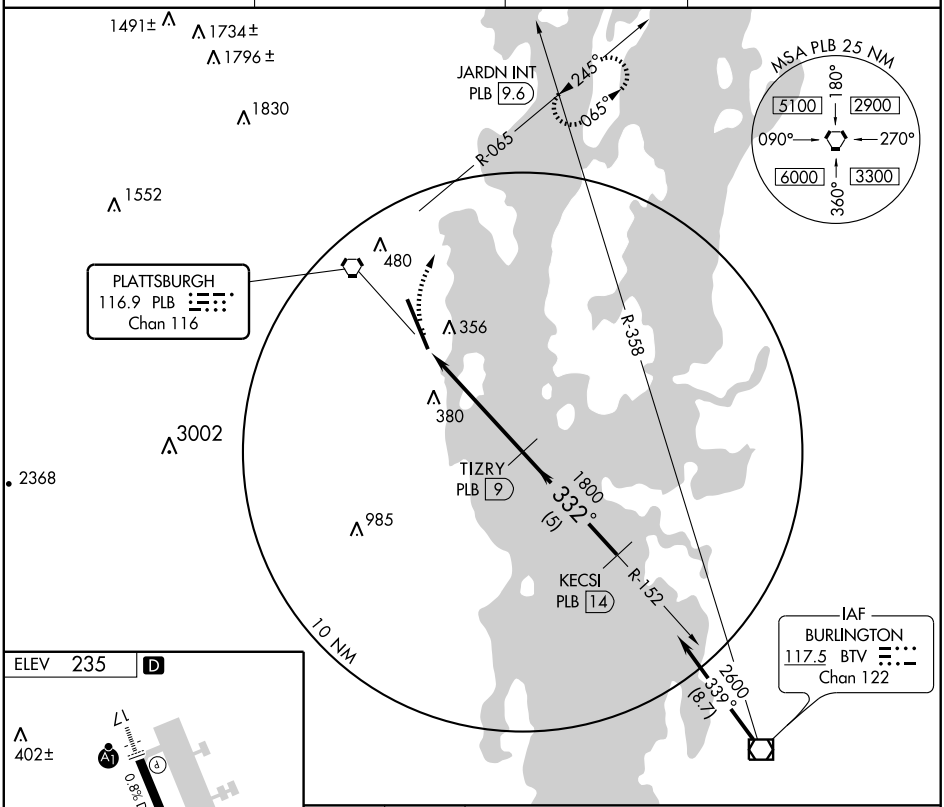
PLATTSBURGH INTL (PBG)

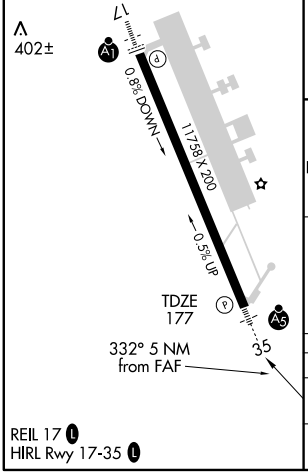
T NA — When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

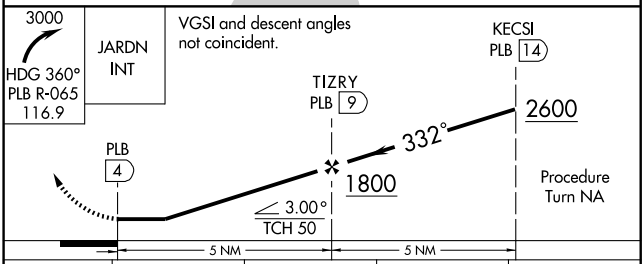
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS 132.225	BURLINGTON APP CON ★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1	463 (500-1)	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)
CIRCLING	700-1	465 (500-1)	720-1½ 485 (500-1½)	800-2 565 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

PORT WASHINGTON

SANDS POINT SPB (7N3) 2 NW UTC−5(−4DT) N40°50.26′ W73°42.97′ — NEW YORK COPTER

00 NOTAM FILE ISP

WATERWAY 01–19: 6000X300 (WATER)

WATERWAY 12–30: 6000X300 (WATER)

SEAPLANE REMARKS: Attended 1330Z‡–dusk. Numerous +60′ sailboats and masts.

COMMUNICATIONS: CTAF 122.9

POTSDAM MUNI (DAMON FLD) (PTD) 2 E UTC−5(−4DT) N44°40.60′ W74°56.91′ — MONTREAL L–32G IAP

474 B S4 **FUEL** 100LL TPA—1274(800) NOTAM FILE PTD

RWY 06–24: H3705X60 (ASPH) S–30 MIRL

RWY 06: REIL. PAPI(P2L)–GA 3.0° TCH 45′. Tree. **RWY 24:** REIL. PAPI(P2L)–GA 3.0° TCH 45′. Tree.

AIRPORT REMARKS: Unattended. Fuel 24 hr self–serve. Rwy condition not monitored, recommend visual inspection prior to use. Deer on and invof arpt. Expect flt training ops invof arpt. Noise abatement procedures in effect, call arpt manager for details at 315–268–1000. ACTIVATE MIRL Rwy 06–24; REIL Rwys 06 and 24; PAPI Rwys 06 and 24, and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (315) 265–6106.

COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MSS.

MASSENA (H) VORTACW 114.1 MSS Chan 88 N44°54.87′ W74°43.36′ 228° 17.2 NM to fld. 200/14W. **HIWAS.**

NDB (MHW) 400 PTD N44°43.40′ W74°52.96′ 239° 4 NM to fld. NOTAM FILE BTV.

POUGHKEEPSIE N41°37.60′ W73°53.03′ — NEW YORK L–33B, 34I

RCO 122.2 122.4 (NEW YORK RADIO)

NDB PTD	APP CRS	Rwy Idg	3705
400	235°	TDZE	474
		Apt Elev	474

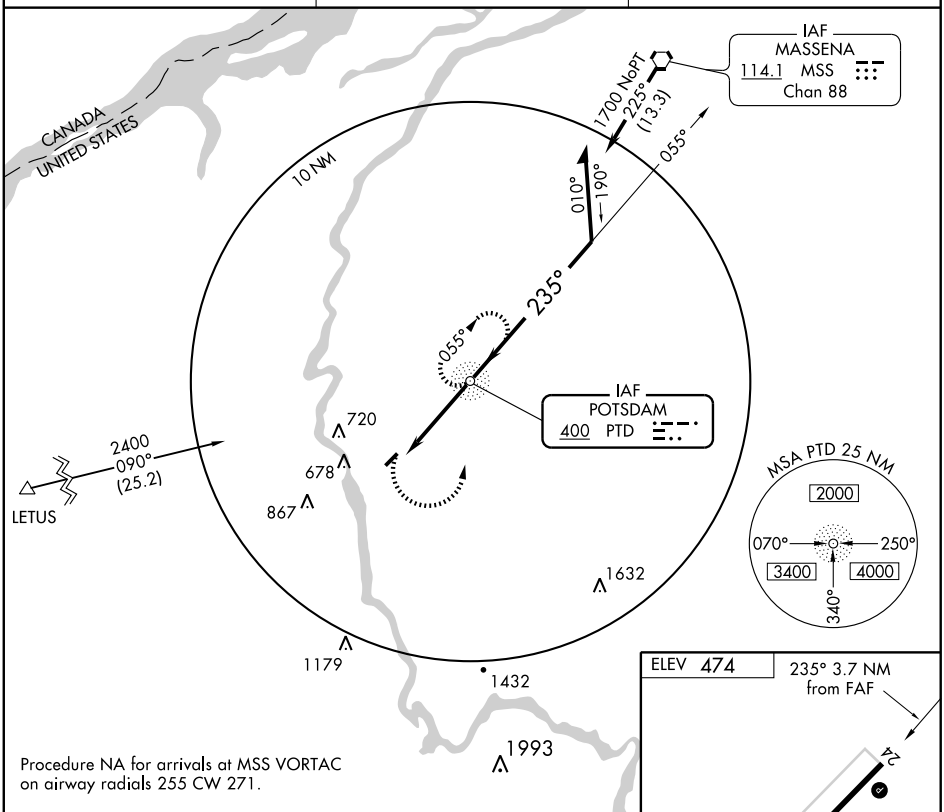
NDB RWY 24

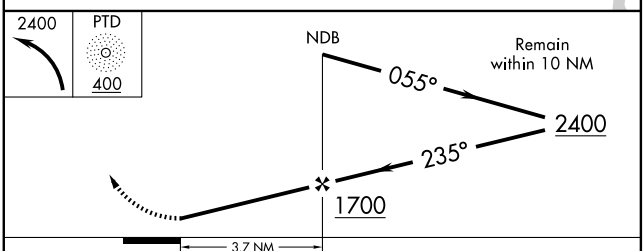
POTSDAM MUNI (DAMON FIELD) (PTD)

T
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

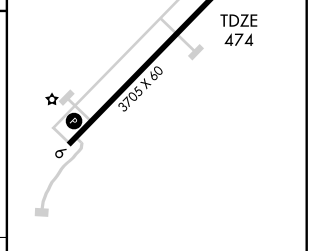
MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

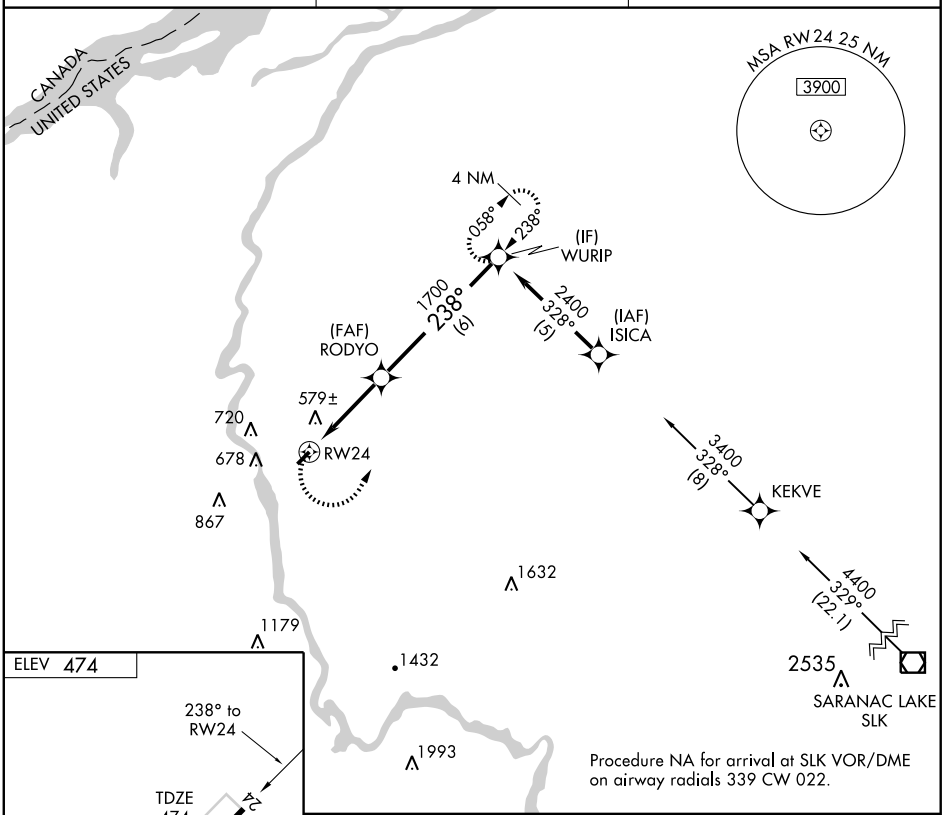
RNAV (GPS) RWY 24

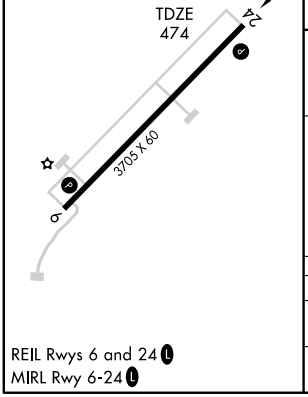
POTSDAM MUNI (DAMON FIELD) (PTD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

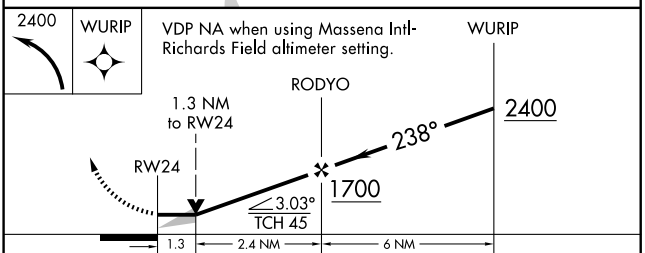
MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



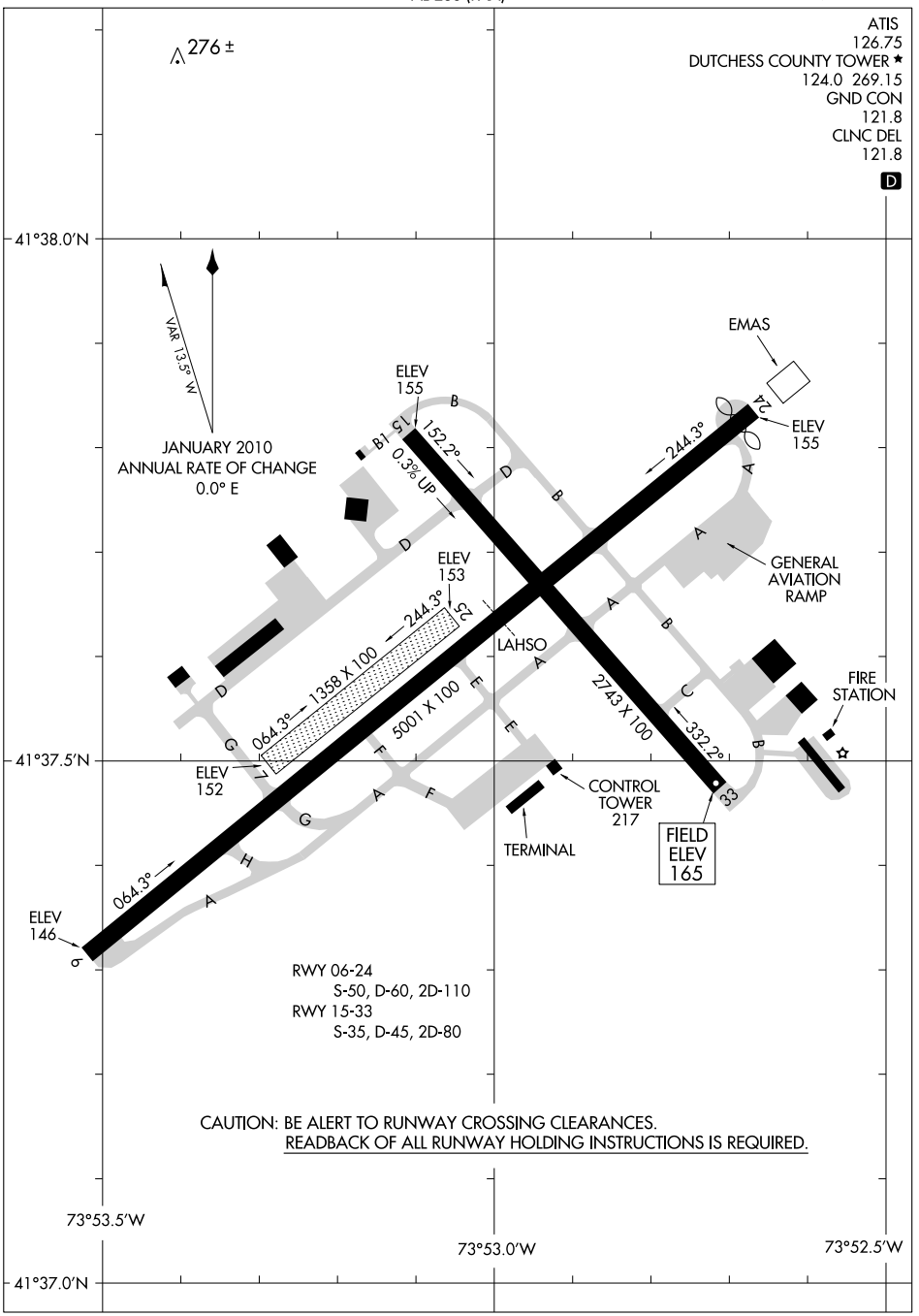
CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	880-1 406 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK



RWY 06-24
S-50, D-60, 2D-110
RWY 15-33
S-35, D-45, 2D-80

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

POUGHKEEPSIE

DUTCHESS CO (POU) 4 S UTC−5(−4DT) N41°37.59′ W73°53.05′ **NEW YORK**

165 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks. **H–10I, 12J, L–33B, 34I**

NOTAM FILE POU **IAP, AD**

RWY 06–24: H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110 HIRL

RWY 06: MALSR. PAPI(P4L)—GA 3.00° TCH 57. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.25° TCH 57. Thld dsplcd 113′. Tree.

RWY 15–33: H2743X100 (ASPH–CONC) S–35, D–45, 2D–80 MIRL

0.3% up SE

RWY 15: Trees.

RWY 33: REIL. VASI(V4L)—GA 3.75° TCH 64′. Trees.

RWY 07–25: 1358X100 (TURF–DIRT)

RWY 25: Antenna.

LAND AND HOLD SHORT OPERATIONS

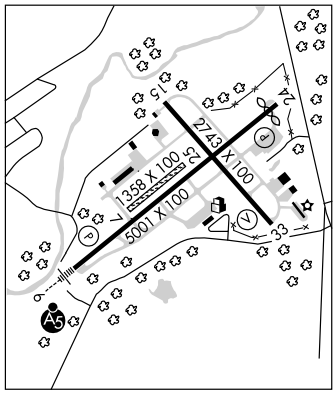
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	15–33	3150

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–5001	TODA–5001	ASDA–5001	LDA–5001
RWY 07:	TORA–1358	TODA–1358	ASDA–1358	LDA–1358
RWY 15:	TORA–2743	TODA–2743	ASDA–2743	LDA–2743
RWY 24:	TORA–5001	TODA–5001	ASDA–5001	LDA–4888
RWY 25:	TORA–1358	TODA–1358	ASDA–1358	LDA–1358
RWY 33:	TORA–2743	TODA–2743	ASDA–2743	LDA–2743

ARRESTING GEAR/SYSTEM

RWY 06: EMAS



AIRPORT REMARKS: Attended 1200–0230Z‡. For after hrs fuel svcs, ctc business office during business hrs at 845–463–6000. Rwy 15–33 CLOSED to air carrier acft. Rwy 07–25 CLOSED ngts and during instrument meteorological conditions and from Nov 1–Apr 15. Rwy 07–25 restricted to acft less than 12,500 lbs. Deer and birds on and invof arpt. No touch and go ldg and no practice instrument apch for acft over 12,500 lbs between 0400–1200Z‡. 50 ft drop 100 ft from Rwy 06 thld. Noise abatement procedures in effect. TPA—1199(1034) small acft 1999(1834) large acft. Rwy 33 use of VASI restricted to category A acft only. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 845–463–6000. Index B coverage is provided. Twy B–1, ''G'' T–hanger taxilane, and ''J'' T–hanger taxilane clsd to air carrier acft. Ground soft in tie down areas. Rwy 07 edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 06–24, REILS Rwy 24, MALSR Rwy 06—CTAF. Ldg fee for multi–engine acft.

WEATHER DATA SOURCES: ASOS 126.75 (845) 462–0648. LAWRS

COMMUNICATIONS: CTAF 124.0 **ATIS** 126.75 **UNICOM** 122.95

POUGHKEEPSIE RCO 122.2 122.4 (NEW YORK RADIO)

Ⓡ **NEW YORK APP/DEP CON** 132.75

TOWER 124.0 (15 May–14 Sep 1200–0300Z‡, 15 Sep–14 May 1200–0200Z‡) **GND CON** 121.8 **CLNC DEL** 121.8

AIRSPACE: CLASS D svc 15 May–14 Sep 1200–0300Z‡, 15 Sep–14 May 1200–0200Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 242° 3.6 NM to fld. 580/12W. **HIWAS.**

ILS 111.3 I–POU Rwy 06. Class IT. LOC/GS unmonitored Sep 15–May 14 0200–1200Z‡ and May 15–Sep 14 0300–1200Z‡.

PRATT'S EASTERN DIVIDE (See SHERMAN)

QUAKER STREET

KNOX (N65) 1SE UTC−5(−4DT) N42°43.77′ W74°09.84′ **NEW YORK**

1130 S4 TPA—1930(800) NOTAM FILE BTV

RWY 09–27: 2750X60 (TURF)

RWY 09: Tree. **RWY 27:** Trees. Rgt tfc.

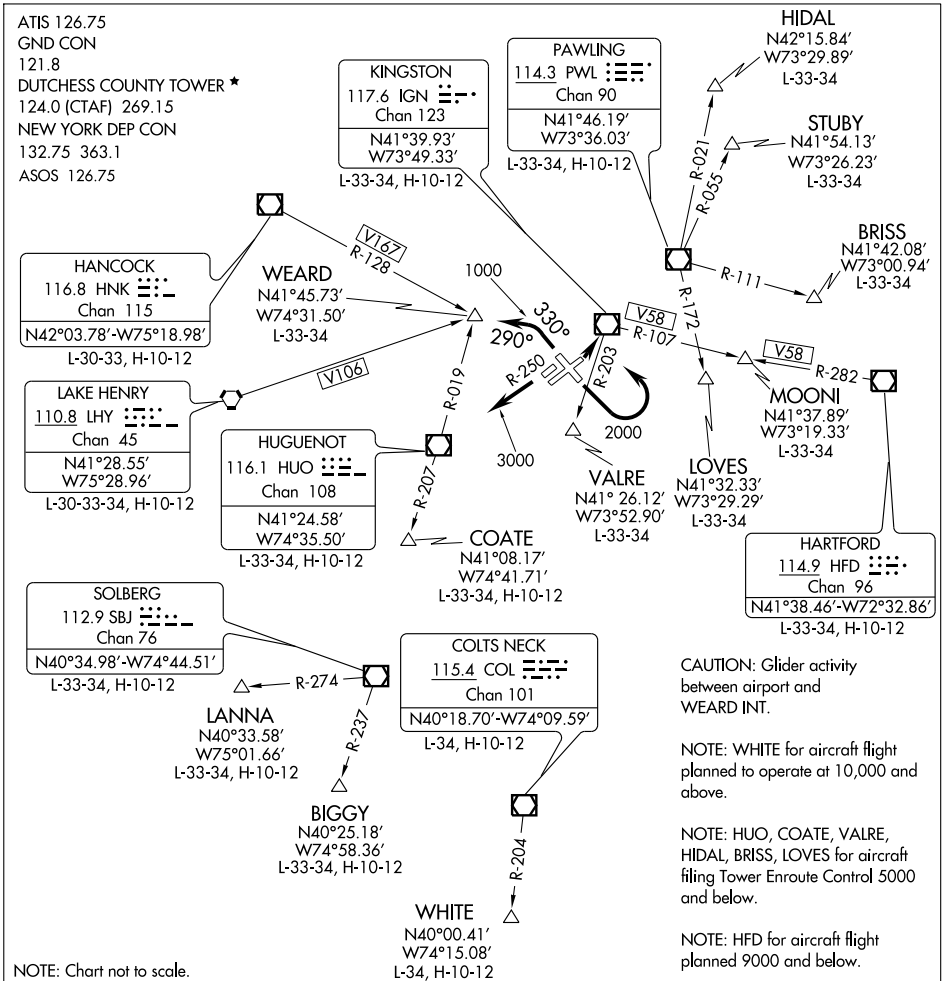
AIRPORT REMARKS: Attended irregularly. For svcs call 518–895–8140. Phone 518–895–8140 for fld conditions. Parachute Jumping. Rwy 27 has 400′ by 26′ mowed overrun/runup area at slight angle to rwy centerline. Rwy 27 thld unmarked.

COMMUNICATIONS: CTAF 122.9

RANDALL (See MIDDLETOWN)

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

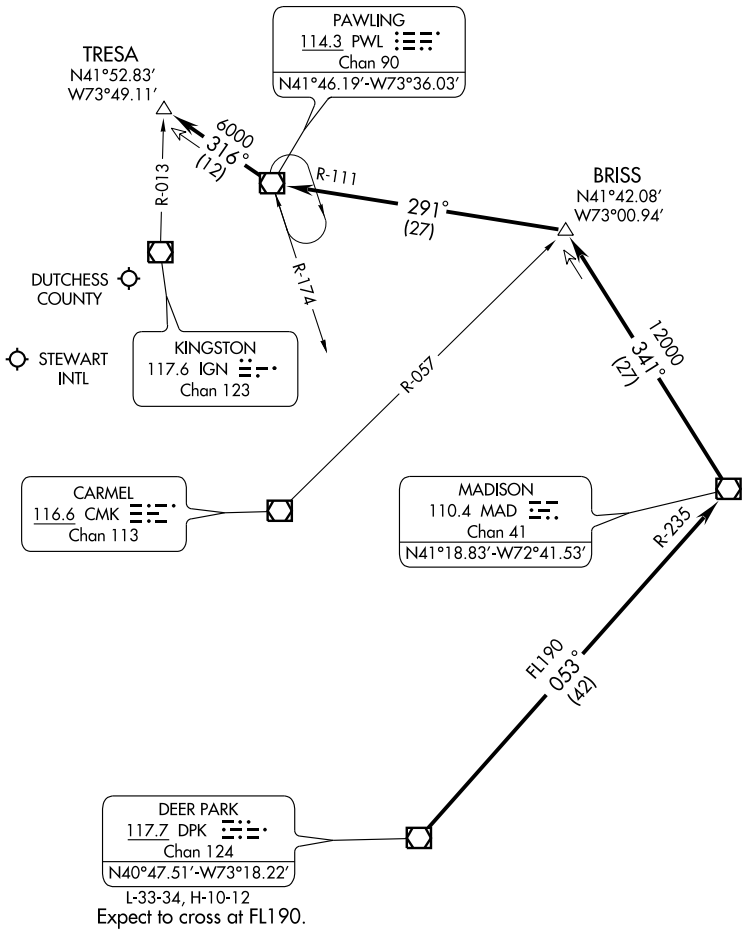


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .
. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

ILS or LOC RWY 6

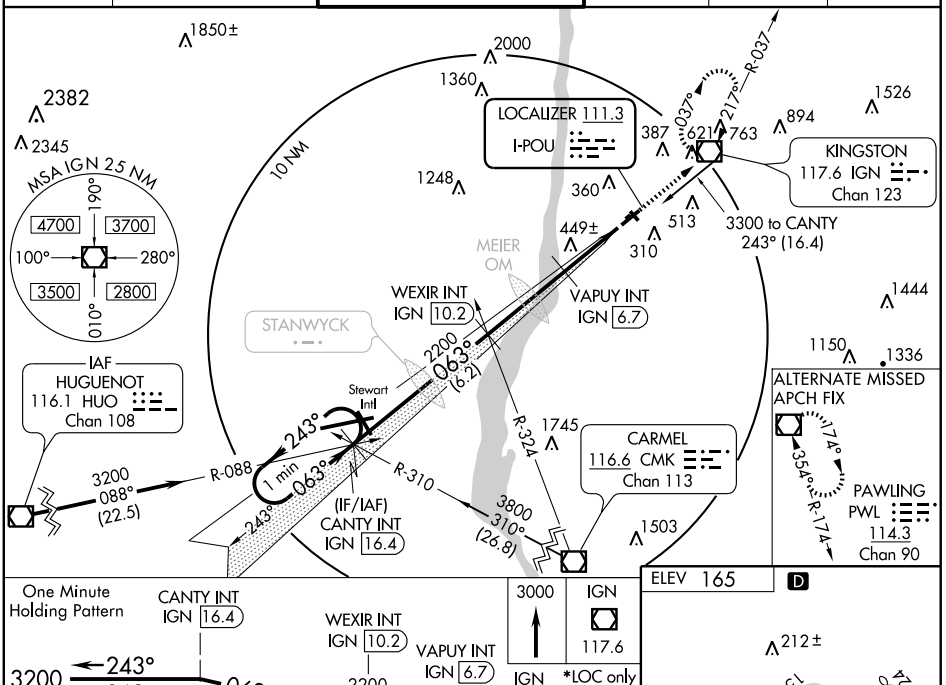
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

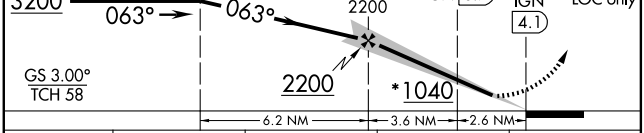
T A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

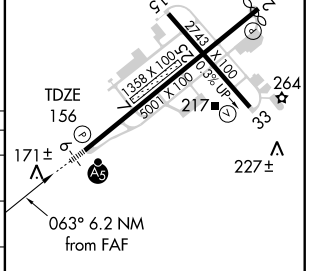
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER *	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)		1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)
CIRCLING	1040-1¼ 875 (900-1¼)		1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42910	063°	TDZE	156
W06A		Apt Elev	165

RNAV (GPS) RWY 6

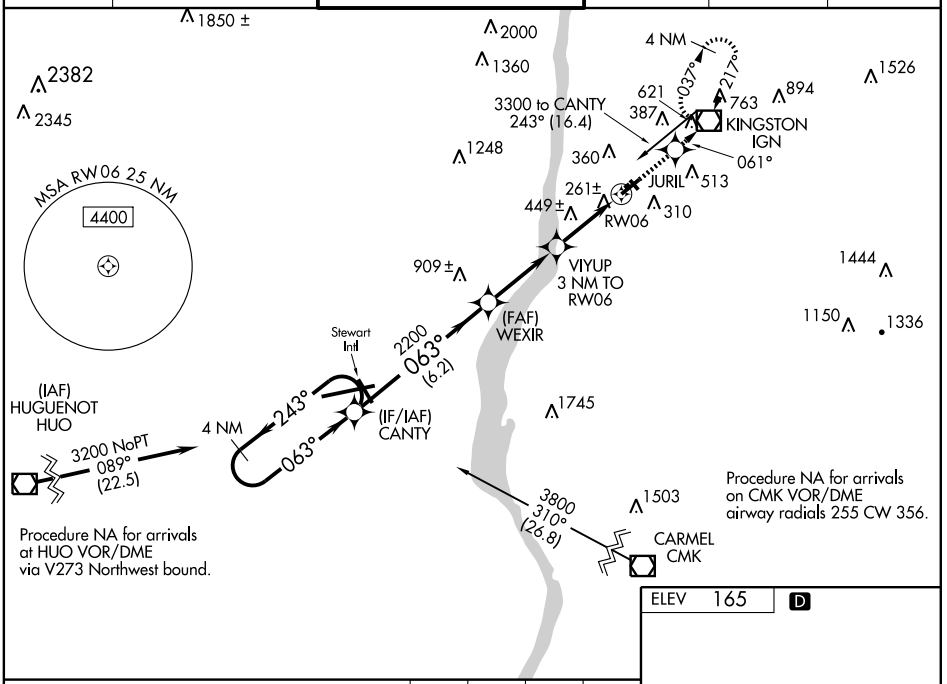
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

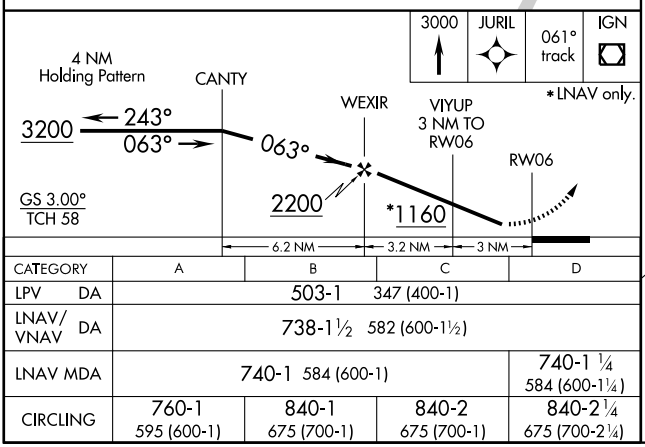
▼ Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

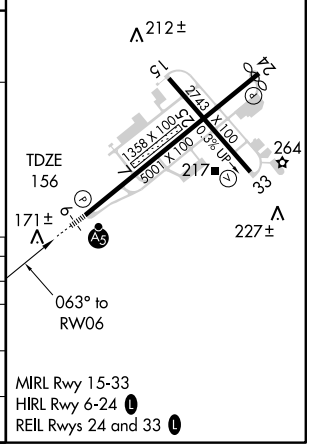
▲ MALSR A5

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	503-1 347 (400-1)			
LNAV/VNAV DA	738-1½ 582 (600-1½)			
LNAV MDA	740-1 584 (600-1)			740-1 ¼ 584 (600-1¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

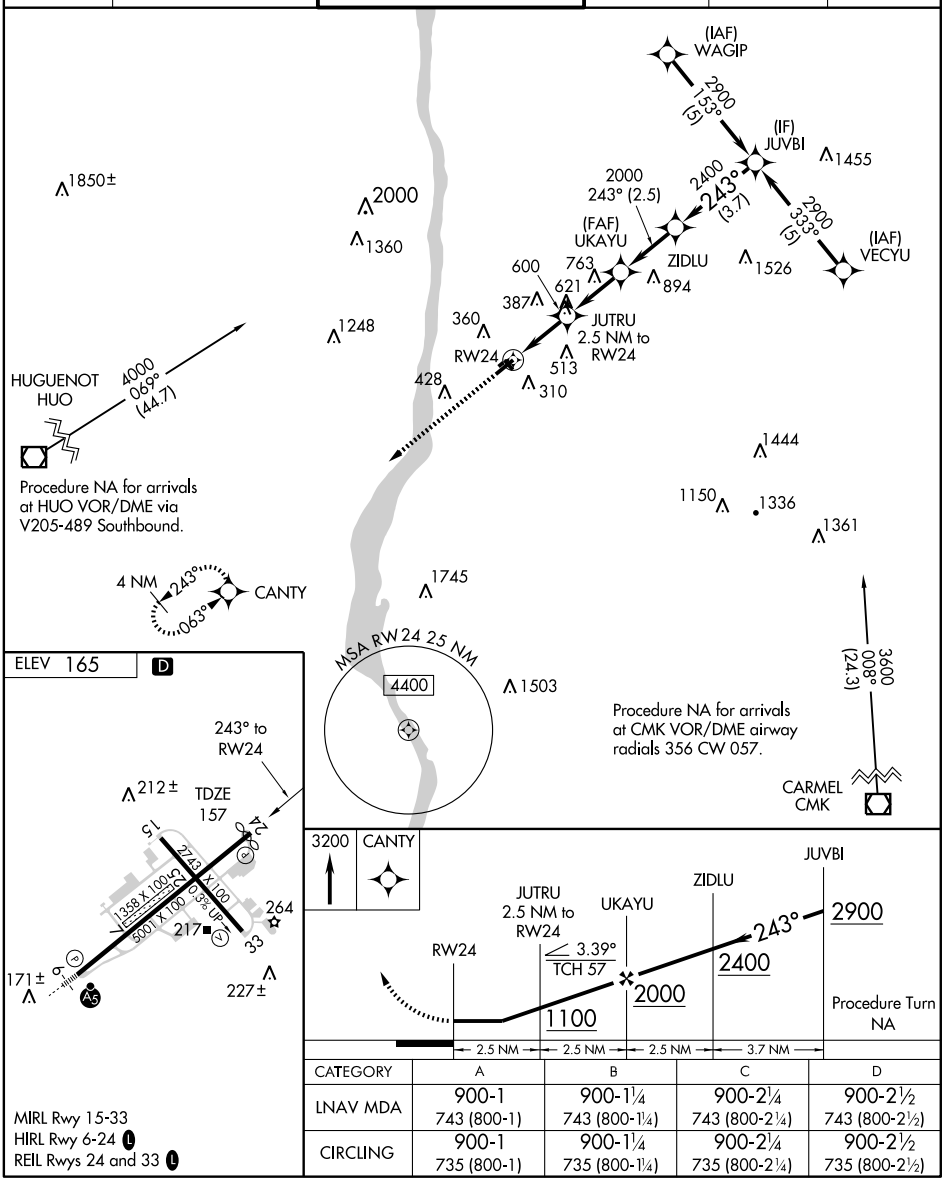
RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
ORANGE COUNTY
SULLIVAN COUNTY INTL
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
NOTE: This STAR applicable to non-jet aircraft landing SWF/SWF Sats.
43
(17)
R-314
RAGER
N41°34.10'
W74°54.77'
Expect clearance to cross at 5,000 feet.
26
(8)
R-354
STILLWATER
109.6 STW
Chan 33
HAWLY
N41°32.39'
W75°05.43'
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect RADAR vectors to final approach course after RUBER Int.

VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	242°	TDZE	N/A
Chan 123		Apt Elev	165

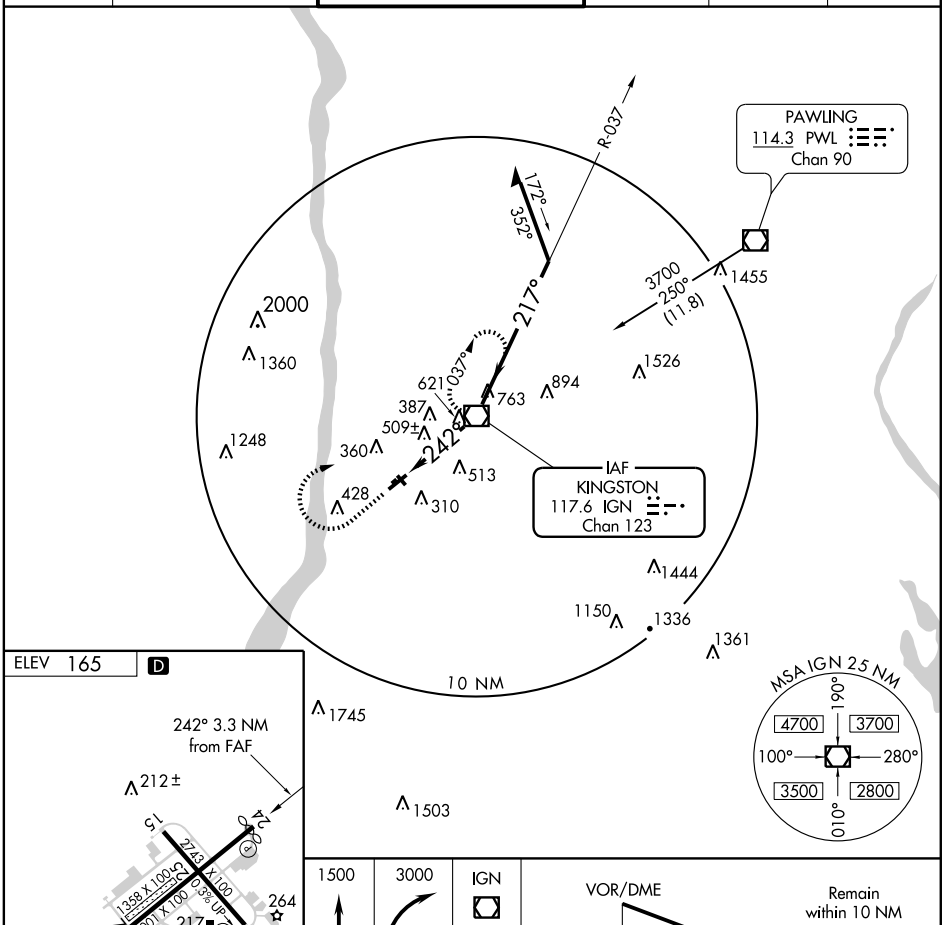
VOR-A

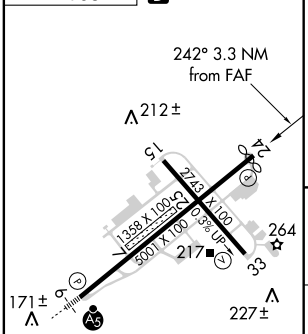
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95

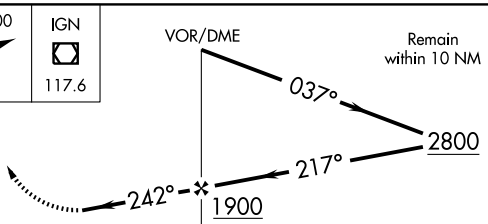




MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

1500	3000	IGN
		117.6



CATEGORY	A	B	C	D
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

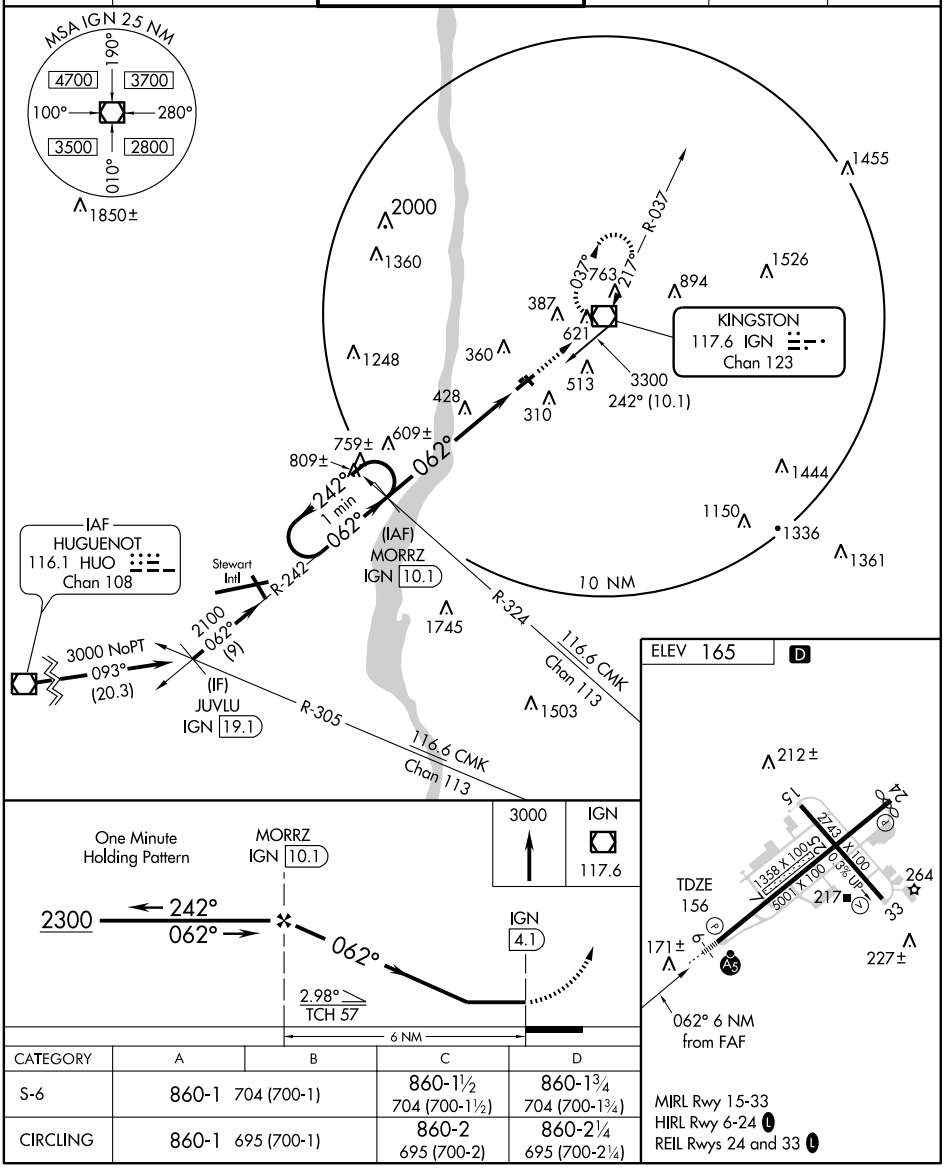
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T A Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



CATEGORY	A	B	C	D
S-6	860-1 704 (700-1)		860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1 695 (700-1)		860-2 695 (700-2)	860-2¼ 695 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME IGN 117.6 Chan 123	APP CRS 242°	Rwy Idg 4888 TDZE 157 Apt Elev 165

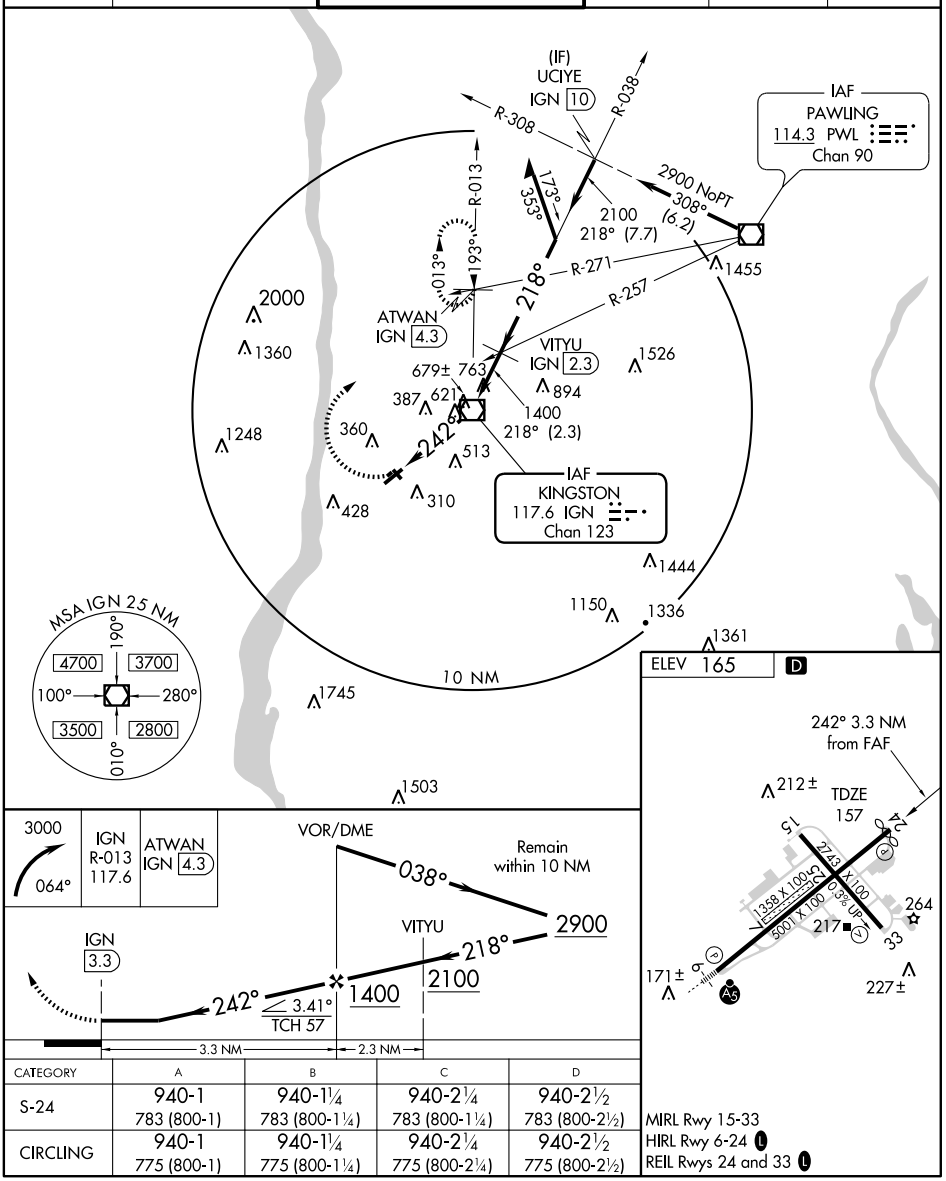
VOR/DME RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RANDOLPH (D85) 2 W UTC−5(−4DT) N42°09.25′ W79°00.99′ **DETROIT**

1665 NOTAM FILE BUF

RWY 08–26: 2495X80 (TURF)

RWY 08: Brush. **RWY 26:** Brush.

AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt occasionally at dusk and early morning. + 15′ brush along south edge of rwy, 50–60′ from centerline. Rwy 08 has + 44′ tree, 20′ from rwy end, 75′ right of centerline, + 63′ tree, 135′ from rwy end, 115′ right of centerline, + 63′ trees, 520′ from rwy end, 125′ right of centerline. Rwy 26 has + 82′ trees, 760′ from rwy end, across rwy centerline. Limited visibility down runway, cannot see aircraft on rwy end from opposite rwy end.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1–888–766–8267.

RED HOOK

SKY PARK (46N) 2 E UTC−5(−4DT) N41°59.08′ W73°50.16′ **NEW YORK**

323 TPA–1523(1200) NOTAM FILE ISP **L–33B, 34I**

RWY 01–19: H2664X30 (ASPH) S–30 0.3% up S **IAP**

RWY 01: Trees. **RWY 19:** Trees.

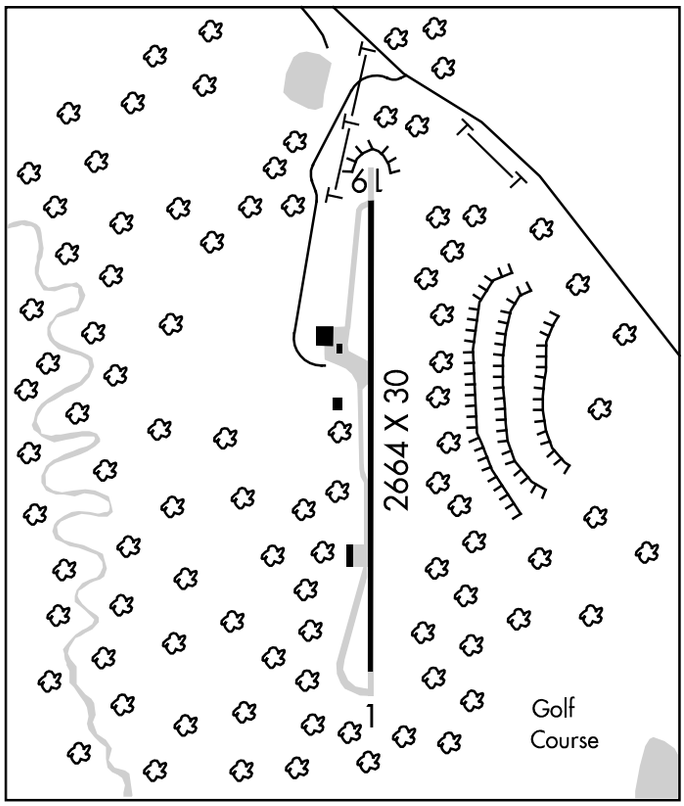
AIRPORT REMARKS: Unattended. Call at least three (3) hours prior minimum for PPR at 845–352–3924. Rwy safety areas have dropoffs and rough terrain. Rwy 01–19 pavement has small potholes and loose aggregate. Parallel twy constructed of dirt and grvl. Trees within 20′ of centerline east of parallel twy south of midpoint. Parking fee weekends during air show at Rhinebeck.

COMMUNICATIONS: CTAF 122.9

Ⓡ **NEW YORK APP/DEP CON** 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 010°19.1 NM to fld. 580/12W. **HIWAS.**



RENSSELAER CO (See TROY)

REPUBLIC (See FARMINGDALE)

ROCHESTER N43°07.08′ W77°40.37′ NOTAM FILE ROC. **DETROIT**

(L) VOR/DME 110.0 ROC Chan 37 at Greater Rochester Intl. 549/12W. **H–10H, 11C, 12J, L–31E, 32F**

RCO 122.6 (BUFFALO RADIO)

VOR/DME IGN	APP CRS	Rwy Idg	2664
117.6	010°	TDZE	323
Chan 123		Apt Elev	323

VOR or GPS RWY 1

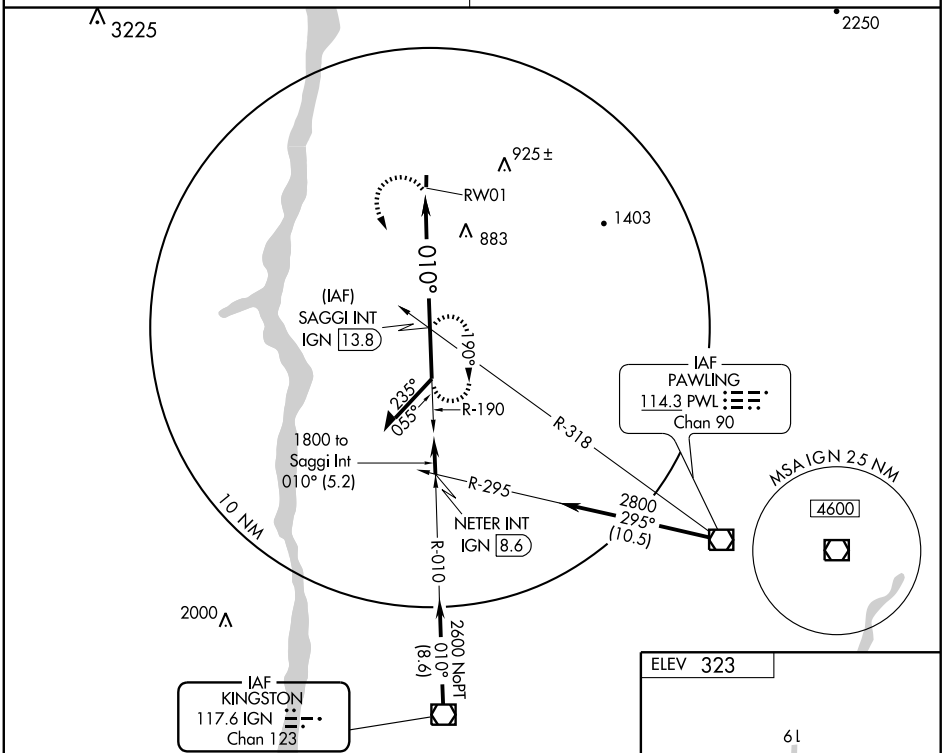
RED HOOK / SKY PARK (46N)

NA

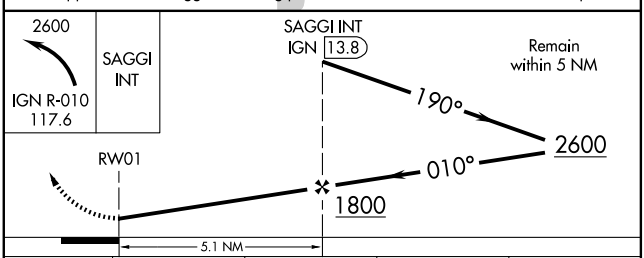
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

NEW YORK APP CON	CTAF
132.75 363.1	122.9

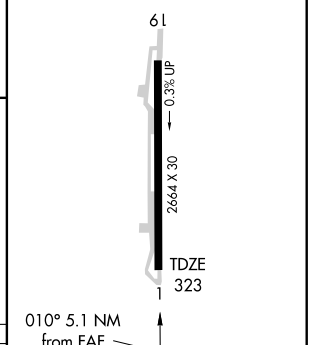


Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)	NA		
CIRCLING	1340-1¼ 1017 (1100-1¼)	NA		

ELEV 323

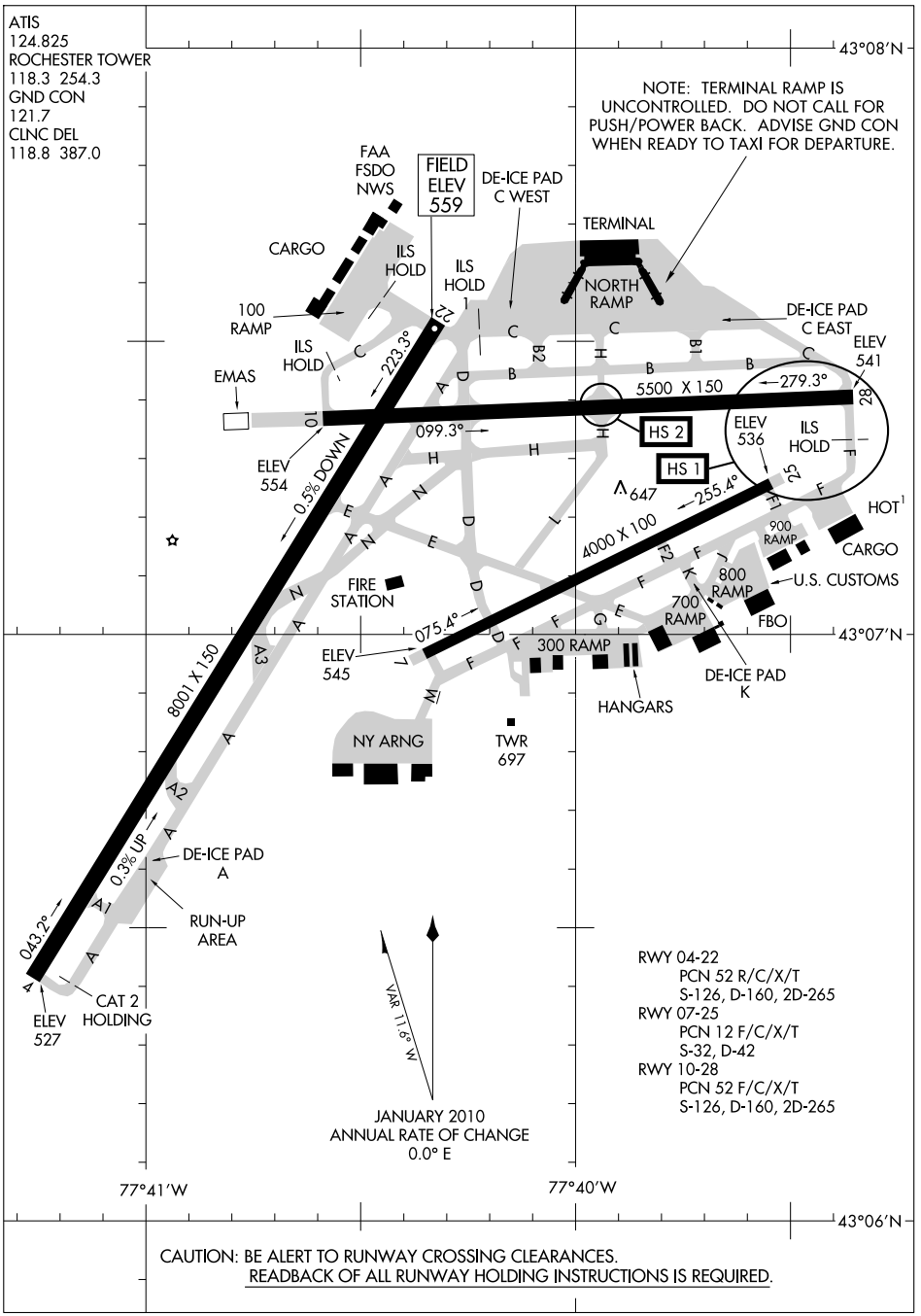


FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ROCHESTER/GREATER ROCHESTER INTL (ROC)
AL-351 (FAA)
ROCHESTER, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

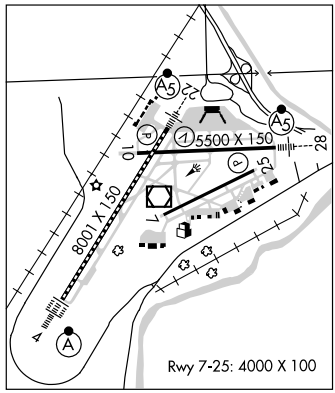
ROCHESTER, NEW YORK
ROCHESTER/GREATER ROCHESTER INTL (ROC)

10266

ROCHESTER

GREATER ROCHESTER INTL (ROC) 3 SW UTC−5(−4DT) N43°07.13′ W77°40.34′ **DETROIT**
559 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE **H–10H, 11C, 12J, L–31E, 32F**
Class I, ARFF Index C NOTAM FILE ROC **IAP, AD**

RWY 04–22: H8001X150 (ASPH–GRVD) S–126, D–160, 2D–265 PCN 52 R/C/X/T HIRL CL
RWY 04: ALSF2. TDZL. Trees. 0.3% up.
RWY 22: MALSR. VASI (V4L)—GA 3.0°TCH 52′. Tree. Rgt tfc. 0.5% down.
RWY 10–28: H5500X150 (ASPH–GRVD) S–126, D–160, 2D–265 PCN 52 F/C/X/T HIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Trees. Rgt tfc.
RWY 28: MALSR. Fence.
RWY 07–25: H4000X100 (ASPH) S–32, D–42 PCN 12 F/C/X/T MIRL
RWY 07: REIL. Pole. Rgt tfc.
RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Tree.
ARRESTING GEAR/SYSTEM
RWY 28: EMAS



AIRPORT REMARKS: Attended continuously. J8 avbl for DoD acft. Birds, deer and coyote on and invof arpt. Rwy 07–25 CLOSED to jet acft. Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other. No practice apchs or maintenance engine run–ups between 0400–1100Z‡. +80′ obstruction lgtd twr 1250′ west of Rwy 04–22 centerline 1000′ south of extended centerline Rwy 10–28. Multiple unshielded lgts in final apch area Rwy 28. Twy A from Twy E to Rwy 28 clsd to acft with wingspan greater than 170′. Twy A2 clsd to heavy acft. Twy L clsd to acft greater than 60,000 lbs. gross takeoff weight. Twy F from Twy J to Rwy 07 clsd to acft with wingspan greater than 100′. TPA—1400(841) small acft, 2000(1441) large acft/turbine. Rwy 07 REIL and Rwy 25 REIL controlled by twr but not monitored. Rwy 10 REIL controlled by tower but not monitored. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS 124.825 (585) 235–7322. WSP.
COMMUNICATIONS: ATIS 124.825 **UNICOM** 122.95
ROCHESTER RCO 122.6 (BUFFALO RADIO)
Ⓡ **APP CON** 119.55 (330°–160°) 123.7 (161°–329°) Ⓡ **DEP CON** 119.55 (330°–160°) 123.7 (161°–329°) 127.325
TOWER 118.3 **GND CON** 121.7 **CLNC DEL** 118.8 **PRE–TAXI CLNC** 118.8
AIRSPACE: CLASS C svc continuous, ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.
ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ at fld. 549/12W.
AVON NDB (MHW) 344 AVN N43°00.60′ W77°46.16′ 042° 7.8 NM to fld.
BREIT NDB (LOM) 400 RO N43°07.59′ W77°33.24′ 275° 5.2 NM to fld.
ILS 110.7 I–MCU Rwy 04. Class IIE.
ILS 110.7 I–MWD Rwy 22. Class IB. Middle Marker and Outer Marker unmonitored.
ILS 109.5 I–ROC Rwy 28. Class IT. LOM BREIT NDB.

ROCKDALE N42°27.98′ W75°14.35′ NOTAM FILE BUF. **NEW YORK**
(L) VOR/DME 112.6 RKA Chan 73 230°12.6 NM to Sidney Muni. 2032/11W. **H–10I, 11C, 12J, L–32F, 33A**
RCO 122.1R 112.6T (BUFFALO RADIO)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CALDWELL, NJ		
ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEW YORK, NY		
LA GUARDIA (LGA)	HS 1	Int of rwys and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
ROCHESTER, NY		
GREATER ROCHESTER INTL (ROC)	HS 1	Adjacent thresholds.
	HS 2	Rwy int.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO 108.2 GEE Chan 19

ALTERNATE MISSED APCH FIX

153° 333° R-153

LOCALIZER 110.7 I-MCU

10 NM

1135 836 1000 695 1030± 757 096° 276° R-096 671 IM MM 631± 935 780 677 820 684

GEE R-033

LOM BREIT 400 RO

ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8)

R-008

(IF) FEPUG INT ROC 13.3

R-331

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

2600 331° (7.3)

224°

MSA ROC 25 NM

2600

090° 270°

3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559

641 655 643 611 628 647 617 697

5500 X 150

8001 X 150

4000 X 100

0.3% DOWN

0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

MIRL Rwy 7-25

HIRL Rwys 10-28 and 4-22

FEPUG INT ROC 13.3

WORIS INT ROC 5.3

1100 3000 HDG 135°

ROC R-096 110.0

RO 400

2600 044° 2000

ROC 0.9

MM IM

Procedure Turn NA

GS 3.00° TCH 56

2000

8 NM 4 NM 0.2 0.2

CATEGORY	A	B	C	D
S-ILS 4	735/18 200 (200-½)			
S-LOC 4	920/24 385 (400-½)			920/40 385 (400-¾)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MWD	APP CRS	Rwy Idg	8001
110.7	222°	TDZE	559
		Apt Elev	559

ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

T When R-5203 active hold in lieu not authorized.
A *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

DME OR RADAR REQUIRED

R-5203

MSA ROC 25 NM
2500
090° 270°
3600

10 NM

042° 1 min 222° 042°

(IF/IAF) KECKE ROC 12.4 RADAR

2500 222° (6.3)

MAPES OM ROC 6 RADAR

3000 to KECKE 043° (12.4)

1135 838 695 686 1000 757 1030± MM 780 677 820 684 935

LOCALIZER 110.7 I-MWD

ALTERNATE MISSED APCH FIX
AVON
AVN
344
041° 221°

AVON
344 AVN

ROCHESTER
110.0 ROC
Chan 37

MISSED APCH FIX
1238
GENESEO
GEE
108.2
Chan 19
153° 333°-R-153

ELEV 559
222° 5.6 NM from FAF
641 655 643
TDZE 559
611 628 647 617 697
5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.3% UP
22 10 28 25

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

1000 4000 GEE

MAPES OM ROC 6 RADAR
KECKE ROC 12.4 RADAR
One Minute Holding Pattern

2427 MM 222° 2500 222° 042° 222° 2500

GS 3.00°
TCH 50

0.5 5.1 NM 6.3 NM

CATEGORY	A	B	C	D
S-ILS 22	*759/24 200 (200-½)			
S-LOC 22	1000/24 441 (500-½)		1000/40 441 (500-¾)	1000/50 441 (500-1)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ROC	APP CRS	Rwy Idg	5500
109.5	278°	TDZE	548
		Apt Elev	559

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
143°
323°
R-143
GENESEO
108.2 GEE
Chan 19

10 NM

LOCALIZER 109.5
I-ROC

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(IF)
BILAW INT
ROC 13.4
RADAR

(ZEXOX)

BREIT LOM

1135 836 695 671 1000 1030± 757 677 780 684 820 935 2100 278° 098° (8) ROC R-098

MONCK
ROC 10
GEE 16.1
R-268
088°
268°
R-343
108.2 GEE
Chan 19

SUUSA INT
ROC 5.4
RADAR

(IAF)
LORTH
ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

ROCHESTER
110.0 ROC
Chan 37

R-034
R-051
1238

MSA ROC 25 NM
2600
090° 270°
3600

108.2 GEE Chan 19
108.2 GEE Chan 19

ELEV 559
641 655 643 611 628 647 617 697

TDZE 548
5500 X 150
4000 X 100
8001 X 150
0.5% DOWN
0.3% UP
278° 4.7 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

2000 3000 MONCK
HDG 230°
ROC R-268
110.0

SUUSA INT
ROC 5.4
RADAR
2100

BILAW INT
ROC 13.4
RADAR
2300
278°
Procedure Turn NA
GS 3.00°
TCH 57

ROC
0.8
2100

4.7 NM 8 NM

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50 732 (800-1)		1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1 721 (800-1)		1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

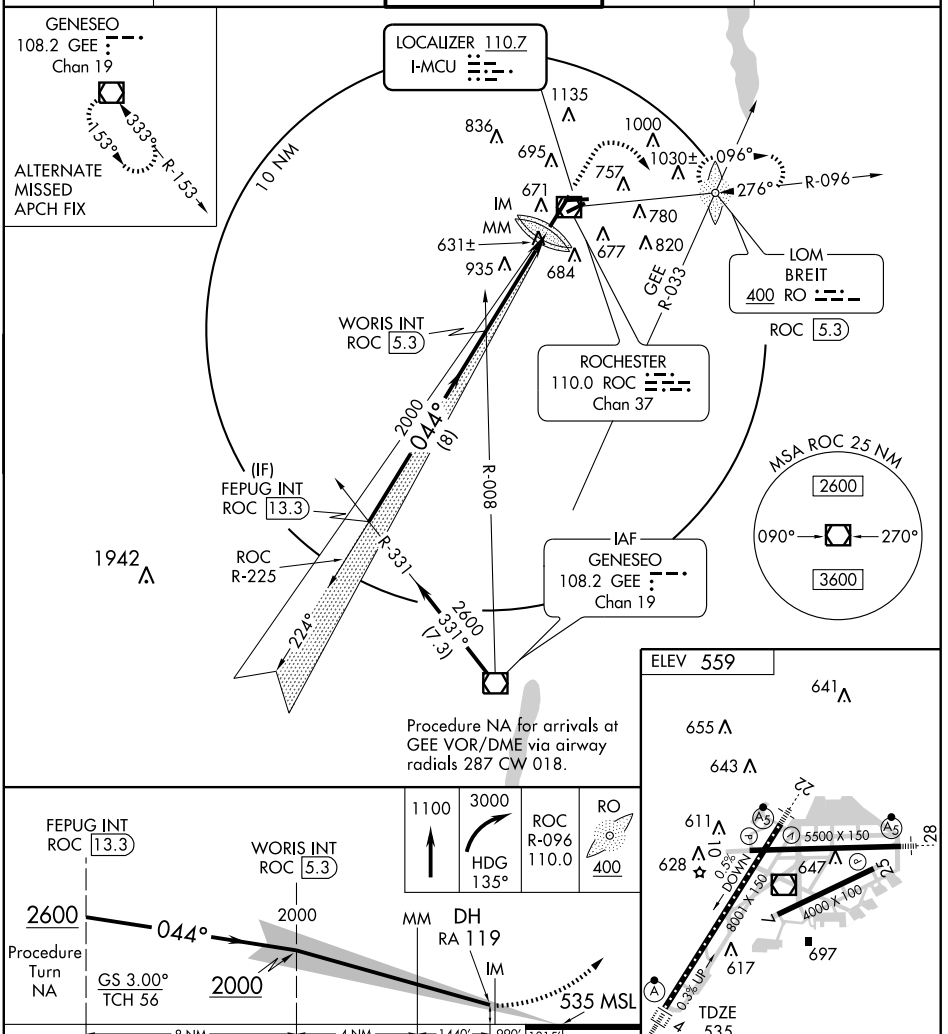
ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



CATEGORY	A	B	C	D
S-ILS 4	RA 119/12 100 DA 635			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45611 W04A	APP CRS 042°	Rwy Idg 8001 TDZE 535 Apt Elev 559

RNAV (GPS) RWY 4

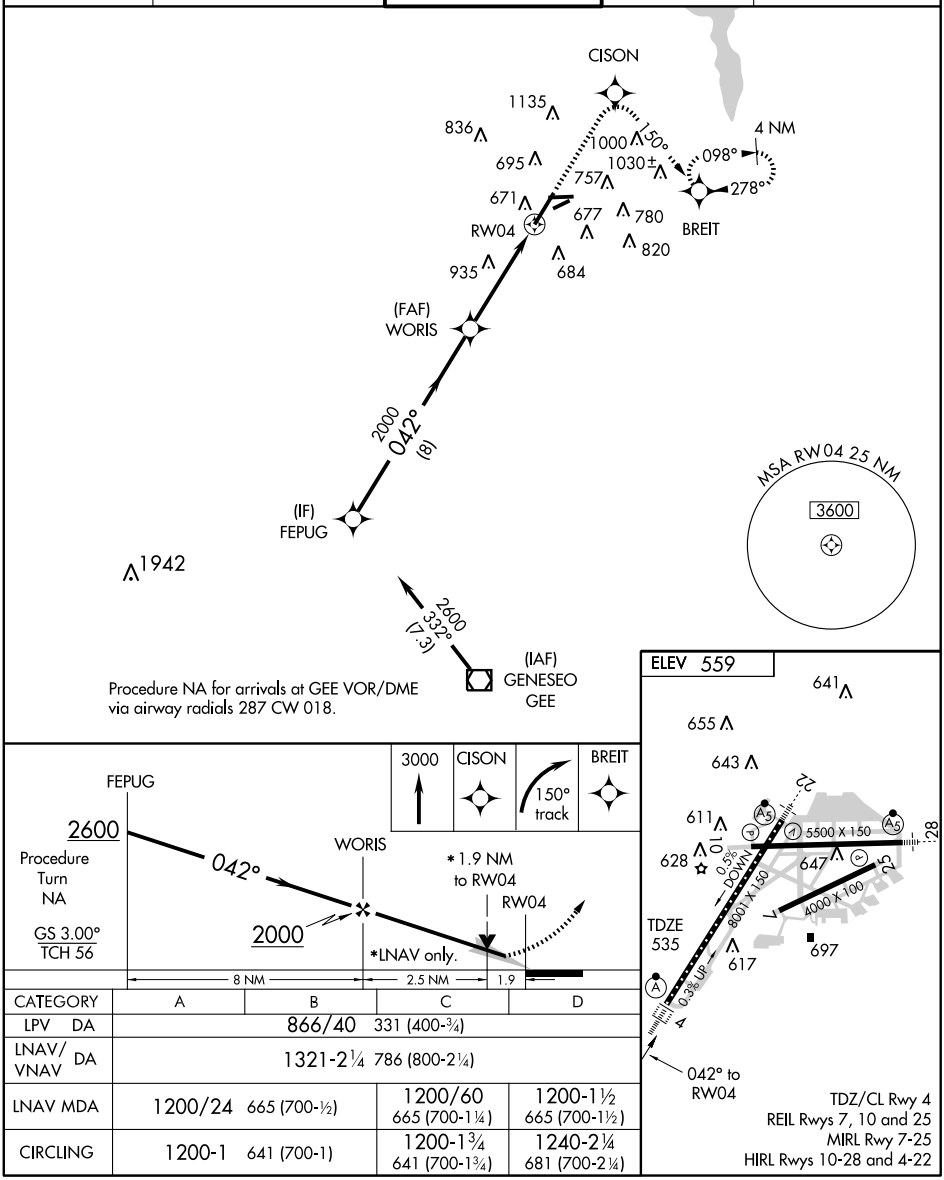
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/VNAV DA	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)		1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1 641 (700-1)		1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
074°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 7

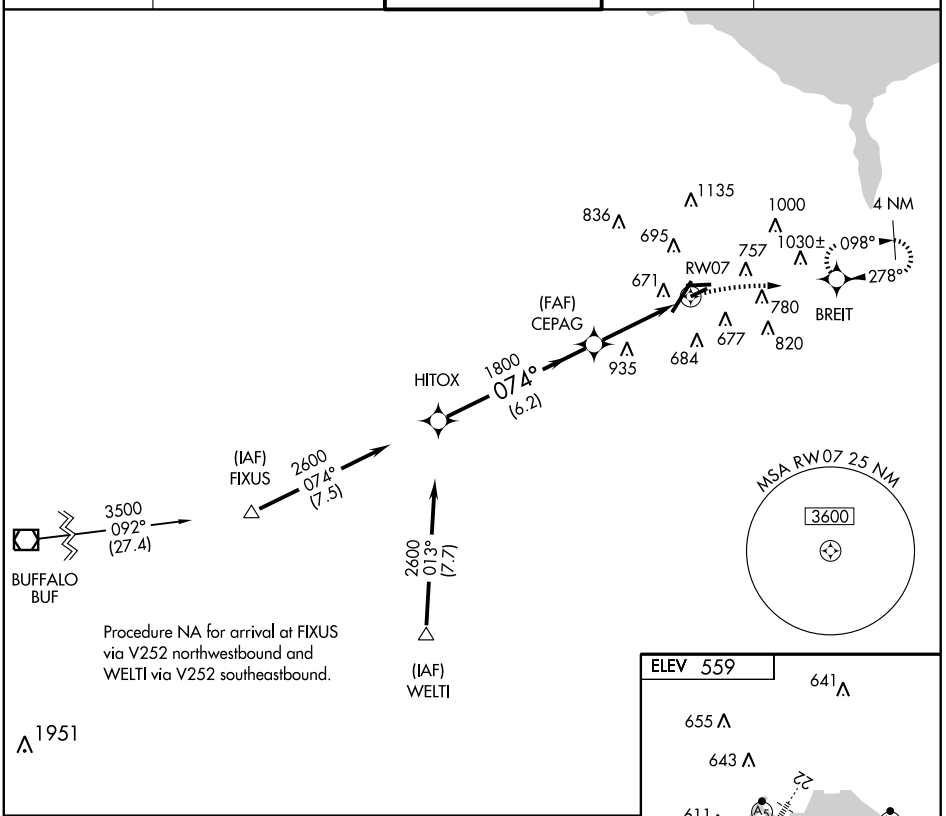
ROCHESTER / GREATER ROCHESTER INTL (ROC)

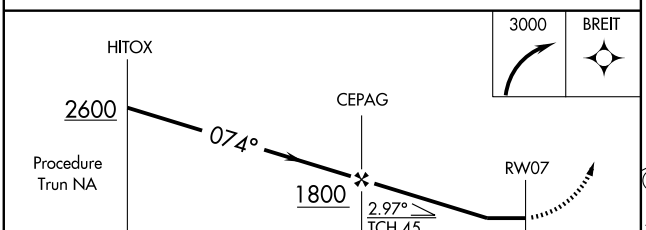
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

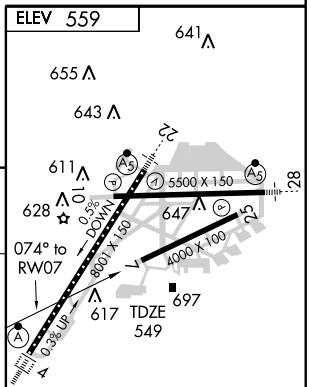
MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0





CATEGORY	A	B	C	D
LNAV MDA	1200-1	651 (700-1)	1200-1¾ 651 (700-1¾)	1200-2 651 (700-2)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
098°	TDZE	556
	Apt Elev	559

RNAV (GPS) RWY 10

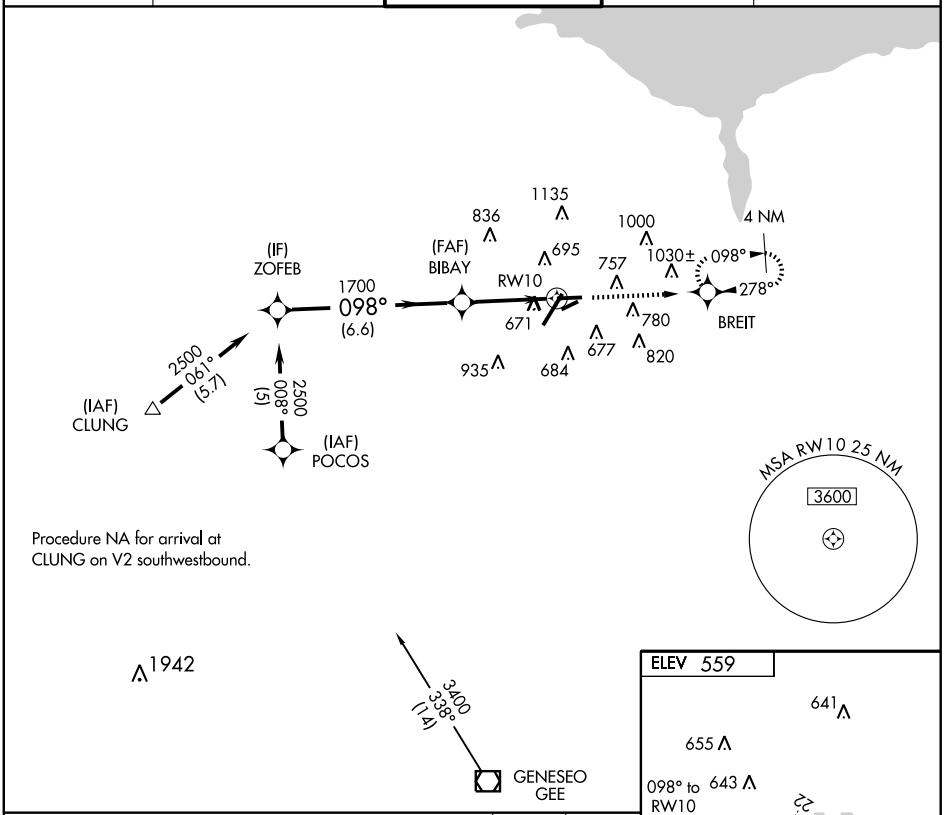
ROCHESTER / GREATER ROCHESTER INTL (ROC)

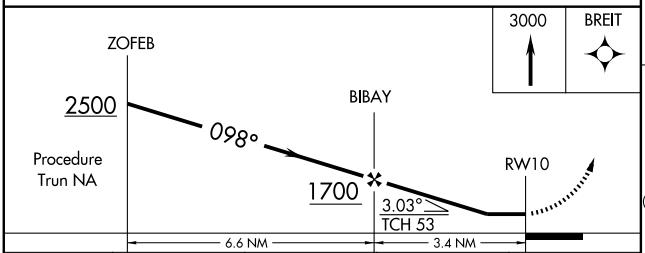
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

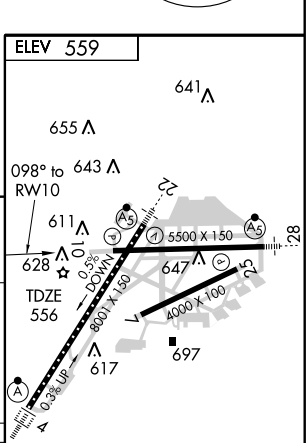
NA

MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LNAV MDA	960-1	404 (500-1)	960-1¼	404 (500-1¼)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8001
CH 73016	222°	TDZE	559
W22A		Apt Elev	559

RNAV (GPS) RWY 22

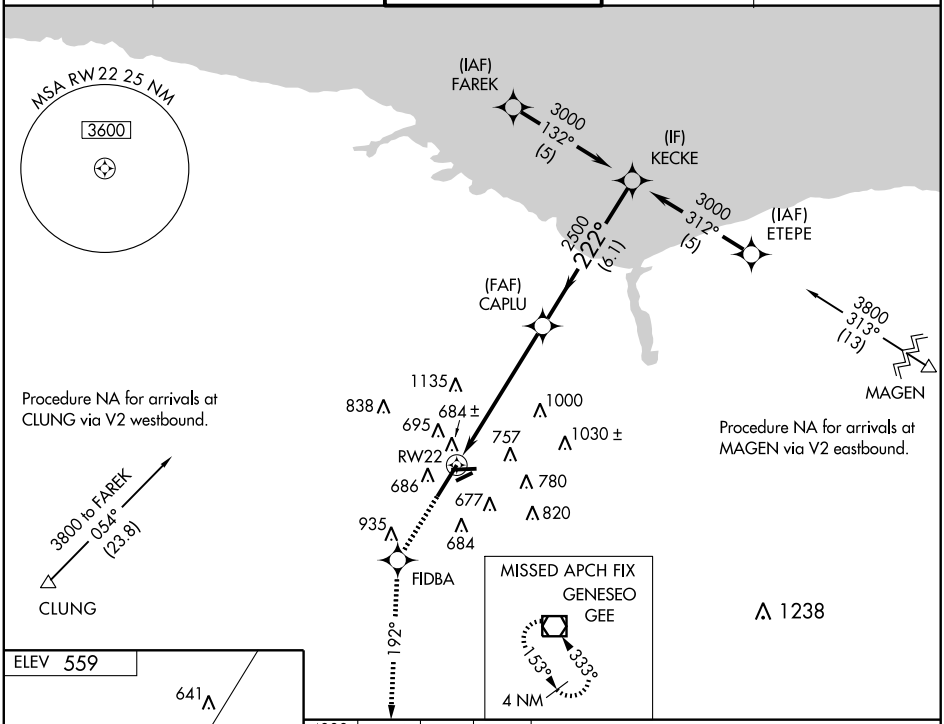
ROCHESTER / GREATER ROCHESTER INTL (ROC)

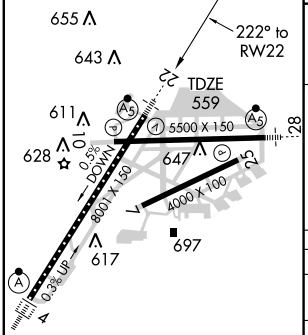
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

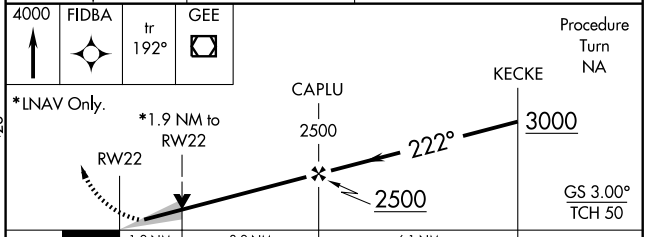
MALSR

MISSED APPROACH: Climb to 4000 direct FIDBA and on track 192° to GEE VOR/DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LPV DA	759/24 200 (200-½)			
LNAV/VNAV DA	999/50 440 (500-1)			
LNAV MDA	1220/24 661 (700-½)		1220/60 661 (700-1¼)	1220-1½ 661 (700-1½)
CIRCLING	1220-1 661 (700-1)		1220-1¾ 661 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	
254°	TDZE	4000 549
	Apt Elev	559

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.
NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

Procedure NA for arrival at DINES via V483 eastbound and at MAGEN via V2 eastbound.

(IAF) DINES

3000 252° (13.6)

(IF) YUNUT

2400 254° (6.4)

SODGE 2.2 NM to RW25

(FAF) TUNLE

3000 303° (11)

(IAF) MAGEN

1135 836 695 757 1000 1030 ± 671 RW25 780 677 820 935 684

MONCK 084° 264° 4 NM

1238

MSA RW25 25 NM 3600

ELEV 559

641 655 643 611 628 647 617 697

TDZE 549

10 22 28 25

5500 X 150

4000 X 100

800 X 150

0.5% DOWN

0.3% UP

254° to RW25

3000 MONCK

SODGE 2.2 NM to RW25

1.4 NM to RW25

TUNLE

YUNUT

254° 3000

Procedure Turn NA

RW25 3.05° TCH 45 2400 1280

1.4 0.8 3.1 NM 6.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	471 (500-1)	1020-1¼ 471 (500-1¼)	1020-1½ 471 (500-1½)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86411	278°	TDZE	548
W28A		Apt Elev	559

RNAV (GPS) RWY 28

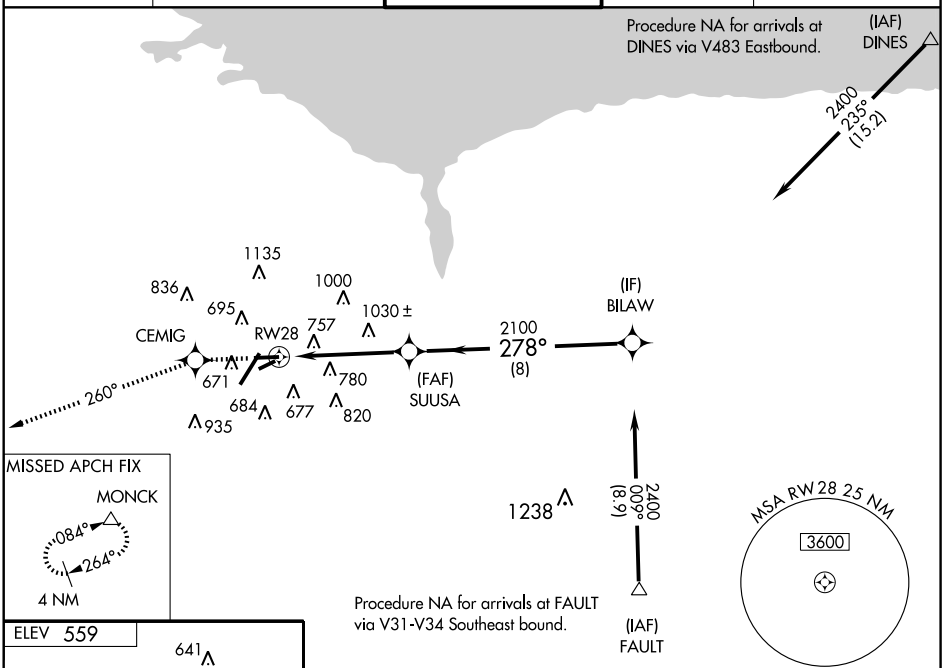
ROCHESTER / GREATER ROCHESTER INTL (ROC)

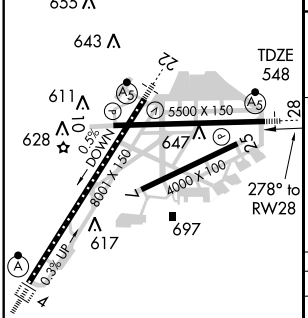
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

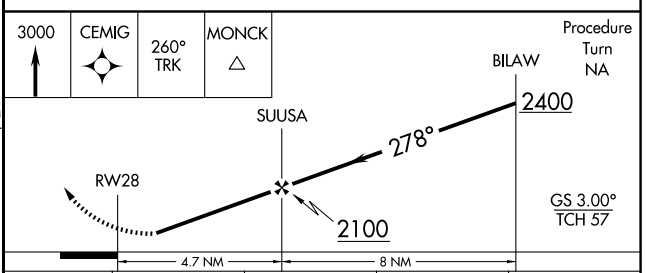
MALSR

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LPV DA	839/50	291 (300-1)		
LNAV VNAV DA	1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ROC	APP CRS	Rwy Idg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

ROCHESTER
110.0 ROC
Chan 37

10 NM

3400
096° (10.8)

(IAF)
TIPAE
ROC 10.8

R-096

LOM
BREIT
400 RO

PAPAW
ROC 4.8

JUDAS
ROC 0.9

(IF)
COMAN INT
ROC 10.8

1800
052°
(6.1)

3400
052° (2.8)

GEE
R-326

(IAF)
ELROY
ROC 13.7

R-343

ROC
R-232

3400
326°
(9)

GENESEO
108.2 GEE
Chan 19

3400 ROC 10.8 Arc

MSA ROC 25 NM
2600
090°
270°
3600

1942

ELEV 559

641
655
643
611
628
617
697
647

5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.5% UP
TDZE
535

052° to ROC VOR/DME

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

COMAN INT
ROC 10.8

3400

052°

Procedure Turn NA

1800

PAPAW
ROC 4.8

ROC 2.9

JUDAS
ROC 0.9

VOR/DME

3.00°
TCH 55

6.1 NM | 1.9 NM | 1.9 NM

3000	hdg 060°	ROC R-096	RO 400

CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ROC	APP CRS	Rwy ldg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095°
275° R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090° 270°
3600

1135 836 695 1000 1030± 096° 757 671 R-096 276° 677 780 820 935 684

LOM
BREIT
400 RO
ROC 5.3

IAF
ROCHESTER
110.0 ROC
Chan 37

10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19

1942

ELEV 559
641 655 643 611 628 647 617 697

5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.3% UP
TDZE
535

052° to
ROC VOR/DME

Remain within 10 NM
VOR/DME
232°
052°
2600

3000
130°
ROC
R-096
RO
400

CATEGORY	A	B	C	D
S-4	1240/40	705 (700-¾)	1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1	681 (700-1)	1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 21 OCT 2010 to 18 NOV 2010

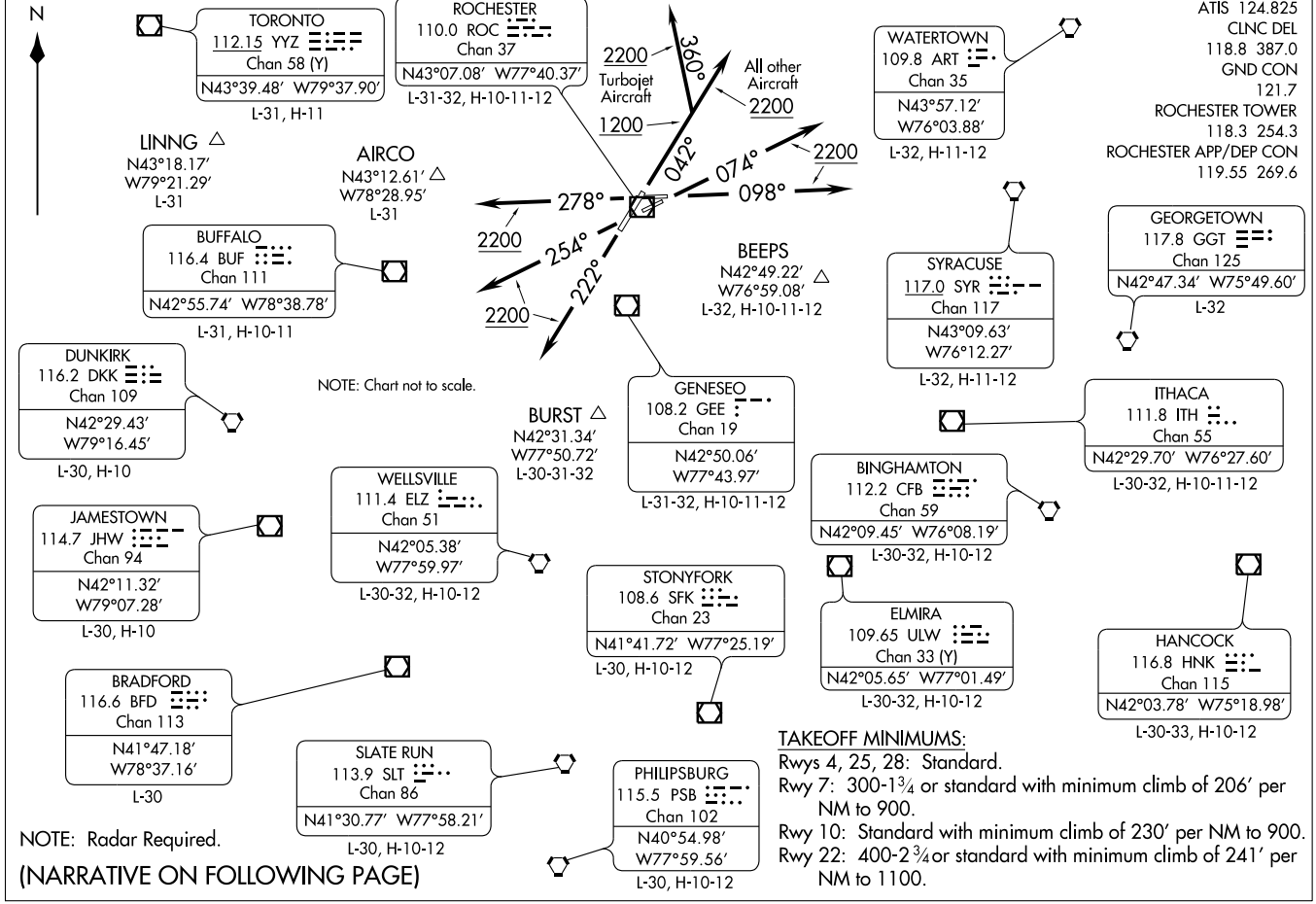
NE-2, 21 OCT 2010 to 18 NOV 2010

XEROX ONE DEPARTURE

(XEROX1.XEROX) 10210

ROCHESTER, NEW YORK

ROCHESTER/GREATER ROCHESTER INTL (ROC)



XEROX ONE DEPARTURE

(XEROX1.XEROX) 10210

ROCHESTER/GREATER ROCHESTER INTL (ROC)

ROCHESTER, NEW YORK

SI-351 (FAA)

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft climb heading 042° to 1200, then via heading 360° to 2200 or assigned ATC altitude. Thence . . . .
All other aircraft climb heading 042° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 7: Climb heading 074° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 10: Climb heading 098° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 22: Climb heading 222° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 25: Climb heading 254° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 28: Climb heading 278° to 2200 or assigned ATC altitude. Thence . . . .

. . . . Expect radar vectors to intercept file/assigned route or enroute fix or navaid. Maintain 10000 or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4: Tower 1806′ from DER, 816′ right of centerline, 60′ AGL/611′ MSL.
Tree 2081′ from DER, 531′ left of centerline, 53′ AGL/612′ MSL.
Tower 2.25 NM from DER, 1.43 NM left of centerline, 600′ AGL/1135′ MSL.

Rwy 7: Multiple trees beginning 2732′ from DER, 426′ left of centerline, 78′ AGL/622′ MSL.
Flag pole on dome 1.4 NM from DER, 1139′ right of centerline, 213′ AGL/757′ MSL.

Rwy 10: Flag pole on dome 1.2 NM from DER, 1546′ left of centerline, 213′ AGL/757′ MSL.
Multiple trees 741′ from DER, 355′ left of centerline, 83′ AGL/617′ MSL.
Fence 313′ from DER, 407′ left of centerline, 18′ AGL/552′ MSL.

Rwy 22: Obstruction light on tower 2.2 NM from DER, 3550′ right of centerline, 412′ AGL/935′ MSL.
Tree 3026′ from DER, 935′ left of centerline, 102′ AGL/621′ MSL.
Tree 1997′ from DER, 832′ right of centerline, 68′ AGL/587′ MSL.

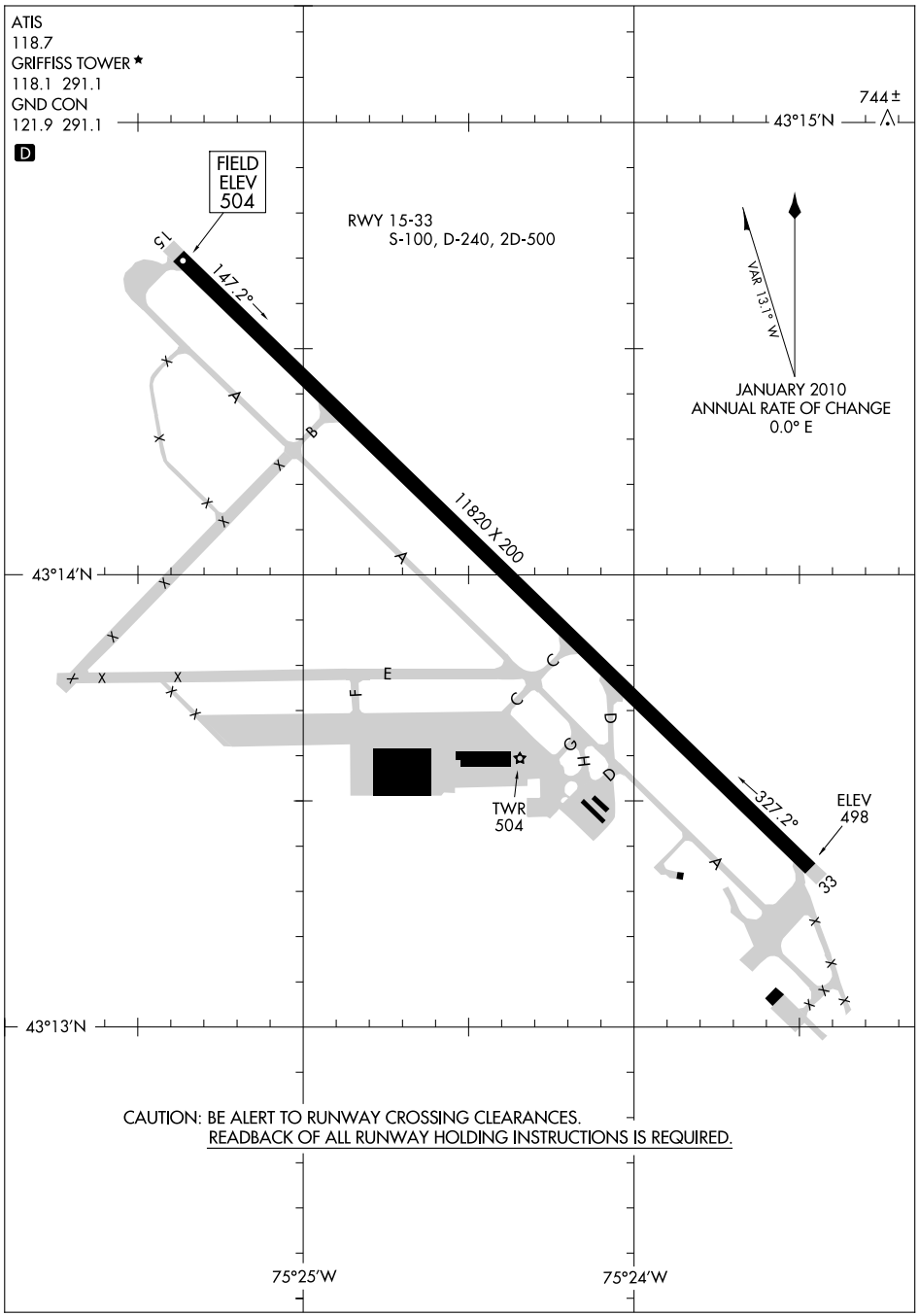
Rwy 25: Tower and multiple poles beginning 1523′ from DER, 330′ left of centerline, 85′ AGL/617′ MSL.

Rwy 28: Railroad 627′ from DER, 539′ right of centerline, 23′ AGL/574′ MSL.
Multiple trees beginning 1188′ from DER, 112′ right of centerline, 88′ AGL/632′ MSL.
Multiple trees and towers beginning 1540′ from DER, 148′ left of centerline, 87′ AGL/626′ MSL.

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK



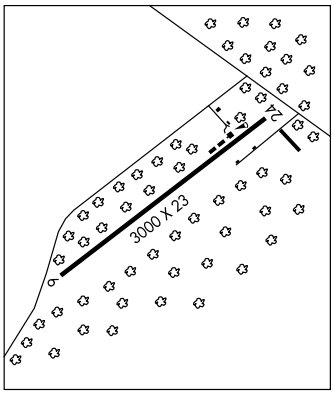
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ROME

BECKS GROVE (K16) 8 NW UTC−5(−4DT) N43°15.05′ W75°36.26′ **NEW YORK**
450 NOTAM FILE BUF **L–32F**

RWY 06–24: H3000X23 (ASPH) S–12 LIRL (NSTD)
RWY 06: Trees/brush. **RWY 24:** Road.



AIRPORT REMARKS: Attended Mon–Fri dalgt hours. Large birds (turkeys) and deer on and invof Rwy 06–24. Rwy 24 has +29′ brush 490′ from thld, 11′ right. Center 23′ of rwy is paved for full length and 90′ width is avbl between rwy lgts for tkof and ldg. Note that bldg, bushes are 45–55′ north of centerline at 675′ from Rwy 24 thld. NSTD LIRL Rwy 06–24 200′ spacing; first lgt rwy end 06 100′ from pavement end. First lgt rwy end 24 75′ from pavement end; removed from late Oct–mid Apr due to plowing. Rwy lgts are 34′ from rwy pavement edge and mark edge of 90′ usable width. First three rwy lgts each end are red for night apch assistance and end of rwy warning, entire rwy length is usable for start of tkf run and end of ldg roll–out. For NSTD LIRL Rwy 06–24 call 315–337–3367.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

GRIFFISS INTL (RME) 1 W UTC−5(−4DT) N43°14.03′ W75°24.42′ **NEW YORK**
504 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks **H–11C, 12K, L–32F**
NOTAM FILE RME **IAP, AD**

RWY 15–33: H11820X200 (CONC–GRVD) S–100, D–240, 2D–500 PCN 71 R/B/W/T HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 56′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION:
RWY 15: TORA–11820 TODA–11820 ASDA–11820 LDA–11820
RWY 33: TORA–11820 TODA–11820 ASDA–11820 LDA–11820

AIRPORT REMARKS: Attended continuously. Migratory Bird Alert Aug–Nov and Apr–May. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 315–736–0575. Class IV, ARFF Index A. Index C coverage is avbl upon request. Rwy 15–33 50′wide paved shoulders. Rwy 33 designated calm wind rwy. TPA—2004(1500) piston acft, 2504 (2000) turbine acft. Portions of apron not visible from twr. When twr clsd, ACTIVATE HIRL Rwy 15–33, MALSR Rwy 33, REIL Rwy 15 and twy lgts —CTAF.

WEATHER DATA SOURCES: ASOS (315) 334–4360.

COMMUNICATIONS: CTAF 118.1 **ATIS** 118.7 **UNICOM** 122.95
Ⓡ **SYRACUSE APP/DEP CON** 120.925
TOWER 118.1 (1200–0200Z‡) **GND CON** 121.9

AIRSPACE : CLASS D svc 1200–0200Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE UCA.
UTICA (L) VORTAC 111.2 UCA Chan 49 N43°01.59′ W75°09.87′ 331° 16.4 NM to fld. 1420/12W.
ILS 109.1 I–FQY Rwy 15.
ILS/DME 110.1 I–RME Chan 38 Rwy 33. Class IT. LOC unusable byd 6.0 NM from thld abv 4200′. LOC unusable within thld abv 4200′.

ROUND LAKE (W57) 2 E UTC−5(−4DT) N42°55.75′ W73°46.22′ **NEW YORK**
175 NOTAM FILE BTV

RWY 14–32: 2028X76 (TURF)
RWY 14: Trees.
RWY 32: Trees.

AIRPORT REMARKS: Attended on call. Deer on and invof arpt. Arpt CLOSED to itinerant acft Nov–Apr. Rwy 14–32 as 80 ft trees rgt and left of centerline in primary surface. Rwy 14–32 soft during spring (Mar–Jun). Military helicopters and ultralight acft use rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

• • • •

LOC/DME I-RME	APP CRS	Rwy Idg 11820
110.1	327°	TDZE 498
Chan 38		Apt Elev 504

ILS or LOC RWY 33

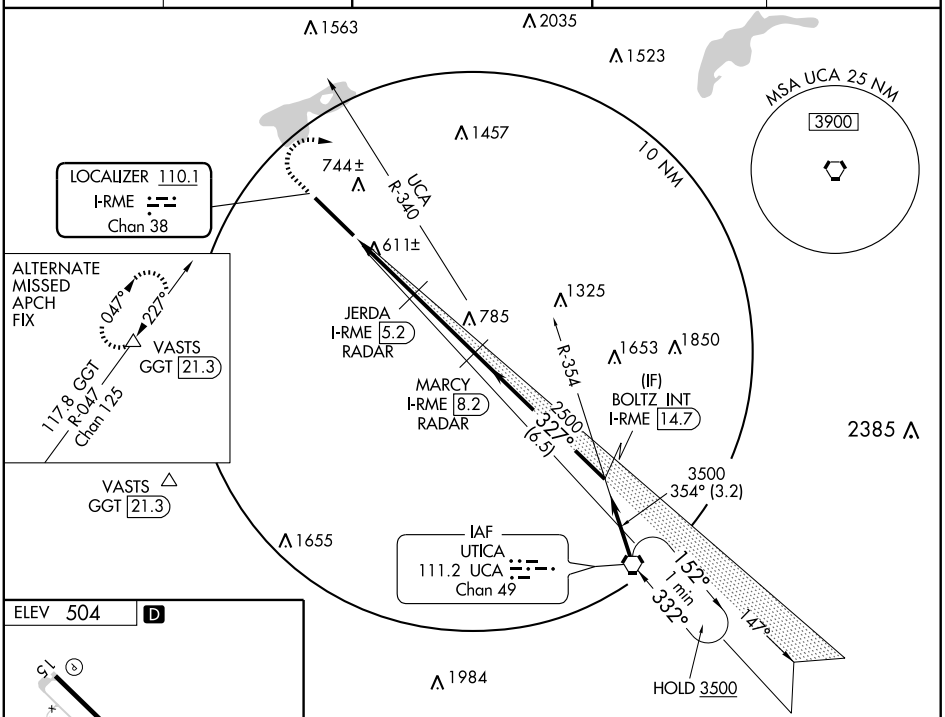
ROME/GRIFFISS INTL (RME)

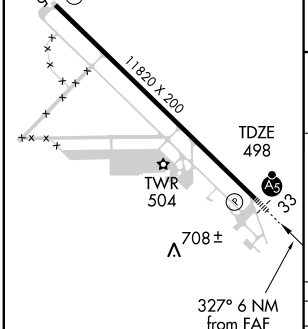
Circling NA west of Rwy 15-33. DME or Radar required. When local altimeter setting not received, use Syracuse altimeter setting and increase S-ILS 33 DA to 783. Increase all MDA 100 feet and increase S-LOC 33 Cats C/D visibility ¼ mile. Increase Circling Cat C visibility ¼ mile, Cat D ¼ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase S-ILS 33 all Cats visibility to 1. VDP NA when using Syracuse altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 via UCA VORTAC R-340 to UCA VORTAC and hold.

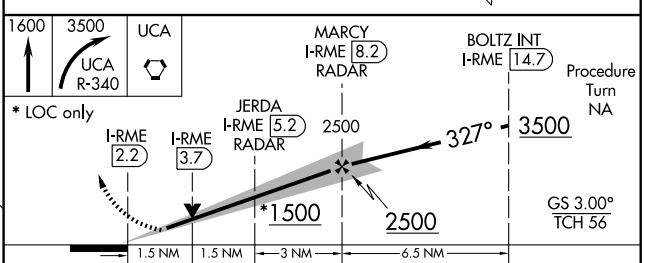
ATIS	SYRACUSE APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95





REIL Rwy 15 L
HIRL Rwy 15-33 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 33	698-½ 200 (200-½)			
S-LOC 33	1040-½ 542 (600-½)		1040-1 542 (600-1)	1040-1¼ 542 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11820
CH 82206	147°	TDZE	504
W15A		Apt Elev	504

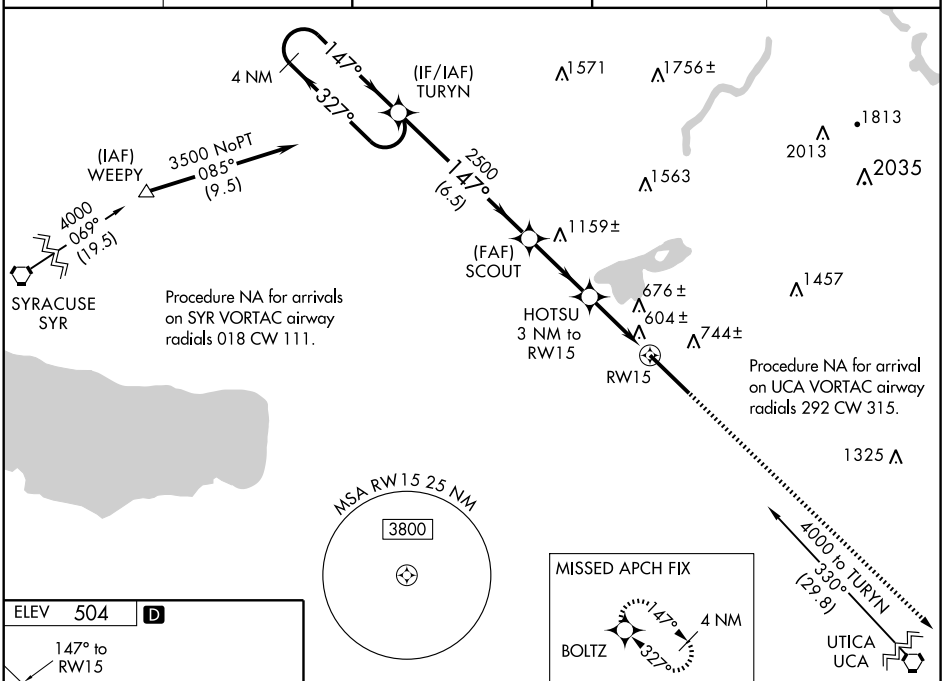
RNAV (GPS) RWY 15

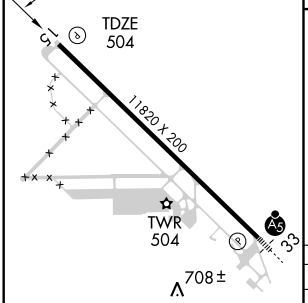
ROME/GRIFFISS INTL (RME)

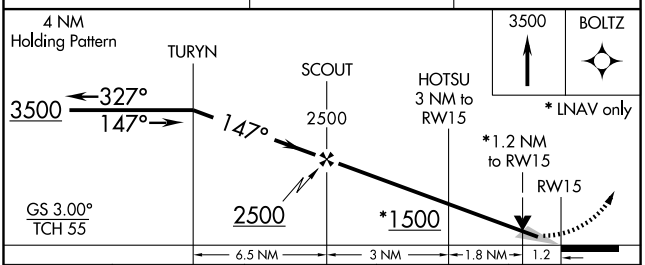
Circling NA West of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

ATIS	SYRACUSE APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
LPV DA	704-1 200 (200-1)			
LNAV/VNAV DA	1052-2 548 (600-2)			
LNAV MDA	940-1 436 (500-1)		940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11820
CH 42906	327°	TDZE	498
W33A		Apt Elev	504

RNAV (GPS) RWY 33

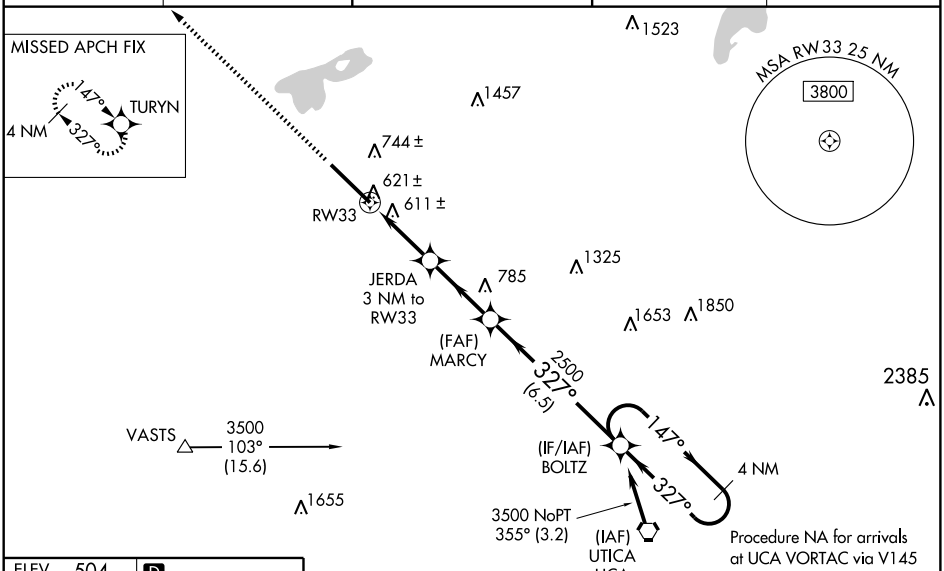
ROME/GRIFFISS INTL (RME)

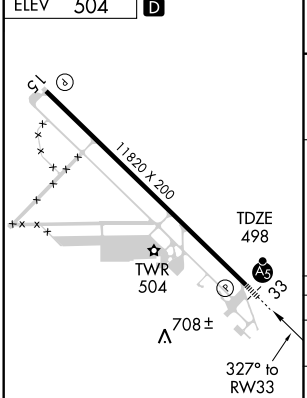
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat B visibility ¼ mile; Circling Cats C/D visibility ½ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility all Cats ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

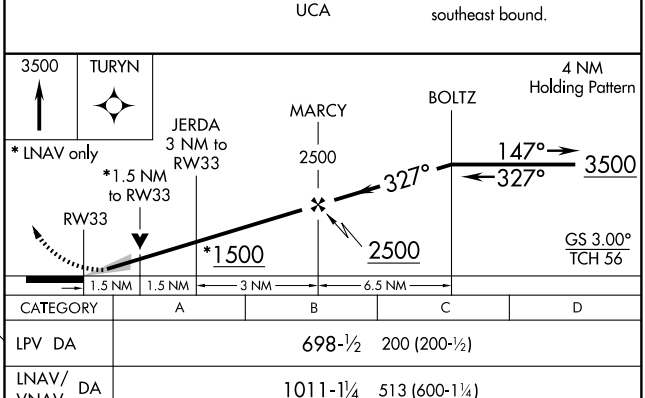
MALSR

MISSED APPROACH: Climb to 3500 direct TURYN and hold.

ATIS	SYRACUSE APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
LPV DA	698-½ 200 (200-½)			
LNAV/VNAV DA	1011-1¼ 513 (600-1¼)			
LNAV MDA	1040-½ 542 (600-½)		1040-1 542 (600-1)	1040-1¼ 542 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC UCA	APP CRS	Rwy Idg	11820
111.2	151°	TDZE	504
Chan 49		Apt Elev	504

VOR/DME RWY 15

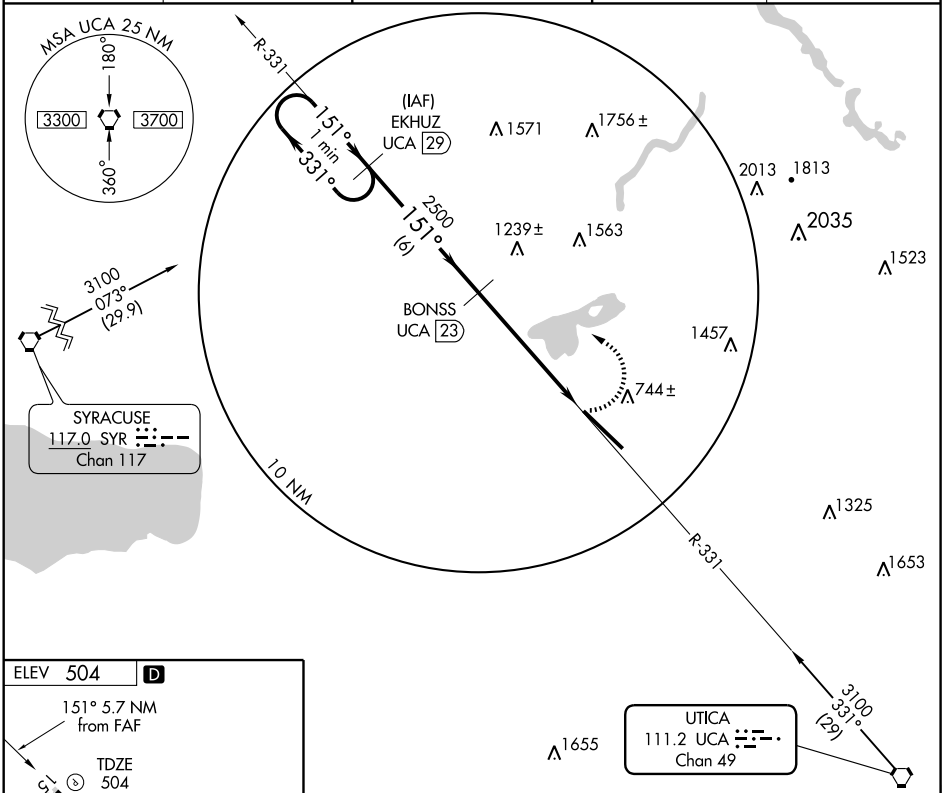
ROME/GRIFFISS INTL (RME)

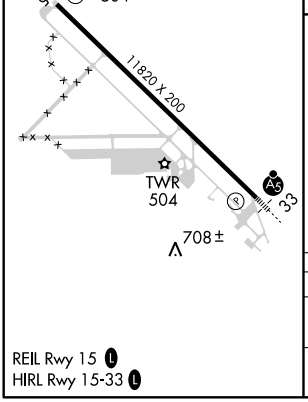
T
NA

Circling NA west of Rwy 15-33.

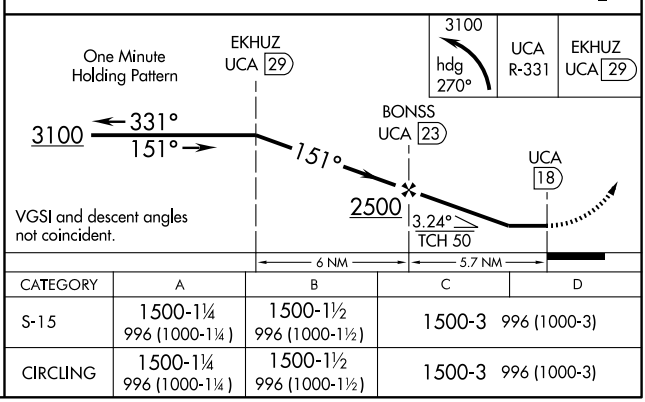
MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS	SYRACUSE APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95





REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)
CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC UCA	APP CRS	Rwy Idg	11820
111.2	332°	TDZE	499
Chan 49		Apt Elev	504

VOR/DME RWY 33

ROME/GRIFFISS INTL (RME)

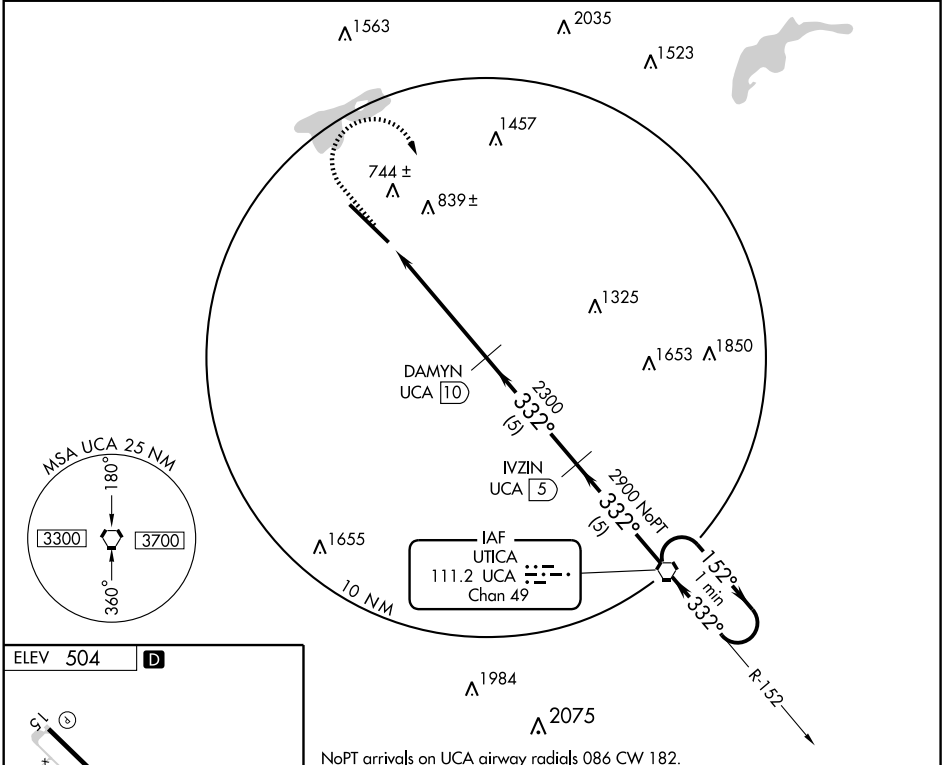
NA

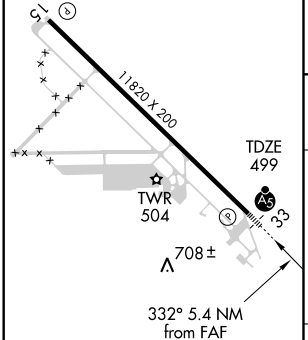
Circling NA west of Rwy 15-33.

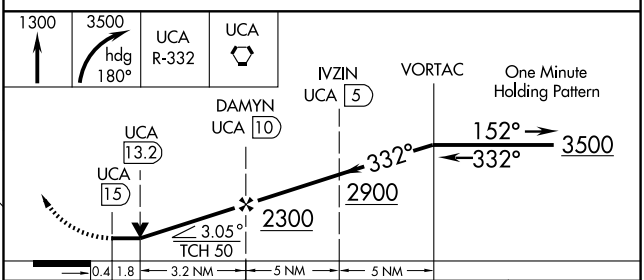
MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS	SYRACUSE APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
S-33	1240-½ 741 (800-½)	1240-¾ 741 (800-¾)	1240-1¾ 741 (800-1¾)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1¼ 736 (800-1¼)	1240-2¼ 736 (800-2¼)	1260-2½ 756 (800-2½)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ROUSES POINT SPB (K21) 0 E UTC−5(−4DT) N44°59.50′ W73°21.81′ MONTREAL
95 **FUEL** MOGAS AOE NOTAM FILE BTV
WATERWAY ALL WAY: 7900X500 (WATER)
SEAPLANE REMARKS: Unattended. Marine 93 octane avbl only. CAUTION: Extensive watercraft activity on and in vicinity of arpt. Landing possible all directions. Call US CUSTOMS prior to arrival at 518–298–8346 or 518–298–7904. Coordinate actual point of ldg at 1–800–827–2851. 1 hour advance notice required.
COMMUNICATIONS: CTAF 122.9

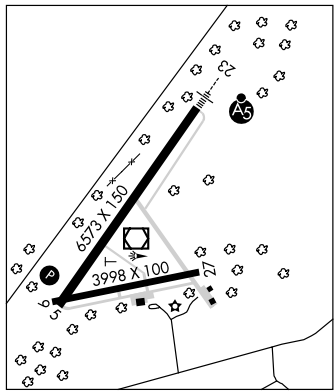
ROYALTON (See GASPORT)

SANDS PONT SPB (See PORT WASHINGTON)

SARANAC LAKE N44°23.07′ W74°12.27′ NOTAM FILE SLK. MONTREAL
(L) VOR/DME 109.2 SLK Chan 29 at Adirondack Rgnl. 1650/14W. L–32G
VOR portion unusable:
252°–037° byd 15 NM blo 10,000′ 038°–058° byd 24 NM blo 10,000′
038°–058° byd 15 NM blo 5000′ 059°–100° byd 15 NM blo 10,000′
DME portion unusable all radials byd 38 NM blo 5000′
RCO 122.1R 109.2T (BURLINGTON RADIO)

SARANAC LAKE

ADIRONDACK RGNL (SLK) 4 NW UTC−5(−4DT) N44°23.12′ W74°12.37′ MONTREAL
1663 B S8 **FUEL** 100LL, JET A ARFF Index–See Remarks. NOTAM FILE SLK H–11C, 12K, L–32G
RWY 05–23: H6573X150 (ASPH–GRVD) S–40, D–73, 2S–92, 2D–115 HIRL 0.4% up NE IAP
RWY 05: PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 23: MALSR. Trees.
RWY 09–27: H3998X100 (ASPH) S–40, D–73, 2S–92, 2D–115
MIRL
RWY 09: Trees. **RWY 27:** Trees.



RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05:	TORA–6573	TODA–6573	ASDA–6573	LDA–6573
RWY 09:	TORA–3998	TODA–3998	ASDA–3998	LDA–3998
RWY 23:	TORA–6573	TODA–6573	ASDA–6333	LDA–6333
RWY 27:	TORA–3998	TODA–3998	ASDA–3998	LDA–3998

AIRPORT REMARKS: Attended 1100–0200Z‡. For arpt attendant after hours call 518–637–7329. Class II, ARFF Index A. PPR 48 hr before for unscheduled acft ops with more than 30 passenger seats call arpt manager 518–891–4600 ext 106. Index B coverage is provided. Twy B unavbl to acft with wingspan 79′ and abv. Above ground twy edge lgts adjacent to Twy B tie down apron area. Rwy 09 NSTD markings, thld markings 400′ from rwy end. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF. Landing fee.
WEATHER DATA SOURCES: ASOS 124.175 (518) 891–6696.
COMMUNICATIONS: CTAF/UNICOM 123.0
SARANAC LAKE RCO 122.1R 109.2T (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 120.35
RADIO AIDS TO NAVIGATION: NOTAM FILE SLK.
SARANAC LAKE (L) VOR/DME 109.2 SLK Chan 29 N44°23.07′ W74°12.27′ at fld. 1650/14W.
BRIEL NDB (LOM) 395 SL N44°28.61′ W74°07.45′ 227° 6.5 NM to fld.
ILS 108.9 I–SLK Rwy 23. Class IA. LOM BRIEL NDB. Unmonitored.

SARATOGA CO (See SARATOGA SPRINGS)

LOC I-SLK	APP CRS		
108.9	229°	Rwy Idg	6333
		TDZE	1663
		Apt Elev	1663

ILS RWY 23

SARANAC LAKE / ADIRONDACK RGNL (SLK)

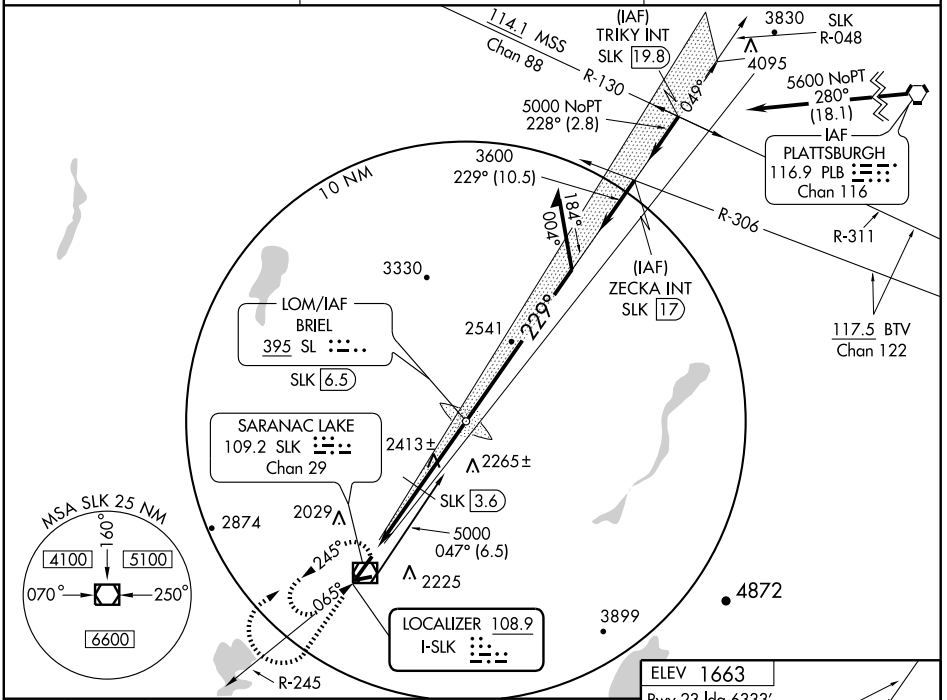
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

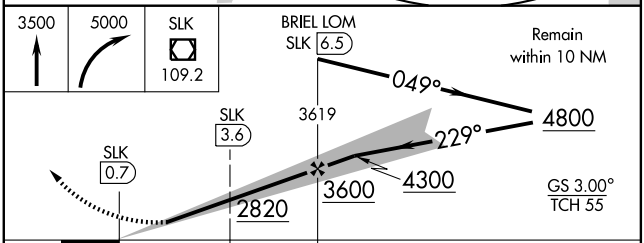
NA

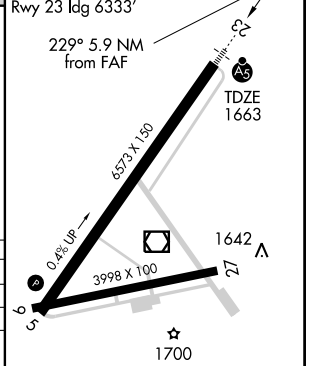
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	1863-½ 200 (200-½)			
S-LOC 23	2820-1¼ 1157 (1200-1¼)		2820-2½ 1157 (1200-2½)	
CIRCLING	2820-1¼ 1157 (1200-1¼)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-½ 597 (600-½)		2260-1 597 (600-1)	2260-1¼ 597 (600-1¼)
CIRCLING	2700-1 1037 (1100-1)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
059°	Rwy Idg	6573
	TDZE	1653
	Apt Elev	1663

RNAV (GPS) RWY 5

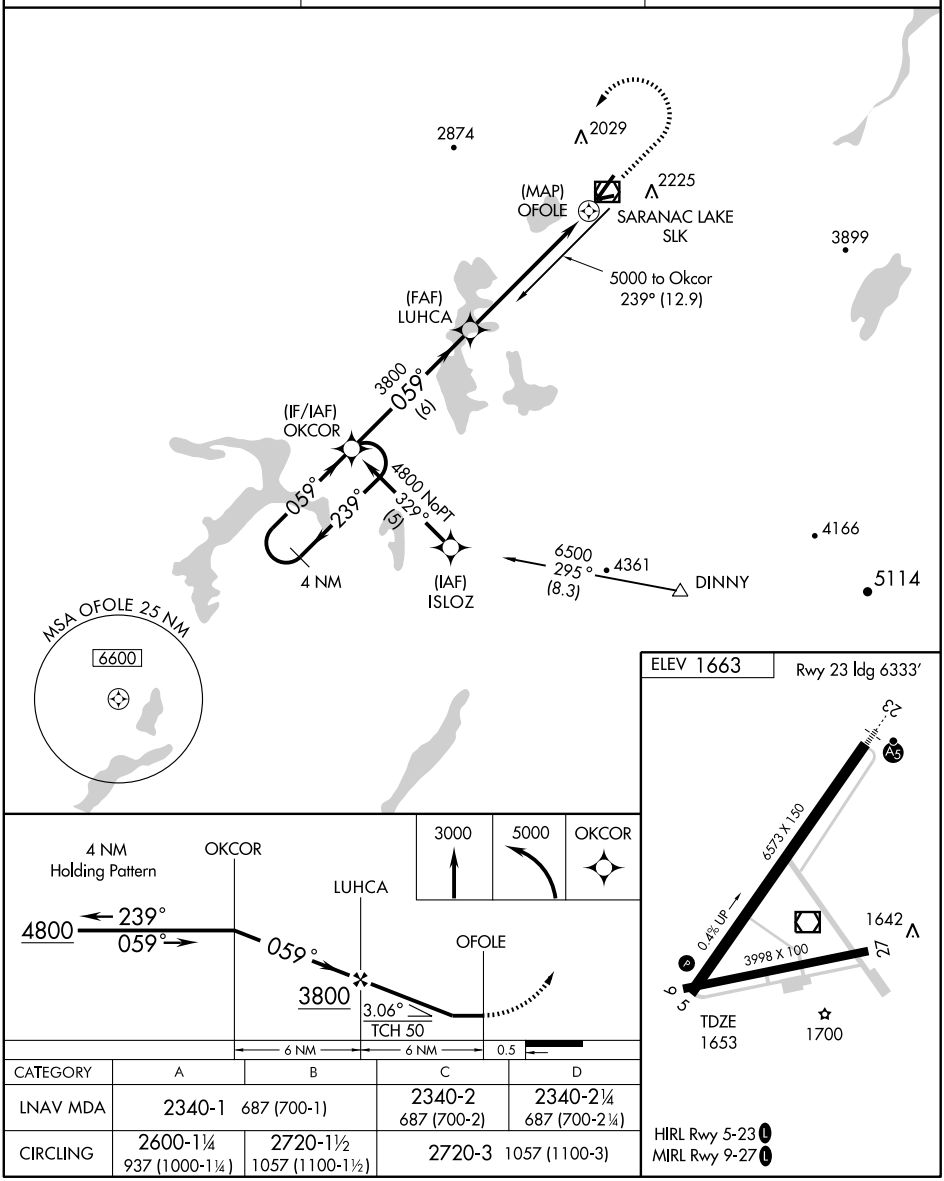
SARANAC LAKE / ADIRONDACK RGNL (SLK)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2340-1 687 (700-1)		2340-2 687 (700-2)	2340-2¼ 687 (700-2¼)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

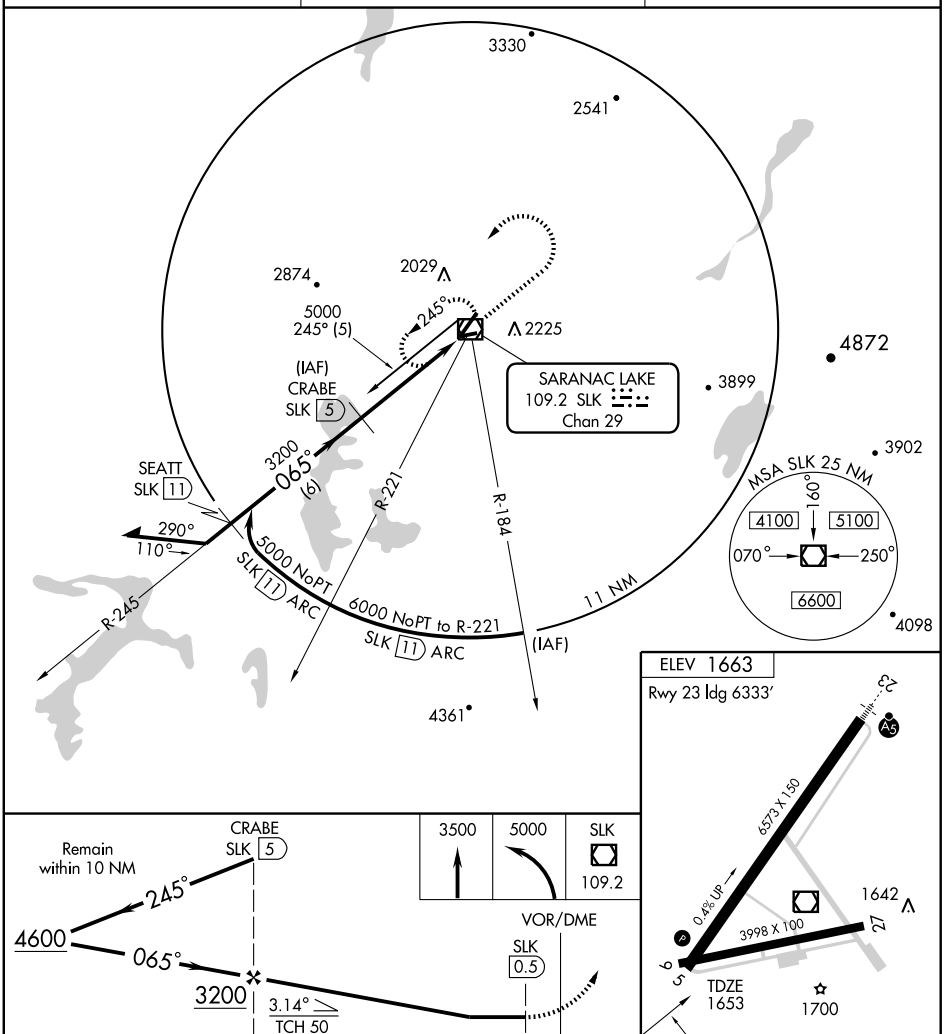
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

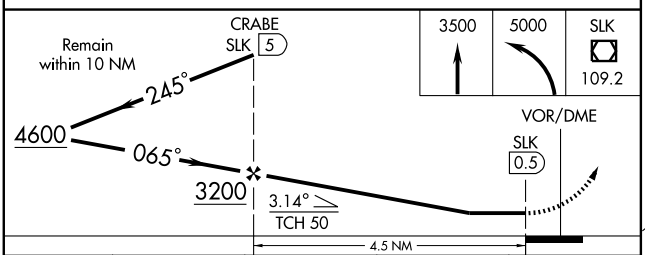
VOR/DME RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

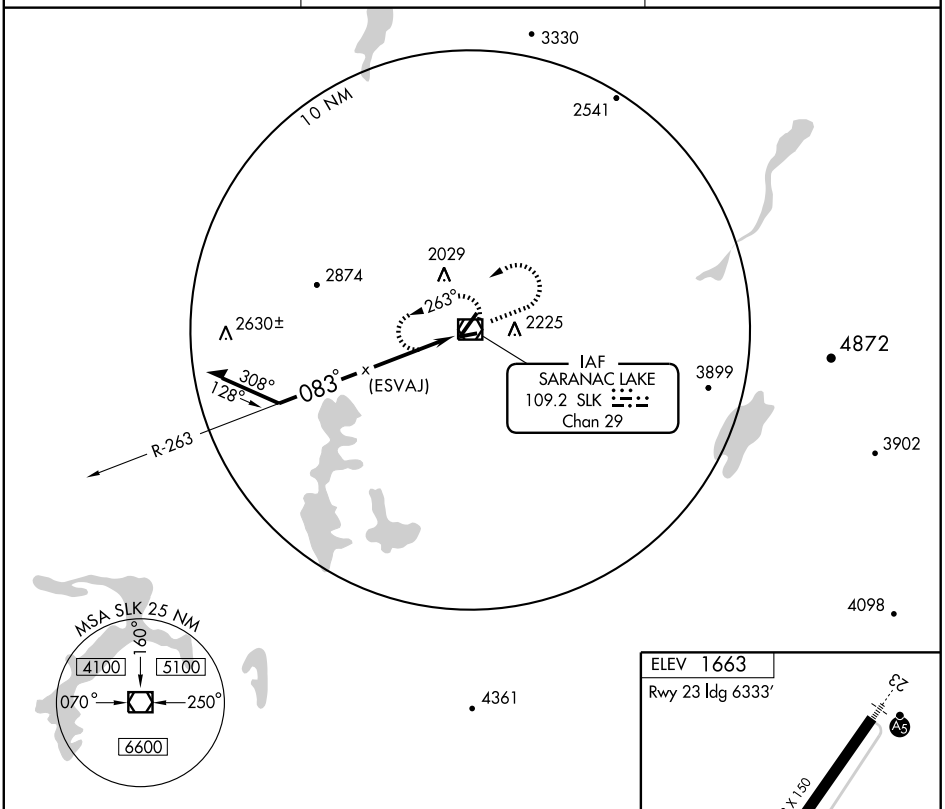
VOR/DME SLK	APP CRS	Rwy Idg	3998
109.2	083°	TDZE	1643
Chan 29		Apt Elev	1663

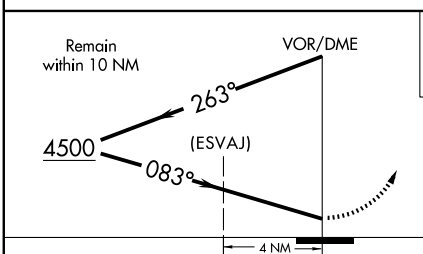
VOR or GPS RWY 9

SARANAC LAKE / ADIRONDACK RGNL (SLK)

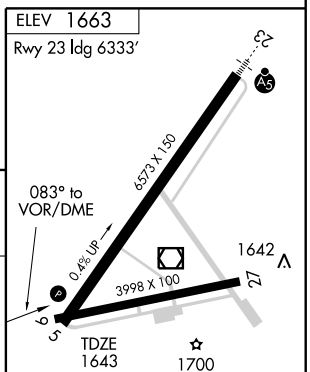
MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L





3500	5000	SLK
		109.2



HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

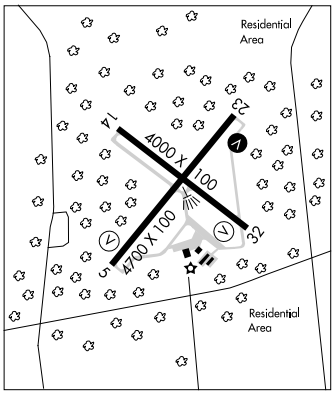
CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3 1357 (1400-3)	
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3 1337 (1400-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

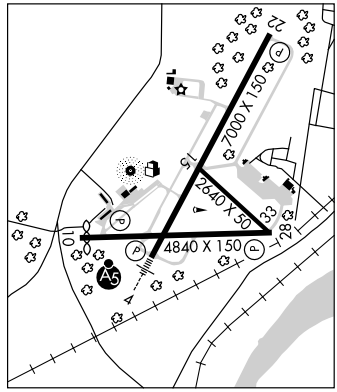
SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC−5(−4DT) N43°03.04′ W73°51.70′ **NEW YORK**
434 B S4 **FUEL** 100LL, JET A OX 4 TPA—1201(767) LRA NOTAM FILE 5B2 **L–32G**
RWY 05–23: H4700X100 (ASPH–CONC–GRVD) S–30 MIRL **IAP**
RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.
RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45′. Trees.
RWY 14–32: H4000X100 (ASPH–CONC) S–30 MIRL
RWY 14: Trees.
RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Albany ANG helicopters do touch and go ldg ops usually during dalgt hours. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05–23, VASI Rwy 23, REIL Rwy 23 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ALBANY APP/DEP CON** 118.05 **GCO** 118.125 (ALBANY CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 293° 23.0 NM to fld. 1490/14W. **HIWAS.**



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC−5(−4DT) N42°51.15′ W73°55.73′ **NEW YORK**
378 B S6 **FUEL** 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH **H–11C, 12K, L–32G**
RWY 04–22: H7000X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 HIRL 0.9% up NE **IAP, AD**
RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55′. Tree.
RWY 22: PAPI(P2L)—GA 3.0°TCH 50′. Tree.
RWY 10–28: H4840X150(ASPH–GRVD) S–55, D–134, 2S–170, 2D–218, 2D/D1–430, 2D/2D2–541, C5–559 MIRL
RWY 10: PAPI(P2L)—GA 4.0°TCH 50′. Thld dsplcd 200′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50′. Tree.
RWY 15–33: H2640X50 (ASPH) 2S–175 0.6% up NW
RWY 15: Pole. **RWY 33:** Tree.
AIRPORT REMARKS: Attended 1230–0330Z‡. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and invof arpt. Rwy 15–33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15–33 avbl during dalgt VFR conditions only. Rwy 15–33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330–1200Z‡. No field or braking action reports available between 0330Z‡ and 1230Z‡ daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 10–28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.
COMMUNICATIONS: CTAF 121.3 **UNICOM** 122.95
Ⓡ **ALBANY APP/DEP CON** 118.05
TOWER 121.3 (1230–0330Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1230–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB. VHF/DF ctc TOWER
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 332°8.4 NM to fld. 275/13W.
HAWKY NDB (LOM) 219 AL N42°49.04′ W73°48.51′ 305° 5.7 NM to fld. Unusable 160°–210° byd 10 NM.
HUNTER NDB (MHW) 356 HEU N42°51.18′ W73°56.06′ at fld. NOTAM FILE SCH.
ILS 109.7 I–SCH Rwy 04. Class IT.
COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.



APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

RNAV (GPS) RWY 5

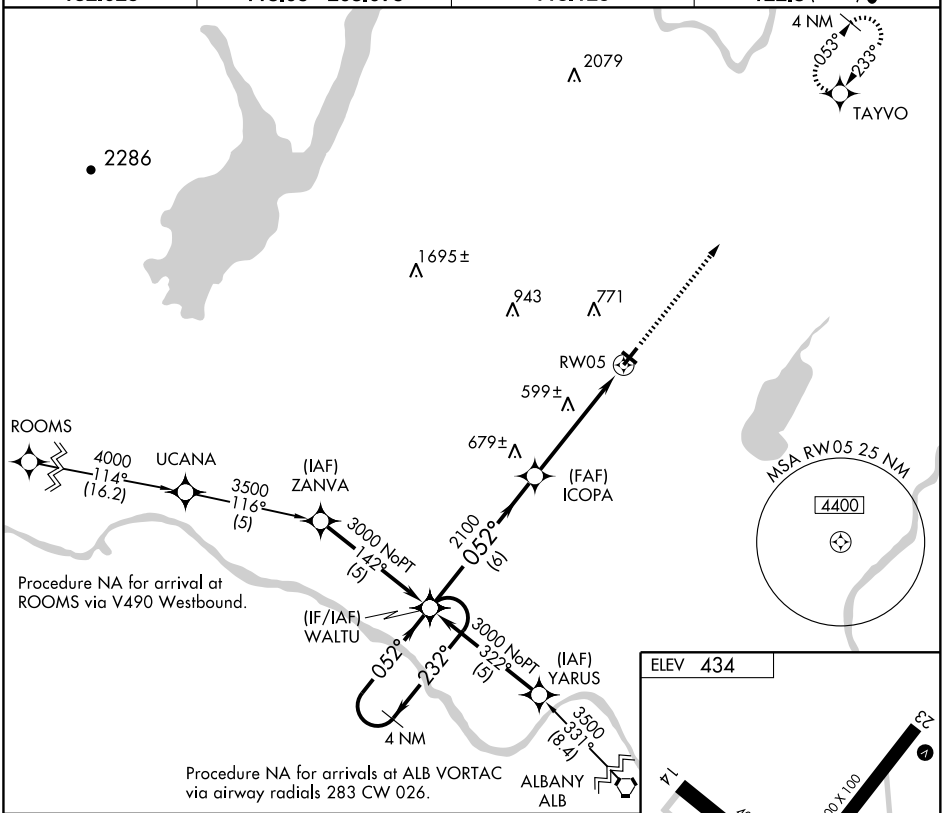
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

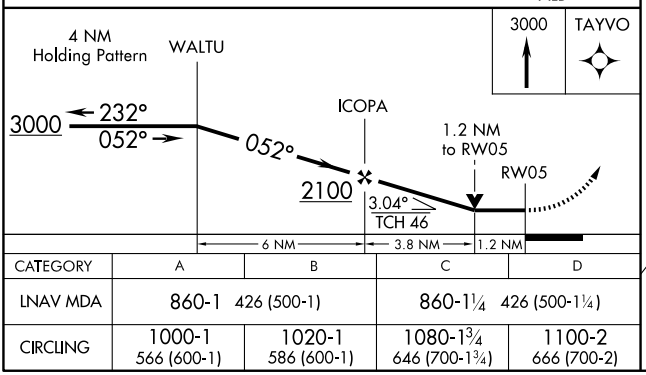
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

NA

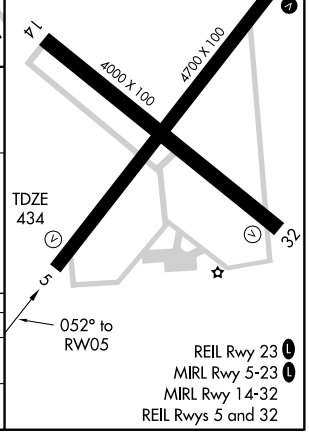
MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	860-1 426 (500-1)		860-1¼ 426 (500-1¼)	
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4700
CH 56611	233°	TDZE	431
W23A		Apt Elev	434

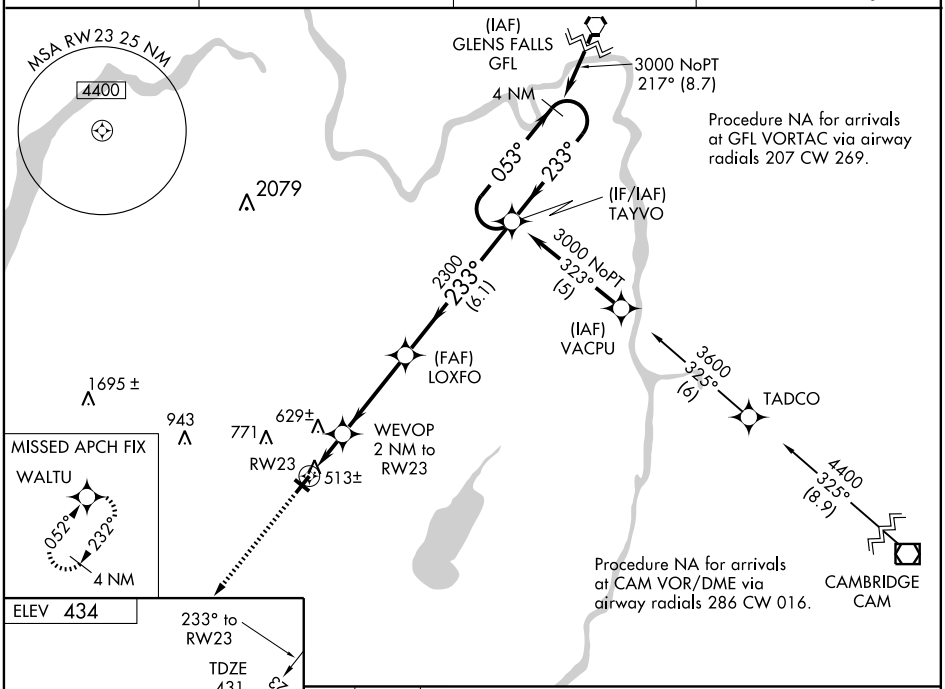
RNAV (GPS) RWY 23

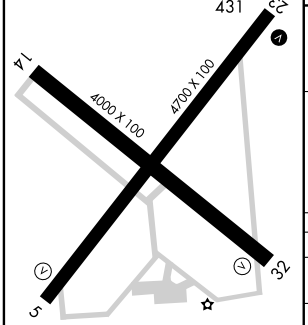
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

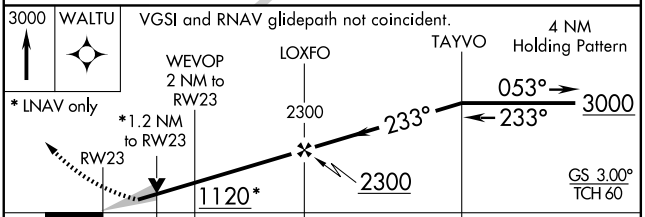
MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L





REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32



CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1¼ 429 (500-1¼)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CAM	APP CRS	Rwy Idg	N/A
115.0	113°	TDZE	N/A
Chan 97		Apt Elev	434

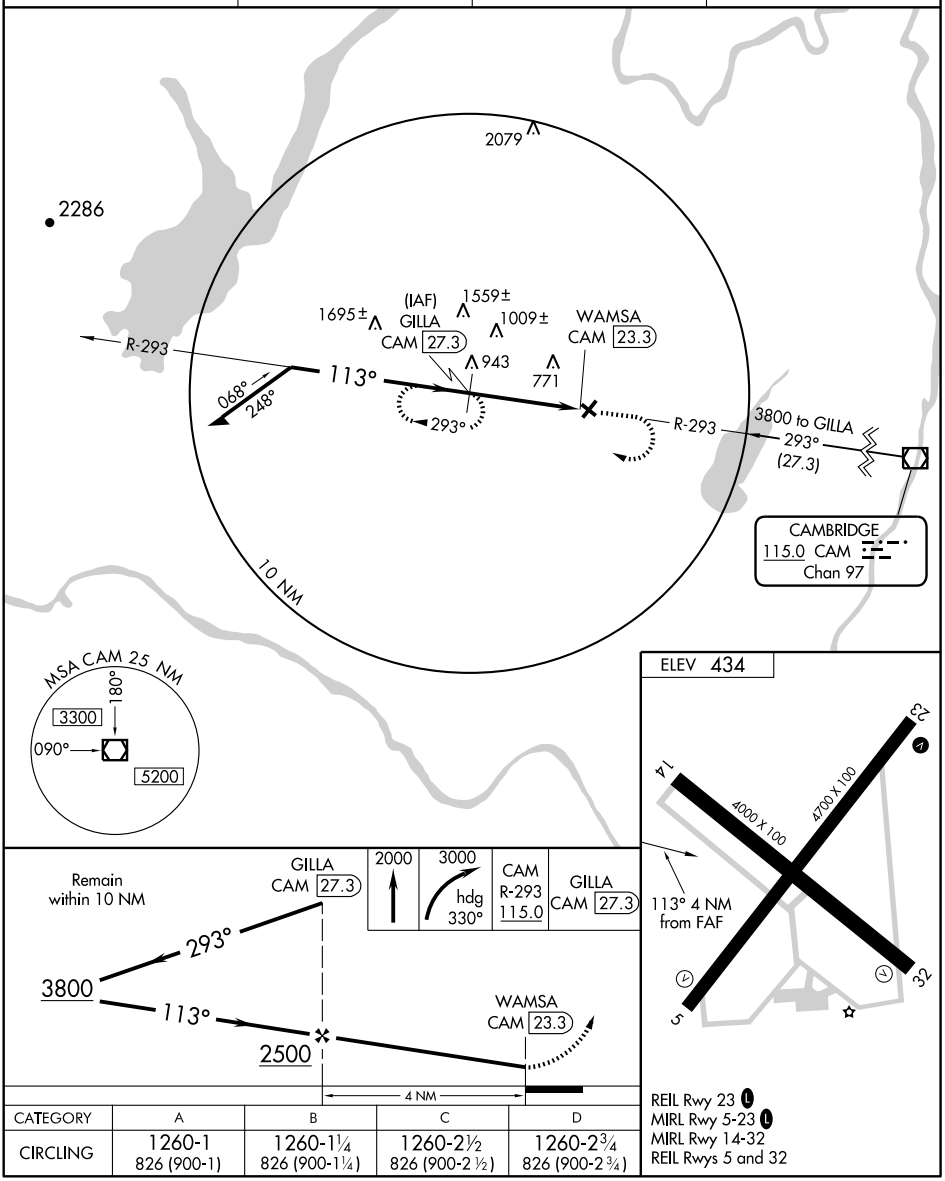
VOR/DME-A

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

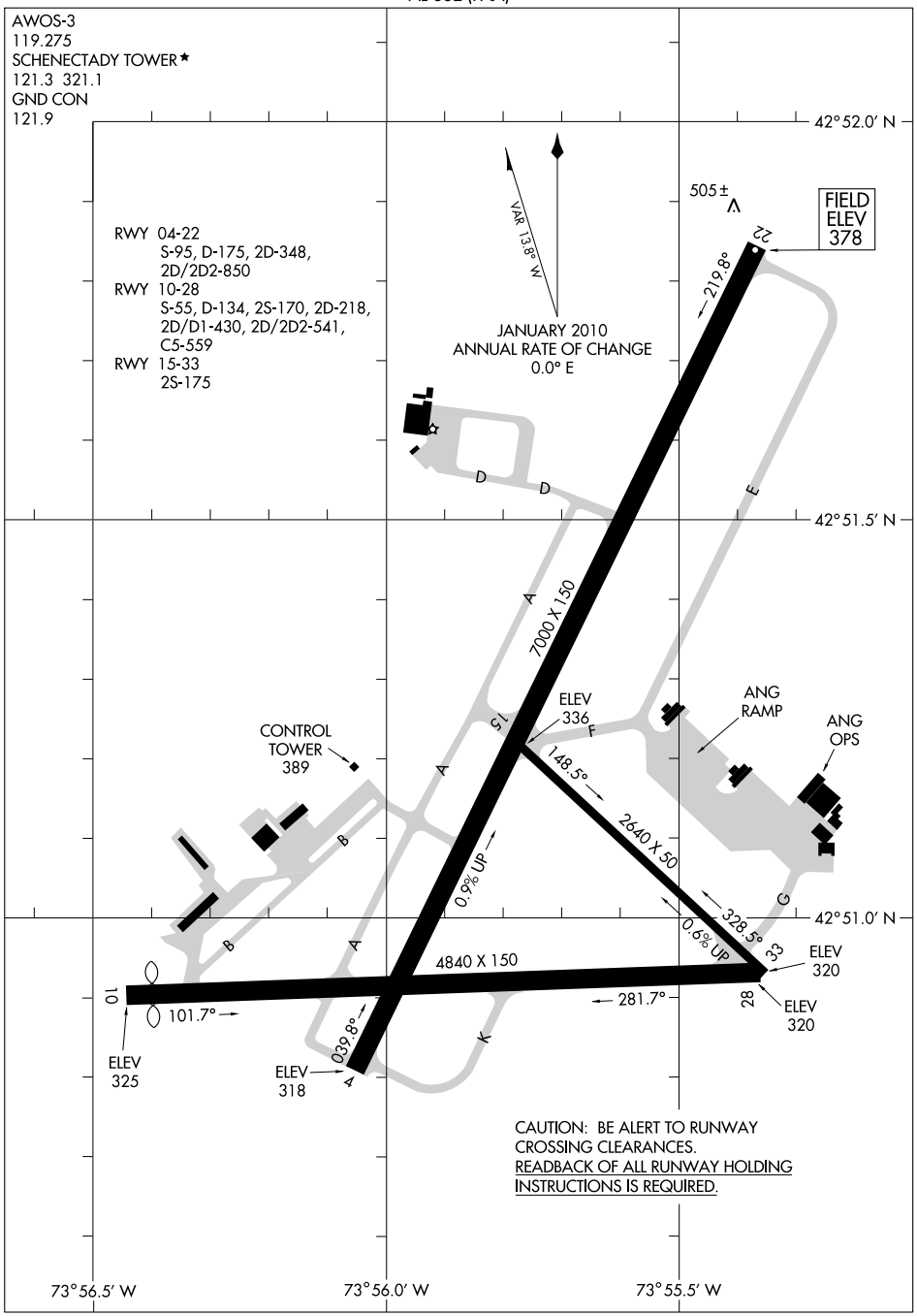
REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-382 (FAA)

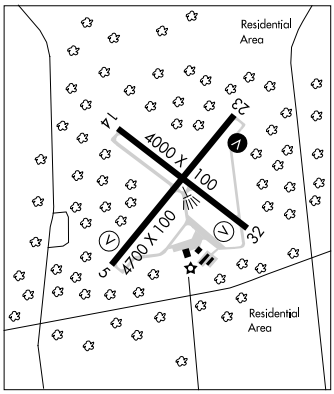
SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

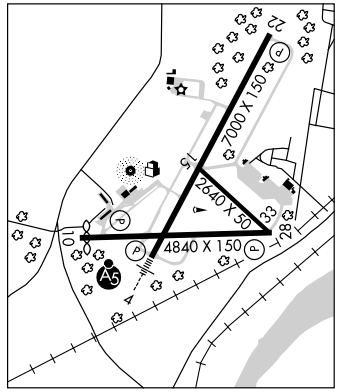
SARATOGA SPRINGS

SARATOGA CO (5B2) 3 SW UTC−5(−4DT) N43°03.04′ W73°51.70′ **NEW YORK**
434 B S4 **FUEL** 100LL, JET A OX 4 TPA—1201(767) LRA NOTAM FILE 5B2 **L–32G**
RWY 05–23: H4700X100 (ASPH–CONC–GRVD) S–30 MIRL **IAP**
RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.
RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 45′. Trees.
RWY 14–32: H4000X100 (ASPH–CONC) S–30 MIRL
RWY 14: Trees.
RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 46.6′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Albany ANG helicopters do touch and go ldg ops usually during dalgt hours. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05–23, VASI Rwy 23, REIL Rwy 23 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (518) 884–9289
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ALBANY APP/DEP CON** 118.05 **GCO** 118.125 (ALBANY CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 293° 23.0 NM to fld. 1490/14W. **HIWAS.**



SCHENECTADY

SCHENECTADY CO (SCH) 3 N UTC−5(−4DT) N42°51.15′ W73°55.73′ **NEW YORK**
378 B S6 **FUEL** 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH **H–11C, 12K, L–32G**
RWY 04–22: H7000X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 HIRL 0.9% up NE **IAP, AD**
RWY 04: MALSR. PAPI(P2L)—GA 3.0°TCH 55′. Tree.
RWY 22: PAPI(P2L)—GA 3.0°TCH 50′. Tree.
RWY 10–28: H4840X150(ASPH–GRVD) S–55, D–134, 2S–170, 2D–218, 2D/D1–430, 2D/2D2–541, C5–559 MIRL
RWY 10: PAPI(P2L)—GA 4.0°TCH 50′. Thld dsplcd 200′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 3.0°TCH 50′. Tree.
RWY 15–33: H2640X50 (ASPH) 2S–175 0.6% up NW
RWY 15: Pole. **RWY 33:** Tree.
AIRPORT REMARKS: Attended 1230–0330Z‡. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and invof arpt. Rwy 15–33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15–33 avbl during dalgt VFR conditions only. Rwy 15–33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330–1200Z‡. No field or braking action reports available between 0330Z‡ and 1230Z‡ daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 10–28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: AWOS–3 119.275 (518) 399–6586.
COMMUNICATIONS: CTAF 121.3 **UNICOM** 122.95
Ⓡ **ALBANY APP/DEP CON** 118.05
TOWER 121.3 (1230–0330Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1230–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALB. VHF/DF ctc TOWER
ALBANY (L) VORTAC 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 332°8.4 NM to fld. 275/13W.
HAWKY NDB (LOM) 219 AL N42°49.04′ W73°48.51′ 305° 5.7 NM to fld. Unusable 160°–210° byd 10 NM.
HUNTER NDB (MHW) 356 HEU N42°51.18′ W73°56.06′ at fld. NOTAM FILE SCH.
ILS 109.7 I–SCH Rwy 04. Class IT.
COMM/NAV/WEATHER REMARKS: UNICOM use 130.55 for svc from FBO.



APP CRS	Rwy Idg	7000
226°	TDZE	378
	Apt Elev	378

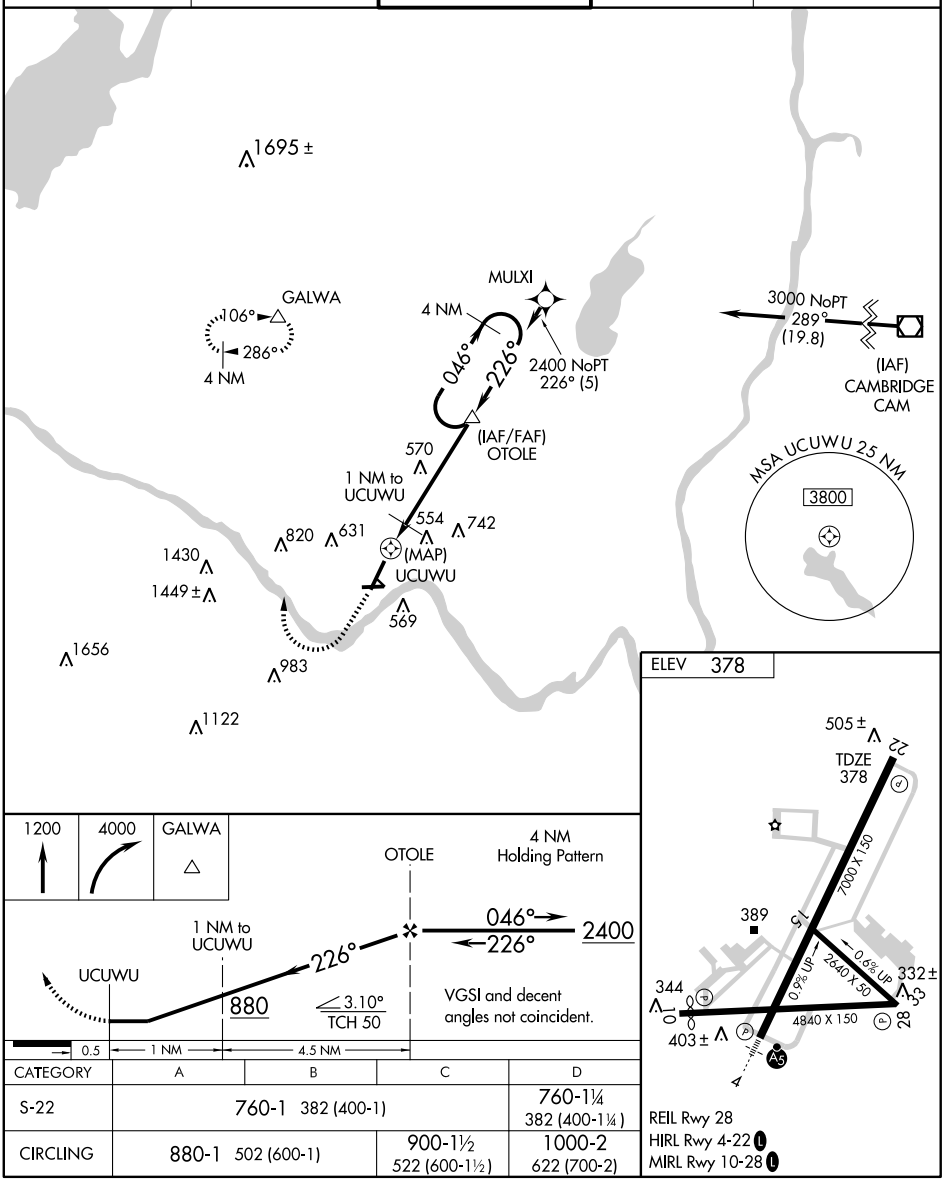
GPS RWY 22

SCHENECTADY COUNTY (SCH)

NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER★	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.95



CATEGORY	A	B	C	D
S-22	760-1 382 (400-1)			760-1¼ 382 (400-1¼)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4840
282°	TDZE	323
	Apt Elev	378

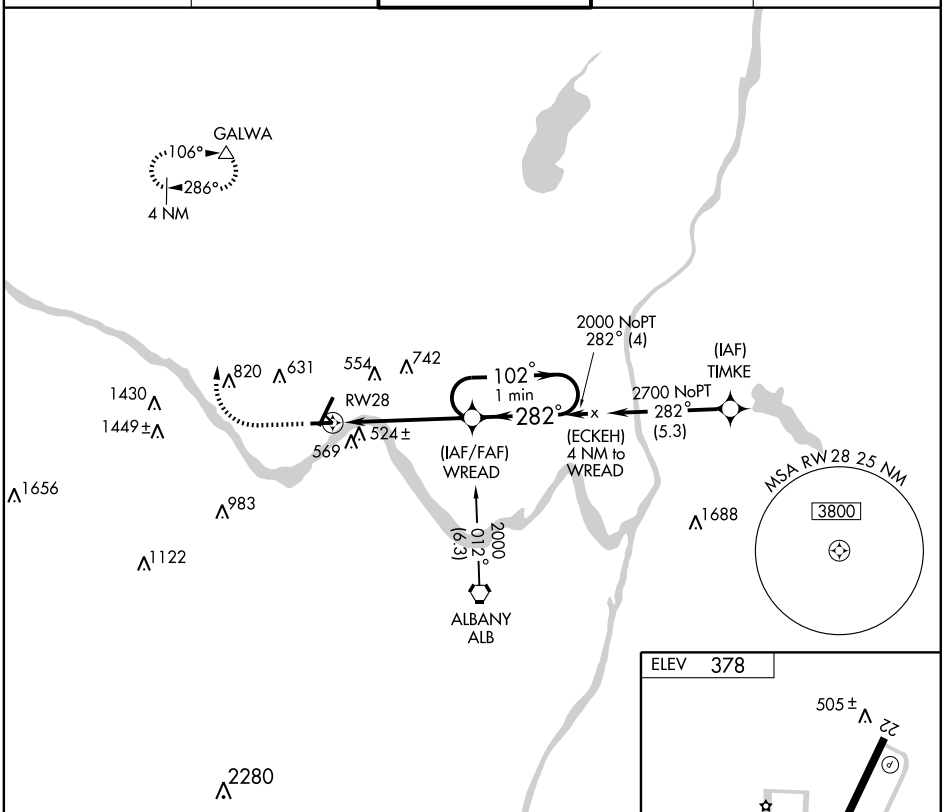
GPS RWY 28
SCHENECTADY COUNTY (SCH)

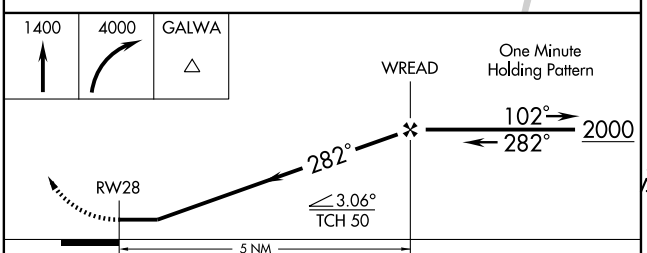
NA

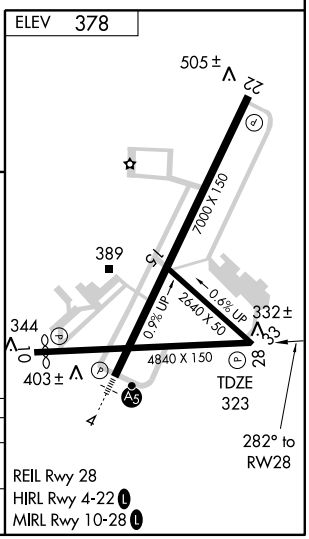
MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER★	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.95

NE-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-28	780-1 457 (500-1)		780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

LOC I-SCH	APP CRS	Rwy Idg	7000
109.7	040°	TDZE	338
		Apt Elev	378

ILS RWY 4
SCHENECTADY COUNTY (SCH)

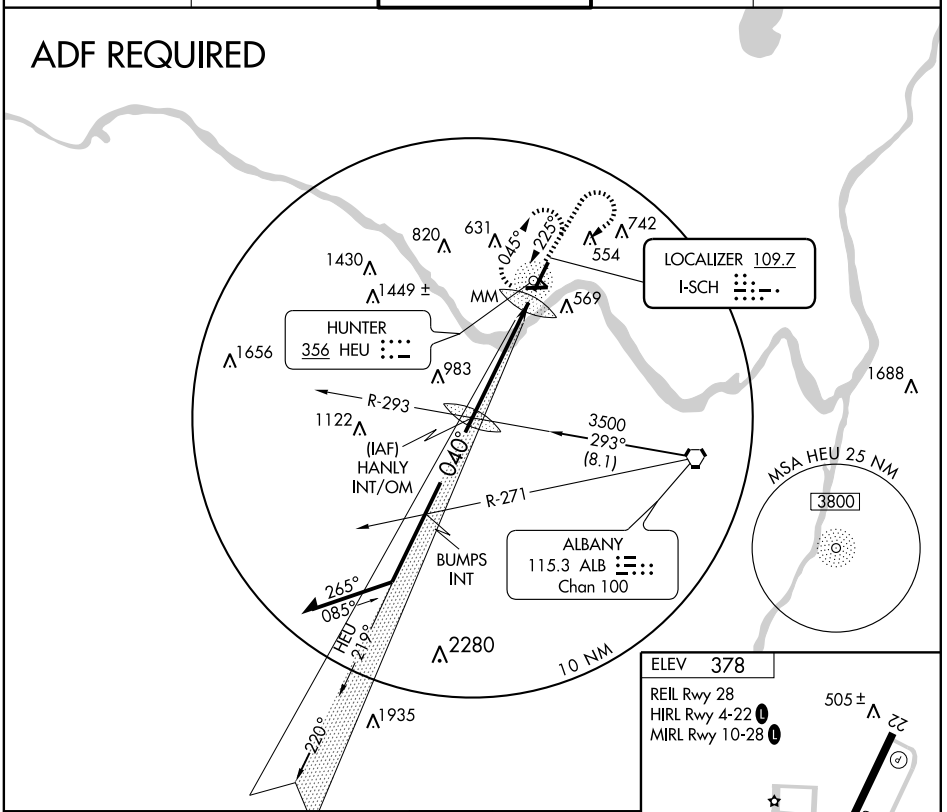
Inoperative table does not apply to S-LOC 4 CAT C.

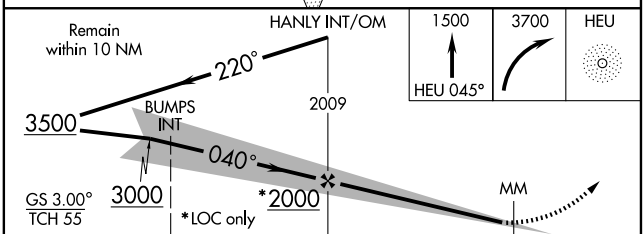
MALSR

MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

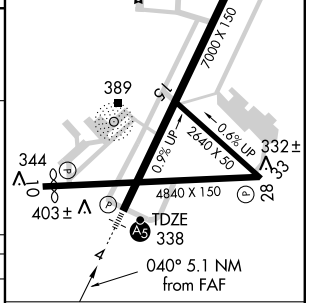
AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.95

ADF REQUIRED





CATEGORY	A	B	C	D
S-ILS 4	555-¾ 217 (200-¾)			
S-LOC 4	740-¾ 402 (400-¾)		740-1¼ 402 (400-1¼)	
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

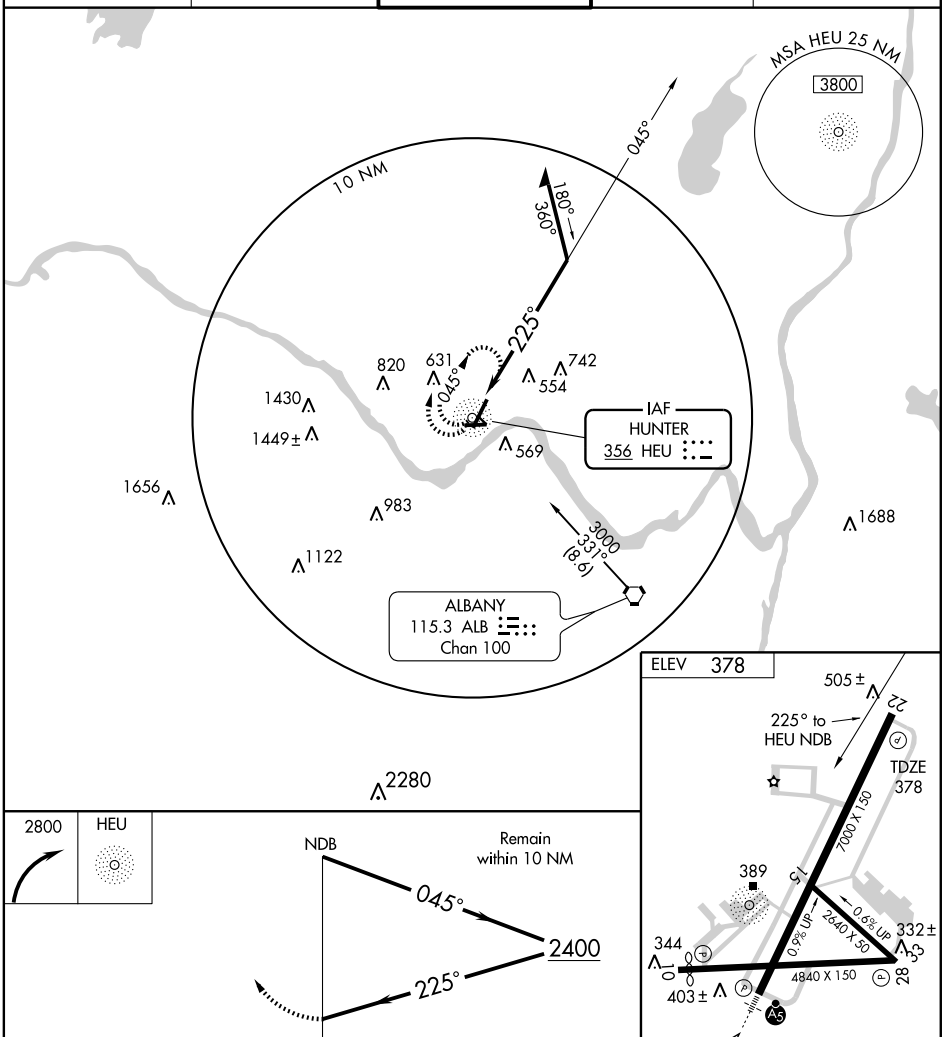
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NDB HEU 356	APP CRS 225°	Rwy Idg 7000 TDZE 378 Apt Elev 378

NDB RWY 22
SCHENECTADY COUNTY (SCH)

MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.95



CATEGORY	A	B	C	D
S-22	980-1 602 (700-1)		980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1 602 (700-1)		980-1¾ 602 (700-1¾)	1000-2 622 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

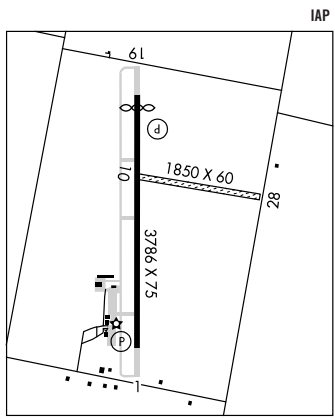
SCHROON LAKE (4B7) 2 N UTC−5(−4DT) N43°51.75′ W73°44.56′ **NEW YORK**
830 NOTAM FILE BTV **L–32G**
RWY 16–34: H3000X60 (ASPH) S–13
RWY 16: Thld dsplcd 100′. Road. **RWY 34:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. Trees at end Rwy 34 penetrate apch slope, trees penetrate transition surfaces both sides, rock ledge penetrates transition surface rgt side. Recommend ldg Rwy 16, tkf Rwy 34.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GFL.
GLENS FALLS (L) VORTAC 110.2 GFL Chan 39 N43°20.50′ W73°36.71′ 004°31.8 NM to fld. 319/14W.

SCHUYLERVILLE

GARNSEYS (BØ4) 1 S UTC−5(−4DT) N43°04.50′ W73°34.97′ **NEW YORK**
100 NOTAM FILE BTV
RWY 02–20: 2600X103 (TURF)
RWY 02: Tree. **RWY 20:** Road.
AIRPORT REMARKS: Attended May–Sep dalgt hours. Arpt open dalgt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.
COMMUNICATIONS: CTAF 122.9
90
WATERWAY 02–20: 9999X750 (WATER)

SENECA FALLS

FINGER LAKES RGNL (ØG7) 2 SE UTC−5(−4DT) N42°53.01′ W76°46.87′ **NEW YORK**
492 B S4 **FUEL** 100LL, JET A NOTAM FILE ITH **L–32F**
RWY 01–19: H3786X75 (ASPH) S–12.5 MIRL **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 10–28: 1850X60 (TURF) 1.2% up W
RWY 10: Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Sat–Sun 1300–2000Z‡. Rwy 01 REIL OTS indef. PAPI Rwy 01 OTS indef. REIL Rwy 19 OTS indef. PAPI Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01–19, and REIL Rwy 01 and Rwy 19—CTAF. Ldg fee. Fifteen dollar fee for jets and turbo props.
WEATHER DATA SOURCES: AWOS–3 120.0 (315) 568–5362.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SYRACUSE APP CON** 126.125 (E–NE)
Ⓡ **ELMIRA APP CON** 124.3 (SW–SE) (1100–0500Z‡)
Ⓡ **NEW YORK CENTER APP CON** 133.35 (SW–SE) (0500–1100Z‡)
Ⓡ **ROCHESTER APP CON** 119.55 (W–NW)
Ⓡ **SYRACUSE DEP CON** 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE ITH.
ITHACA (L) VOR/DME 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 339°27.3 NM to fld. 1102/10W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



SHARON SPRINGS

SHARON (K31) 2 SE UTC−5(−4DT) N42°46.70′ W74°34.66′ **NEW YORK**
1508 TPA—2500(992) NOTAM FILE BUF
RWY 13–31: 2570X120 (TURF) LIRL (NSTD)
RWY 13: Thld dsplcd 200′. Trees. **RWY 31:** Tree.
AIRPORT REMARKS: Attended irregularly. P-line parallel on SW side of runway. Rwy 13 thld dsplcd ngt ops only. ACTIVATE LIRL Rwy 13–31—CTAF. Rwy 13–31 first 200 ft SE end unlgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

APP CRS	Rwy Idg	3786
007°	TDZE	492
	Apt Elev	492

RNAV (GPS) RWY 1

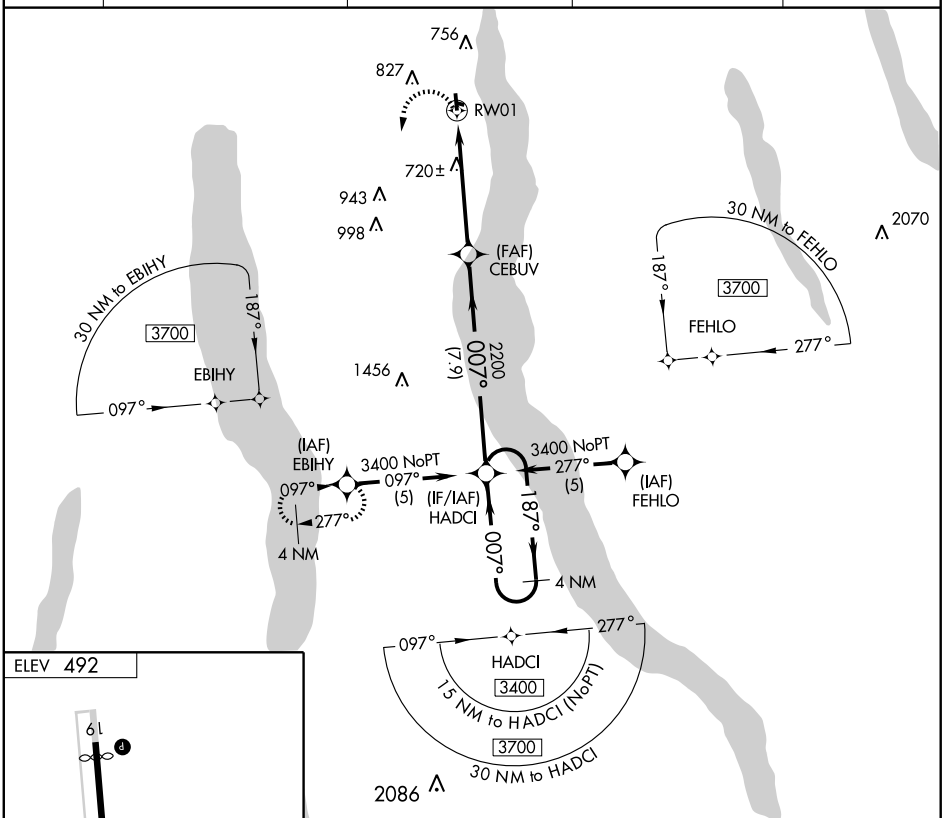
SENECA FALLS / FINGER LAKES RGNL (ØG7)

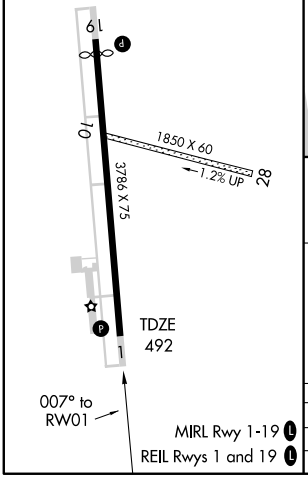
NA

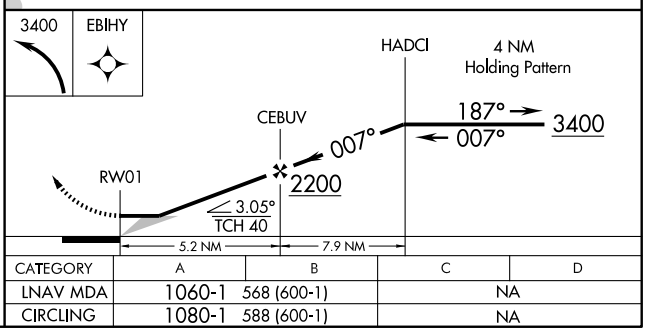
When local altimeter setting not received, use Syracuse Hancock altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

AWOS-3	SYRACUSE APP CON	ROCHESTER APP CON	ELMIRA APP CON ★	UNICOM
120.0	126.125 269.125 (E-NE)	119.55 269.6 (W-NW)	124.3 257.8 (SW-SE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1	568 (600-1)	NA	
CIRCLING	1080-1	588 (600-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SHERMAN

PRATT'S EASTERN DIVIDE (D88) 4 W UTC−5(−4DT) N42°09.00′ W79°41.15′ **DETROIT**

1640 NOTAM FILE BUF

RWY 08–26: 2600X75 (TURF)

RWY 08: Tree.

RWY 26: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralgt on and invof arpt.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.

SHIRLEY

BROOKHAVEN (HWV) 1 N UTC−5(−4DT) N40°49.32′ W72°52.02′ **NEW YORK**

81 B S4 **FUEL** 100LL TPA—1081(1000) NOTAM FILE HWV **COPTER**

RWY 15–33: H4222X150 (ASPH–CONC) S–52, D–70, 2S–89, 2D–120 MIRL **L–33B, 34I**

RWY 15: REIL. VASI(V4L)—GA 3.0°TCH 43′. Trees. **IAP**

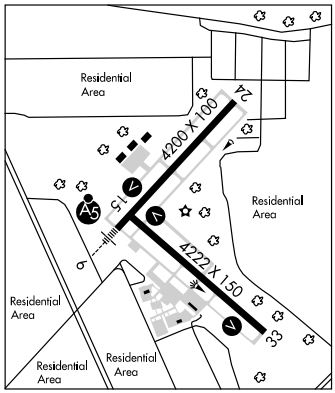
RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 46′. Trees.

RWY 06–24: H4200X100 (ASPH) S–32, D–56, 2D–93 MIRL 0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 47′. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z‡ and 2300Z‡. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06—CTAF. Ldg fee.



WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VORW/DME 117.2 CCC Chan 119 N40°55.78′ W72°47.93′ 219° 7.2 NM to fld. 86/13W.

ILS 108.95 I–HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100′. LOC unusable within thld abv 1000′. GS unmonitored.

SIDNEY MUNI (N23) 1 W UTC−5(−4DT) N42°18.15′ W75°24.96′ **NEW YORK**

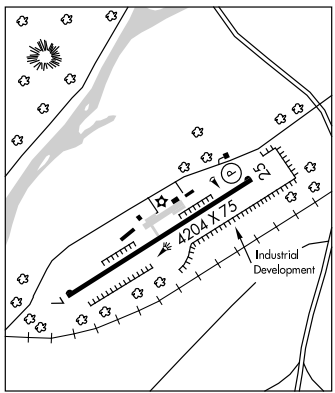
1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF **L–30K, 32F, 33A**

RWY 07–25: H4204X75 (ASPH) S–25, D–45 MIRL **IAP**

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400–2200Z‡. For attendant other times call 607–561–2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.275 (607) 561–2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

Ⓡ **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.

LOC I-HWV	APP CRS	Rwy Idg	4200
108.95	059°	TDZE	81
		Apt Elev	82

ILS RWY 6

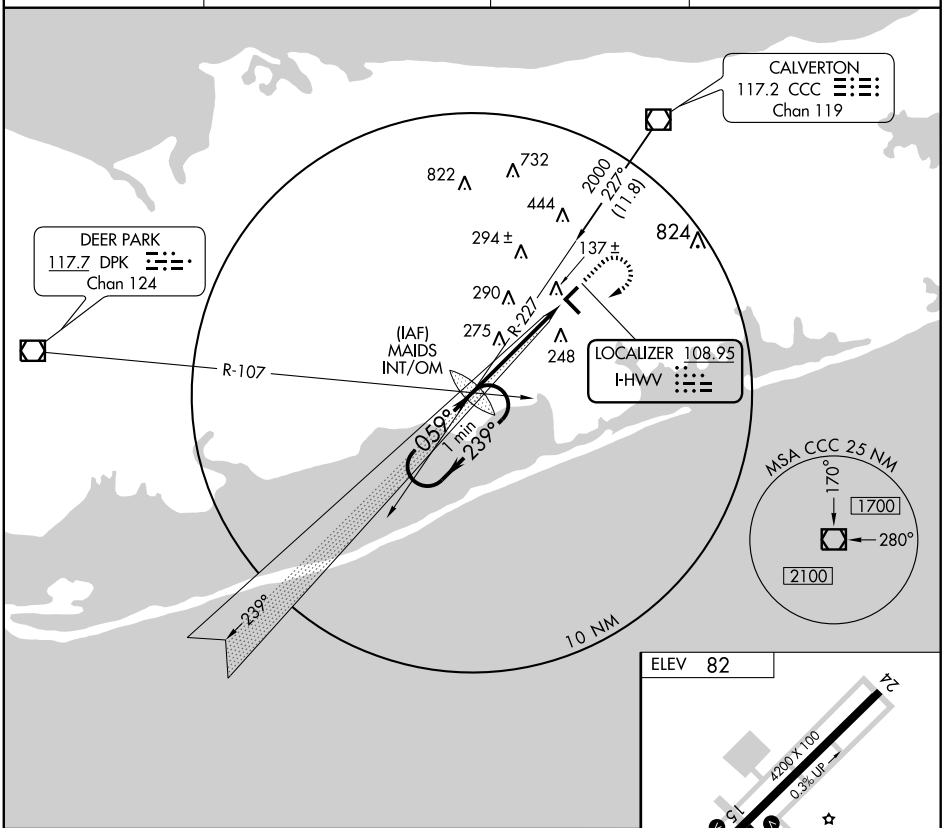
SHIRLEY / BROOKHAVEN (HWV)

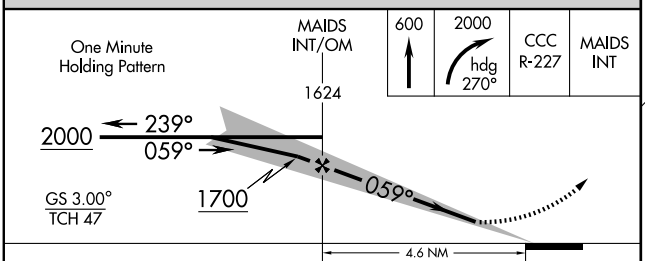
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

MALSR

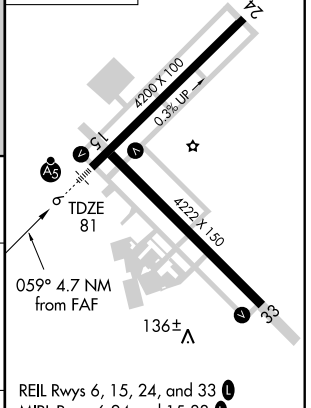
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS INT and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)	NA	
S-LOC 6	560-½	479 (500-½)	NA	
CIRCLING	600-1	518 (600-1)	NA	



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

SHIRLEY / BROOKHAVEN (HWV)

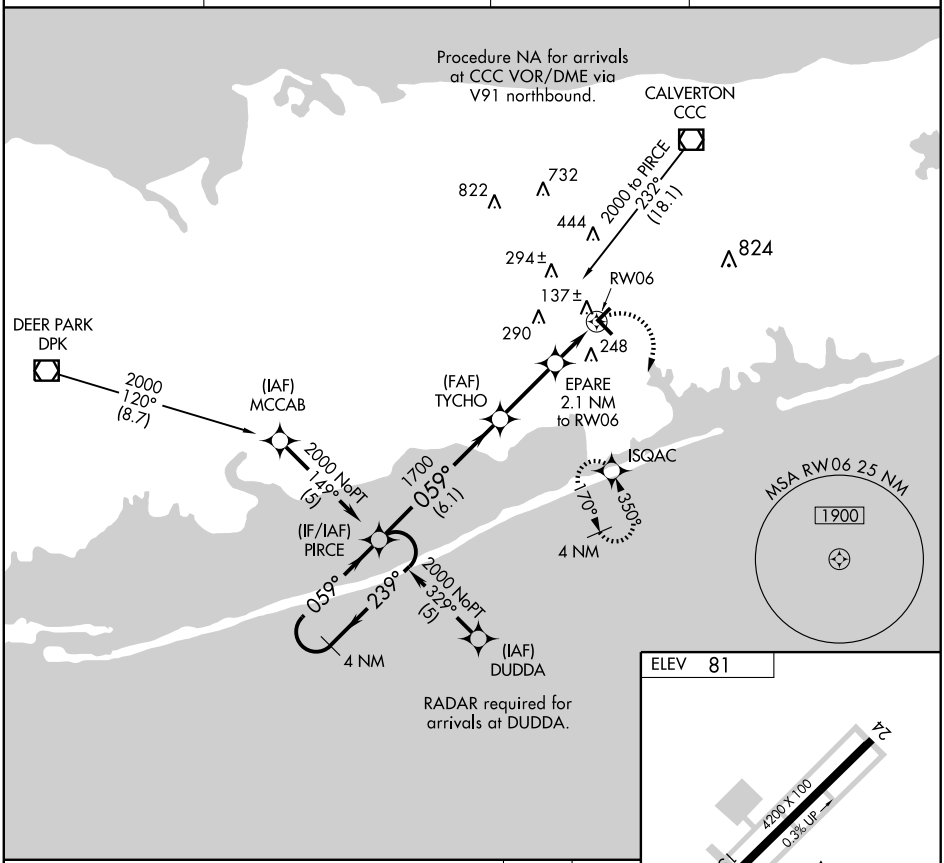
APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

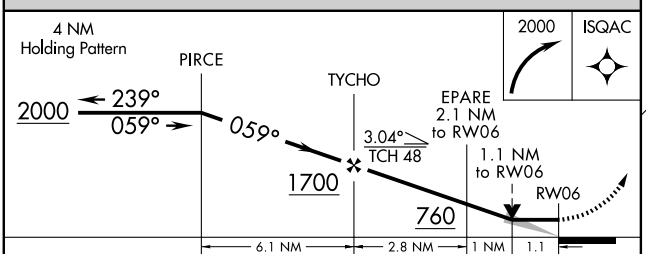
If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

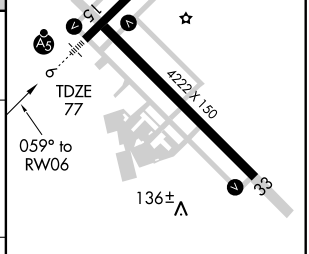
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-½ 403 (400-½)		NA	
CIRCLING	560-1 479 (500-1)		NA	



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4222
CH 90402	149°	TDZE	70
W15A		Apt Elev	81

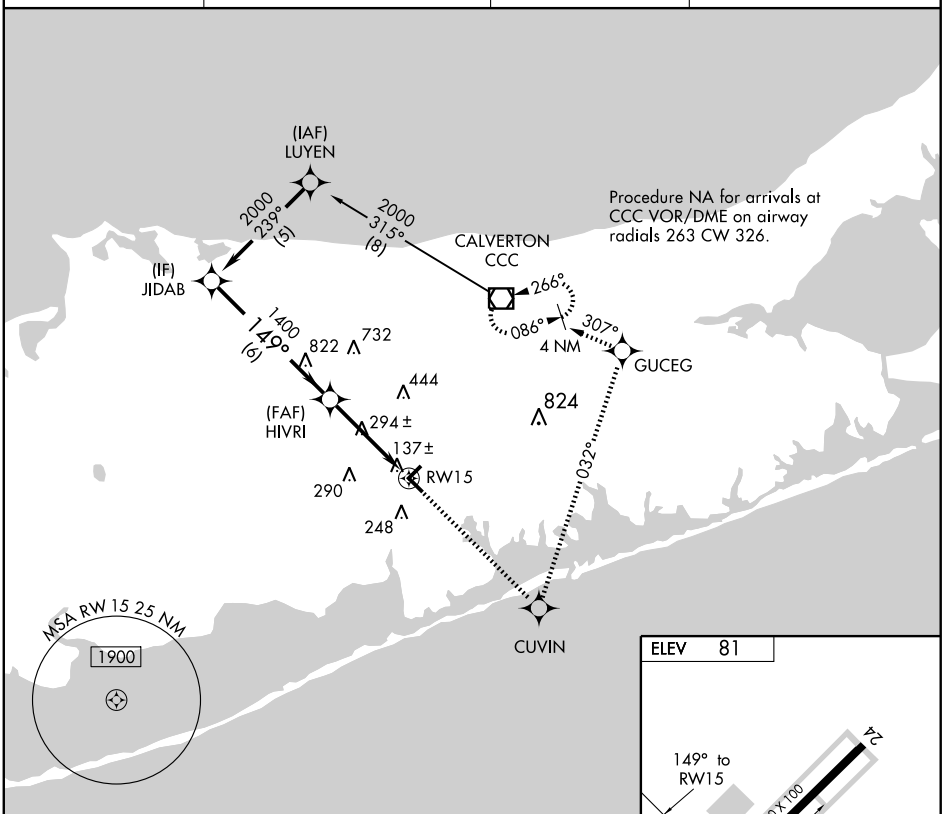
RNAV (GPS) RWY 15

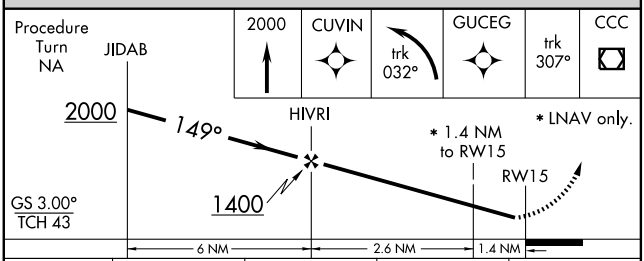
SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

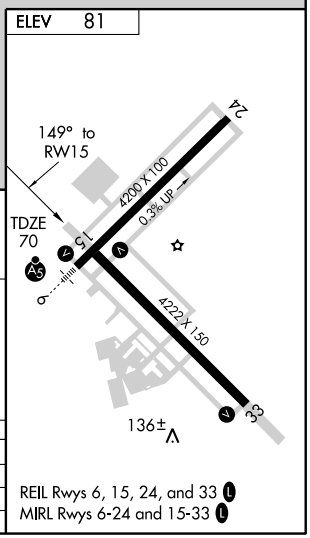
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	392-1¼	322 (400-1¼)	NA	
LNAV MDA	560-1	490 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4222
CH 40412	329°	TDZE 67
W33A		Apt Elev 81

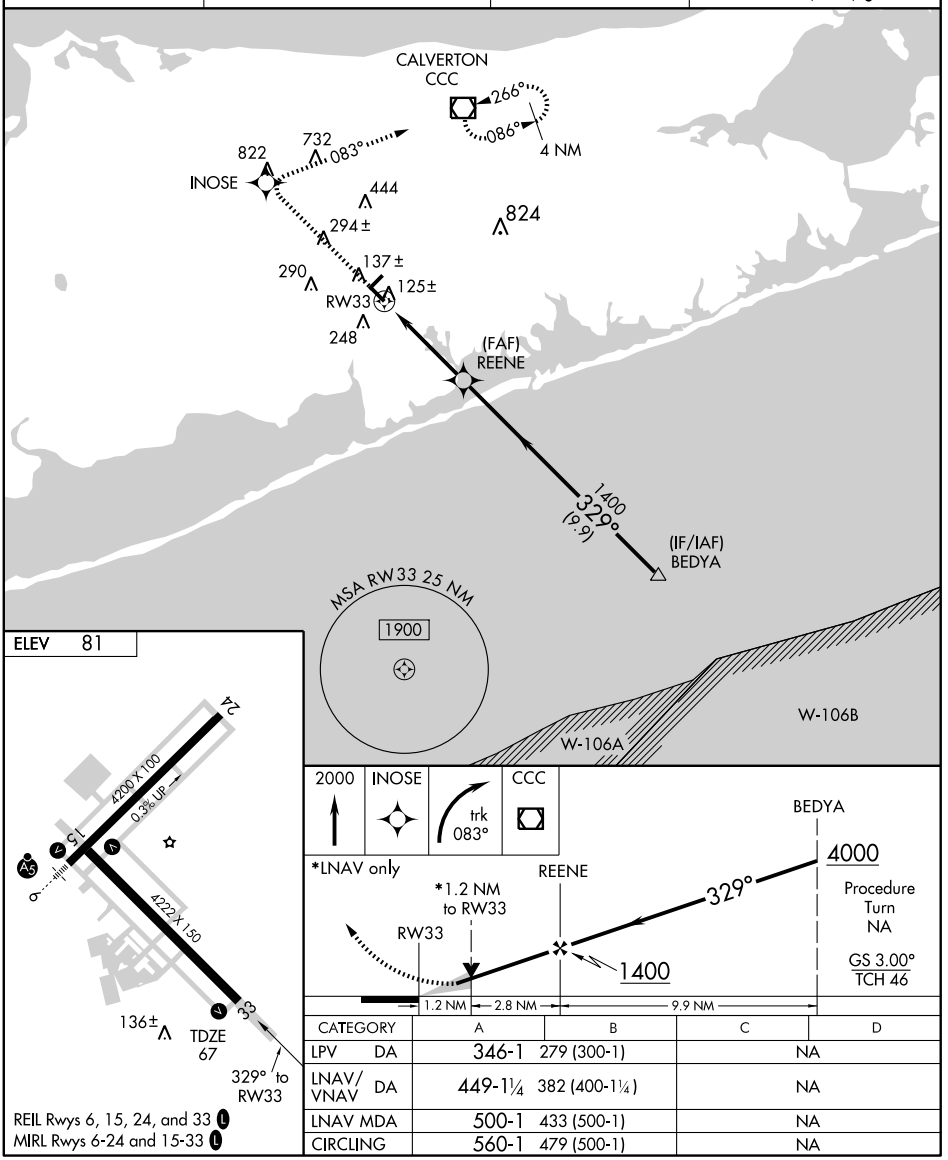
RNAV (GPS) RWY 33

SHIRLEY / BROOKHAVEN (HWV)

Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)	NA	
LNAV/VNAV DA	449-1¼	382 (400-1¼)	NA	
LNAV MDA	500-1	433 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

(IF) ARDIS

1700 239° (5.1)

2000 329° (5)

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

822 732 (FAF) WEENG 444 824 213± 294± 290 137± (MAP) KOYEN 248

MSA KOYEN 25 NM 1900

YINTU 149°

ISQAC 170° 350° 4 NM

ELEV 81

TDZE 81

4200 X 100 0.3% UP

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | trk 149° | ISQAC

Procedure Turn NA

KOYEN WEENG ARDIS 2000 239° 1700 3.04° TCH 45

0.5 4.4 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1 399 (400-1)		NA	
CIRCLING	560-1 479 (500-1)		NA	

40°49'N - 72°52'W

NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56601	239°	TDZE	81
W24A		Apt Elev	81

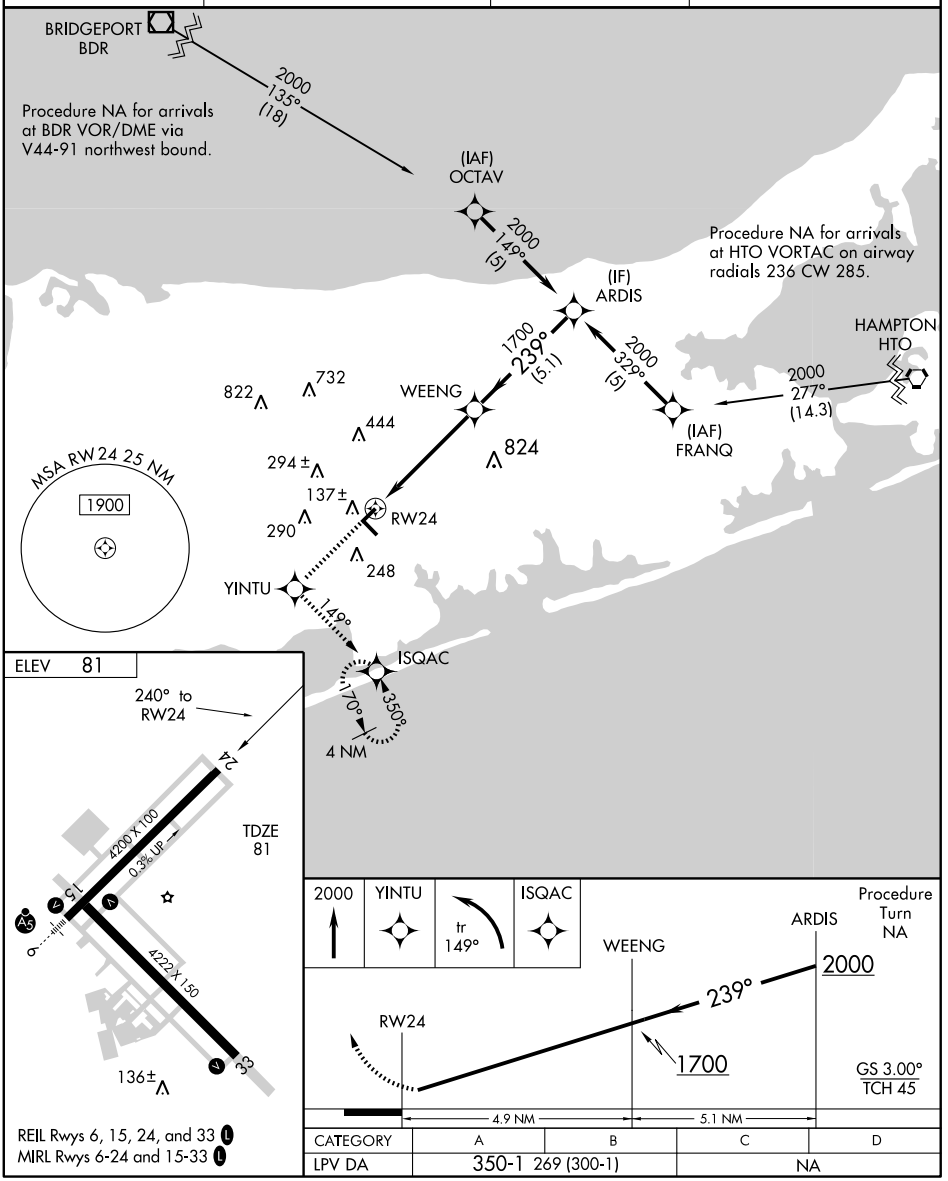
RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	350-1 269 (300-1)		NA	

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CCC	APP CRS	Rwy Idg	4200
117.2	042°	TDZE	77
Chan 119		Apt Elev	81

VOR RWY 6

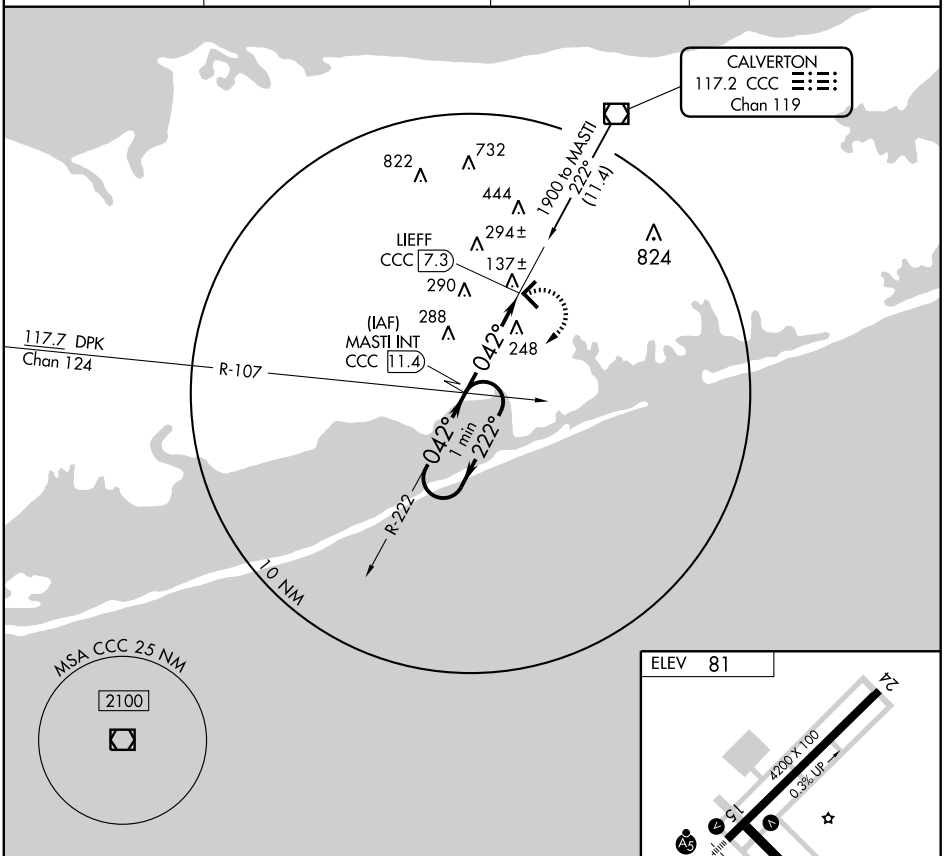
SHIRLEY / BROOKHAVEN (HWV)

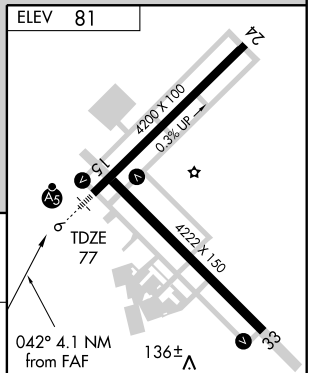
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

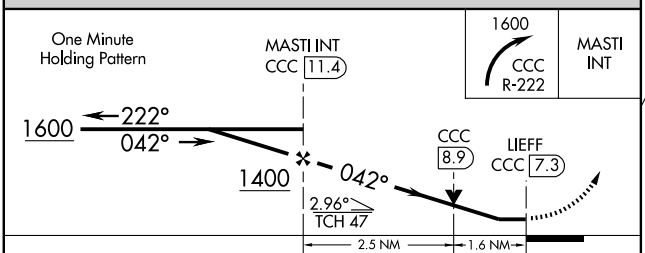
MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







REIL Rwys 6, 15, and 24 L
MIRL Rwys 6-24 and 15-33 L

CATEGORY	A	B	C	D
S-6	620-1	543 (600-1)	NA	
CIRCLING	620-1	539 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SHERMAN

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1640 NOTAM FILE BUF

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COMMUNICATIONS: CTAF 122.9

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SHIRLEY

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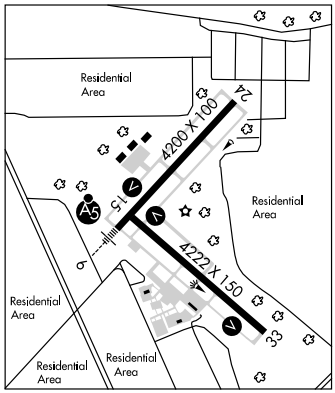
RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 46′. Trees.

RWY 06–24: H4200X100 (ASPH) S–32, D–56, 2D–93 MIRL 0.3% up NE

RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 47′. Trees.

RWY 24: REIL. Trees.

AIRPORT REMARKS: Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z‡ and 2300Z‡. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06—CTAF. Ldg fee.



WEATHER DATA SOURCES: ASOS 119.625 (631) 399–7095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

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ILS 108.95 I–HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100′. LOC unusable within thld abv 1000′. GS unmonitored.

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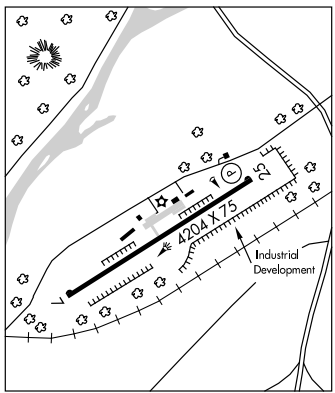
1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF **L–30K, 32F, 33A**

RWY 07–25: H4204X75 (ASPH) S–25, D–45 MIRL **IAP**

RWY 07: REIL. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Stack. Rgt tfc.

AIRPORT REMARKS: Attended 1400–2200Z‡. For attendant other times call 607–561–2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.275 (607) 561–2333.

COMMUNICATIONS: CTAF/UNICOM 122.8

HANCOCK RCO 122.1R 116.8T (BUFFALO RADIO)

ROCKDALE RCO 122.1R 112.6T (BUFFALO RADIO)

Ⓡ **BOSTON CENTER APP/DEP CON** 133.25

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

ROCKDALE (L) VOR/DME 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 230° 12.6 NM to fld. 2032/11W.

COMM/NAV/WEATHER REMARKS: CInc del thru Flight Services 1–888–766–8267.

APP CRS	Rwy Idg	4204
071°	TDZE	1027
	Apt Elev	1027

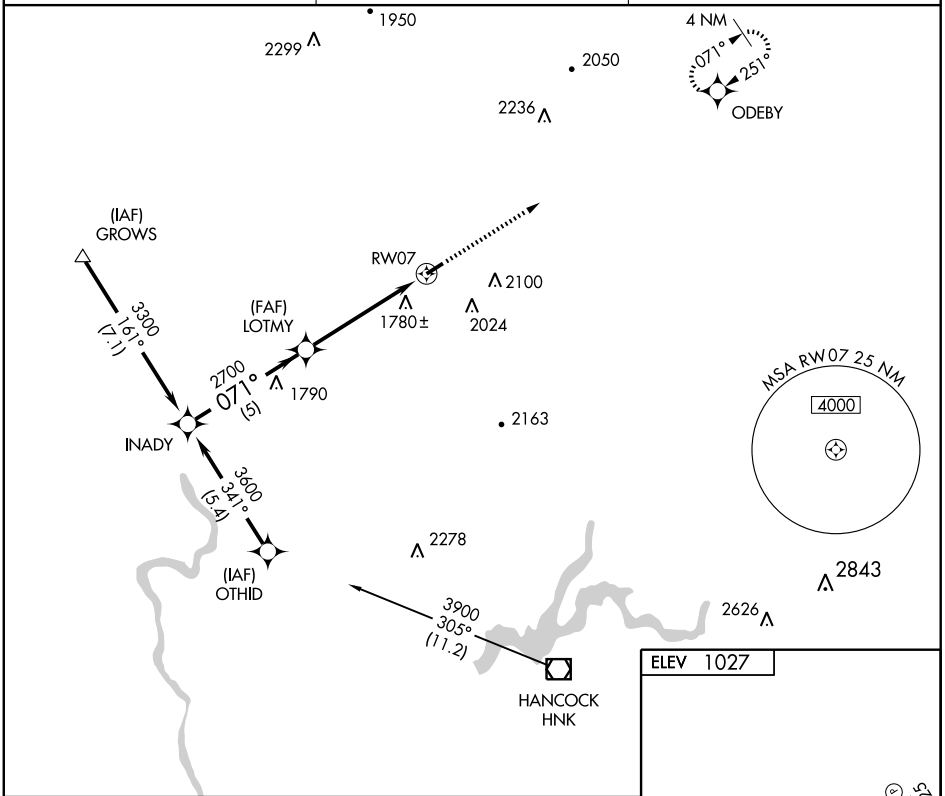
RNAV (GPS) RWY 7

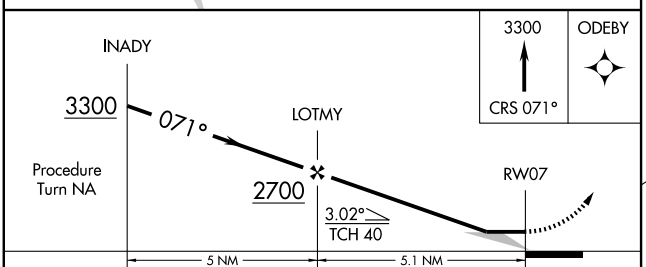
SIDNEY MUNI (N23)

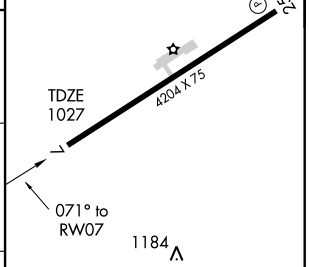
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4204
251°	TDZE	1027
	Apt Elev	1027

RNAV (GPS) RWY 25

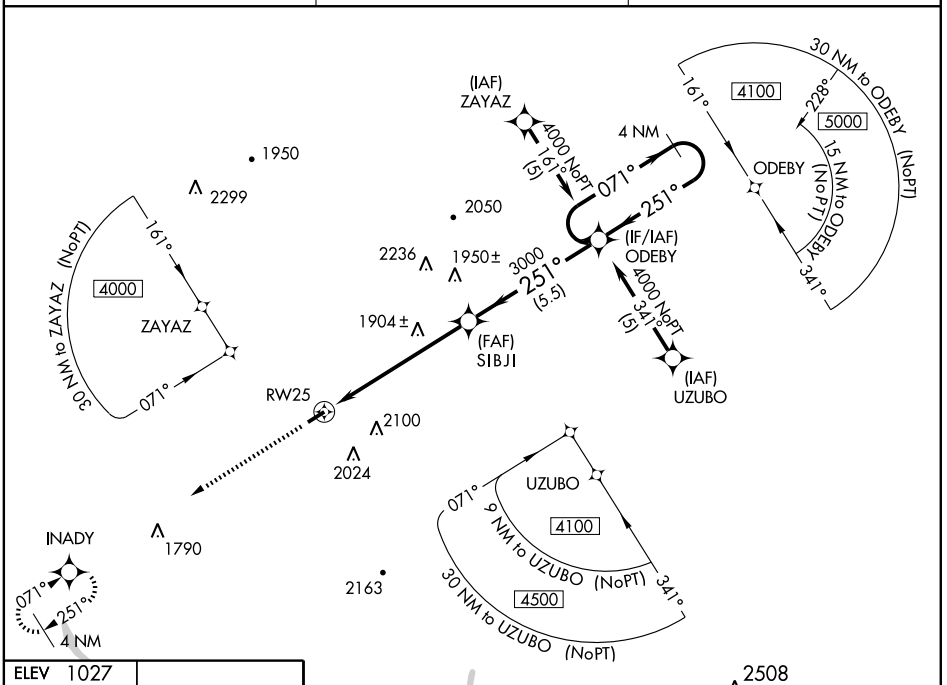
SIDNEY MUNI (N23)

Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

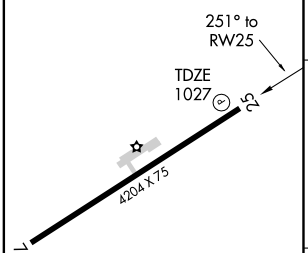
NA

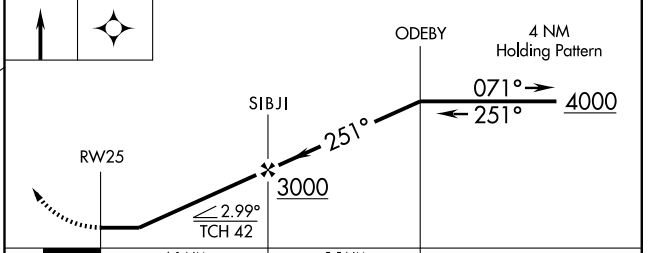
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275



ELEV 1027





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

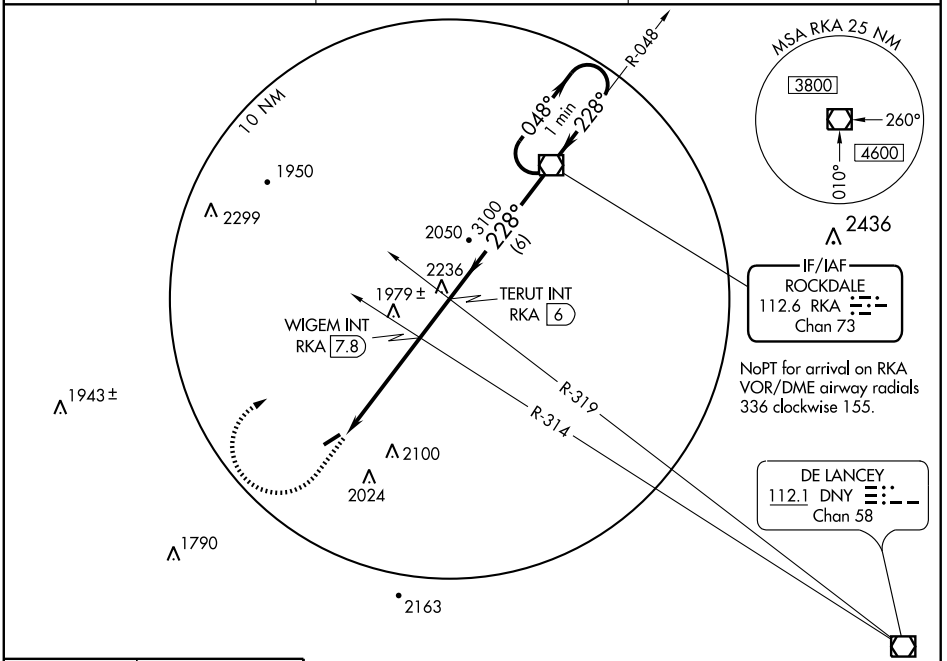
VOR/DME RKA	APP CRS	Rwy Idg	4204
112.6	228°	TDZE	1027
Chan 73		Apt Elev	1027

VOR RWY 25
SIDNEY MUNI (N23)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

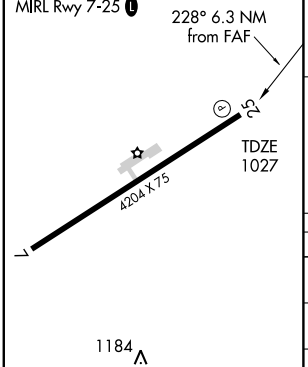
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275

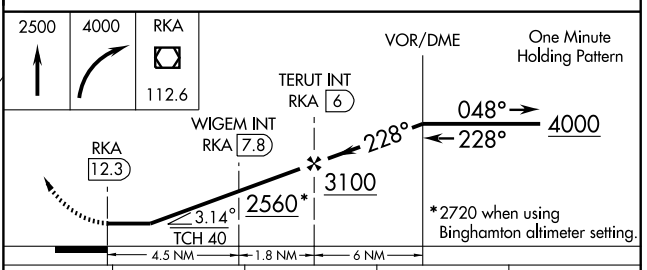


ELEV 1027

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



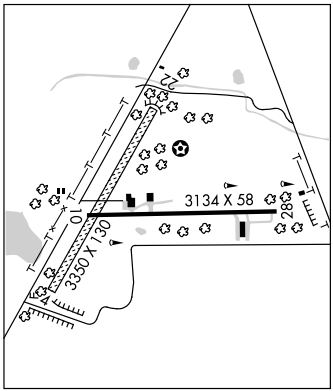
FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SKANEATELES AERO DROME (6B9) 2 SW UTC−5(−4DT) N42°54.84′ W76°26.45′ **NEW YORK**
1038 B **FUEL** 100LL TPA—1838(800) NOTAM FILE BUF **L–32F**
RWY 04–22: 3350X130 (TURF) **IAP**
RWY 04: Trees. **RWY 22:** Trees.
RWY 10–28: H3134X58 (ASPH) S–9 MIRL (NSTD) 0.4% up W
RWY 10: Trees. **RWY 28:** Treeline.
AIRPORT REMARKS: Attended Oct–April Mon–Sat 1300–2200Z‡, May–Sept Mon–Sat 1300–2300Z‡. Fuel avbl 24 hr self service credit card. Rwy 10–28 loose aggregate, potholes, eroded areas. Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04–22 avbl 15 May to 15 Oct. ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF. Rotating bcn OTS indef. Rwy 10–28 NSTD MIRL; lgts are 38 ft from pavement edge; no thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3′ fence 20′ from thld on both sides, +15′ road 30′ from thld on both sides and 4′ fence 80′ from thld on both sides. Rwy 04–22 and 10–28 have variations in rwy surface.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SYRACUSE APP/DEP CON** 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 226°18 NM to fld. 420/11W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



SKY ACRES (See MILLBROOK)

SKY PARK (See RED HOOK)

SMITE N42°06.28′ W75°53.47′ NOTAM FILE BGM.
NDB (LOM) 332 BG 340° 7.4 NM to Greater Binghamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)

SOUTH BETHLEHEM

SOUTH ALBANY (4BØ) 2 N UTC−5(−4DT) N42°33.64′ W73°50.04′ **NEW YORK**
196 **FUEL** 100LL TPA—996(800) NOTAM FILE BTV **L–32G, 33B, 34I**
RWY 01–19: H2854X60 (ASPH) LIRL 0.4% up N **IAP**
RWY 01: Thld dsplcd 150′. Brush. **RWY 19:** VASI(NSTD). Thld dsplcd 124′. Road.
AIRPORT REMARKS: Attended Nov–Mar 1300–2100Z‡, Apr–Oct 1100–0200Z‡. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALBANY APP/DEP CON** 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 234° 33.8 NM to fld. 1490/14W.

VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg N/A TDZE N/A Apt Elev 1038

VOR or GPS-A

SKANEATELES AERO DROME (6B9)

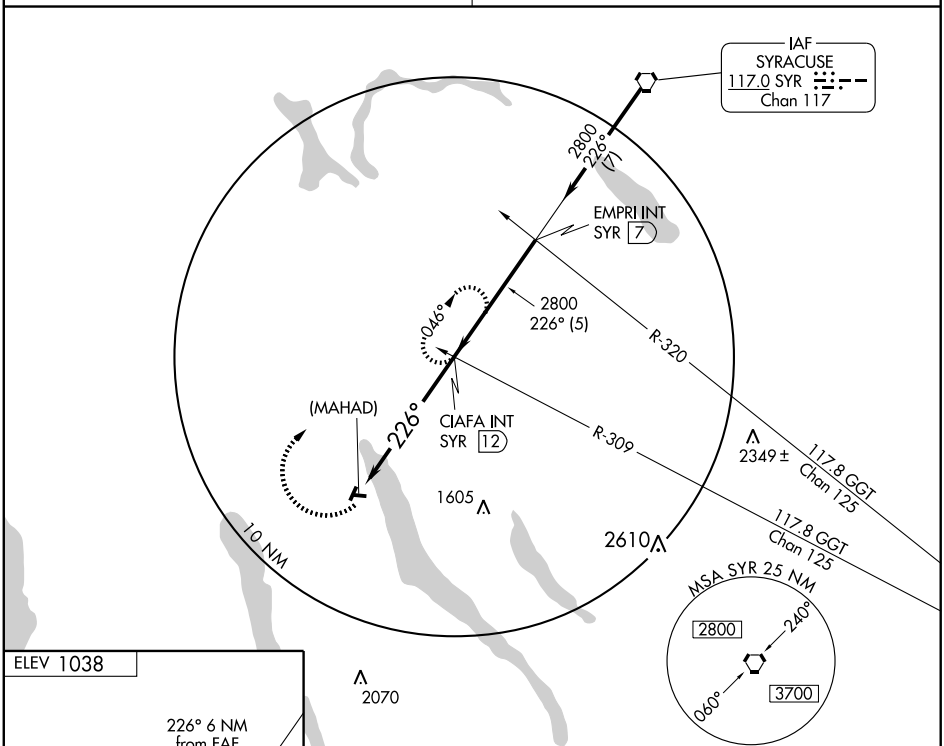
NA

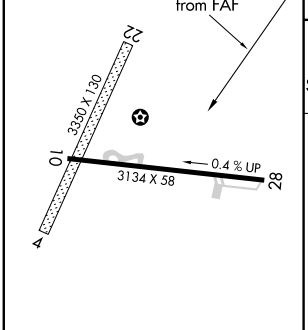
Use Syracuse altimeter setting.
Two 55′ poles 70′ either side centerline 900′ from AER 28.

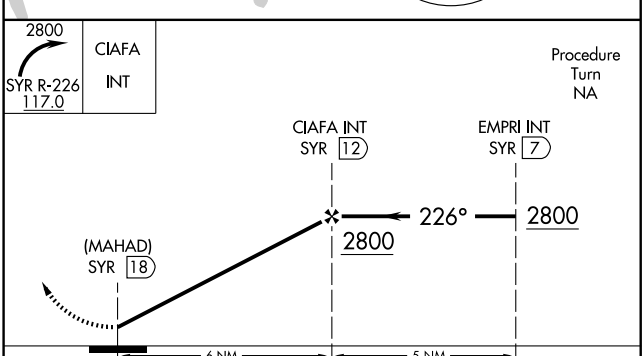
MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.

SYRACUSE APP CON
126.125 269.125

UNICOM
122.8 (CTAF)





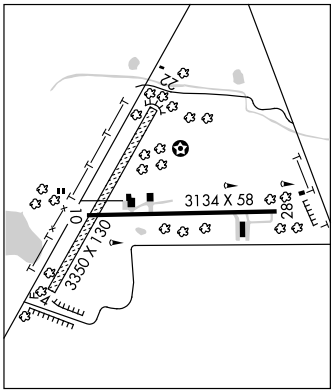


FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	1660-1	622 (700-1)	1720-2 682 (700-2)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SKANEATELES AERO DROME (6B9) 2 SW UTC−5(−4DT) N42°54.84′ W76°26.45′ **NEW YORK**
1038 B **FUEL** 100LL TPA—1838(800) NOTAM FILE BUF **L–32F**
RWY 04–22: 3350X130 (TURF) **IAP**
RWY 04: Trees. **RWY 22:** Trees.
RWY 10–28: H3134X58 (ASPH) S–9 MIRL (NSTD) 0.4% up W
RWY 10: Trees. **RWY 28:** Treeline.
AIRPORT REMARKS: Attended Oct–April Mon–Sat 1300–2200Z‡, May–Sept Mon–Sat 1300–2300Z‡. Fuel avbl 24 hr self service credit card. Rwy 10–28 loose aggregate, potholes, eroded areas. Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04–22 avbl 15 May to 15 Oct. ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF. Rotating bcn OTS indef. Rwy 10–28 NSTD MIRL; lgts are 38 ft from pavement edge; no thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3′ fence 20′ from thld on both sides, +15′ road 30′ from thld on both sides and 4′ fence 80′ from thld on both sides. Rwy 04–22 and 10–28 have variations in rwy surface.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SYRACUSE APP/DEP CON** 126.125
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 226°18 NM to fld. 420/11W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



SKY ACRES (See MILLBROOK)

SKY PARK (See RED HOOK)

SMITE N42°06.28′ W75°53.47′ NOTAM FILE BGM.
NDB (LOM) 332 BG 340° 7.4 NM to Greater Binghamton/Edwin A Link Fld.

SOUTH ALBANY (See SOUTH BETHLEHEM)

SOUTH BETHLEHEM

SOUTH ALBANY (4BØ) 2 N UTC−5(−4DT) N42°33.64′ W73°50.04′ **NEW YORK**
196 **FUEL** 100LL TPA—996(800) NOTAM FILE BTV **L–32G, 33B, 34I**
RWY 01–19: H2854X60 (ASPH) LIRL 0.4% up N **IAP**
RWY 01: Thld dsplcd 150′. Brush. **RWY 19:** VASI(NSTD). Thld dsplcd 124′. Road.
AIRPORT REMARKS: Attended Nov–Mar 1300–2100Z‡, Apr–Oct 1100–0200Z‡. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALBANY APP/DEP CON** 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 234° 33.8 NM to fld. 1490/14W.

APP CRS	Rwy Idg	2704
008°	TDZE	196
	Apt Elev	196

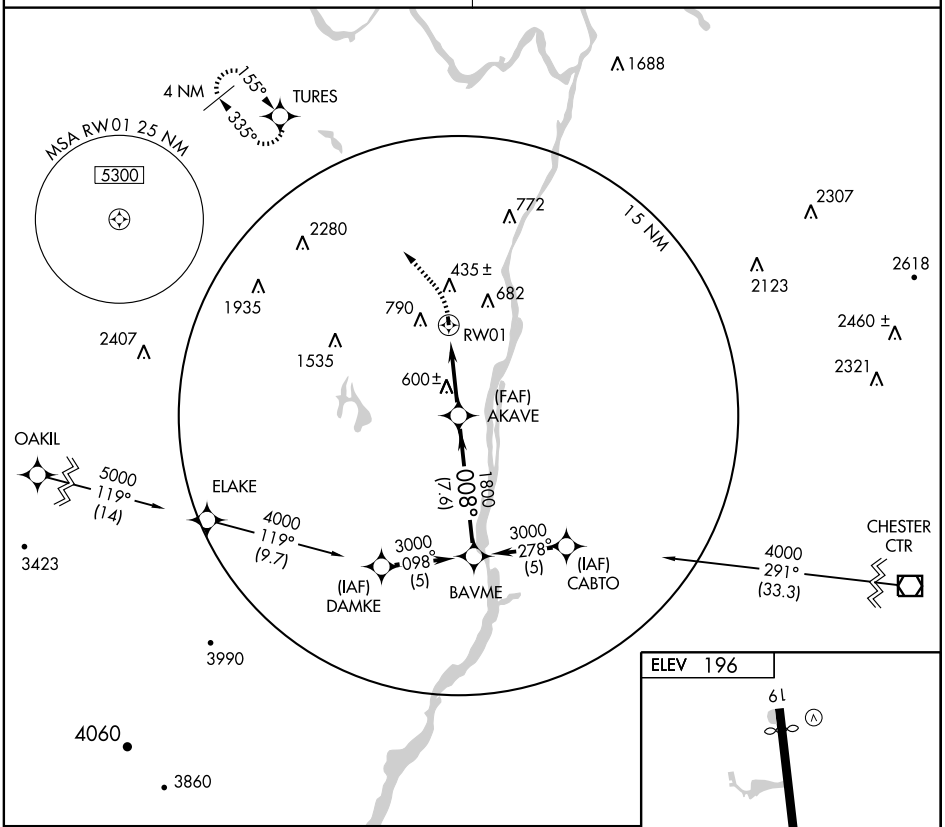
RNAV (GPS) RWY 1

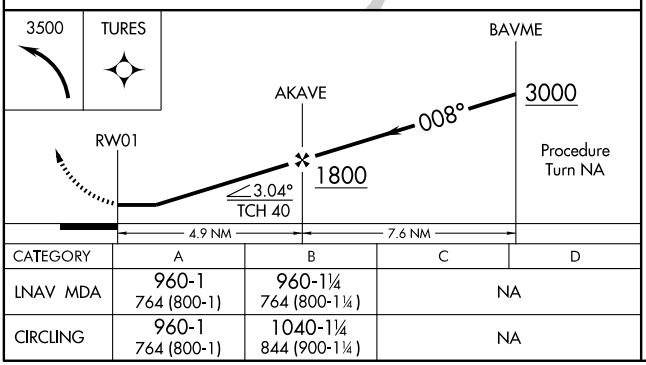
SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

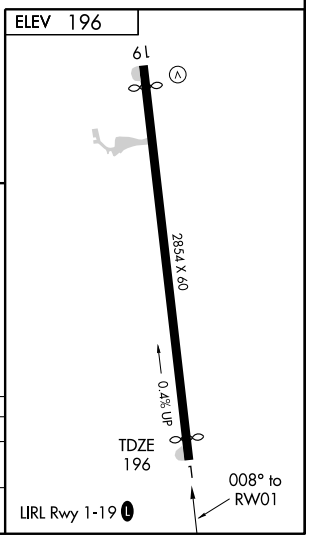
MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

ALBANY APP CON	UNICOM
118.05 263.075	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)	NA	
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2730
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

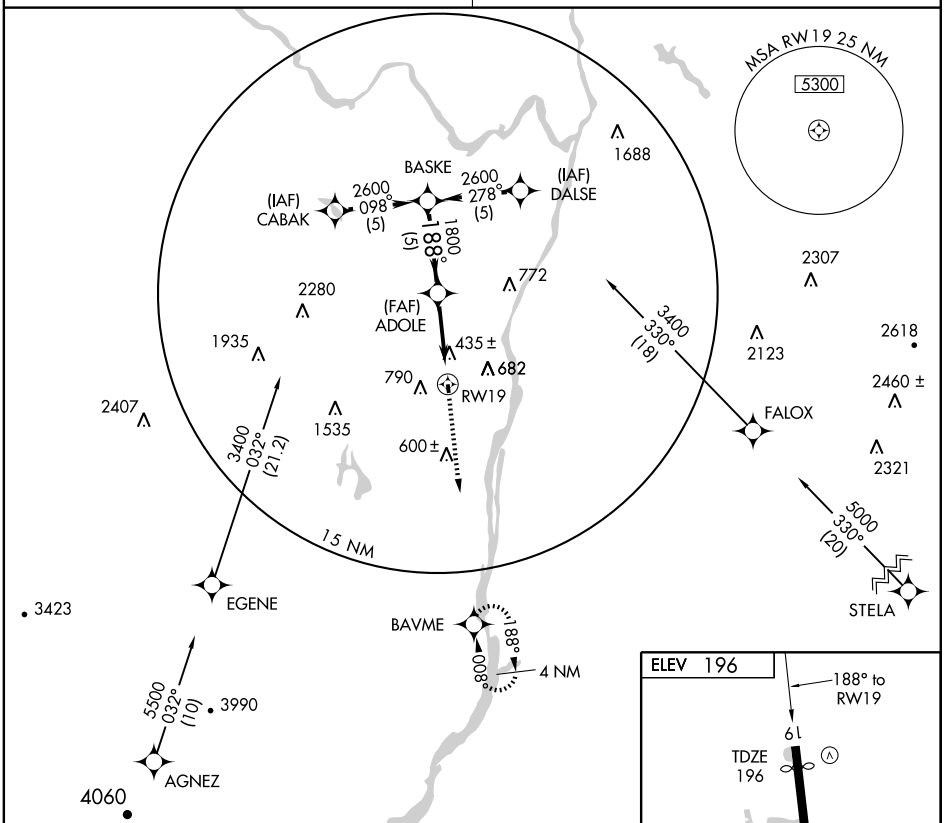
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

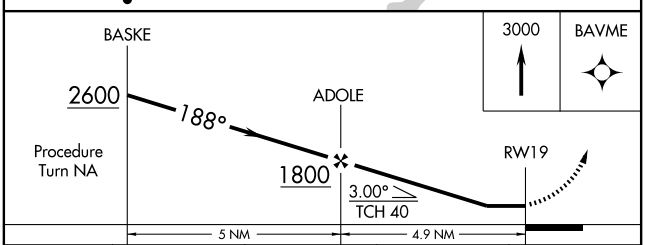
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

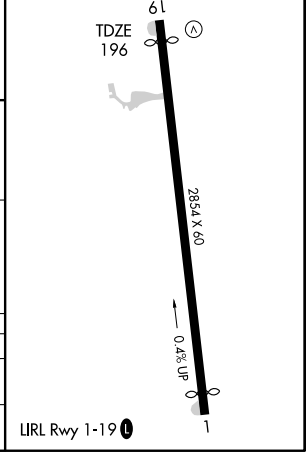
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 544 (600-1)		NA	
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

SOUTHAMPTON HELIPORT (87N) 4 SW UTC−5(−4DT) N40°50.84′ W72°27.84′ **NEW YORK COPTER L–33C, 34I IAP**

5 NOTAM FILE ISP

HELIPAD H1: H44X44 (ASPH)

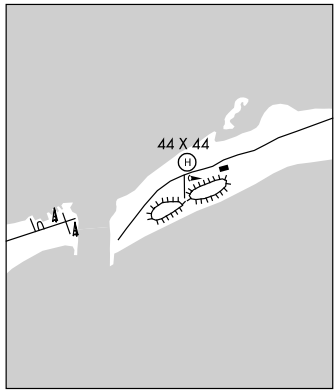
HELIPORT REMARKS: Attended continuously. Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted.

COMMUNICATIONS: CTAF 122.9

NEW YORK APP/DEP CON 125.975

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40° 55.14′ W72° 19.00′ 250° 8.0 NM to fld. 22/13W. **HIWAS.**



SPADARO (See EAST MORICHES)

SPENCERPORT AIRPARK (D91) 2 S UTC−5(−4DT) N43°10.17′ W77°49.10′ **DETROIT**

614 NOTAM FILE BUF

RWY E–W: 2450X90 (TURF) LIRL (NSTD)

RWY E: Trees. **RWY W:** Trees.

AIRPORT REMARKS: Attended irregularly. Rwy lgts opr dusk–0200Z‡. Rwy E–W soft in winter. For rwy conditions call 585–338–7676 or 585–352–1930. Rwy E–W NSTD LIRL; only 4 thld lgts each rwy end; 1 red; 3 clear; no green thld lgts; spacing varies.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

SQUIR N40°54.27′ W72°33.39′ NOTAM FILE FOK.

NDB (LOM) 400 FO 236° 5 NM to Francis S Gabreski. LOM unmonitored. Unusable 251°–280° byd 7 NM, 281°–250° byd 10 NM.

STAATSBURG

AIRHAVEN (Ø9N) 3 SE UTC−5(−4DT) N41°49.96′ W73°52.57′ **NEW YORK**

450 S4 NOTAM FILE ISP

RWY 02–20: 1863X75 (TURF)

RWY 02: Tree. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Rwy not plowed in winter. Rwy 02–20 2 ft pvc reflective markers, blue markers at thld, all others along edges are white. Steep grades and drop–offs located in Rwy 02 safety area.

COMMUNICATIONS: CTAF 122.9

STEWART INTL (See NEWBURGH)

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

APP CRS	Rwy Idg	N/A
190°	Surface Elev	39
	Apt Elev	5

NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS	NEW YORK APP CON	CTAF
119.925	125.975	122.9

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM

190°

010°

Limit final and missed approach maximum airspeed to 70 KIAS.

(IF/IAF) TIDUE

CALVERTON CCC

1700 096° (14.9)

1700 190° (3)

1800 304° (7.6) HAMPTON HTO

(FAF) STAYS

265

824

Proceed visually from CRANN or conduct the specified missed approach.

(MAP) CRANN

420

190° 0.9 NM

SEE INSET

5 NM

056°

236°

BEADS

MSA CRANN 25 NM

1900

(MAP) CRANN

190° 0.9 NM

Southampton Heliport ELEV 5

H

44 x 44

1.2 NM

ELEV 5

190° 0.9 NM from MAP

Surface Elevation 39

H

44 X 44

2000

BEADS

4 NM Holding Pattern

TIDUE

STAYS

1700

010°

190°

190°

1700

CRANN

190° 0.9 NM

6.00°

HVR HT 5

3 NM

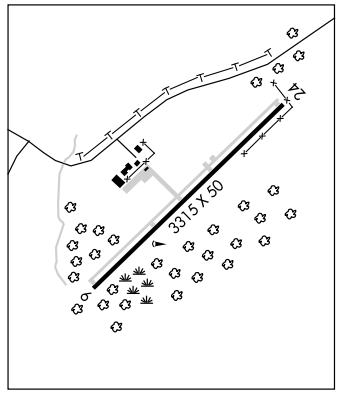
3 NM

CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)	NA		

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

STORMVILLE (N69) 1 NE UTC−5(−4DT) N41°34.61′ W73°43.97′ **NEW YORK**
358 NOTAM FILE ISP **L–33B, 34I**
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE **IAP**
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Geese on and invof rwy Aug–Oct. Rwy 06–24 wide cracks and weeds on rwy. Rwy 06–24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06–24 markings faded and difficult to see from ground.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 155° 6.7 NM to fld. 580/12W. **HIWAS.**



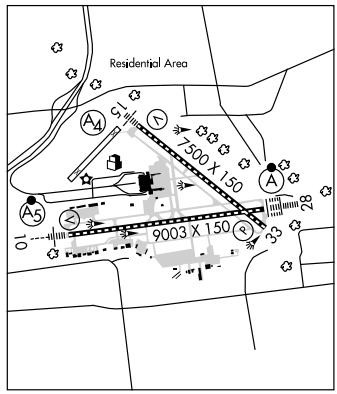
SUFFOLK CO N40°50.27′ W72°37.91′ NOTAM FILE FOK. **NEW YORK**
(T) TACAN Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. **L–33B, 34I**
No NOTAM MP Mon 1600–2000Z‡.

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC−5(−4DT) N43°06.67′ W76°06.38′ **NEW YORK**
421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–11C, 12J, L–32F**
NOTAM FILE SYR **IAP, AD**
RWY 10–28: H9003X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 121 F/B/W/T HIRL CL
RWY 10: MALSR. VASI(V4L)—GA 3.0°TCH 55′. Trees.
RWY 28: ALSF2. TDZL. Trees. 0.3% up.
RWY 15–33: H7500X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 143 F/B/W/T HIRL CL
RWY 15: MALS. VASI(V4L)—GA 3.0°TCH 53′. Tree.
RWY 33: PAPI(P4L)—GA 3.0° TCH 50′. Tree.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15–33	7700
RWY 15	10–28	6000



AIRPORT REMARKS: Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z‡. No transient acft parking on main terminal ramp. Deer/coyote/birds on and invof arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon–Sat 1300–2200Z‡. Arrivals outside of these hours must make arrangements during regular work hours; call 315–455–2271. Noise abatement procedures in effect.
WEATHER DATA SOURCES: ASOS (315) 455–3444. **HIWAS** 117.0 SYR. WSP.
COMMUNICATIONS: ATIS 124.225 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 134.275 (279°–099°) 126.125 (100°–278°)
TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
(H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 135° 5.2 NM to fld. 420/11W. **HIWAS.**
DME unusable byd 35 NM blo 4000′
ILS/DME 109.9 I–MRZ Chan 36 Rwy 10. Class 1A.
ILS/DME 109.9 I–SYR Chan 36 Rwy 28. Class 1E.
COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315–455–3444.

VOR/DME IGN 117.6 Chan 123	APP CRS 155°	Rwy Idg N/A TDZE N/A Apt Elev 358

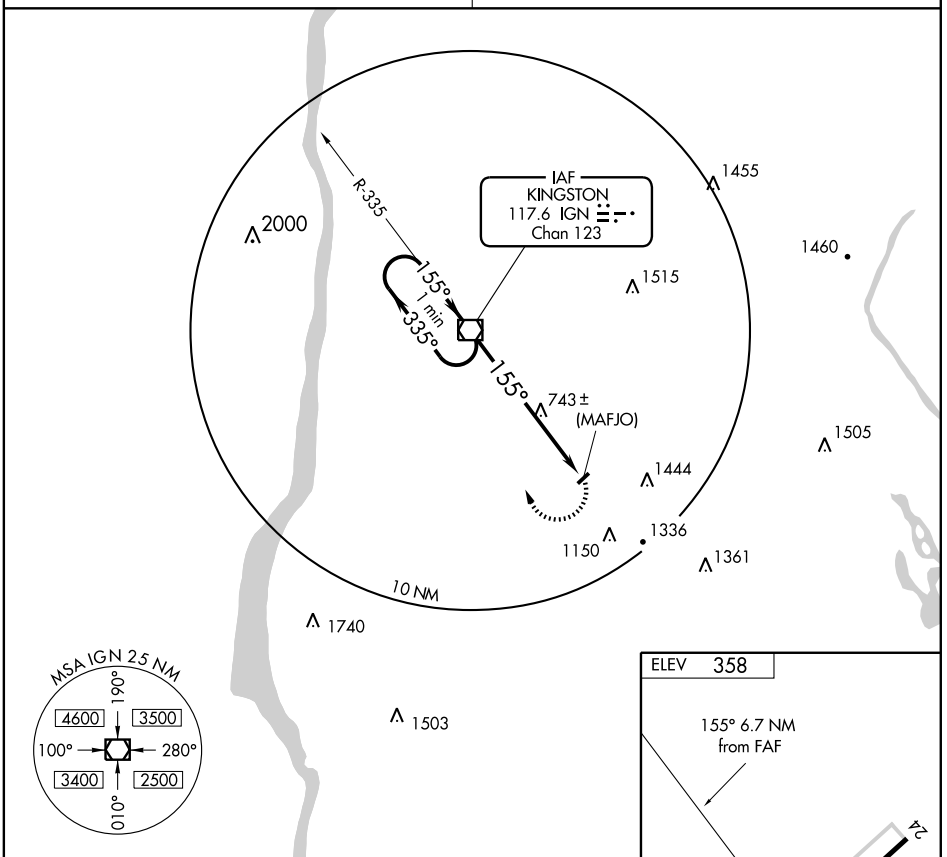
VOR or GPS-A
STORMVILLE (N69)

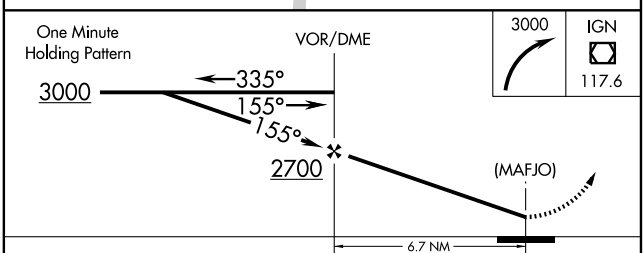
Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
Procedure not authorized at night.
NA

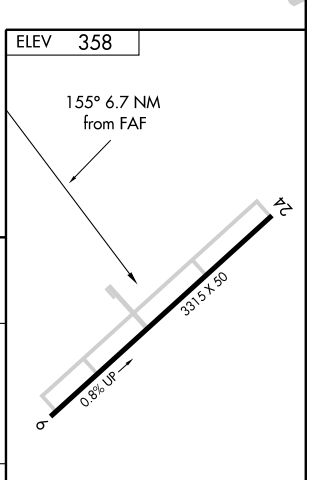
MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1860-3 1502 (1600-3)	NA		

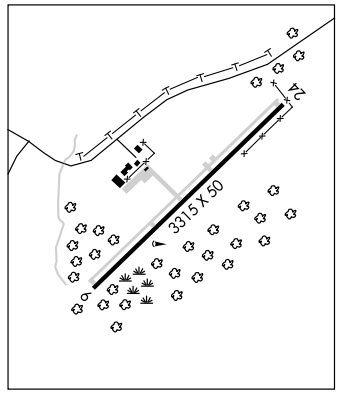
FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

STORMVILLE (N69) 1 NE UTC−5(−4DT) N41°34.61′ W73°43.97′ **NEW YORK**
358 NOTAM FILE ISP **L–33B, 34I**
RWY 06–24: H3315X50 (ASPH) S–25 0.8% up NE **IAP**
RWY 06: Trees. **RWY 24:** Trees.
AIRPORT REMARKS: Unattended. Geese on and invof rwy Aug–Oct. Rwy 06–24 wide cracks and weeds on rwy. Rwy 06–24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06–24 markings faded and difficult to see from ground.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 155° 6.7 NM to fld. 580/12W. **HIWAS.**



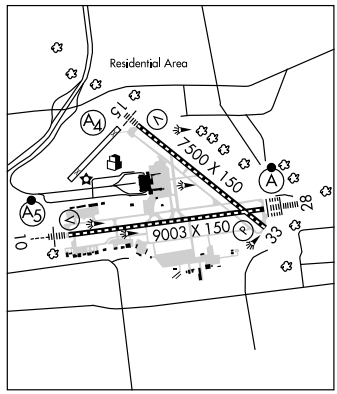
SUFFOLK CO N40°50.27′ W72°37.91′ NOTAM FILE FOK. **NEW YORK**
(T) TACAN Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. **L–33B, 34I**
No NOTAM MP Mon 1600–2000Z‡.

SULLIVAN CO (See MONTICELLO)

SYRACUSE

SYRACUSE HANCOCK INTL (SYR) 4 NE UTC−5(−4DT) N43°06.67′ W76°06.38′ **NEW YORK**
421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–11C, 12J, L–32F**
NOTAM FILE SYR **IAP, AD**
RWY 10–28: H9003X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 121 F/B/W/T HIRL CL
RWY 10: MALSR. VASI(V4L)—GA 3.0°TCH 55′. Trees.
RWY 28: ALSF2. TDZL. Trees. 0.3% up.
RWY 15–33: H7500X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 143 F/B/W/T HIRL CL
RWY 15: MALS. VASI(V4L)—GA 3.0°TCH 53′. Tree.
RWY 33: PAPI(P4L)—GA 3.0° TCH 50′. Tree.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	15–33	7700
RWY 15	10–28	6000



AIRPORT REMARKS: Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z‡. No transient acft parking on main terminal ramp. Deer/coyote/birds on and invof arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon–Sat 1300–2200Z‡. Arrivals outside of these hours must make arrangements during regular work hours; call 315–455–2271. Noise abatement procedures in effect.
WEATHER DATA SOURCES: ASOS (315) 455–3444. **HIWAS** 117.0 SYR. WSP.
COMMUNICATIONS: ATIS 124.225 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 134.275 (279°–099°) 126.125 (100°–278°)
TOWER 120.3 **GND CON** 121.7 **CLNC DEL** 125.05
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
(H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 135° 5.2 NM to fld. 420/11W. **HIWAS.**
DME unusable byd 35 NM blo 4000′
ILS/DME 109.9 I–MRZ Chan 36 Rwy 10. Class 1A.
ILS/DME 109.9 I–SYR Chan 36 Rwy 28. Class 1E.
COMM/NAV/WEATHER REMARKS: Field condition reports recording avbl call 315–455–3444.

LOC/DME I-MRZ	APP CRS	Rwy Idg	9003
109.9	100°	TDZE	421
Chan 36		Apt Elev	421

ILS or LOC RWY 10

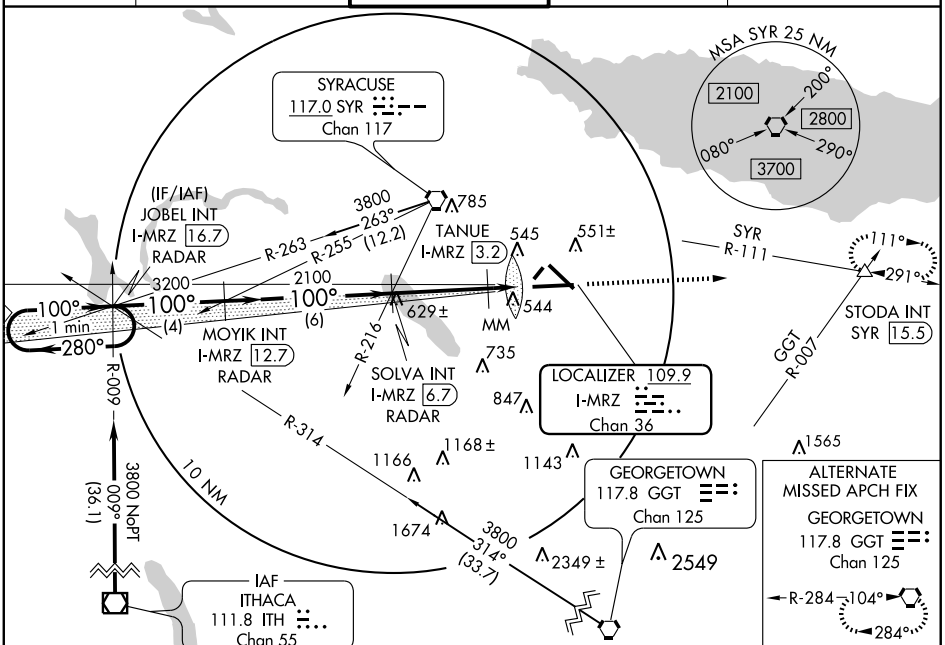
SYRACUSE HANCOCK INTL (SYR)

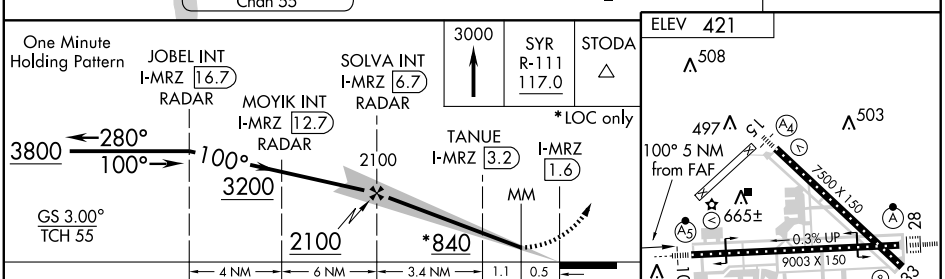
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





CATEGORY	A	B	C	D	E
S-ILS 10	**621/24 200 (200-½)				
S-LOC 10	840/24 419 (500-½)		840/40 419 (500-¾)		840/50 419 (500-1)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24 359 (400-½)			780/40 359 (400-¾)	
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

ILS RWY 28

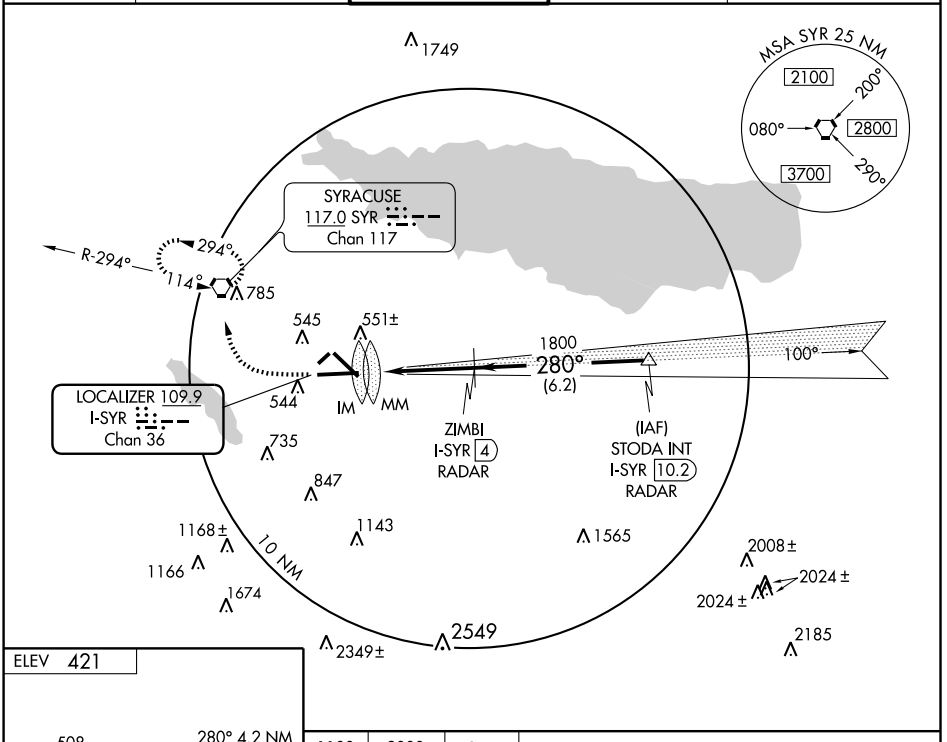
SYRACUSE HANCOCK INTL (SYR)

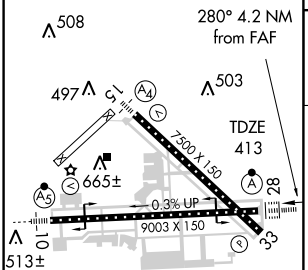
▼ * RADAR or DME REQUIRED

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

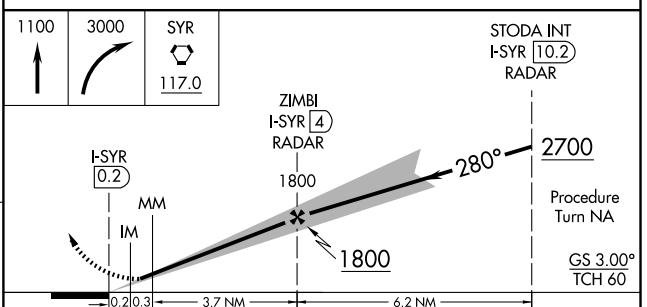
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 28	613/18 200 (200-½)			
S-LOC 28 *	800/24 387 (400-½)			800/40 387 (400-¾)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

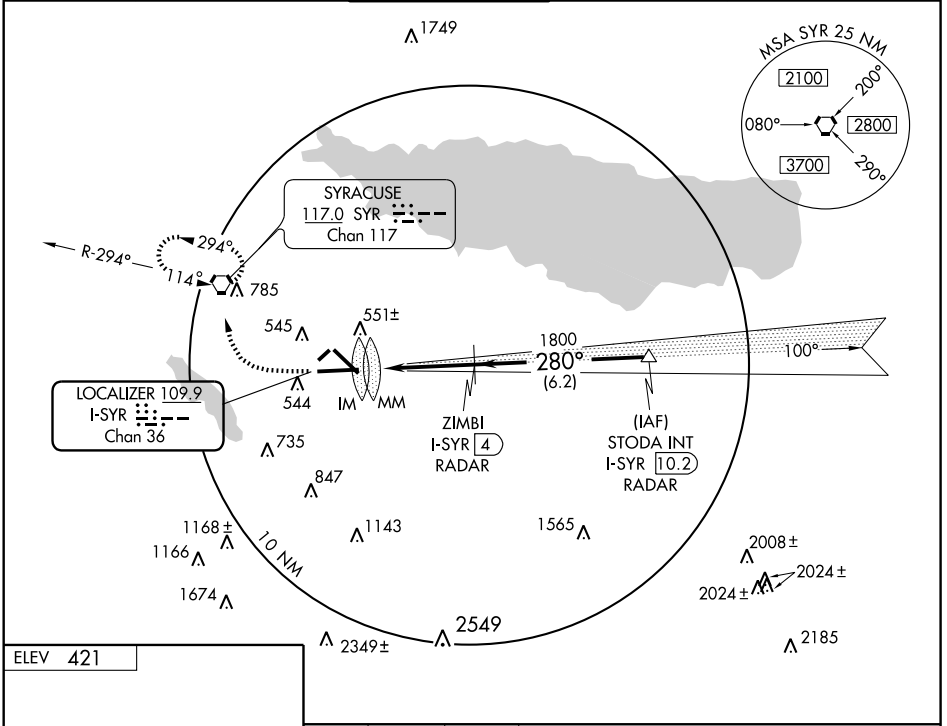
ILS RWY 28 (CAT II)

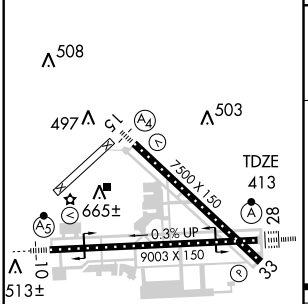
SYRACUSE HANCOCK INTL (SYR)

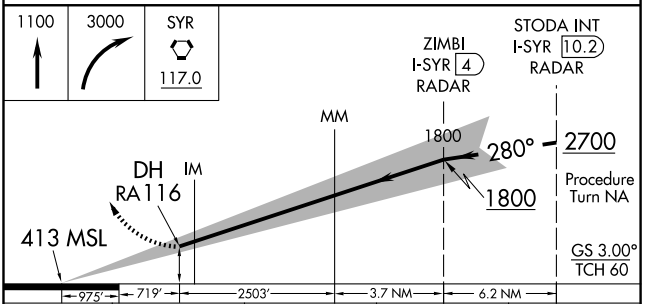
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
S-ILS 28	RA 116/12 100 DA 513			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 40017	100°	TDZE	421
W10A		Apt Elev	421

RNAV (GPS) RWY 10

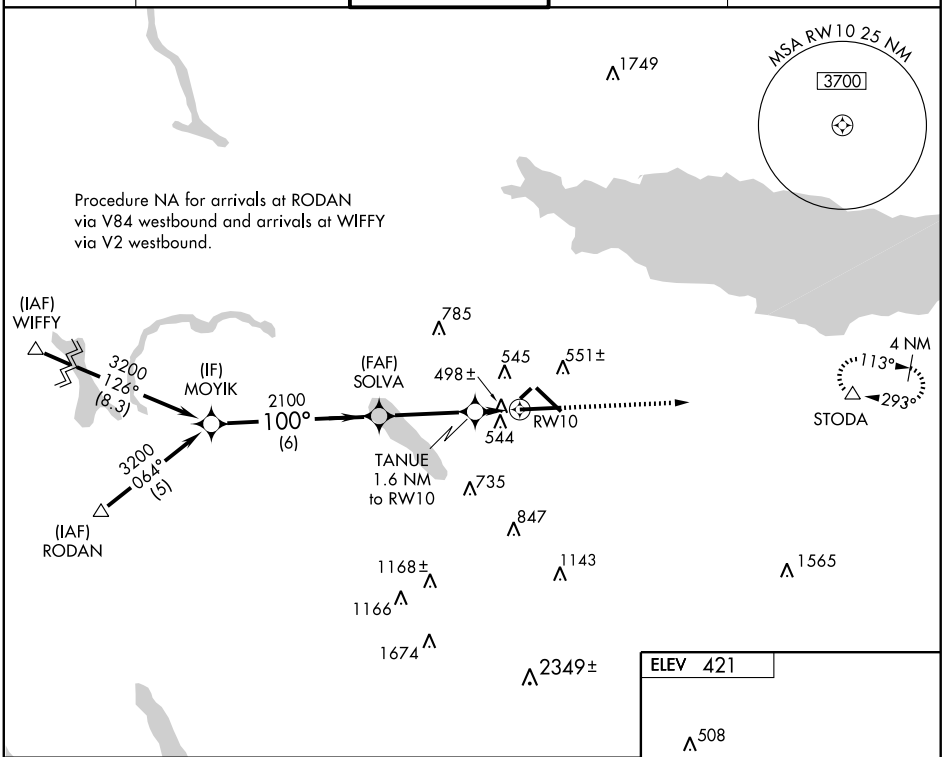
SYRACUSE HANCOCK INTL (SYR)

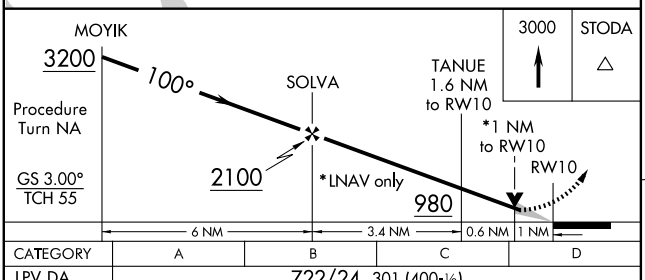
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

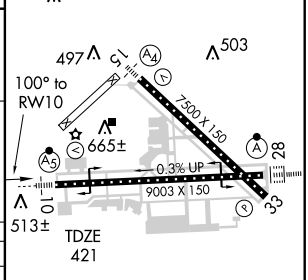
MALSR

MISSED APPROACH: Climb to 3000 direct STODA and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
LPV DA	722/24 301 (400-½)			
LNAV/VNAV DA	823/50 402 (500-1)			
LNAV MDA	800/24 379 (400-½)			800/50 379 (400-1)
CIRCLING	880-1½ 459 (500-1½)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7500
CH 50117	147°	TDZE	417
W15A		Apt Elev	421

RNAV (GPS) RWY 15

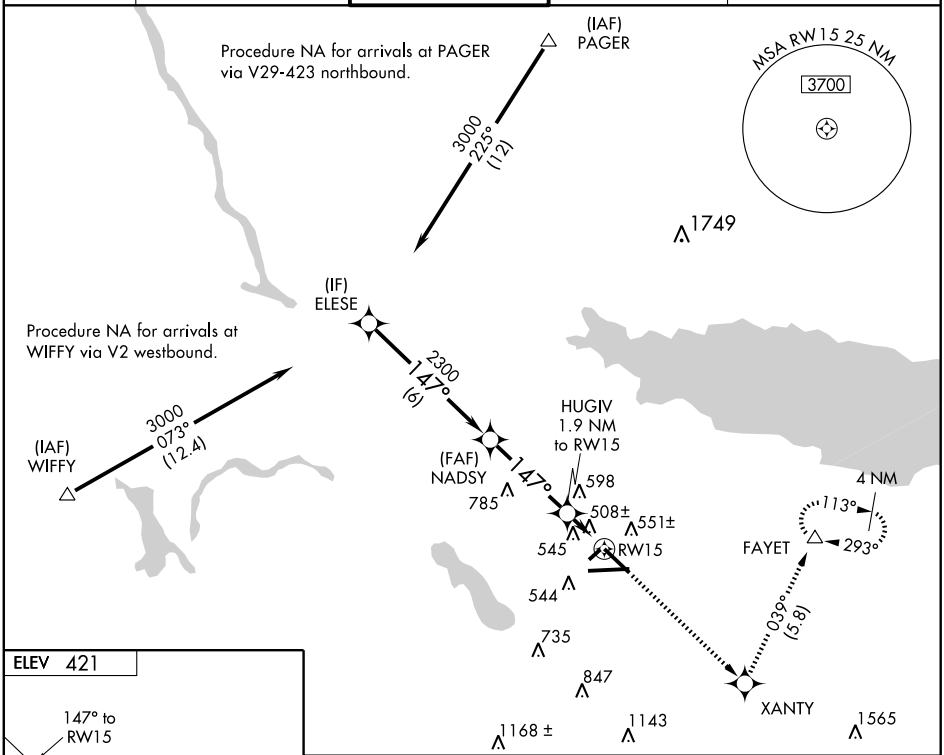
SYRACUSE HANCOCK INTL (SYR)

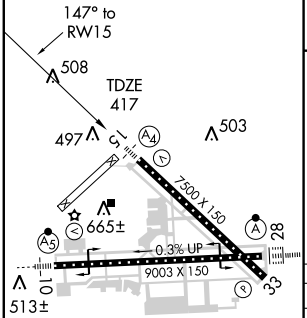
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

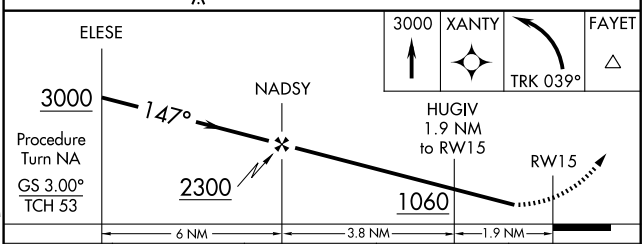
MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 45517	281°	TDZE	413
W28A		Apt Elev	421

RNAV (GPS) RWY 28

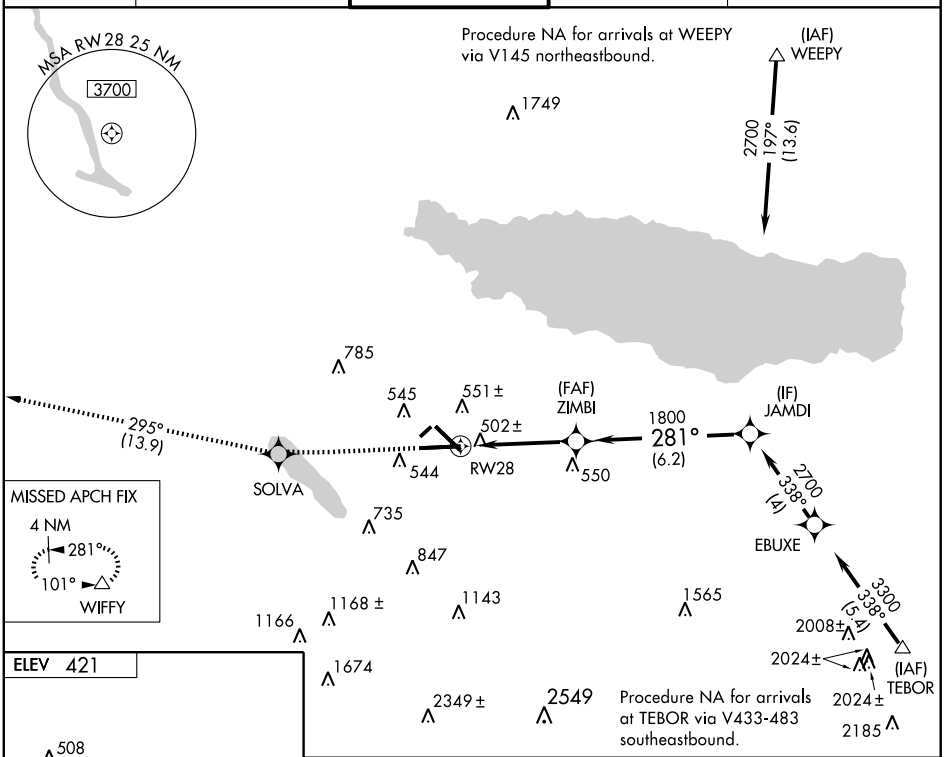
SYRACUSE HANCOCK INTL (SYR)

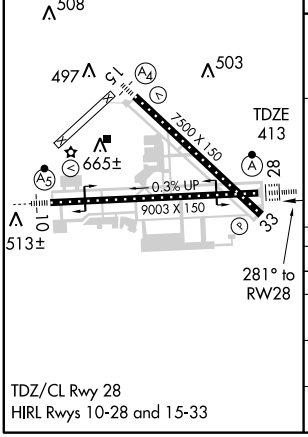
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

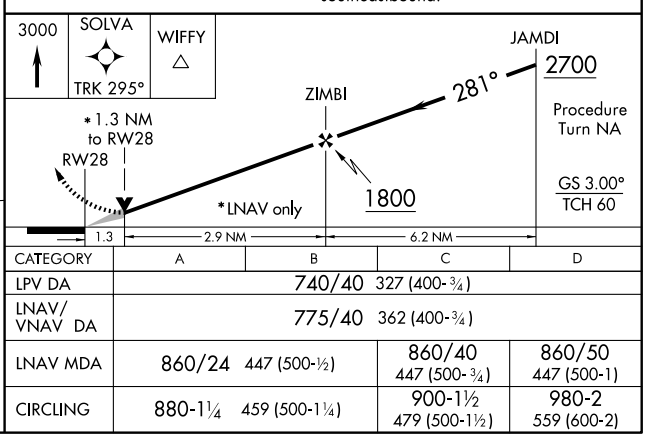
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
LPV DA	740/40 327 (400-¾)			
LNAV/VNAV DA	775/40 362 (400-¾)			
LNAV MDA	860/24 447 (500-½)		860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼ 459 (500-1¼)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7500
CH 81823	327°	TDZE	409
W33A		Apt Elev	421

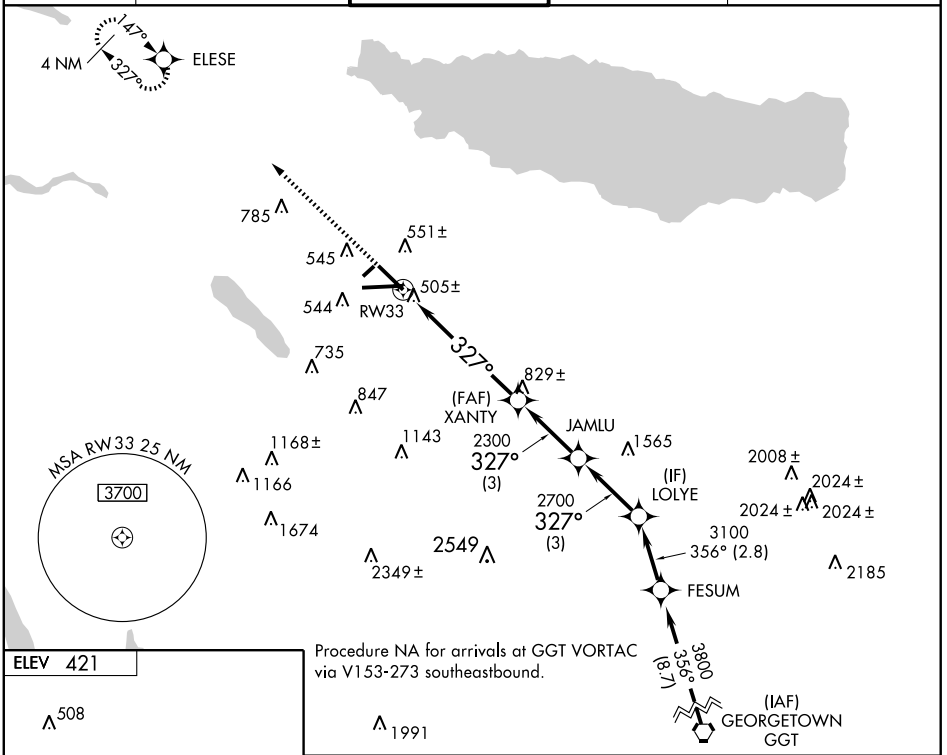
RNAV (GPS) RWY 33

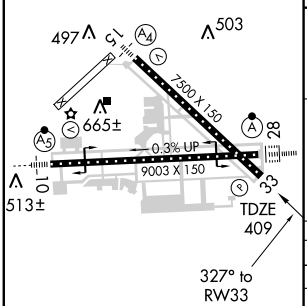
SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

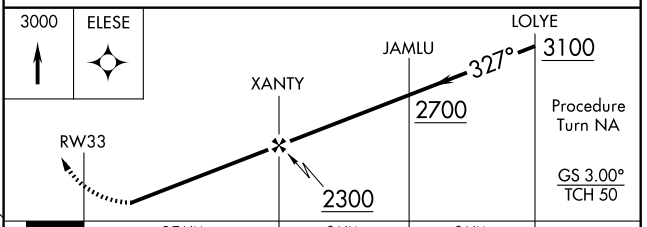
MISSED APPROACH: Climb to 3000 direct ELESE and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	734/60 325 (400-1¼)			
LNAV/ VNAV DA	874-1¾ 465 (500-1¾)			
LNAV MDA	880/50 471 (500-1)		880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾ 459 (500-1¾)		900-1¾ 479 (500-1¾)	980-2 559 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SYR 117.0 Chan 117	APP CRS 314°	Rwy Idg 7500 TDZE 409 Apt Elev 421

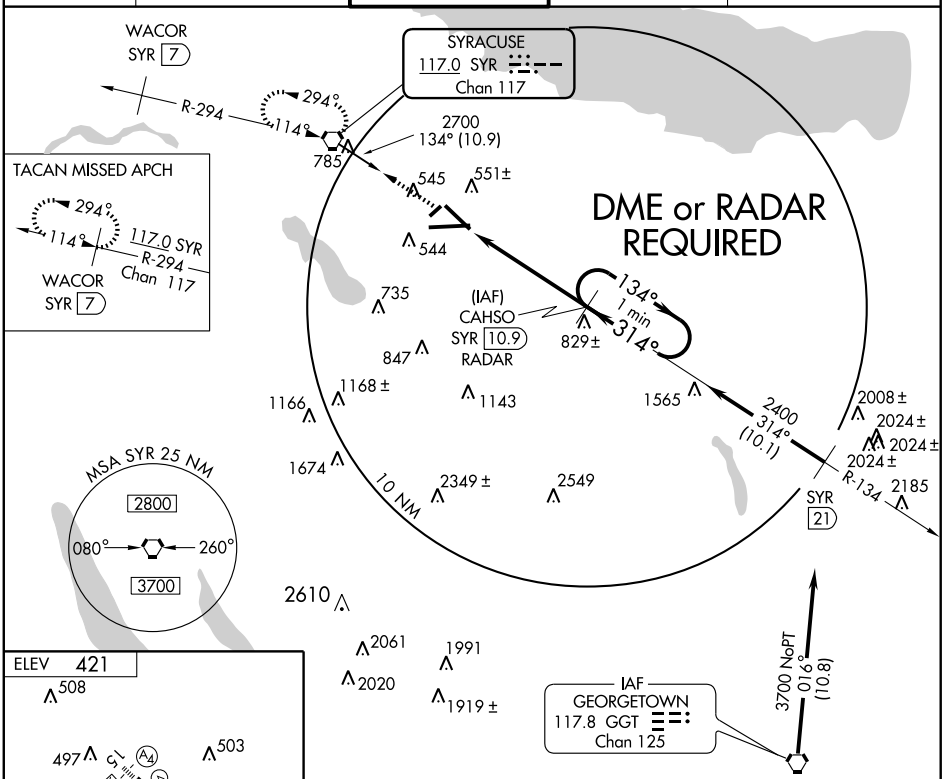
VOR or TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775

NE-2, 21 OCT 2010 to 18 NOV 2010



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

VOR RWY 15

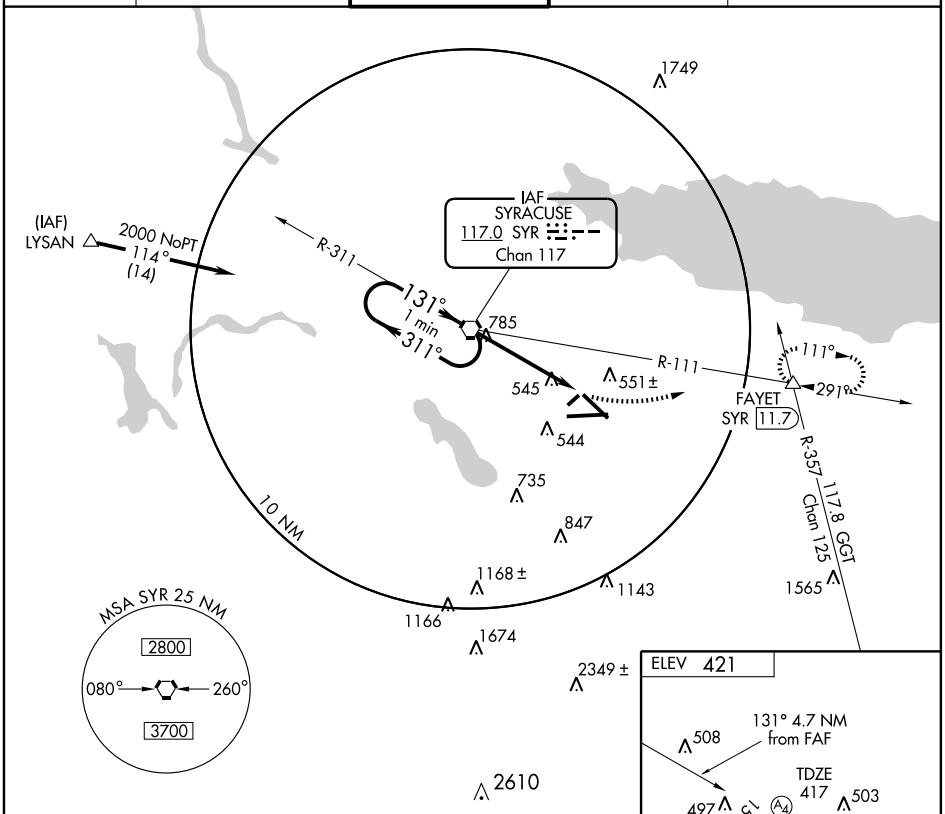
SYRACUSE HANCOCK INTL (SYR)

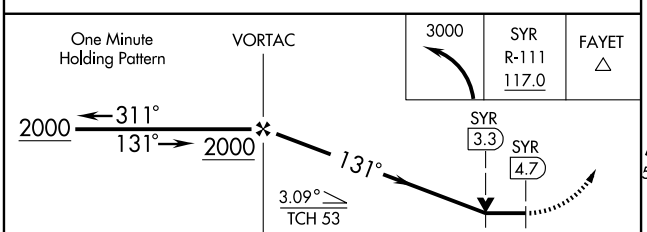
Inoperative table does not apply to S-15 CAT C and D.

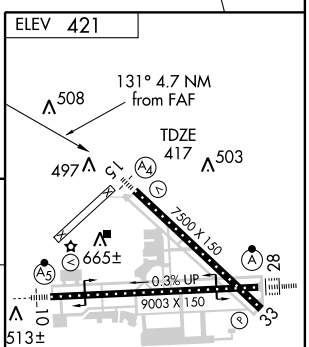
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

CATEGORY	A	B	C	D
S-15	880-¾ 463 (500-¾)		880-1¼ 463 (500-1¼)	880-1½ 463 (500-1½)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

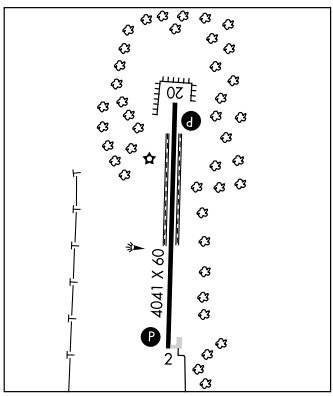
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

SYRACUSE SUBURBAN ARPT (6NK) 13 N UTC−5(−4DT) N43°16.03′ W76°10.77′ **NEW YORK**
400
RWY 16–34: H2500X60 (ASPH) MIRL
RWY 16: REIL. PAPI(P2L) **RWY 34:** REIL. PAPI(P2R). Trees.
AIRPORT REMARKS: Attended on call, ctc arpt manager 315–469–7317. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BUF
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 021° 6.5 NM to fld. 420/11W. DME unusable byd 35 NM blo 4000′. **HIWAS**

TICONDEROGA MUNI (4B6) 2 NE UTC−5(−4DT) N43°52.64′ W73°24.79′ **NEW YORK**
273 B S2 NOTAM FILE BTV **L–32G**
RWY 02–20: H4041X60 (ASPH) MIRL **IAP**
RWY 02: REIL. PAPI(P2L). Trees.
RWY 20: REIL. PAPI(P2L). Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02 and 20, REIL Rwys 02 and 20—CTAF. Rwy 02 PAPI OTS indef. Rwy 20 PAPI OTS indef. REIL Rwy 02 OTS indef. REIL Rwy 20 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VORW/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 213° 32.7 NM to fld. 420/15W. **HIWAS.**



TRI–CITIES (See ENDICOTT)

TROY

RENSSELAER CO (5B7) 6 SE UTC−5(−4DT) N42°41.45′ W73°34.77′ **NEW YORK**
440 **FUEL** 100LL TPA—1500(1060) NOTAM FILE BTV
RWY 18–36: H2670X50 (ASPH) S–8
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy; due to higher surrounding terrain recommend use of the following procedures: Dep Rwy 36—Use best angle of climb speed until well clear of residential area north of Rwy 36; Arrivals Rwy 18—maintain sufficient altitude on final so as to avoid low altitude and/or high power over residential area which underlies final apch to Rwy 18. Dep Rwy 18 and arrivals Rwy 36—use normal procedures. Rwy 18–36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40′ overgrown with grass. Rwy 18 markings not visible. Transient acft call 518–279–1394 for field conditions prior to arrival.
COMMUNICATIONS: CTAF/UNICOM 122.7

UTICA N43°01.59′ W75°09.87′ NOTAM FILE UCA. **NEW YORK**
(L) VORTAC 111.2 UCA Chan 49 331° 16.4 NM to Griffiss Intl. 1420/12W. **L–32G**
RCO 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

UTICA/FRANKFORT

FRANKFORT–HIGHLAND (6B4) UTC−5(−4DT) N43°01.26′ W75°10.23′ **NEW YORK**
1325 **FUEL** 100LL NOTAM FILE BUF
RWY 13–31: H2550X30 (ASPH) S–12 LIRL(NSTD)
RWY 13: Thld dsplcd 75′. Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. Self–serve fuel. Model plane club opr on arpt. 5′ wide hole on right side pavement edge Rwy 13, 803′ from AER. Rwy 31 has 120 ft dropoff 310 ft from thld on both sides. LIRL Rwy 13–31 not avbl to transient acft. Rwy 13–31 NSTD LIRL; lgts are 40 ft from rwy edge. Arpt located 5 miles SE Utica. Rwy 13–31 grass ldg area each side of ASPH inside lgts: not maintained winter months; snow plowing; braking action and field condition reports not avbl. Rwy 13–31 markings are NSTD size and painted white.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	4041
017°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

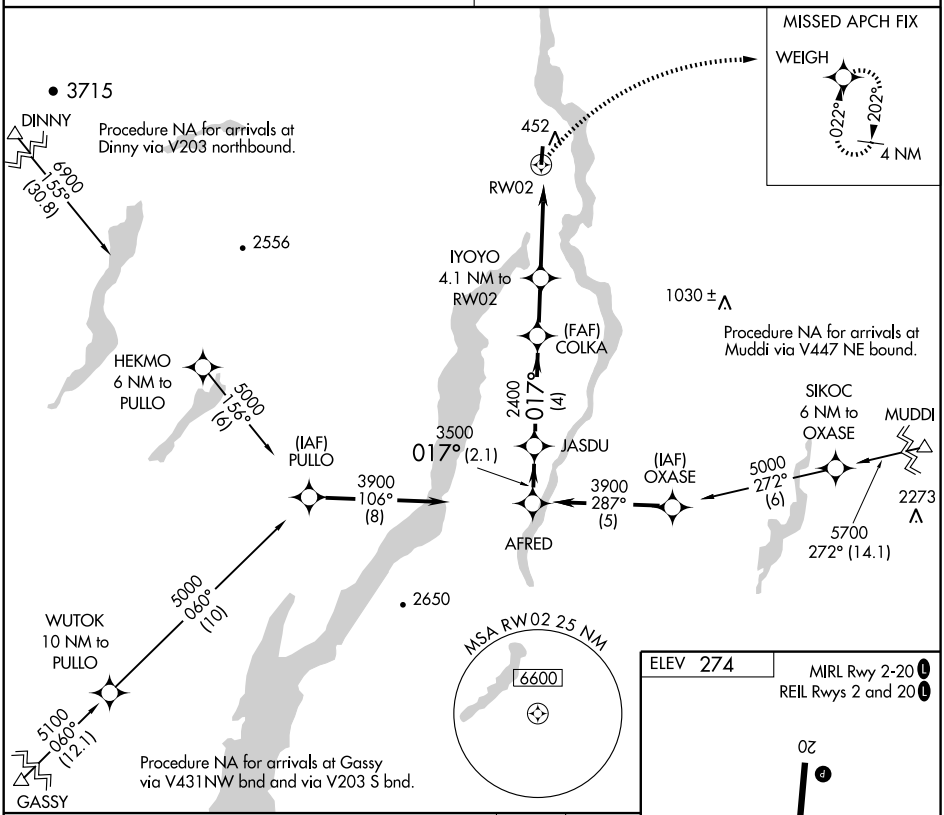
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

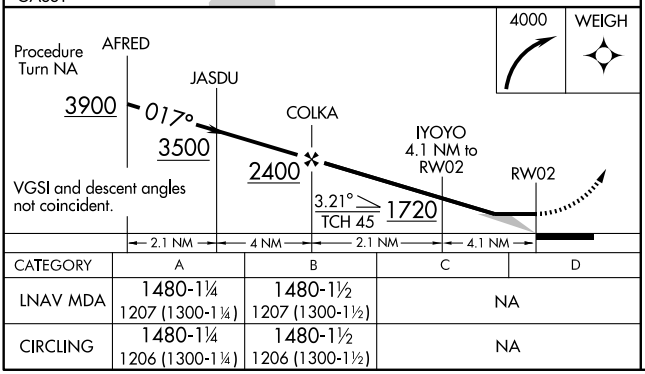
NA

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

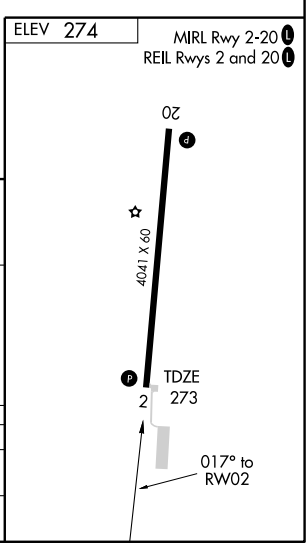
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1207 (1300-1¼)	1480-1½ 1207 (1300-1½)	NA	
CIRCLING	1480-1¼ 1206 (1300-1¼)	1480-1½ 1206 (1300-1½)	NA	



NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 20

TICONDEROGA MUNI (4B6)

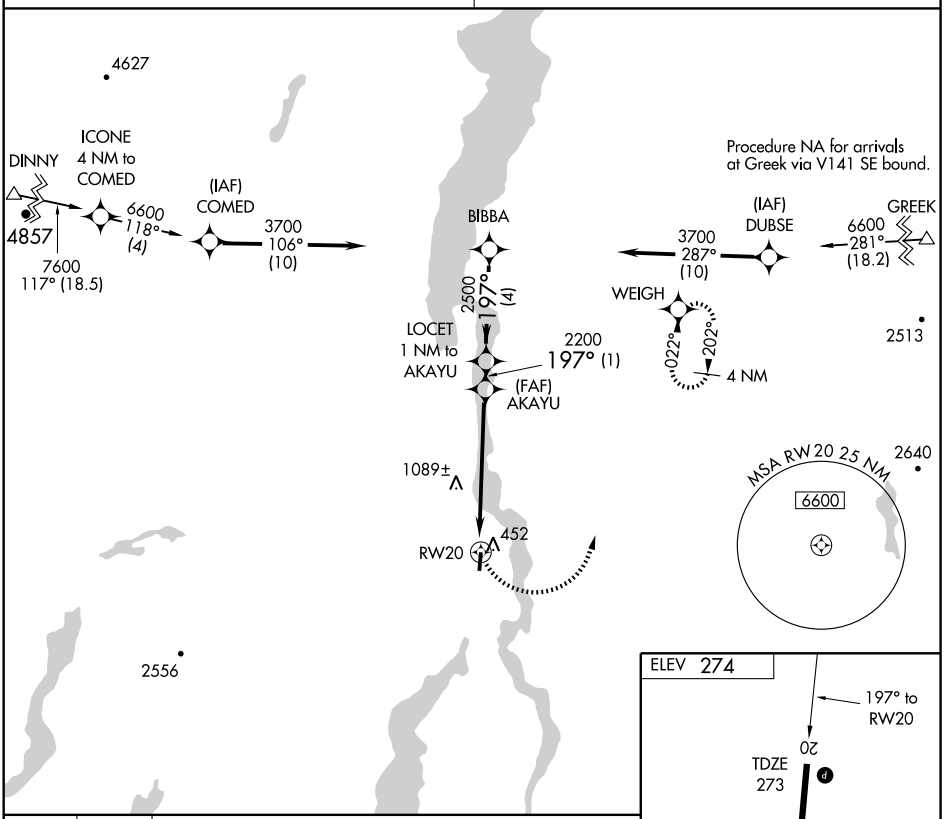
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

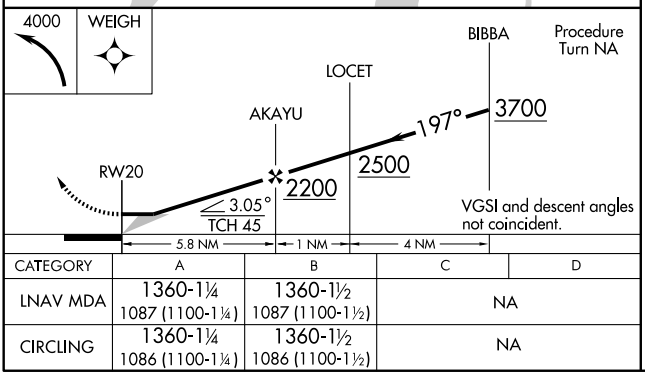
NA

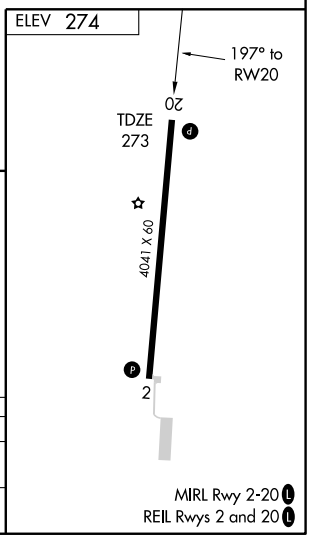
MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





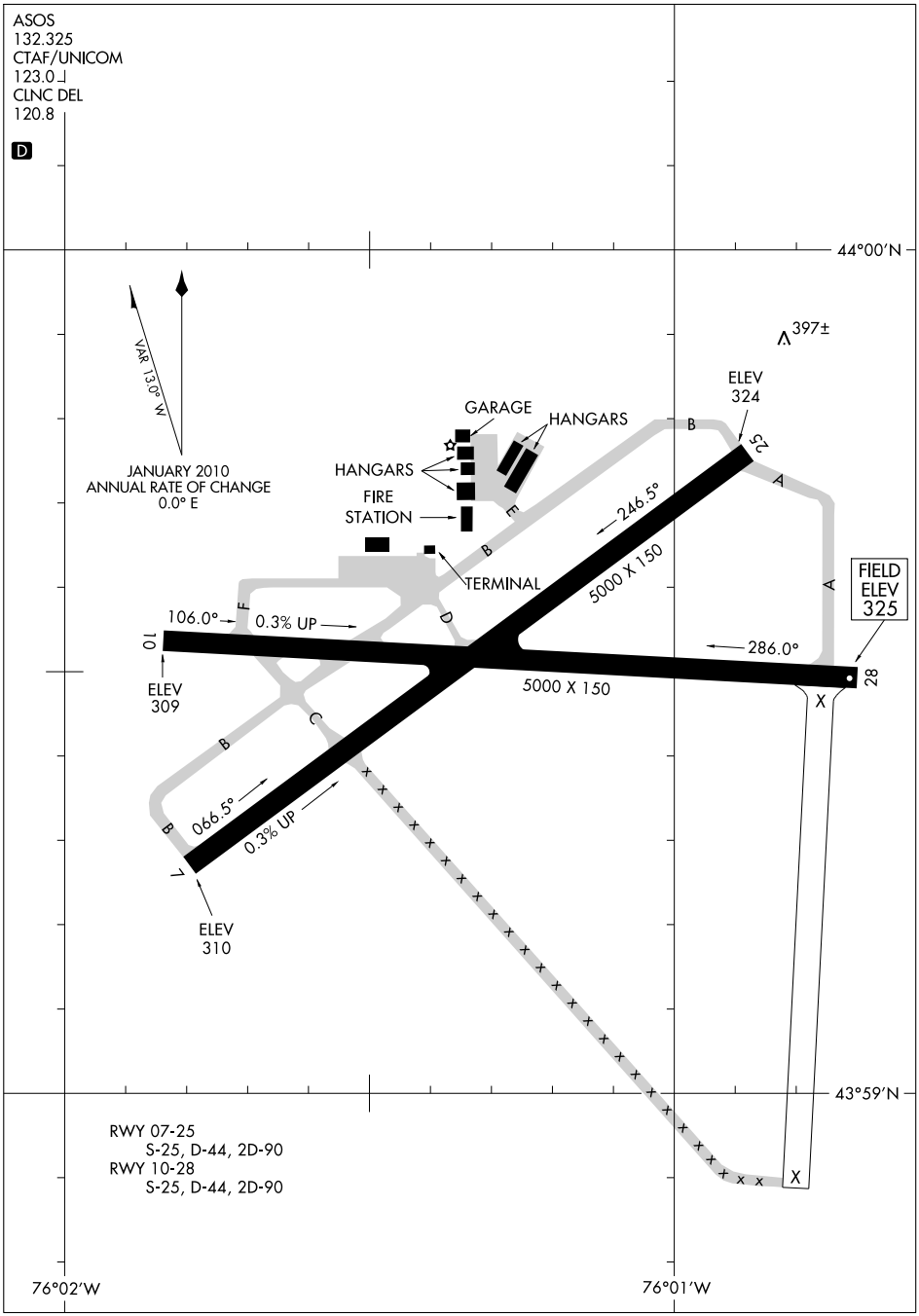


CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 1087 (1100-1¼)	1360-1½ 1087 (1100-1½)	NA	
CIRCLING	1360-1¼ 1086 (1100-1¼)	1360-1½ 1086 (1100-1½)	NA	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

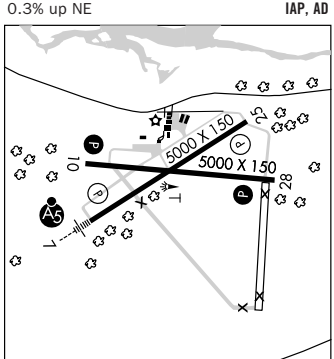
NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010



NE-2, 21 OCT 2010 to 18 NOV 2010

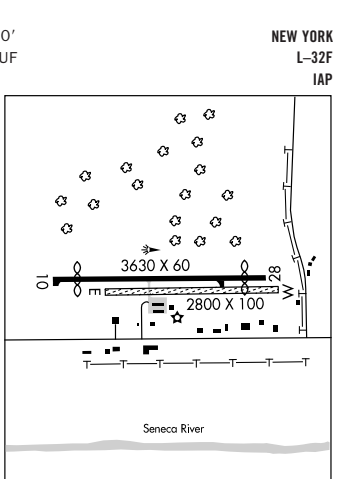
WATERTOWN INTL (ART) 5 W UTC−5(−4DT) N43°59.52′ W76°01.31′ **NEW YORK**
325 B S4 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART **H–11C, 12K, L–32F**
RWY 07–25: H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90 HIRL 0.3% up NE **IAP, AD**
RWY 07: MALSR. PAPI(P4L)—GA 3.0°TCH 46′. Trees.
RWY 25: PAPI(P4L)—GA 3.0°TCH 54′. Trees.
RWY 10–28: H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90
MIRL 0.3% up E
RWY 10: PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 07: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 10: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 25: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 28: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1300Z‡–dusk. For fuel and service call 315–639–3783 or after hrs call 315–629–3765 or 315–646–1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315–639–3809 or after 2130Z‡ call 315–783–7568. Twy C clsd Oct–Apr. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALSR Rwy 07, PAPI Rwys 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF. Ldg fee for acft over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315–482–2261.



WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.8T (BURLINGTON RADIO)
RCO 122.3 122.2 (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 128.25 **CLNC DEL** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ART.
(L) VORTAC 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 050° 3.0 NM to fld. 370/12W.
ILS 111.1 I–ART Rwy 07. Class ID.

WEEDSPORT

WHITFORDS (B16) 2 NE UTC−5(−4DT) N43°04.82′ W76°32.30′ **NEW YORK**
400 B **FUEL** 100LL, MOGAS TPA—1200(800) NOTAM FILE BUF **L–32F**
RWY 10–28: H3630X60 (ASPH) MIRL **IAP**
RWY 10: Thld dsplcd 430′. Trees.
RWY 28: Thld dsplcd 350′. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill. **RWY W:** Trees.
AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E–W CLOSED Nov 1–May 15. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 10–28—122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z‡ call 315–834–9059.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SYRACUSE APP/DEP CON** 134.275
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63′ W76°12.27′ 263° 15.4 NM to fld. 420/11W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



LOC I-ART	APP CRS	Rwy Idg	5000
111.1	065°	TDZE	319
		Apt Elev	325

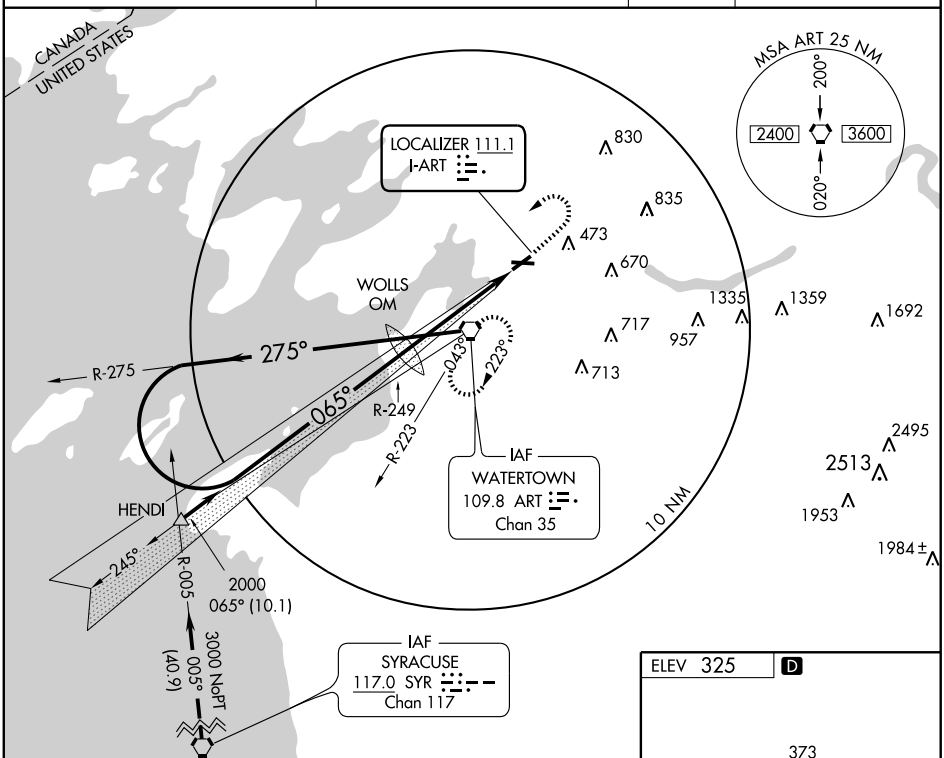
ILS or LOC RWY 7
WATERTOWN INTL (ART)

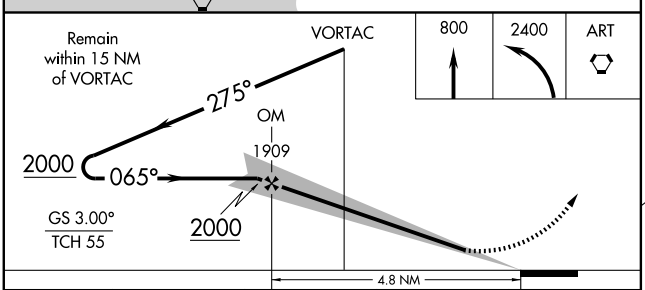
Circling NA at night to Rwy 10.

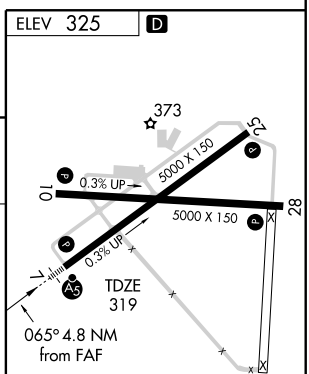
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 7	519-½ 200 (200-½)			
S-LOC 7	760-½ 411 (500-½)		760-¾ 411 (500-¾)	760-1 441 (500-1)
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg 5000 TDZE 319 Apt Elev 325

RNAV (GPS) RWY 7

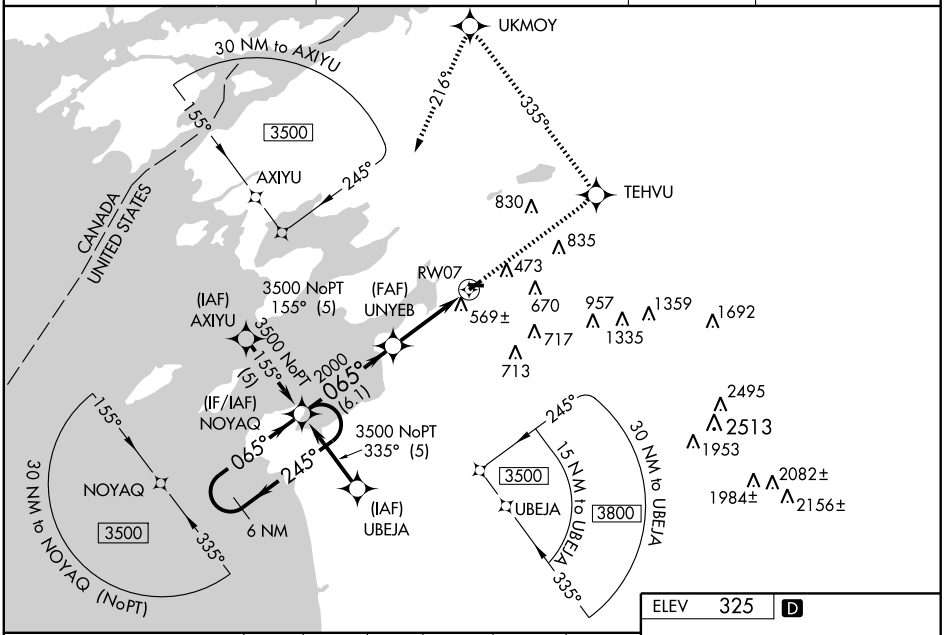
WATERTOWN INTL (ART)

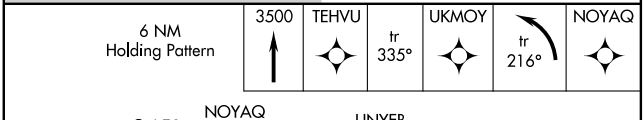
Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

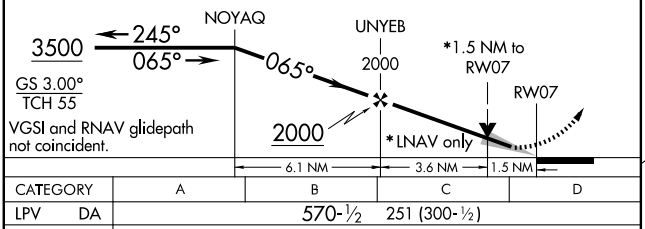
MALSR

MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

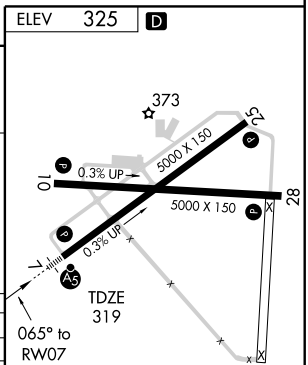
ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	570-½	251 (300-½)		
LNAV/VNAV DA	903-1½	584 (600-1½)		
LNAV MDA	820-½	501 (500-½)	820-1	501 (500-1)
CIRCLING	960-1	635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)



NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ART 109.8 Chan 35	APP CRS 043°	Rwy Idg 5000 TDZE 319 Apt Elev 325

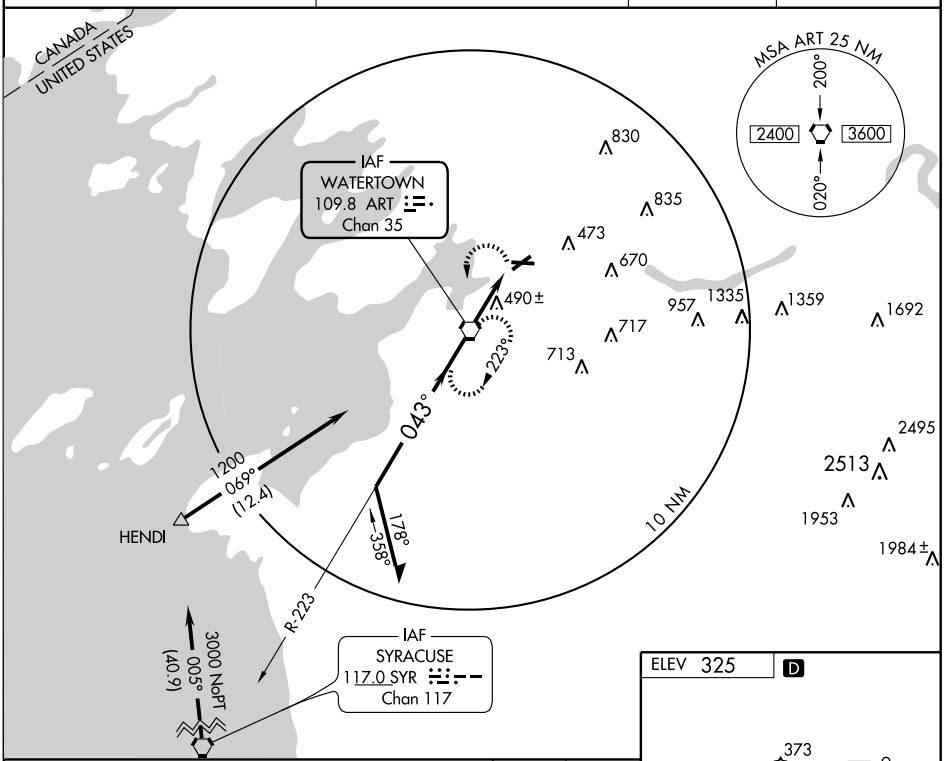
VOR RWY 7
WATERTOWN INTL (ART)

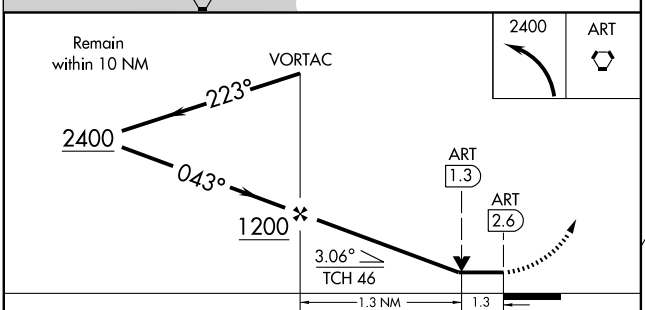
Circling NA at night to Rwy 10. Inoperative table does not apply.

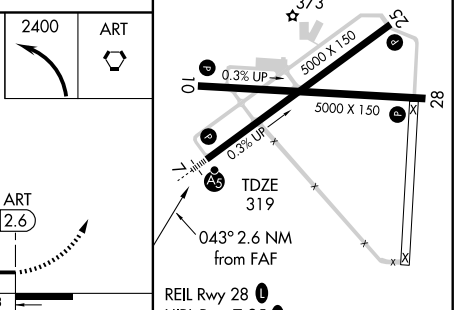
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF) L







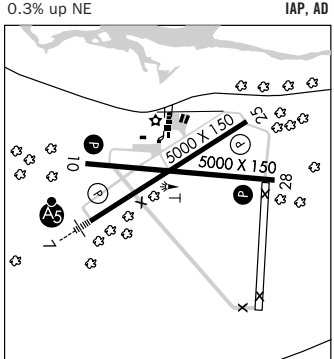
REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-7	840-1 521 (600-1)		840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

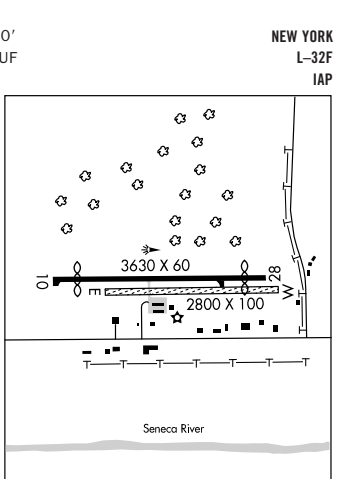
WATERTOWN INTL (ART) 5 W UTC−5(−4DT) N43°59.52′ W76°01.31′ **NEW YORK**
325 B S4 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART **H–11C, 12K, L–32F**
RWY 07–25: H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90 HIRL 0.3% up NE **IAP, AD**
RWY 07: MALSR. PAPI(P4L)—GA 3.0°TCH 46′. Trees.
RWY 25: PAPI(P4L)—GA 3.0°TCH 54′. Trees.
RWY 10–28: H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90
MIRL 0.3% up E
RWY 10: PAPI(P4L)—GA 3.0° TCH 46′. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 07: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 10: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 25: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 28: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1300Z‡–dusk. For fuel and service call 315–639–3783 or after hrs call 315–629–3765 or 315–646–1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315–639–3809 or after 2130Z‡ call 315–783–7568. Twy C clsd Oct–Apr. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALSR Rwy 07, PAPI Rwys 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF. Ldg fee for acft over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315–482–2261.



WEATHER DATA SOURCES: ASOS 132.325 (315) 639–4002.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.8T (BURLINGTON RADIO)
RCO 122.3 122.2 (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 128.25 **CLNC DEL** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ART.
(L) VORTAC 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 050° 3.0 NM to fld. 370/12W.
ILS 111.1 I–ART Rwy 07. Class ID.

WEEDSPORT

WHITFORDS (B16) 2 NE UTC−5(−4DT) N43°04.82′ W76°32.30′ **NEW YORK**
400 B **FUEL** 100LL, MOGAS TPA—1200(800) NOTAM FILE BUF **L–32F**
RWY 10–28: H3630X60 (ASPH) MIRL **IAP**
RWY 10: Thld dsplcd 430′. Trees.
RWY 28: Thld dsplcd 350′. Trees.
RWY E–W: 2800X100 (TURF)
RWY E: Hill. **RWY W:** Trees.
AIRPORT REMARKS: Attended dalgt hours. 87 octane also avbl. Rwy E–W CLOSED Nov 1–May 15. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 10–28—122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z‡ call 315–834–9059.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SYRACUSE APP/DEP CON** 134.275
RADIO AIDS TO NAVIGATION: NOTAM FILE SYR.
SYRACUSE (H) VORTACW 117.0 SYR Chan 117 43°09.63′ W76°12.27′ 263° 15.4 NM to fld. 420/11W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



RNAV (GPS) RWY 10

WEEDSPORT/ WHITFORDS (B16)

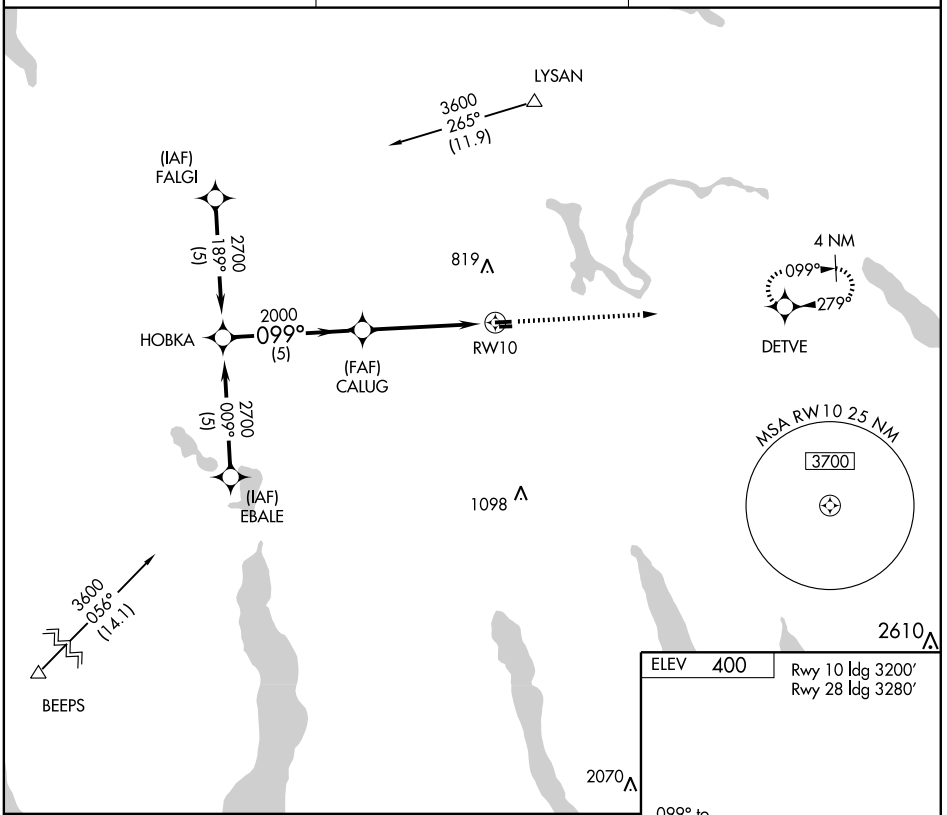
APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 620 (700-1)		NA	
CIRCLING	1020-1 620 (700-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

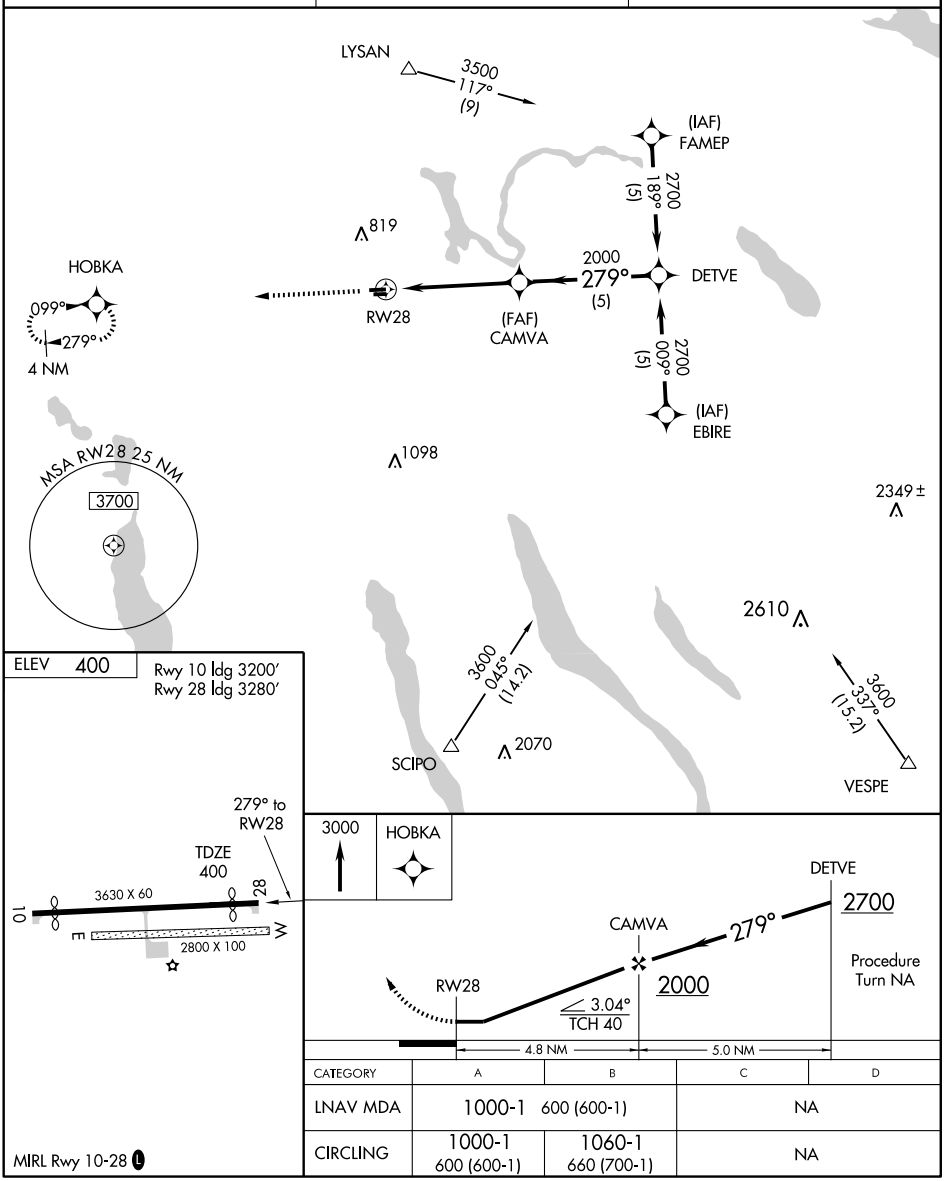
WEEDSPORT/ WHITFORDS (B16)

APP CRS	Rwy Idg	3280
279°	TDZE	400
	Apt Elev	400

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	1000-1 600 (600-1)		NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WELLSVILLE MUNI ARPT, TARANTINE FLD (ELZ) 2 SW UTC−5(−4DT)

N42°06.57′ W77°59.40′

2124 B S4 **FUEL** 100LL, JET A NOTAM FILE ELZ

RWY 10–28: H5302X100 (ASPH–GRVD) S–25, D–45 HIRL

0.4% up W

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 400′. Trees.

RWY 28: MALS. PAPI(P2L)—GA 3.0°TCH 52′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10: TORA–5300 TODA–6300 ASDA–5300 LDA–4900

RWY 28: TORA–5300 TODA–6300 ASDA–4900 LDA–4900

AIRPORT REMARKS: Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2200Z‡. ACTIVATE HIRL Rwy 10–28; REIL Rwy 10 and MALS Rwy 28 and PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (585) 593–0203.

COMMUNICATIONS: CTAF/UNICOM 123.0

WELLSVILLE RCO 122.1R 111.4T (BUFFALO RADIO)

CLEVELAND CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

(L) VORTAC 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 029° 1.3 NM to fld. 2296/09W.

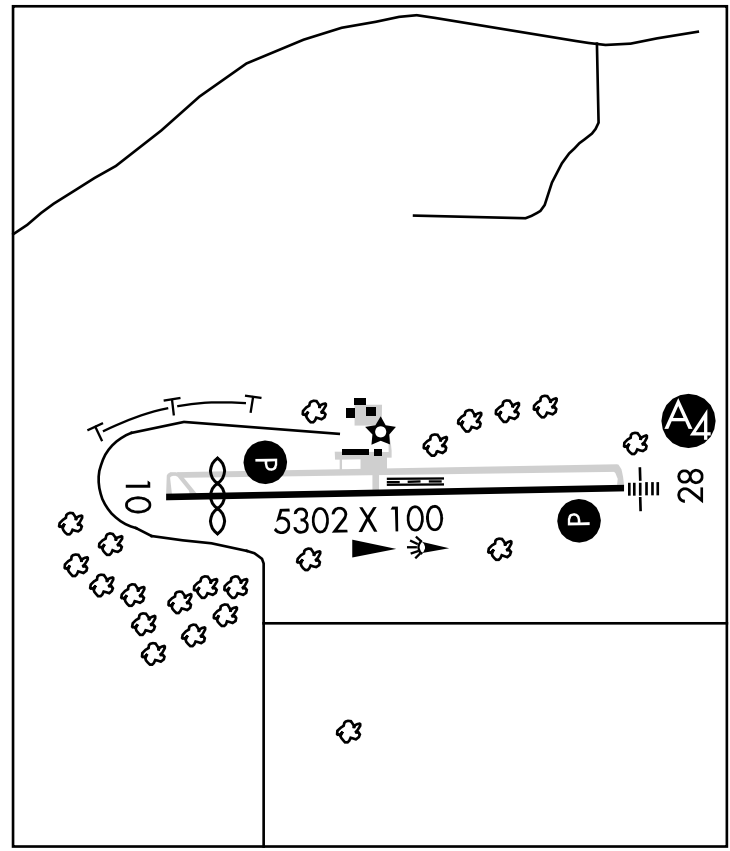
ILS 110.5 I–ELZ Rwy 28. LOC only.

COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.

DETROIT

H–10H, 12J, L–30I, 32F

IAP



WESTCHESTER CO (See WHITE PLAINS)

LOC I-ELZ	APP CRS	Rwy Idg	4900
110.5	278°	TDZE	2111
		Apt Elev	2124

LOC/DME RWY 28

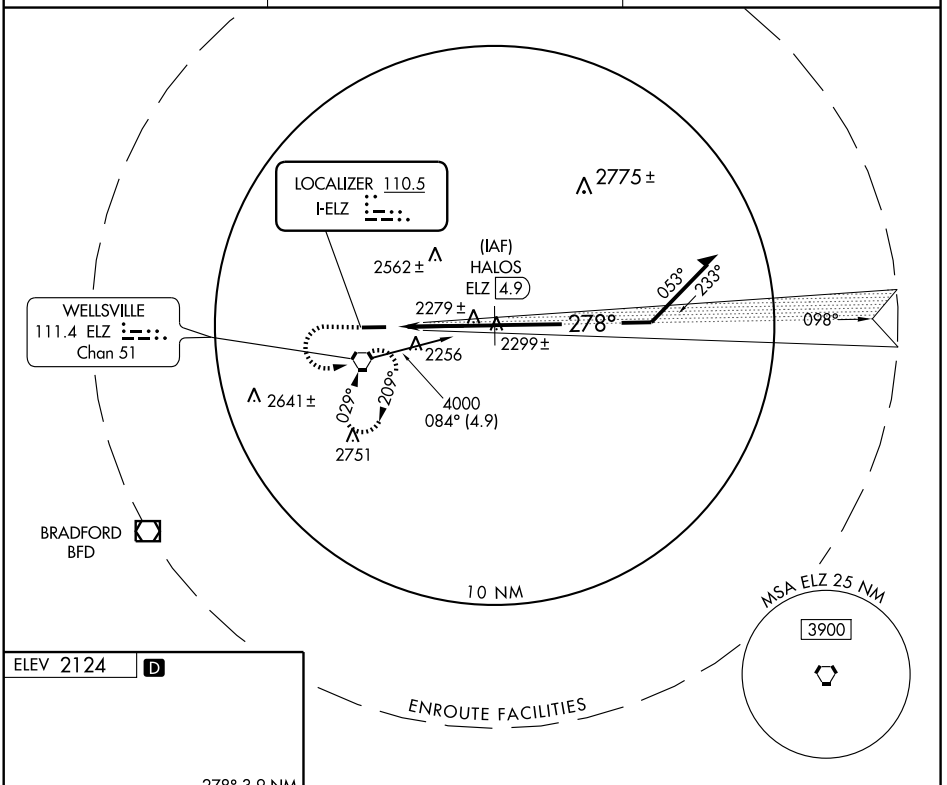
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

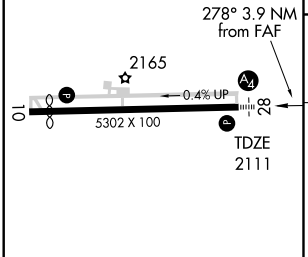
Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

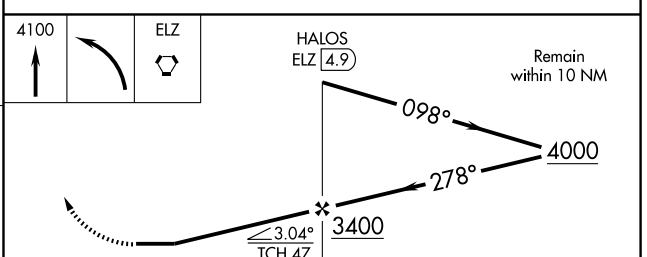
MALS

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF)







REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-28	2540-1	429 (500-1)	2540-1¼ 429 (500-1¼)	2540-1½ 429 (500-1½)
CIRCLING	2700-1	576 (600-1)	2700-1½ 576 (600-1½)	2700-2 576 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87002 W10A	APP CRS 097°	Rwy Idg 4900 TDZE 2124 Apt Elev 2124

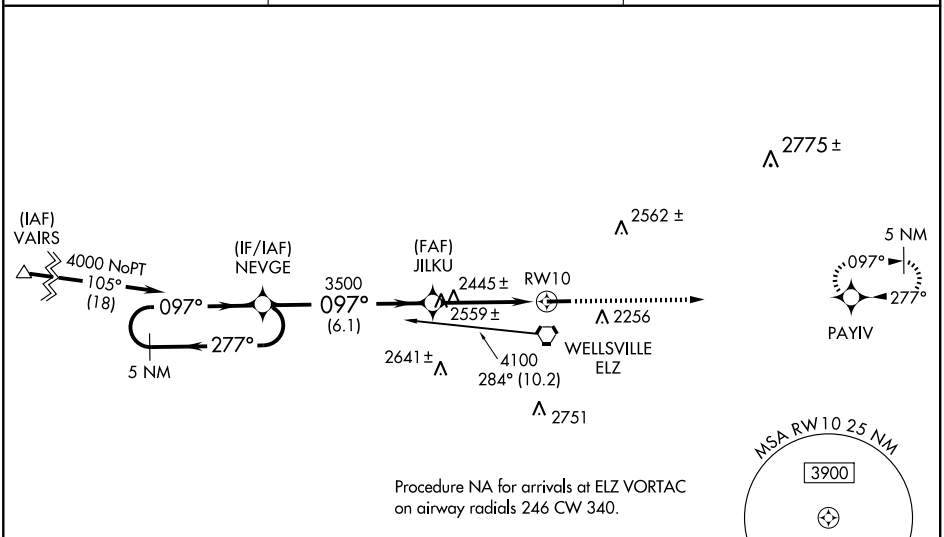
RNAV (GPS) RWY 10

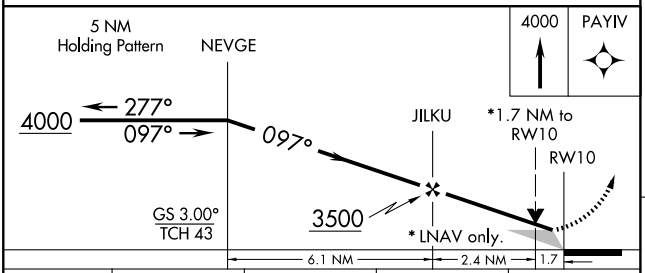
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

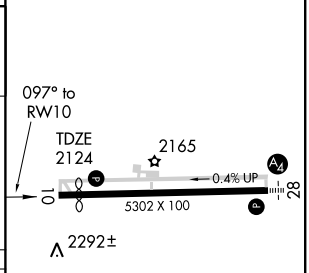
VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNAV/VNAV DA	2596-1¾ 472 (500-1¾)			
LNAV MDA	2700-1 576 (600-1)		2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4900
CH 49102	277°	TDZE	2111
W28A		Apt Elev	2124

RNAV (GPS) RWY 28

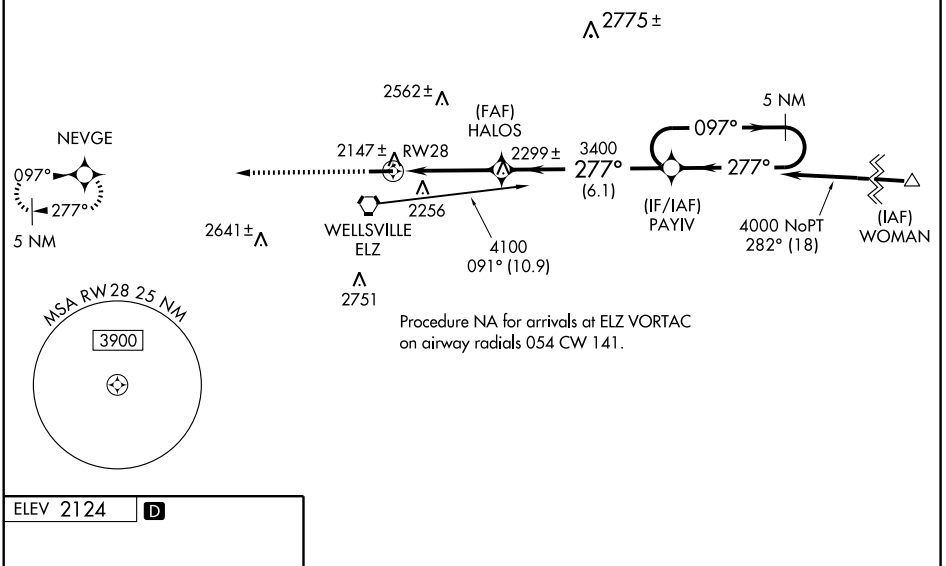
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

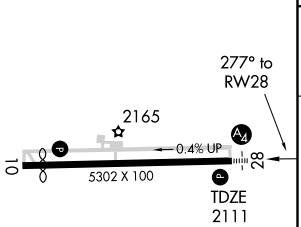
Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

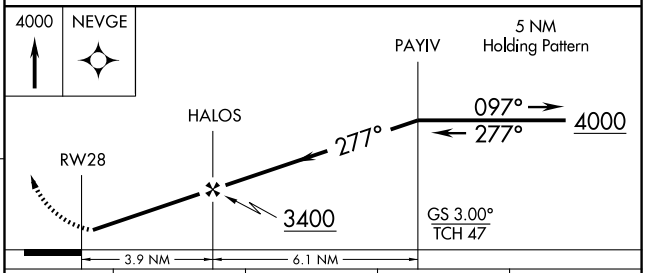
MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2361-1 250 (300-1)			
LNAV/VNAV DA	2582-1¾ 471 (500-1¾)			
LNAV MDA	2560-1 449 (500-1)		2560-1¼ 449 (500-1¼)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	029°	TDZE	N/A
Chan 51		Apt Elev	2124

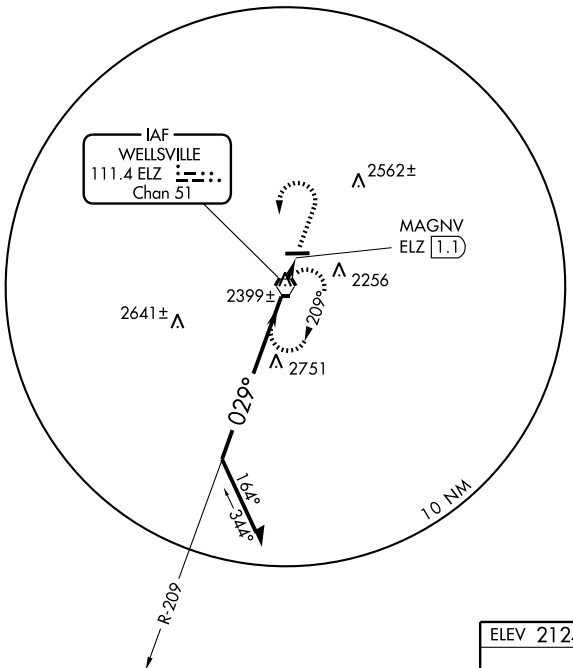
VOR-A

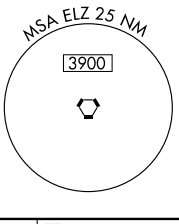
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

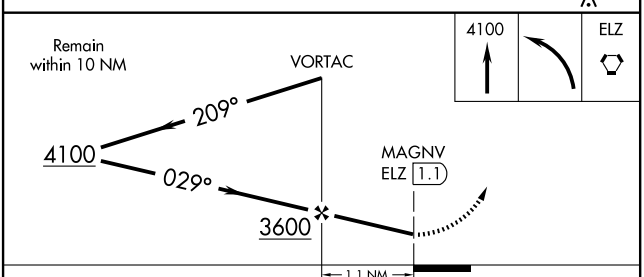
If local altimeter setting not received, use Bradford, PA altimeter setting.

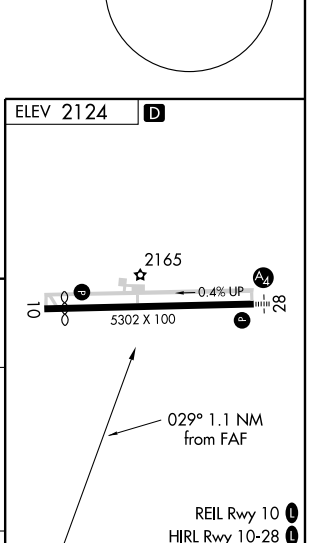
MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L









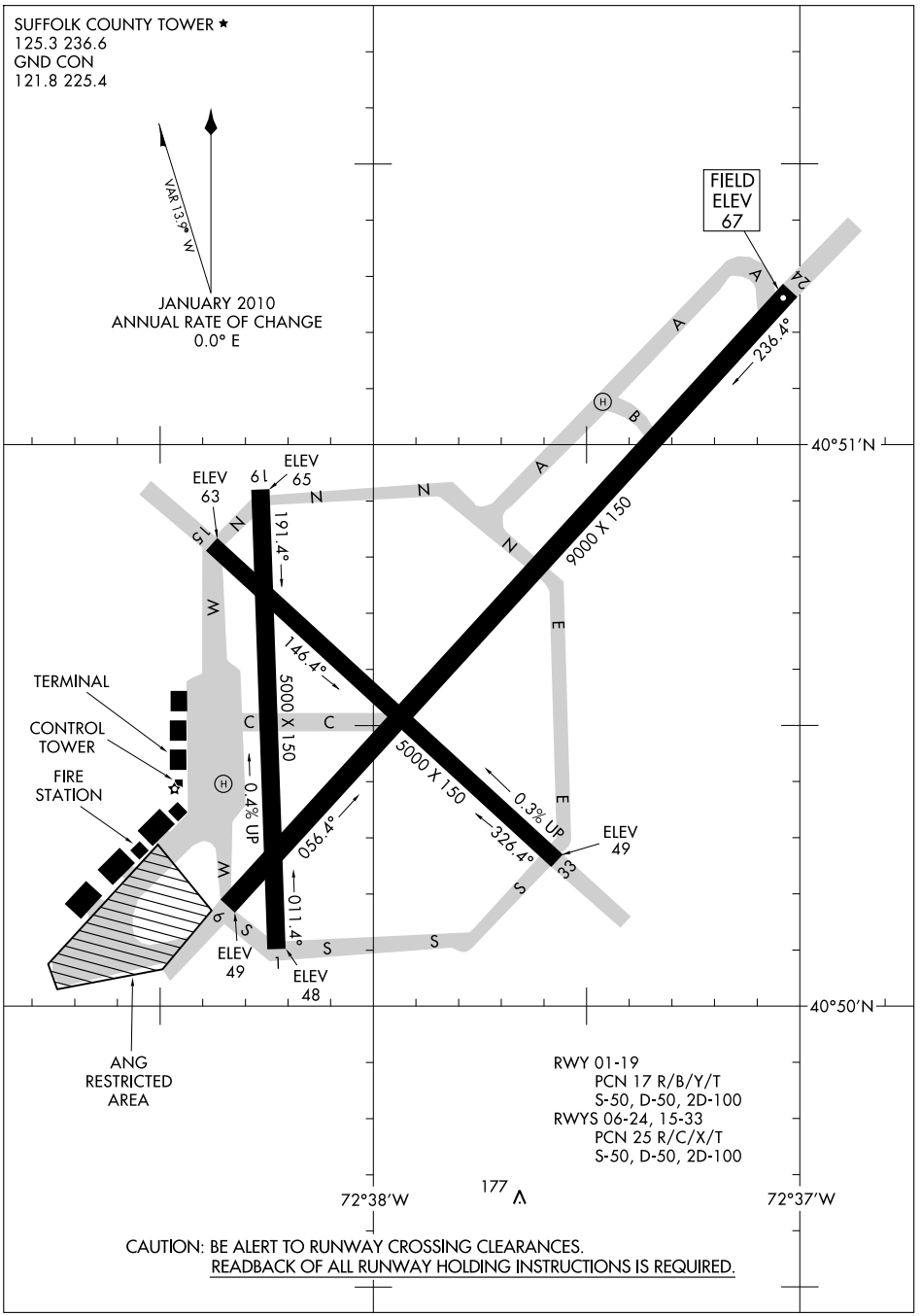
CATEGORY	A	B	C	D
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA)
WESTHAMPTON BEACH, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

WESTHAMPTON BEACH

FRANCIS S GABRESKI (FOK) CIV/MIL/ANG 3 N UTC−5(−4DT) N40°50.62′ W72°37.91′ **NEW YORK**

67 B S4 **FUEL** 100LL, JET A TPA—1167(1100) LRA NOTAM FILE FOK **COPTER**

RWY 06–24: H9000X150 (ASPH–CONC) S–50, D–50, 2D–100 PCN 25 R/C/X/T HIRL **H–10I, 12J, L–33B, 34I**

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 66′. Trees. **IAP, DIAP, AD**

RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 85′. Trees. Rgt tfc.

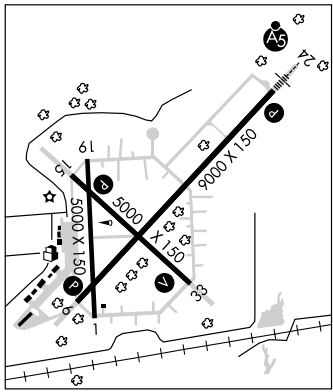
RWY 15–33: H5000X150 (ASPH) S–50, D–50, 2D–100
PCN 25 R/C/X/T MIRL 0.3% up NW

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 67′. Trees.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 57.3′. Rgt tfc.

RWY 01–19: H5000X150 (ASPH–CONC) S–50, D–50, 2D–100
PCN 17 R/B/Y/T 0.4% up N

RWY 01: Trees. **RWY 19:** Trees.



MILITARY SERVICE: JASU (A/M32A–86) 2(MA–1A) Avbl during ANG opr hr.
FUEL J8(Mil) (NC–100LL, A) Avbl during ANG opr hr.
FLUID SP De–Ice LOX **OIL** O–148–156(Mil) SOAP

AIRPORT REMARKS: Attended 1200–0400Z‡. Parachute Jumping. Extensive glider activity. Birds and deer on and invof arpt. Voluntary noise abatement procedures in effect, ctc arpt manager 631–852–8095. No 180° turns permitted on asphalt section of Rwy 06–24. All rwys limited by arpt operator to 50,000 lbs single and dual wheel and 100,000 lbs dual tandem wheel. Military parachute drops on fld and offshore from Shinnecock Inlet, 8 miles ESE of fld, 2000 ft AGL and blo. Rwy 15–33 military maximum effort ldg strip markings (3500X60) on rwy. Rwy 06–24 4000 ft ASPH overlay in center of rwy. When twr clsd ACTIVATE HIRL Rwy 06–24, MIRL Rwy 15–33, VASI Rwy 33, PAPI Rwy 06, Rwy 15 and Rwy 24, MALSR Rwy 24, REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. US Customs clearance svc avbl with prior notice 718–487–2691.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **CAUTION**–Birds and deer hazard. Parachute jumping exercises invof arpt. Extensive glider activity. **ANG** Radio ctl acft opr 0.5 NM north of Rwy 15 apch end SR–SS, ctc twr for advisory. PPR DSN 456–7362/4, C631–723–7362/4. PPR for use of helicopter transition pad. Opr 1230–2100Z‡. Crash facility, limited parking and tran svc during normal duty hr limited to C–130 and HH60 acft only. No svc other times. Advisory for tran aircrews—wingtip clnc waiver in effect on Guard C–130 ramp. Rwy clsd to acft AUW 100,000 lb except C130/emerg until further notice. **CSTMS/AG/IMG** Customs clnc svc avbl with prior notice. (JFK) 718–487–2691 (Military flights will coordinate through Base Operations 631–723–7362/7364). Mon–Fri minimum 24 hr prior notice, Sun and holidays before 2200Z‡ on regular business day preceding svc req date; maximum passengers 15.

WEATHER DATA SOURCES: ASOS 119.925 (631) 288–0588.

COMMUNICATIONS: CTAF 125.3 **UNICOM** 122.95

Ⓡ **NEW YORK APP/DEP CON** 125.975 343.75 343.65

TOWER 125.3 236.6 (1200–0400Z‡) **GND CON** 121.8 225.4

ANG OPS (RESCUE OPS) 287.5

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CALVERTON (L) VORW/DME 117.2 CCC Chan 119 N40°55.78′ W72°47.93′ 137° 9.2 NM to fld. 86/13W.

SUFFOLK CO (T) TACAN Chan 47 FOK (111.0) N40°50.27′ W72°37.91′ at fld. 50/13W. NOTAM FILE FOK. Unmonitored when twr clsd. No NOTAM MP Mon 1600–2000Z‡.

SQUIR NDB (LOM) 400 FO N40°54.27′ W72°33.39′ 236° 5 NM to fld. LOM unmonitored.
NDB unusable:
251°–280° byd 7 NM 281°–250° byd 10 NM.

ILS 111.7 I–FOK Rwy 24. LOM SQUIR NDB. Unmonitored when tower is closed. Middle marker unmonitored. LOM unmonitored.

WEST 30TH ST HELIPORT (See NEW YORK)

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

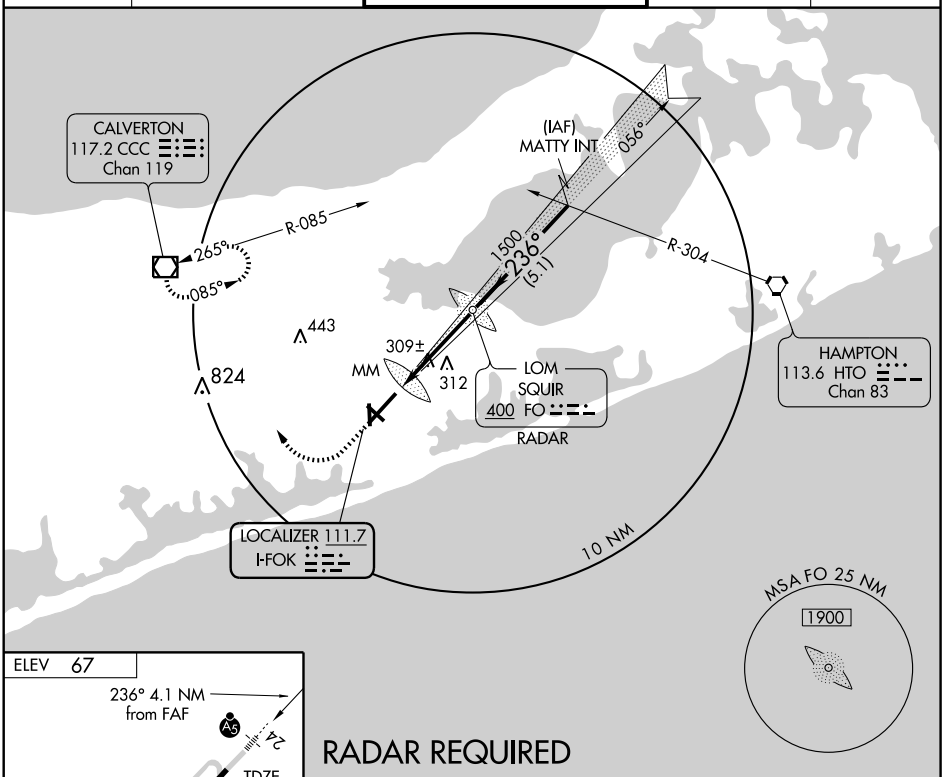
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

NA — If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

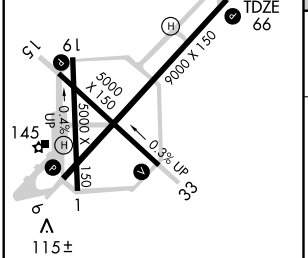
ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ELEV 67



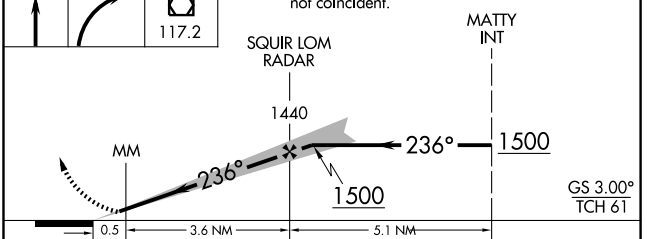
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

FAF to MAP 4.1 NM					
Knots	45	60	75	90	105
Min:Sec	5:28	4:06	3:17	2:44	2:21

RADAR REQUIRED

600	2000	CCC
		117.2

VGSI and ILS glidepath not coincident.



CATEGORY	COPTER
H-ILS 24	266-¼ 200 (200-¼)
H-LOC 24	560-¼ 494 (500-¼)

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

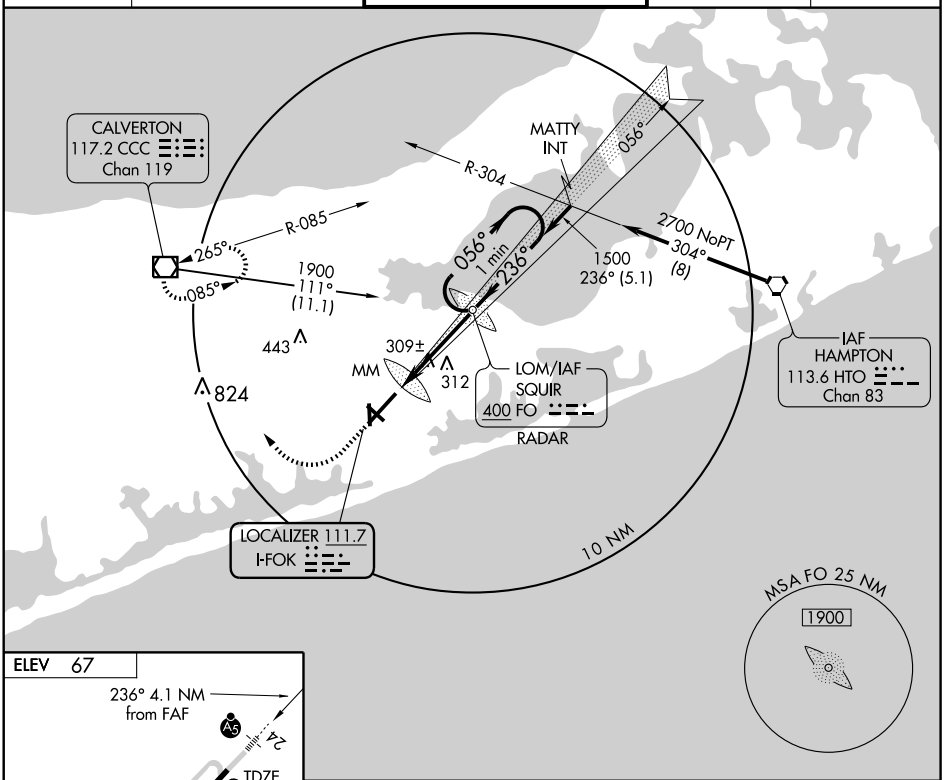
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

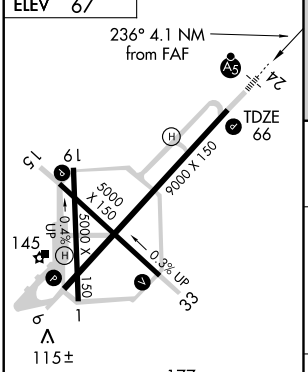
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

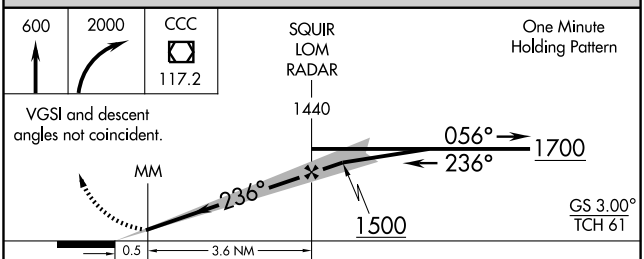
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95



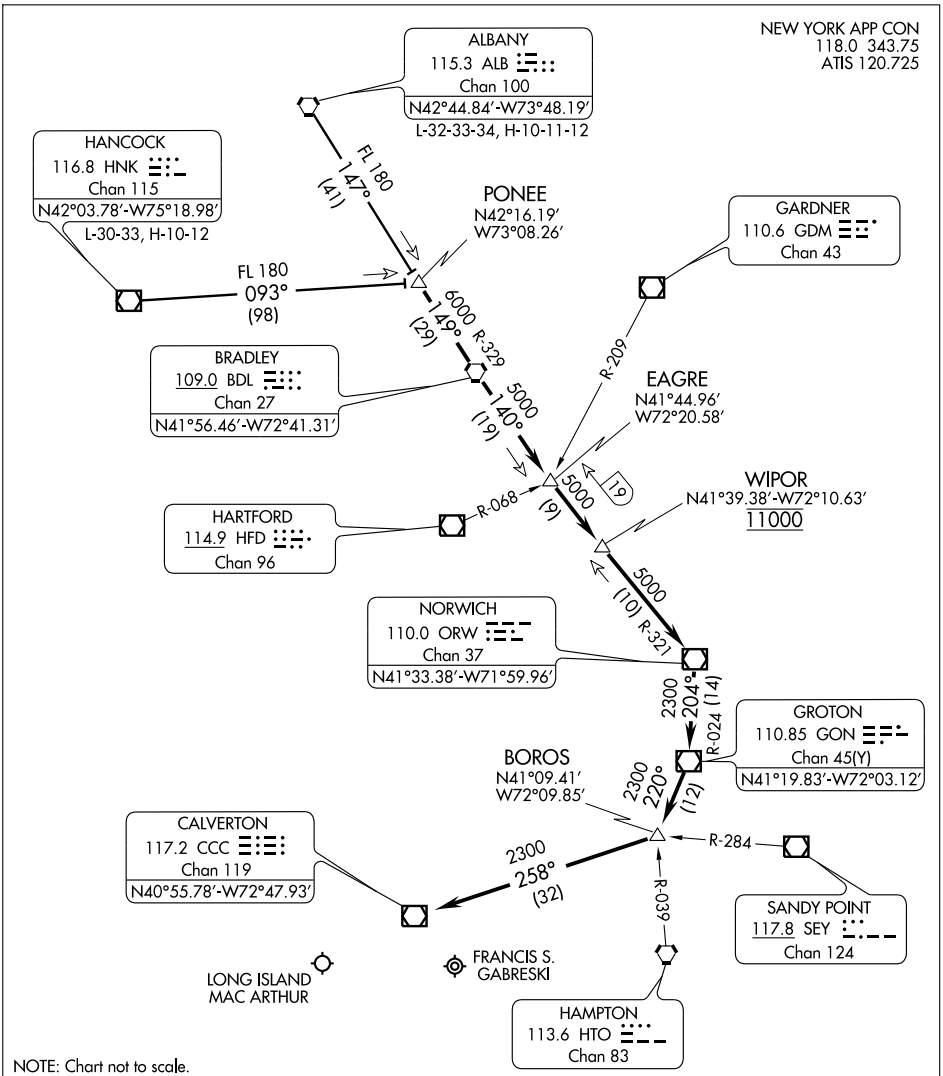


FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 24	266-½		200 (200-½)	
S-LOC 24	560-½ 494 (500-½)		560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg 9000 TDZE 57 Apt Elev 67

RNAV (GPS) RWY 6

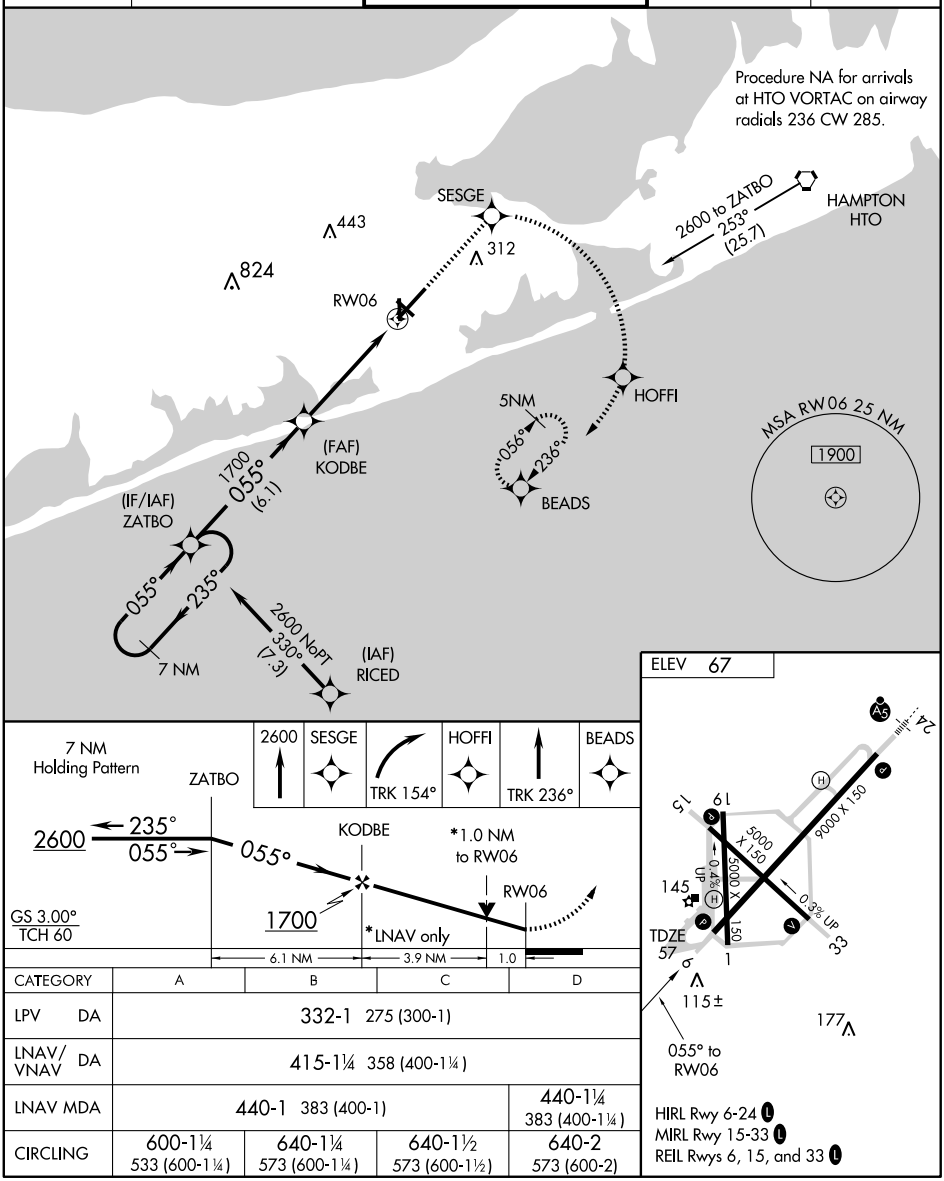
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

NE-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	332-1 275 (300-1)			
LNAV/ VNAV DA	415-1¼ 358 (400-1¼)			
LNAV MDA	440-1 383 (400-1)			440-1¼ 383 (400-1¼)
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)

WAAS	APP CRS	Rwy Idg	9000
CH 40009	236°	TDZE	66
W24A		Apt Elev	67

RNAV (GPS) RWY 24

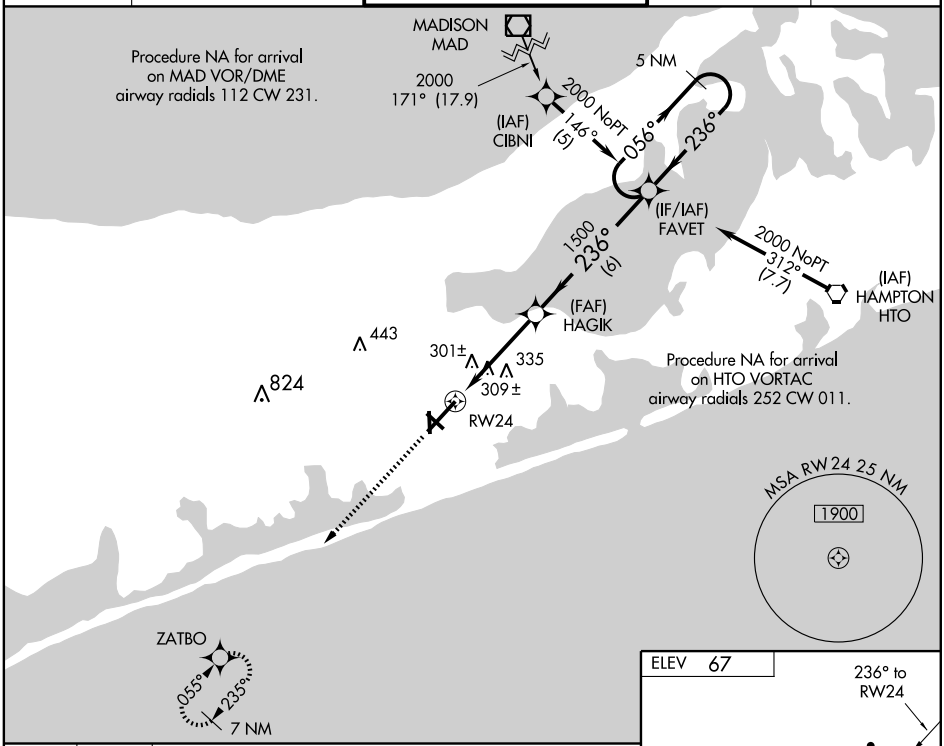
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

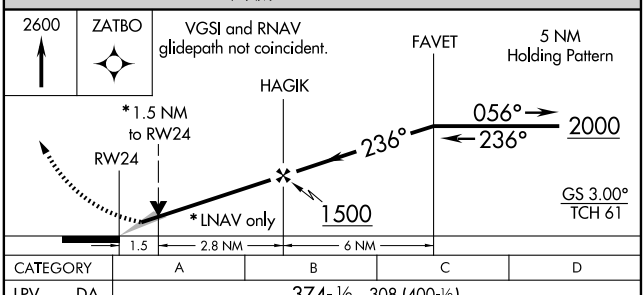
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

MALSR

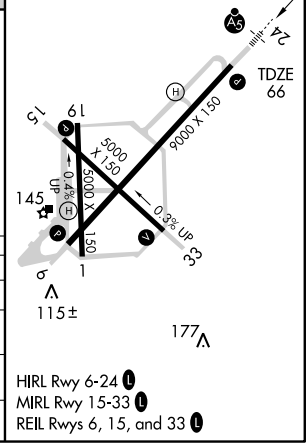
MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	374-½ 308 (400-½)			
LNAV/VNAV DA	614-1½ 548 (600-1½)			
LNAV MDA	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	620-2 553 (600-2)			640-2 573 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 6

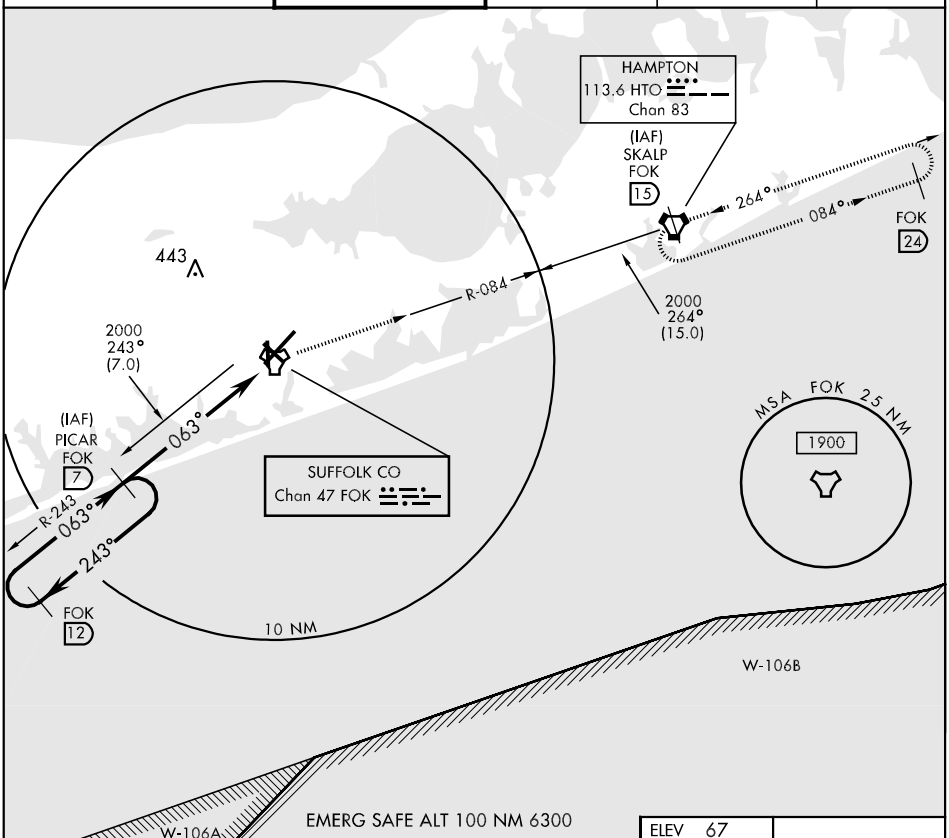
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

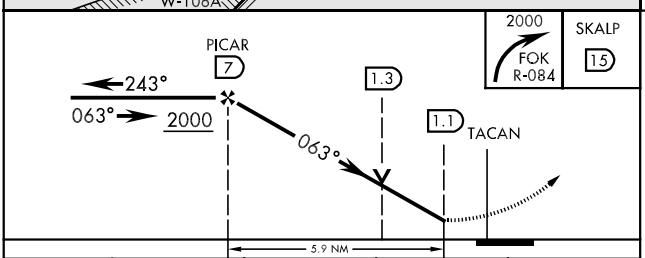
FOK TACAN Chan 47	APCH CRS 063°	Rwy ldg 9000 TDZE 57 Arpt Elev 67	AL-996 [USAF]

When control zone not effective, procedure not authorized.

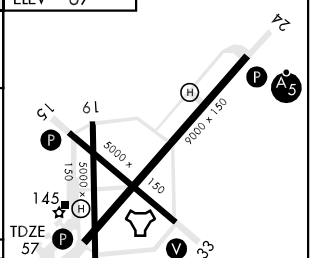
MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925





ELEV 67



CATEGORY	A	B	C	D
S-6	380-1 323 (400-1)			
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

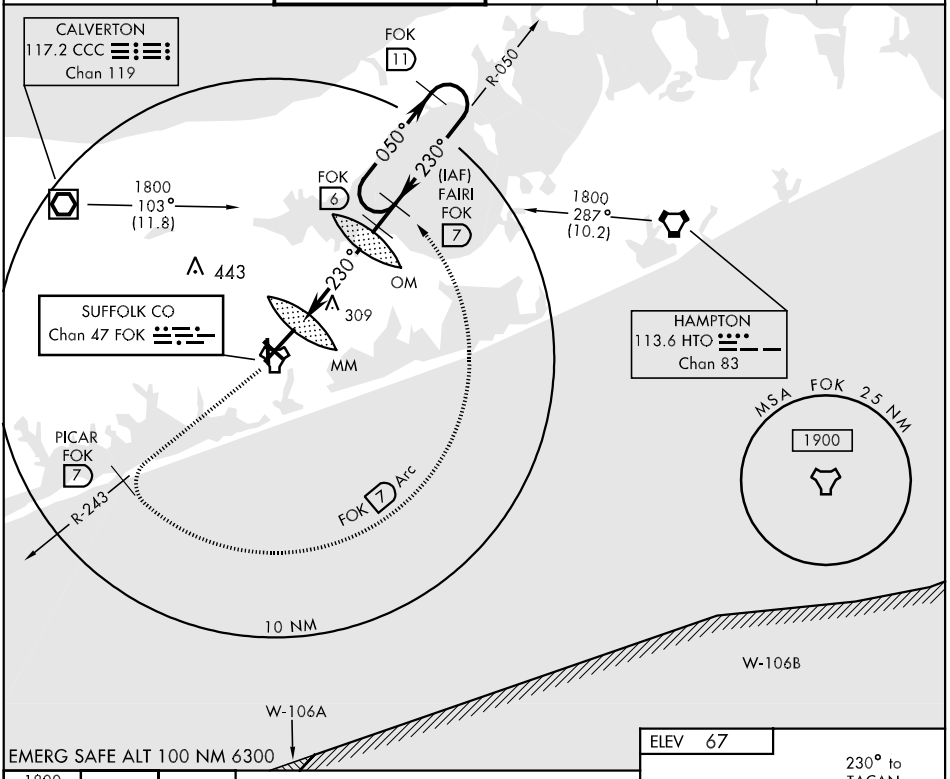
FOK TACAN Chan 47	APCH CRS 230°	Rwy ldg 9000 TDZE 66 Arpt Elev 67	AL-996 [USAF]

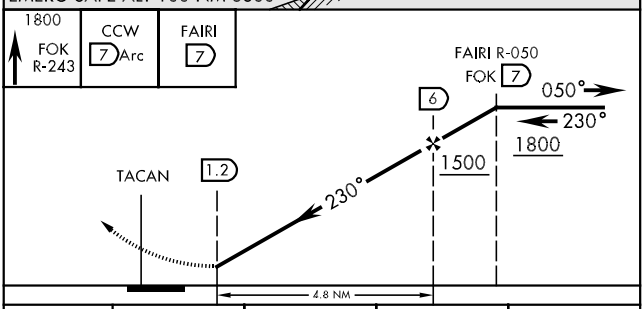
When control zone not effective, procedure not authorized.

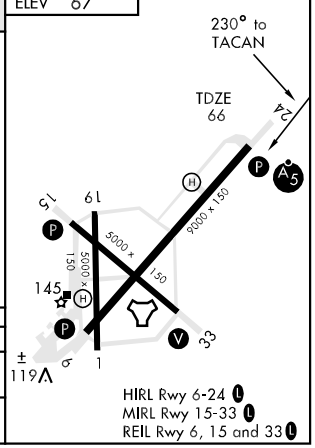
MALSR

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) 236.6	121.8 225.4	122.95	119.925







CATEGORY	A	B	C	D
S-24	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

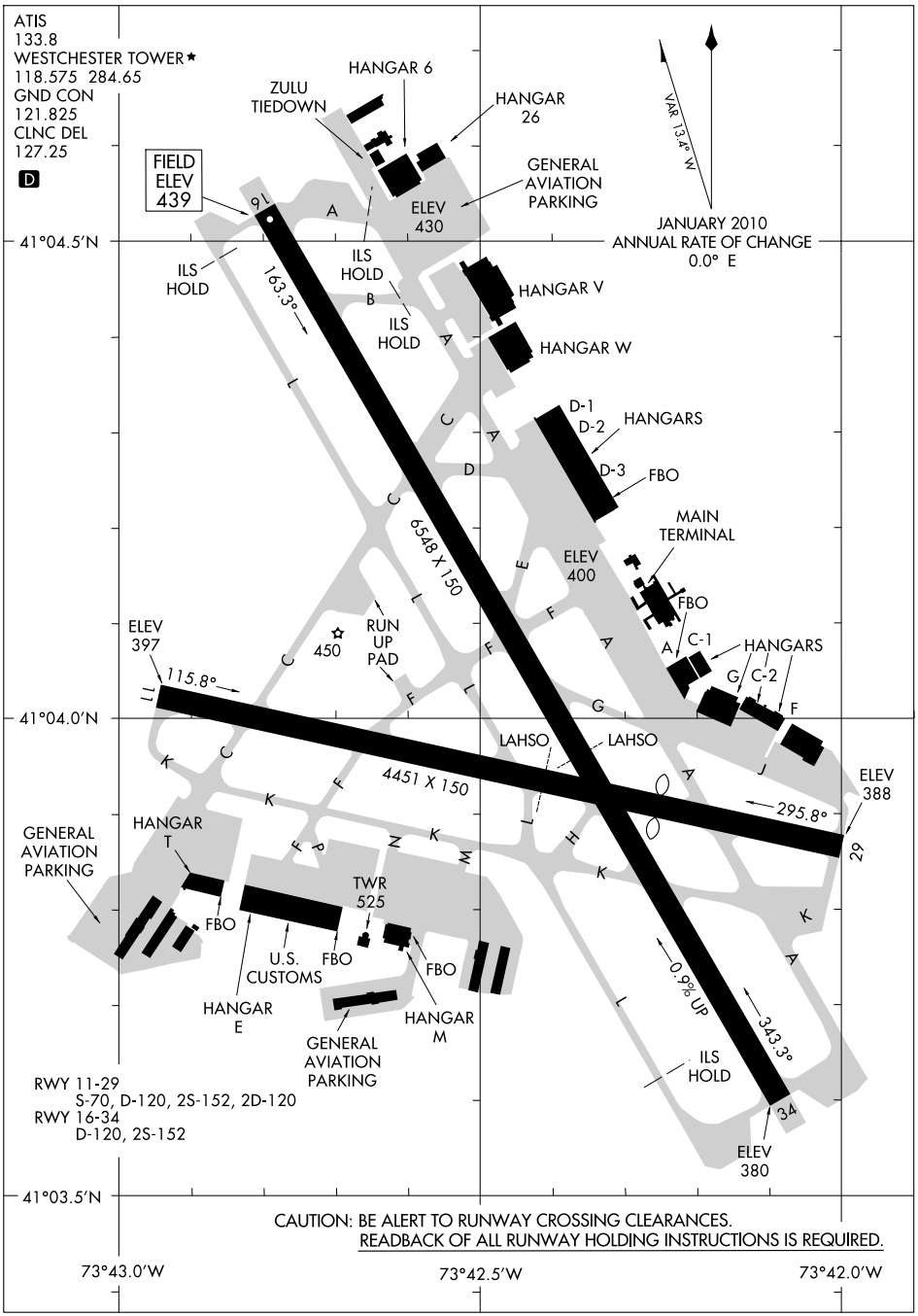
TACAN RWY 24
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
AL-651 (FAA)
WHITE PLAINS, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WHITE PLAINS, NEW YORK
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS

WESTCHESTER CO (HPN) 3 NE UTC−5(−4DT) N41°04.02′ W73°42.45′ NEW YORK

439 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B NOTAM FILE HPN **COPTER**

RWY 16–34: H6548X150 (ASPH–GRVD) D–120, 2S–152 HIRL CL 0.9% up NW **H–10I, 12J, L–33B, 34H**

IAP, AD

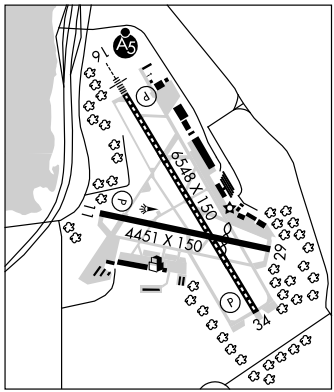
RWY 16: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 72′.

RWY 34: REIL. PAPI(4PL)—GA 3.0° TCH 56′. Trees.

RWY 11–29: H4451X150 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–120 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Trees.

RWY 29: Thld dsplcd 1287′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 11	16–34	2500
RWY 16	11–29	4000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–4451 TODA–4451 ASDA–4451 LDA–4451

RWY 16: TORA–6548 TODA–6548 ASDA–6548 LDA–6548

RWY 29: TORA–4451 TODA–4451 ASDA–4451 LDA–3164

RWY 34: TORA–6548 TODA–6548 ASDA–6548 LDA–6548

AIRPORT REMARKS: Attended continuously. Deer, birds and other wildlife on and invof arpt. PAEW adjacent south edge hanger 6 ramp. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Be alert: Ground equipment opr adjacent to the east side of Twy A between Twy G and Twy F. During warmer months PAEW adjacent to rwy and twy safety areas. Rwy 11–29 pavement condition, fair with numerous cracks. Noise abatement procedures in effect ctc arpt management 914–995–4861. Acft over 120,000 lbs gross ldg weight must have prior permission. Ctc arpt manager or designee 914–995–4856 with maximum gross tkf weight. Acft over 100,000 lbs must ctc arpt opr on 122.95 with actual tkf and ldg weights. Arpt opr avbl continuously on 122.95. When twr clsd ACTIVATE HIRL Rwy 16–34, MIRL Rwy 11–29, MALSR Rwy 16, REIL Rwy 11 and Rwy 34, and twy lgts—CTAF. PAPI Rwy 11 and Rwy 16 oper 24 hrs. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Westchester Co Noise Abatement Procedures.

WEATHER DATA SOURCES: ASOS (914) 288–0216.

COMMUNICATIONS: CTAF 118.575 **D–ATIS** 133.8 (914) 948–0130

UNICOM 122.95

Ⓡ **NEW YORK APP CON** 126.4 (1200–0400Z‡) 120.8(0400–1200Z‡) 124.65 Ⓡ**NEW YORK DEP CON** 120.55

TOWER 118.575 (1100–0400Z‡) **GND CON** 121.825 **CLNC DEL** 127.25 **PRE–TAXI CLNC** 127.25

AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 216° 14 NM to fld. 690/12W.

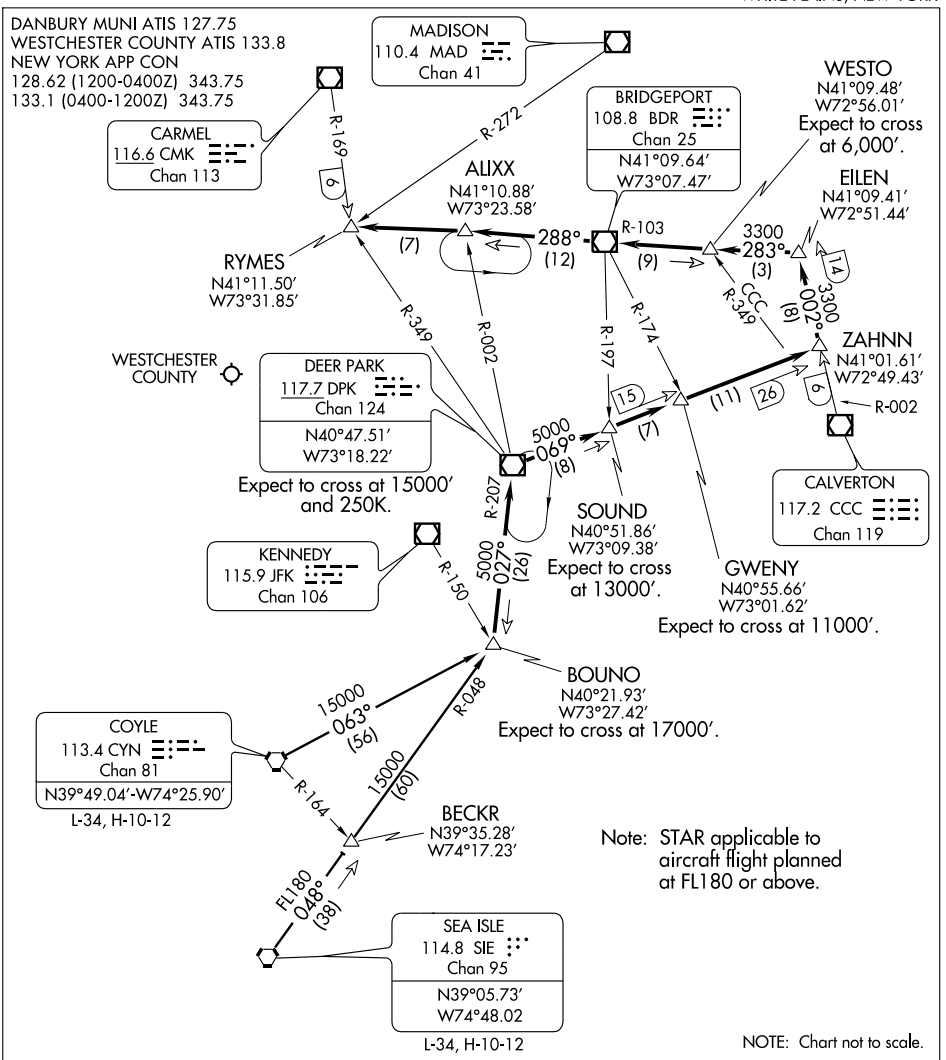
HESTR NDB (LOM) 281 HP N41°08.72′ W73°45.99′ 162° 5.4 NM to fld. NOTAM FILE HPN. Unusable beyond 11 NM. Unmonitored when tower clsd.

ILS/DME 109.7 I–HPN Chan 34 Rwy 16. Class IA. LOM HESTR NDB. HESTR NDB/LOM unusable beyond 11 NM. LOM unmonitored when twr clsd. LOC unusable byd 22° left of course. DME unusable byd 17 NM blo 2000′.

ILS/DME 109.7 I–OJZ Chan 34 Rwy 34. Class IA.

WHITFORDS (See WEEDSPORT)

BOUNO FOUR ARRIVAL



ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

COPTER ILS or LOC/DME RWY 16

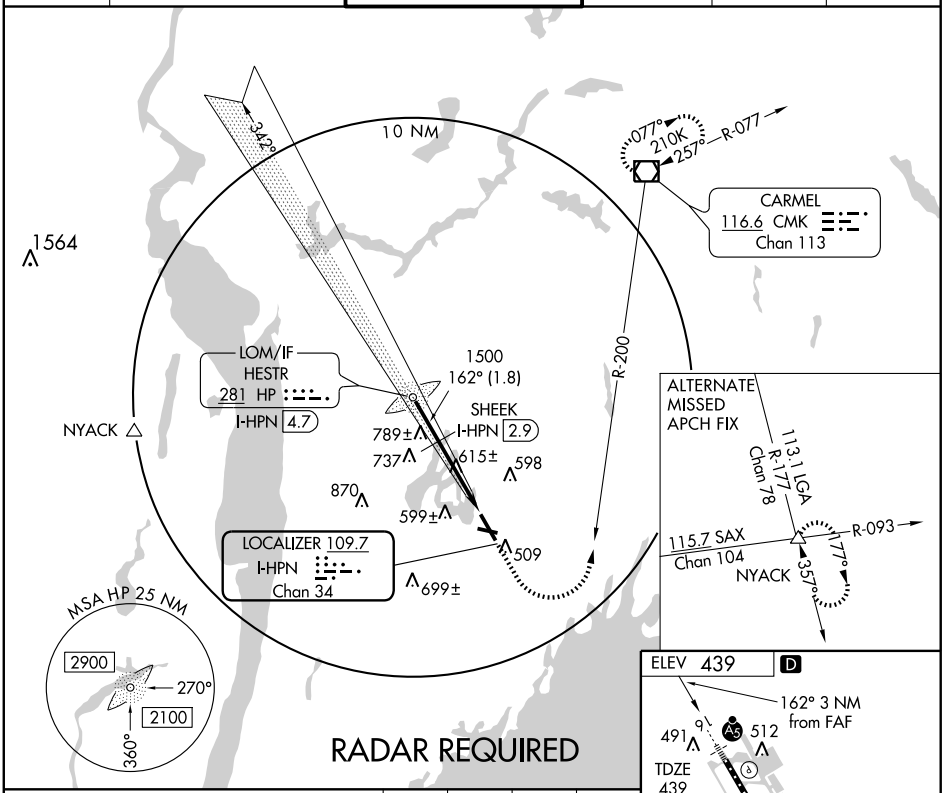
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

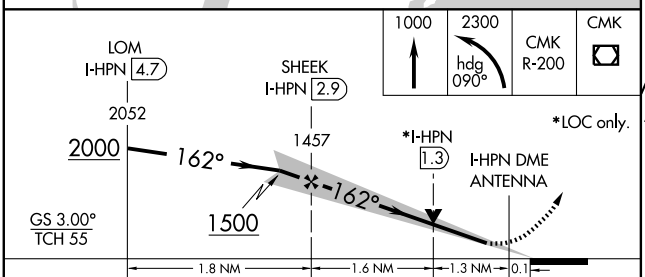
When local altimeter setting not received, use La Guardia altimeter setting and increase DA to 792 and MDA 120 feet; increase all visibilities ½ mile. VDP NA when using La Guardia altimeter setting.

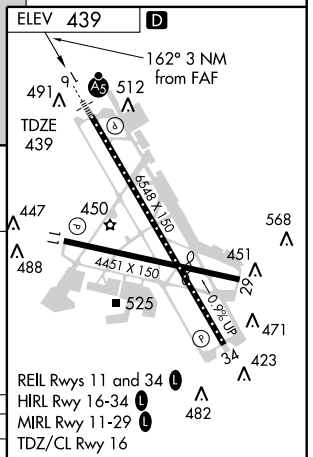
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	COPTER
H-ILS 16	689/12 250 (300-⅛)
H-LOC 16	940/12 501 (600-⅛)

FAF to MAP 2.9 NM

Knots	45	60	75	90	105
Min:Sec	3:52	2:54	2:19	1:56	1:39

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

ILS or LOC RWY 16

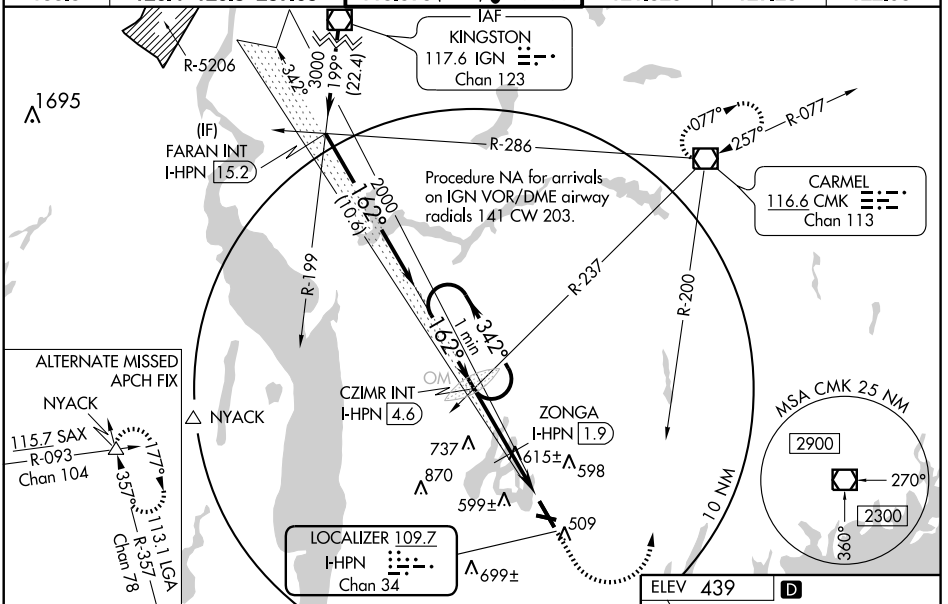
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

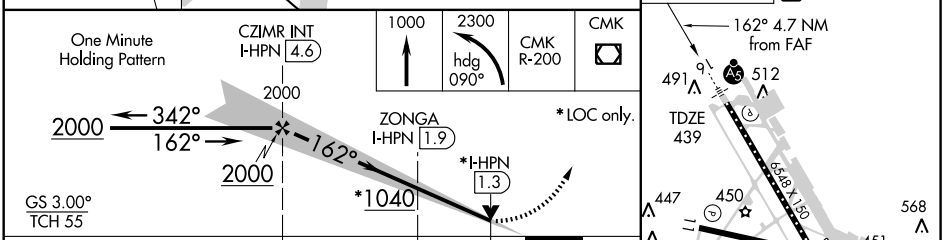
T A Circling to Rwy 11, 29 and 34 NA at night. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 and ZONGA fix minimums S-LOC 16 Cat A/B and C visibility ¼ mile. VDP NA when using La Guardia altimeter setting. For inoperative MALSR when using La Guardia altimeter setting increase S-ILS 16 all Cats visibility ½ mile, S-LOC 16 and ZONGA S-LOC 16 visibility Cat A/B ¼ mile. When local altimeter setting not received, use La Guardia altimeter setting and increase all DA to 792 feet and all MDA 120 feet; increase S-LOC 16 and circling visibility Cat C/D ¼ mile, ZONGA fix minimums S-LOC visibility Cat C ¼ mile, Cat D ½ mile and Circling visibility Cats C and D ¼ mile.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





CATEGORY	A	B	C	D
S-ILS 16	689/40		250 (300-¾)	
S-LOC 16	1040/40	601 (700-¾)	1040/60 601 (700-1¼)	1040-1½ 601 (700-1½)
CIRCLING	1040-1	601 (700-1)	1040-1¾ 601 (700-1¾)	1040-2 601 (700-2)
ZONGA FIX MINIMUMS				
S-LOC 16	940/40	501 (600-¾)	940/50	501 (600-1)
CIRCLING	980-1	541 (600-1)	980-1½ 541 (600-1½)	1000-2 561 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OJZ	APP CRS	Rwy Idg 6548
109.7	342°	TDZE 402
Chan 34		Apt Elev 439

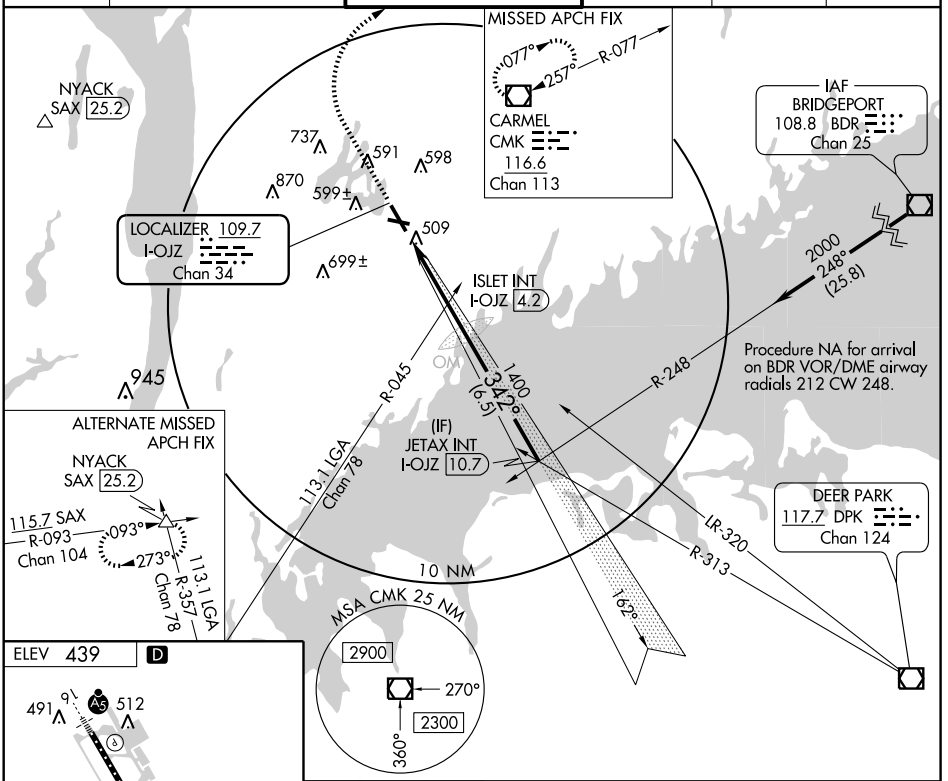
ILS or LOC RWY 34

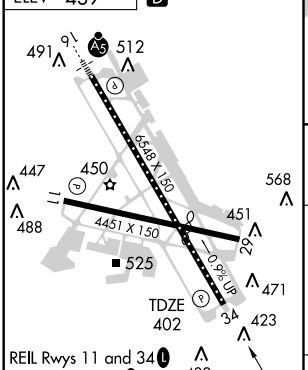
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

T A Circling to Rwy 11, 29 and 34 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase all DA to 827 and all MDA 120 feet; increase S-ILS 34 visibility all Cats ¼ mile, S-LOC 34 visibility Cats C and D ½ mile and Circling Cat C and D ¼ mile.

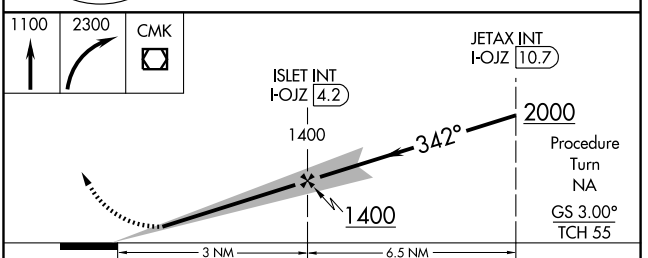
MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-ILS 34	724/60 322 (400-1¼)			
S-LOC 34	800/50 398 (400-1)			800/60 398 (400-1¼)
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	1000-2 561 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,750 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,750 feet
	28	06-24	3,050 feet
FARMINGDALE, NY			
REPUBLIC (FRG)	32	01-19	3,650 feet
ISLIP, NY			
LONG ISLAND MAC ARTHUR (ISP)	06	15R-33L	4,200 feet
	10	15R-33L	3,000 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
NEW YORK, NY			
LA GUARDIA (LGA)	04	13-31	4,600 feet
	31	04-22	5,500 feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
POUGHKEEPSIE, NY			
DUTCHESS COUNTY (POU)	06	15-33	3,150 feet
SYRACUSE, NY			
SYRACUSE HANCOCK INTL (SYR)	10	15-33	7,700 feet
	15	10-28	6,000 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

21 OCT 2010 to 18 NOV 2010

LOM HP	APP CRS	Rwy Idg	6548
281	162°	TDZE	439
		Apt Elev	439

NDB RWY 16

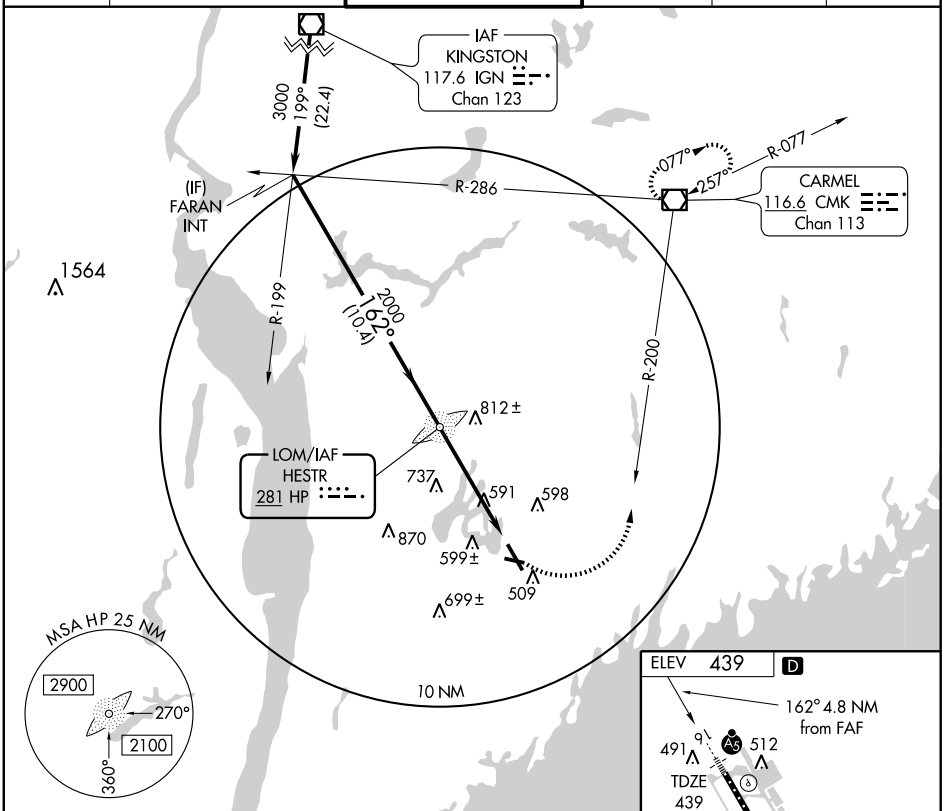
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

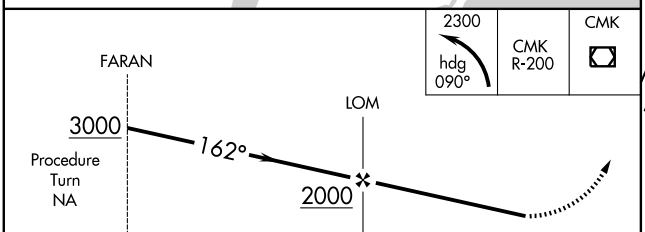
Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase all MDA 120 feet; increase S-16 Cats C and D, and Circling Cats B, C, and D visibility ¼ mile.

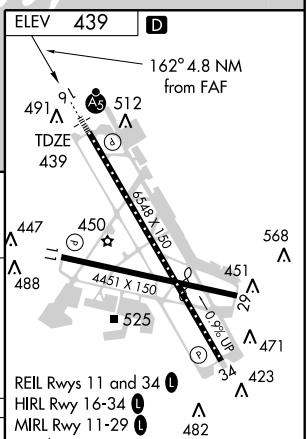
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK VOR/DME R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







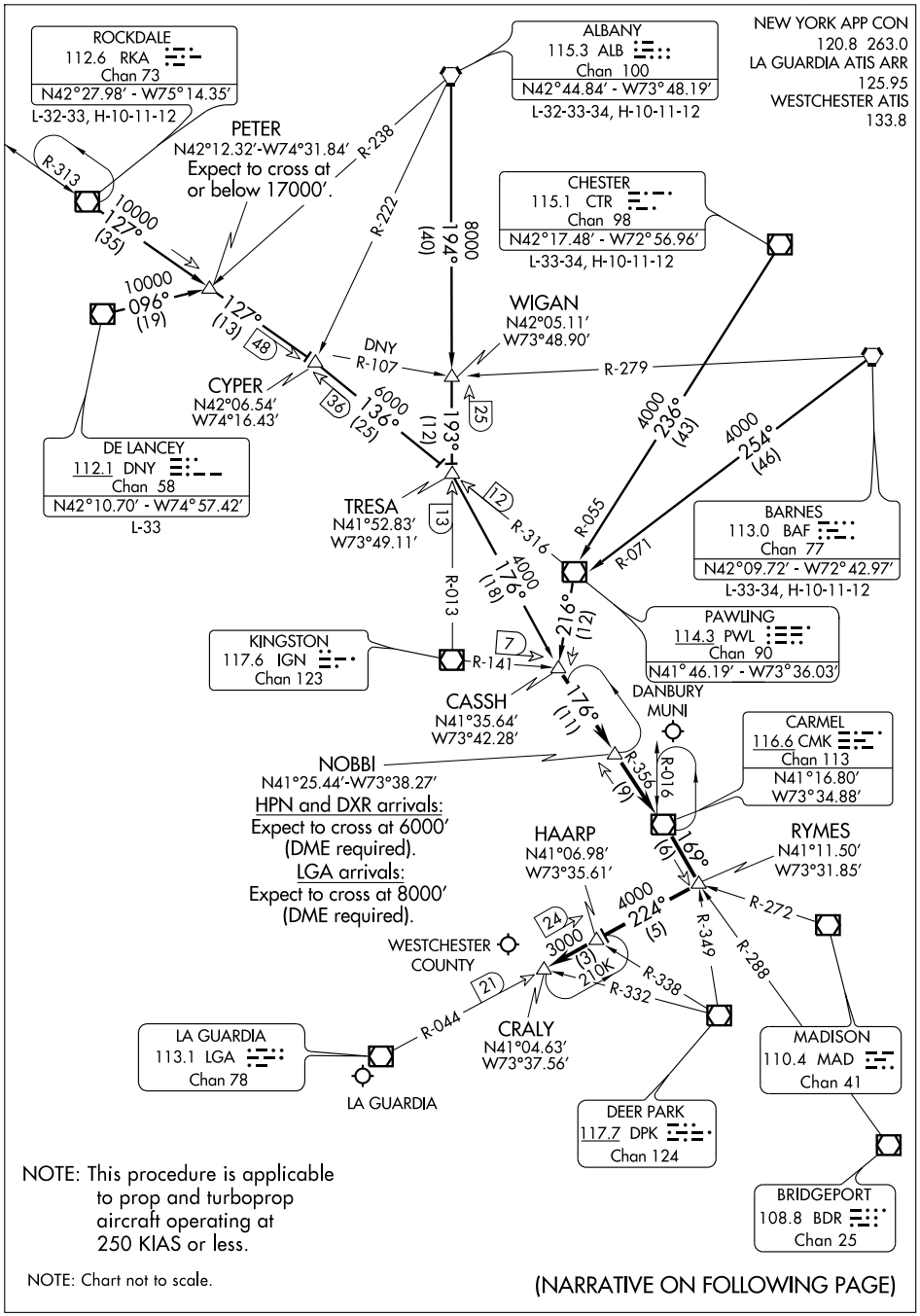
CATEGORY	A	B	C	D
S-16	1120/40	681 (700-¾)	1120-1½ 681 (700-1½)	1120-2 681 (700-2)
CIRCLING	1120-1	681 (700-1)	1120-2 681 (700-2)	1120-2¼ 681 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

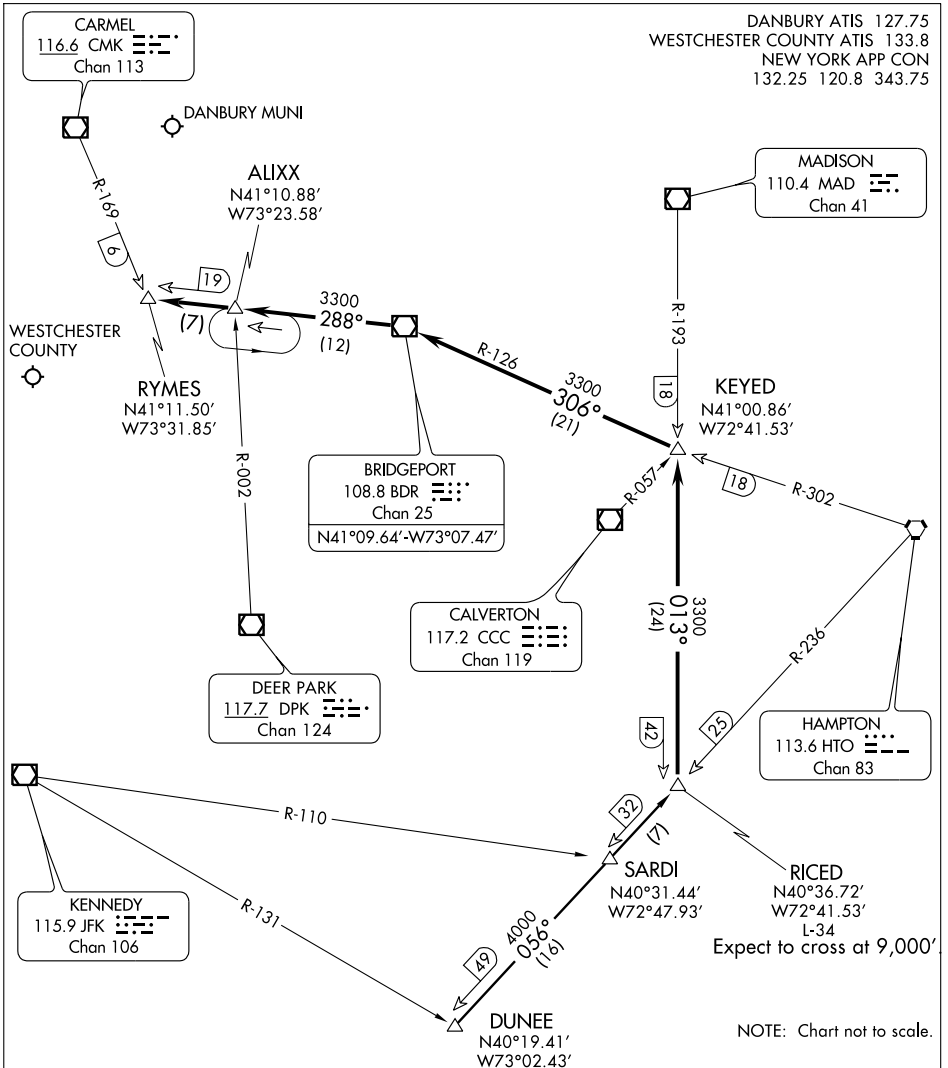
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	6548
CH 69519	162°	TDZE	439
W16A		Apt Elev	439

RNAV (GPS) Y RWY 16

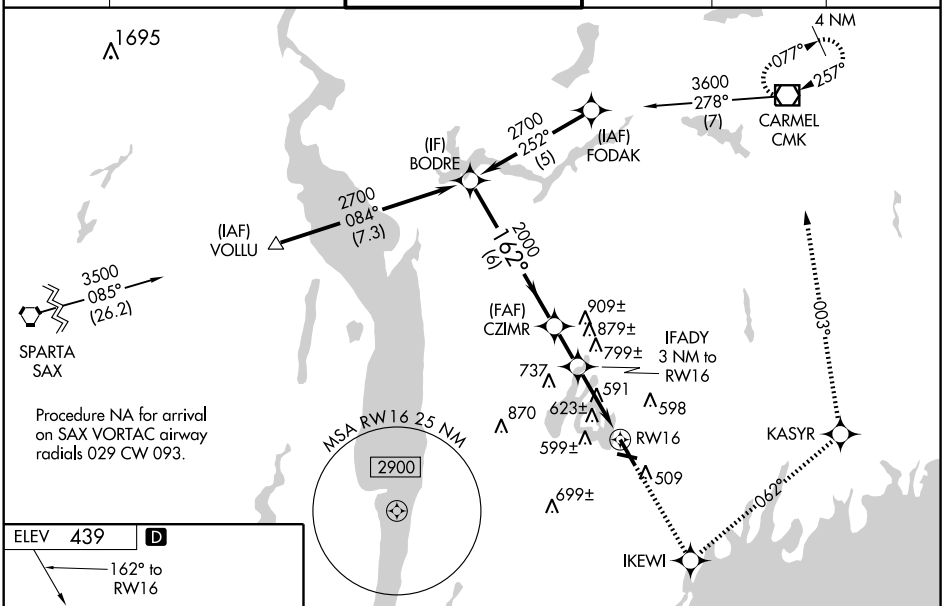
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

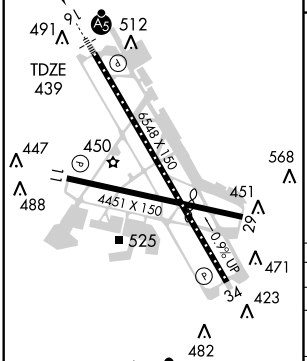
T A Circling to Rwy 11, 29 and 34 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using La Guardia altimeter setting. For inoperative MALSR when using La Guardia altimeter setting, increase LPV all Cats visibility ½ mile and LNAV visibility Cat A ¼ mile. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 792, LNAV/VNAV DA all Cats to 1081, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D and Circling Cats C/D visibility ½ mile and Circling Cat B ¼ mile.

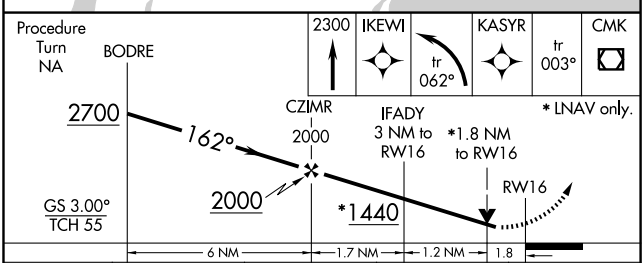
MALSR (A5)

MISSED APPROACH: Climb to 2300 to IKEWI and left turn on track 062° to KASYR and on track 003° to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
LPV DA		689/40	250 (300-¾)	
LNAV/VNAV DA		978-1½	539 (600-1½)	
LNAV MDA	1060/40	621 (700-¾)	1060/60 621 (700-1¼)	1060-1½ 621 (700-1½)
CIRCLING	1060-1	621 (700-1)	1060-1¾ 621 (700-1¾)	1060-2 621 (700-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6548
CH 99410	342°	TDZE	402
W34A		Apt Elev	439

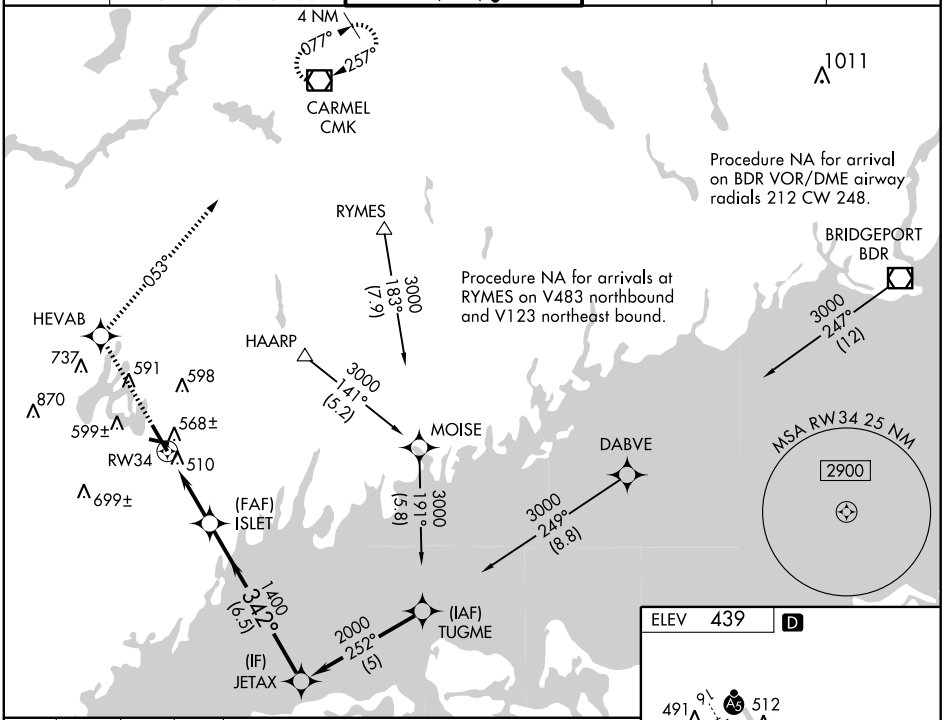
RNAV (GPS) Y RWY 34

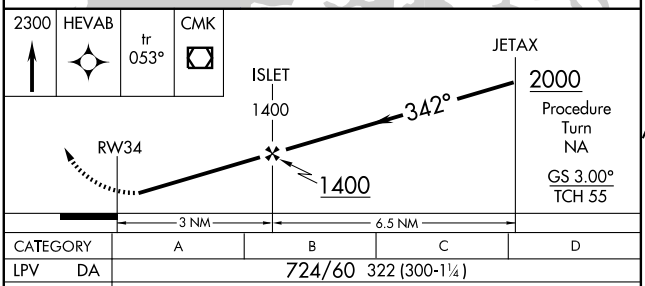
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

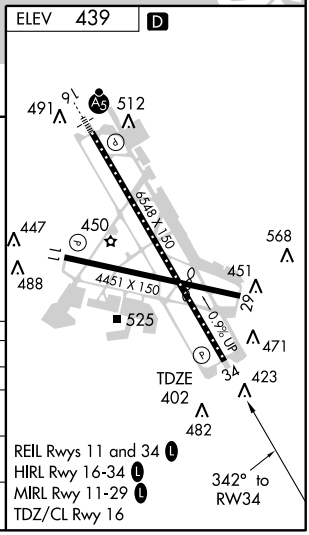
Circling to Rwy 11, 29 and 34 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA all Cats to 827, LNAV/VNAV DA all Cats to 884 and all MDA 120 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, Circling Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and on track 053° to CMK VOR/ DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
LPV DA	724/60 322 (300-1¼)			
LNAV/ VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	1000-2 561 (600-2)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6548
162°	TDZE	439
	Apt Elev	439

RNAV (RNP) Z RWY 16

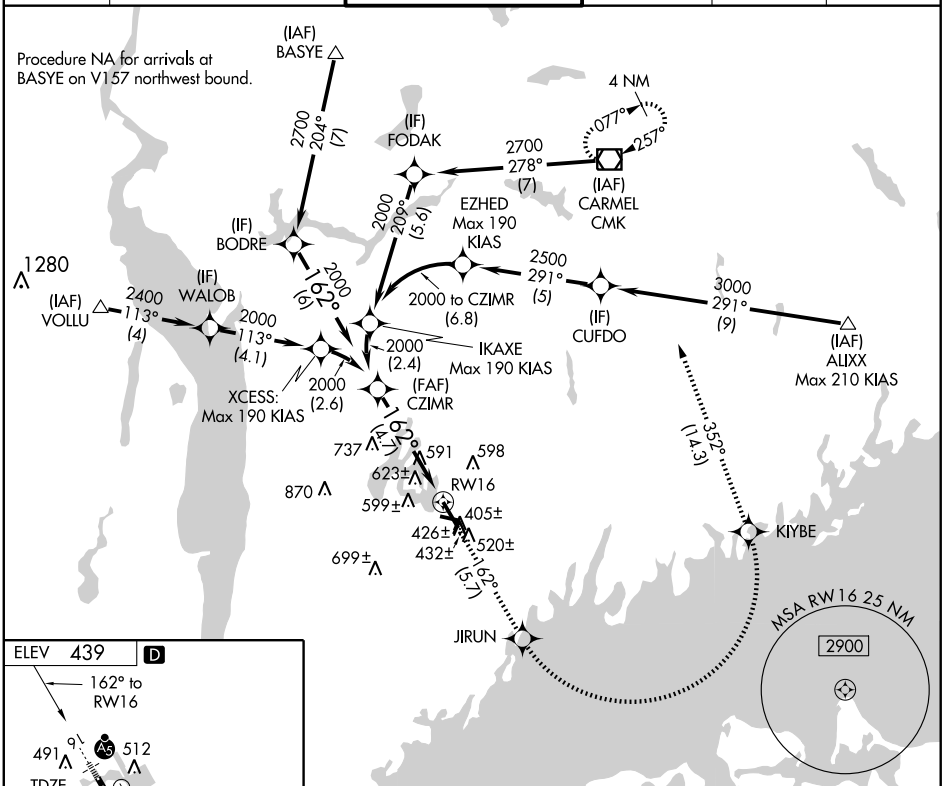
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

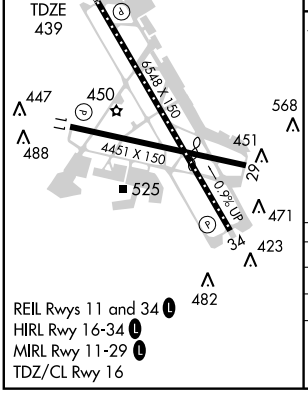
T GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative MALSR increase RNP 0.15 all Cats visibility to RVR 5000, and RNP 0.30 all Cats visibility to 1¾. RF Required.

MALSR

MISSED APPROACH: Climb to 3000 on track 162° to JIRUN, left turn to KIYBE, then track 352° to CMK VOR/DME and hold.

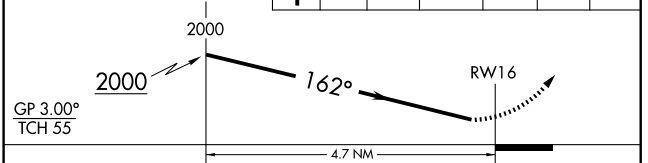
ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





See planview for multiple IF locations.

3000	tr 162°	JIRUN		KIYBE	tr 352°	CMK



CATEGORY	A	B	C	D
RNP 0.15 DA		733/40	294 (300-¾)	
RNP 0.30 DA		948/60	509 (600-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6548
342°	TDZE	402
	Apt Elev	439

RNAV (RNP) Z RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

GPS Required.
RF Required.
For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 on track 342° to HEVAB, right turn to FOXEK then on track 082° to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95

1108±

Procedure NA for arrivals at CMK VOR/DME via airway radials 111 clockwise 275.

4 NM
077°
257°
(IAF)
CARMEL
CMK
FOXEK
082°
(5.5)
2500
195°
(4.9)
(8.7)
NIDAE
2000
195°
(4.9)
(IF)
HAARP
HEVAB
737
591
598
870
599±
342°
(4.1)
2000
191°
(3.4)
IKILY
Max 190 KIAS
509
RW34
342°
(3)
699±
(FAF)
KIBGE
1400
(9.5)
MSA RW34 25 NM
2900

ELEV 439 D

491 512 447 450 568 488 451 525 471 423 482
6548 X 150
4451 X 150
0.9% UP
TDZE
402

REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16
342° to RW34

3000	tr 342°	HEVAB		FOXEK	tr 082°	CMK

Procedure Turn NA

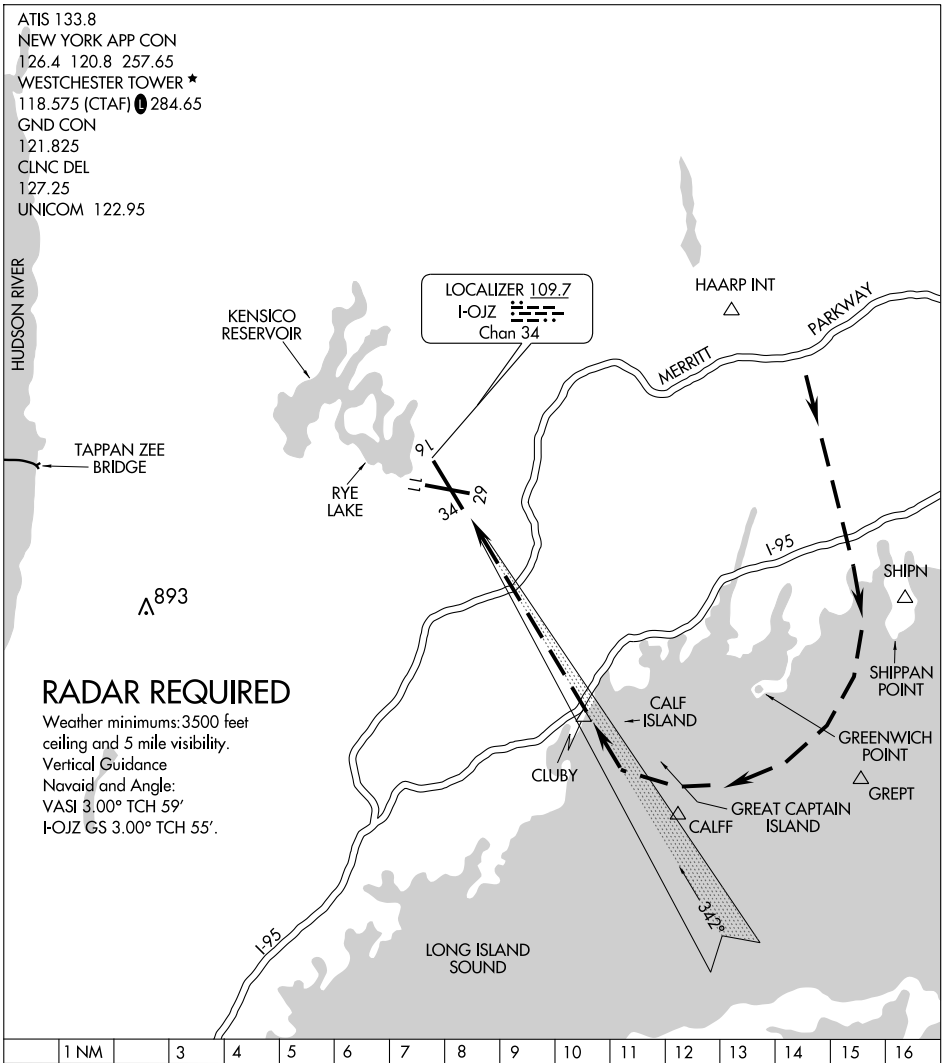
KIBGE 1400
IKILY 161° 2000
HAARP 2000
RW34 342°
1400
GP 3.00°
TCH 60

3 NM 9.5 NM 3.4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	780/60		378 (400-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

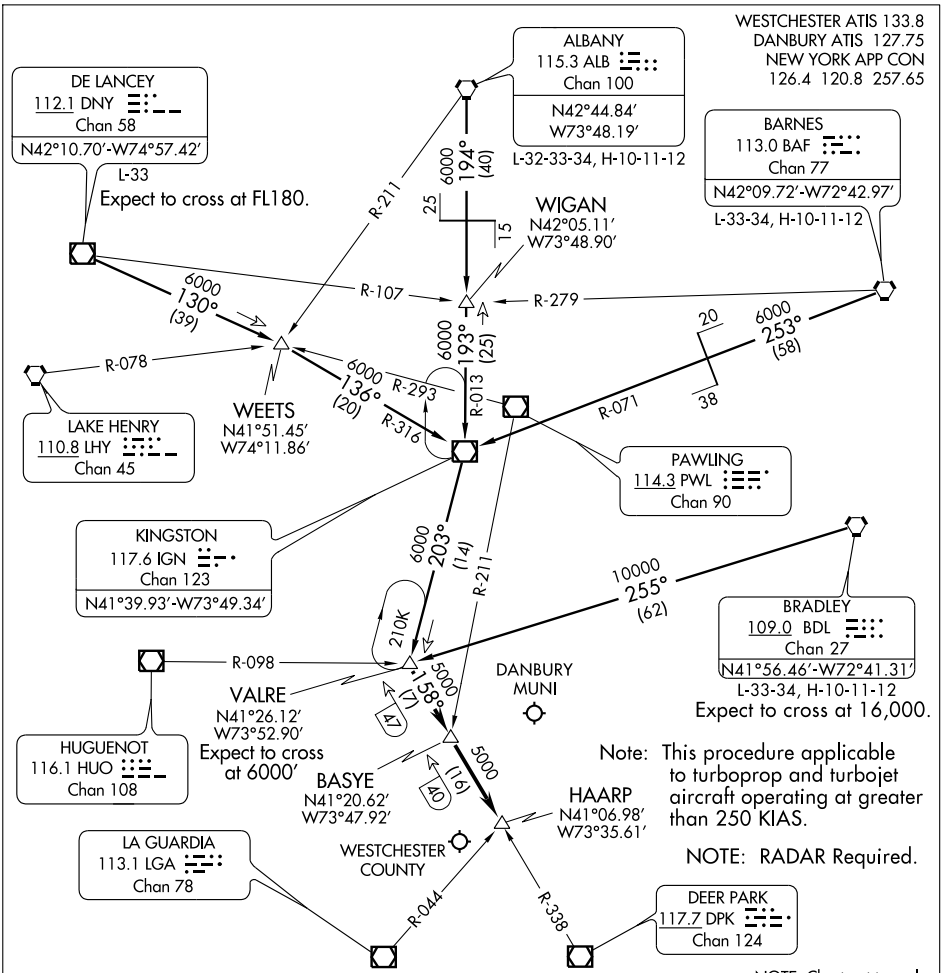
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010



SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

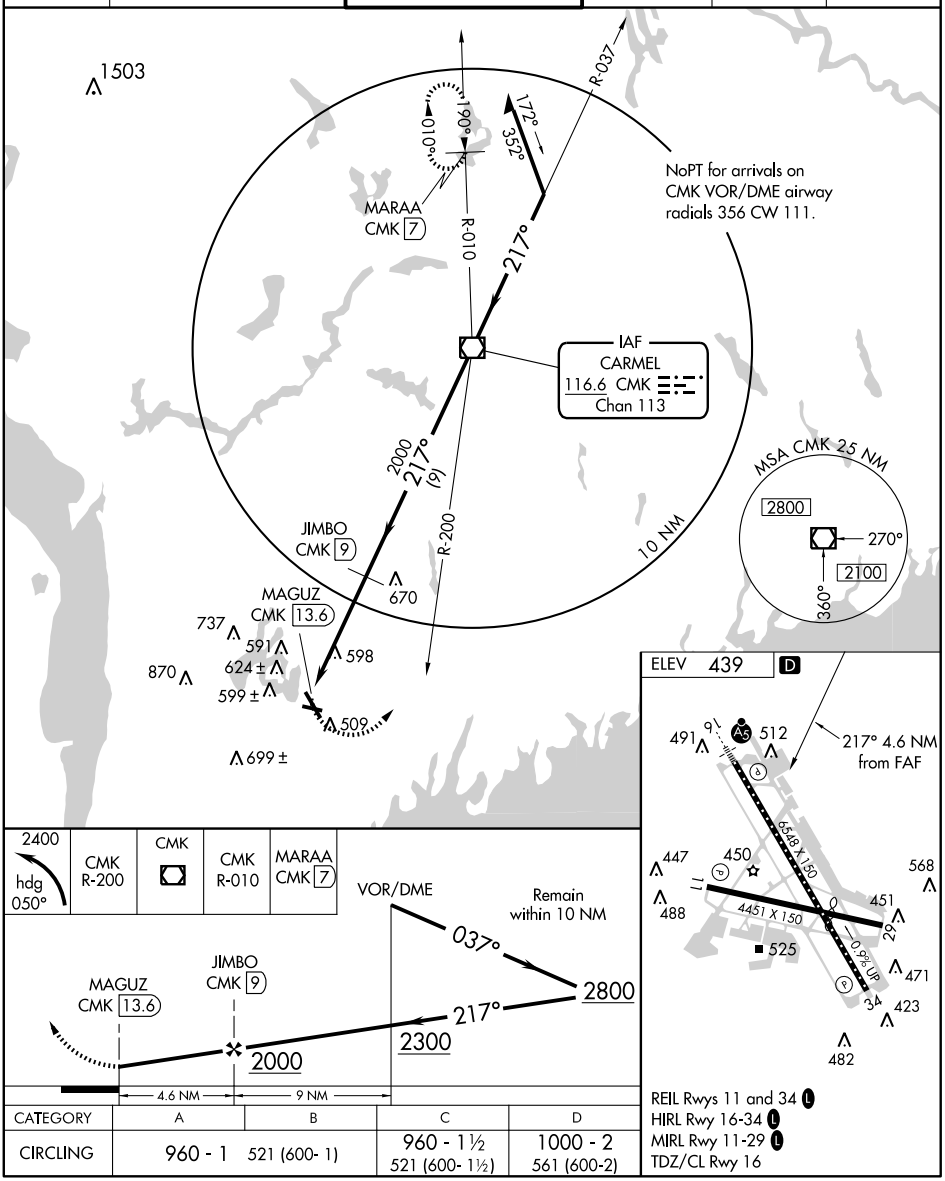
VOR/DME CMK 116.6 Chan 113	APP CRS 217°	Rwy Idg N/A TDZE N/A Apt Elev 439

VOR/DME-A

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95



CATEGORY	A	B	C	D
CIRCLING	960 - 1	521 (600- 1)	960 - 1½ 521 (600- 1½)	1000 - 2 561 (600-2)

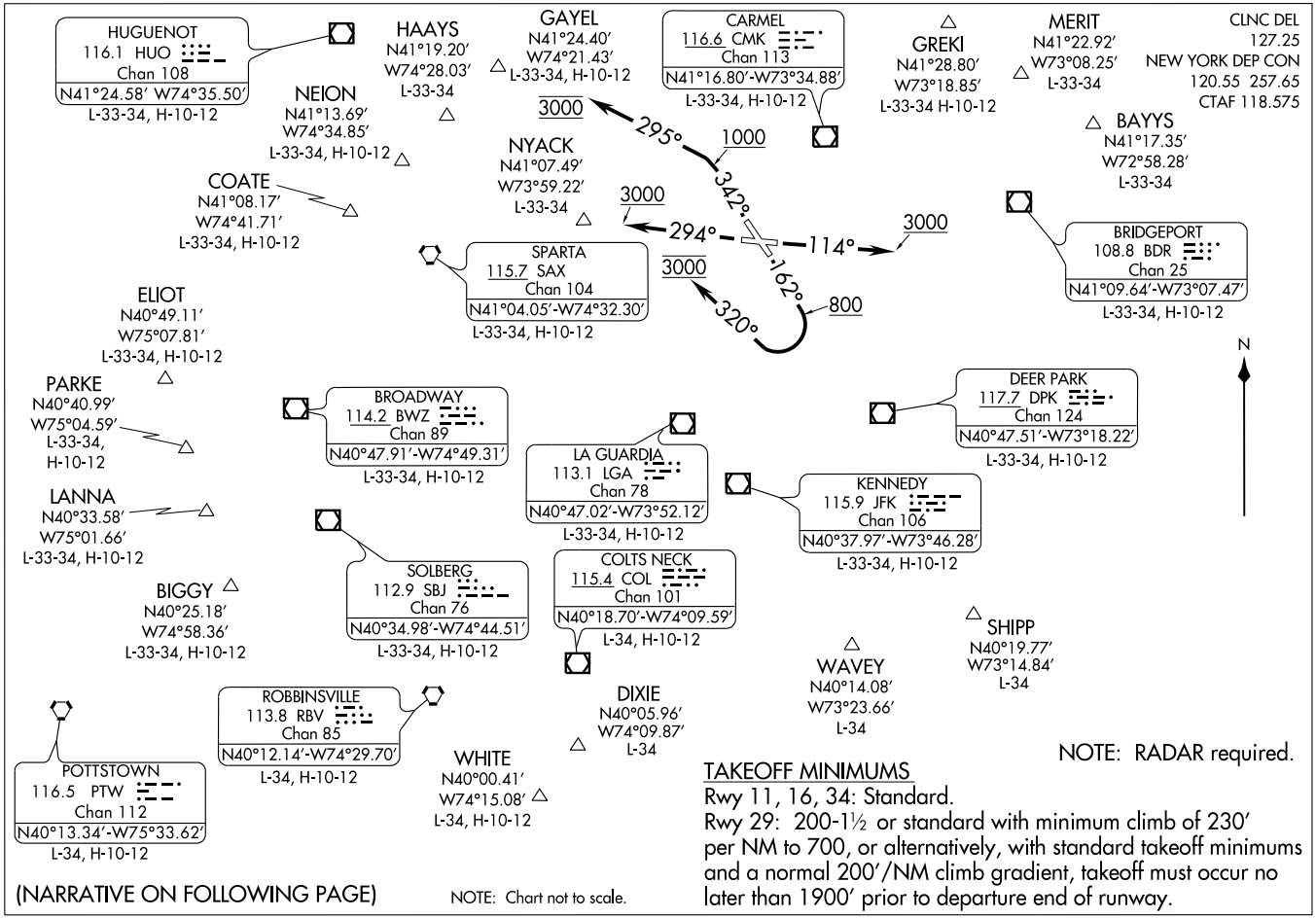
NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 10042

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK



(HPN2.HPN) 10042
WESTCHESTER TWO DEPARTURE
SL-651 (FAA)
WHITE PLAINS/WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

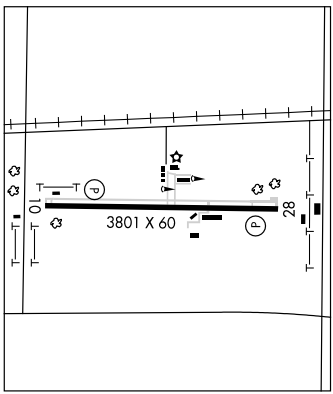
.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

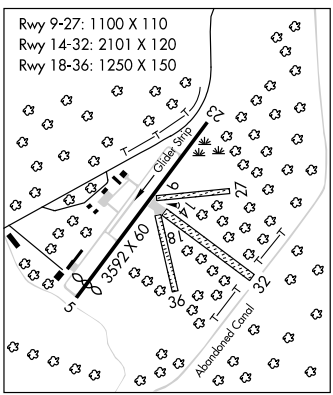
NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WILLIAMSON–SODUS (SDC) 3 W UTC−5(−4DT) N43°14.08′ W77°07.17′ **DETROIT**
424 B S4 **FUEL** 100LL TPA—1100(675) NOTAM FILE BUF **L–31E, 32F**
RWY 10–28: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 20′. Tree.
RWY 28: PAPI(P2L)—GA 3.0° TCH 20′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.2 (315) 483–6171.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCHESTER APP/DEP CON** 119.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.
ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 086° 25.3 NM to fld. 549/12W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



WURTSBORO–SULLIVAN CO (N82) 2 NE UTC−5(−4DT) N41°35.83′ W74°27.50′ **NEW YORK**
560 NOTAM FILE ISP **L–33A, 34H**
RWY 05–23: H3592X60 (ASPH) S–30 0.3% up SW **IAP**
RWY 05: Thld dsplcd 233′. Pole. **RWY 23:** Brush.
RWY 14–32: 2101X120 (TURF) 0.6% up NW
RWY 14: Ridge. **RWY 32:** Trees.
RWY 18–36: 1250X150 (TURF) 0.3% up N
RWY 18: Ridge. **RWY 36:** Trees.
RWY 09–27: 1100X110 (TURF) 0.7% up W
RWY 09: Tree. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Winter months attended till dusk. Extensive glider activity. Tower elev 1690′ MSL 250′ AGL, Located 9000′ NE thld app Rwy 23. Deer on and in vicinity of arpt. +86′ tree 120′ out and 150′ right of Rwy 23 centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 274° 28.9 NM to fld. 580/12W. **HIWAS.**



WAAS	APP CRS	Rwy Idg	3801
CH 90507	100°	TDZE	424
W10A		Apt Elev	424

RNAV (GPS) RWY 10

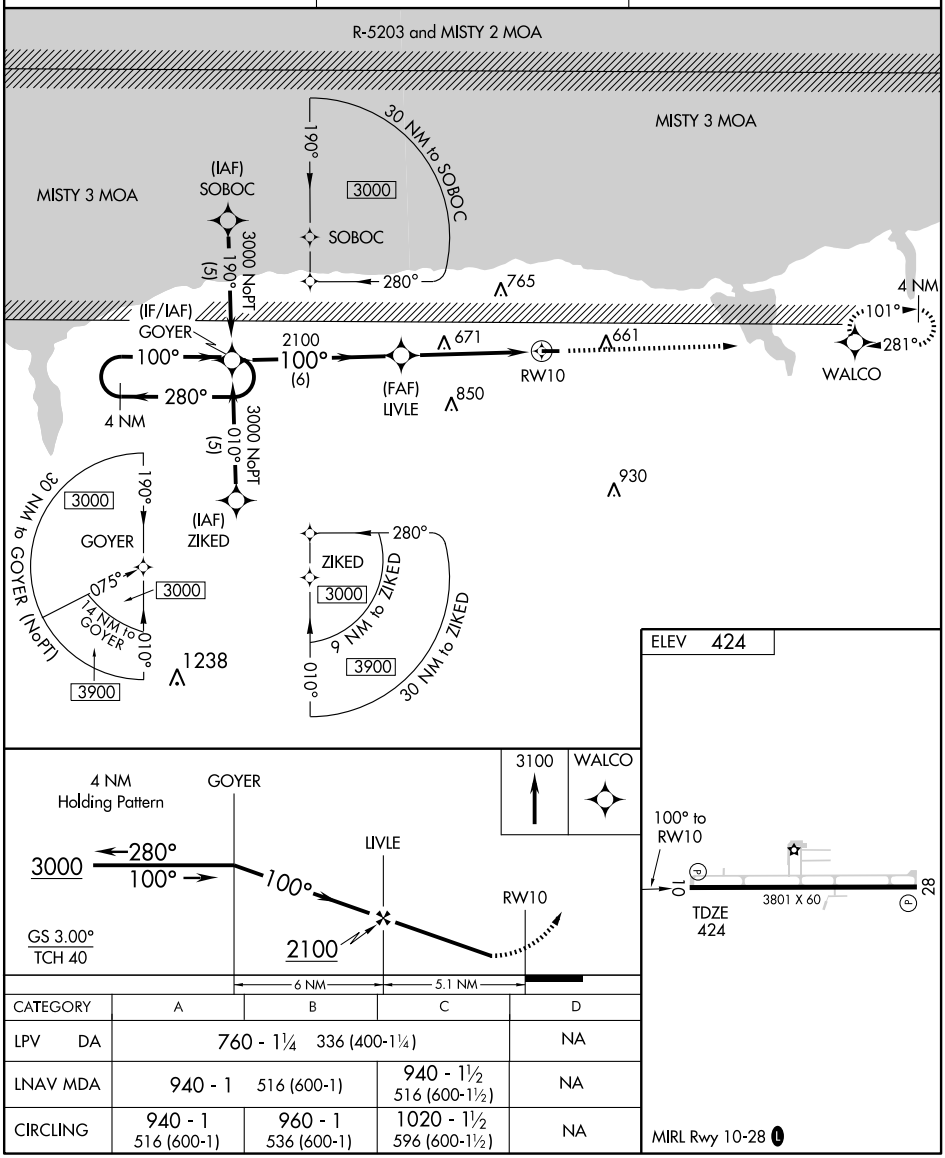
WILLIAMSON-SODUS (SDC)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	760 - 1¼ 336 (400-1¼)			NA
LNAV MDA	940 - 1 516 (600-1)		940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

NE-2, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 28

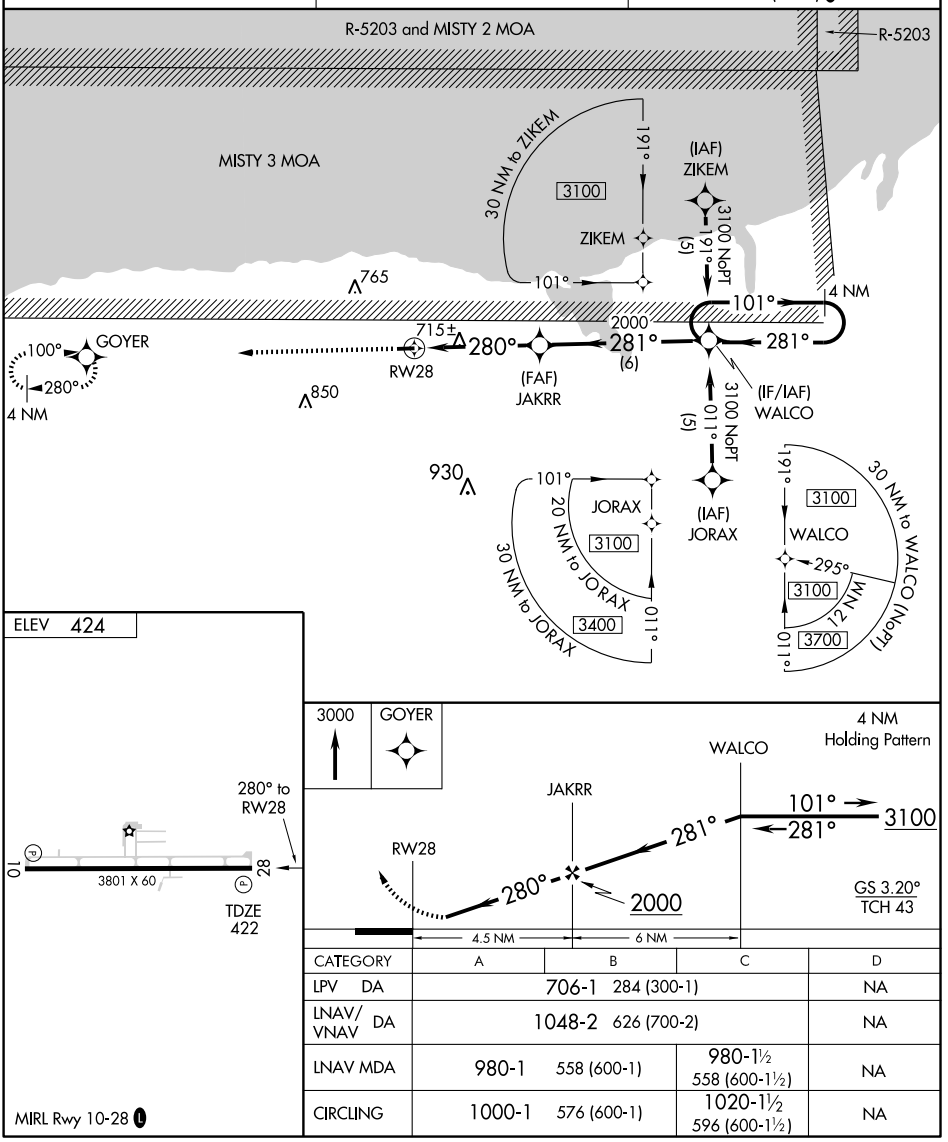
WILLIAMSON-SODUS (SDC)

WAAS	APP CRS	Rwy Idg	3801
CH 78416	280°	TDZE	422
W28A		Apt Elev	424

Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF)

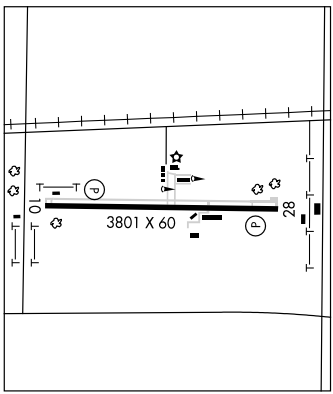


CATEGORY	A	B	C	D
LPV DA	706-1 284 (300-1)			NA
LNAV/VNAV DA	1048-2 626 (700-2)			NA
LNAV MDA	980-1 558 (600-1)		980-1½ 558 (600-1½)	NA
CIRCLING	1000-1 576 (600-1)		1020-1½ 596 (600-1½)	NA

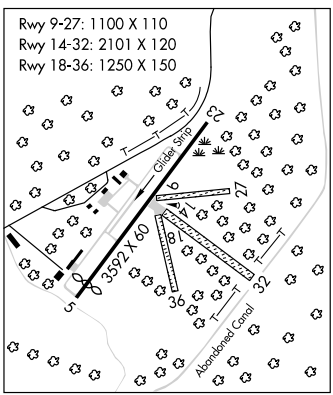
MIRL Rwy 10-28 (L)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

WILLIAMSON–SODUS (SDC) 3 W UTC−5(−4DT) N43°14.08′ W77°07.17′ **DETROIT**
424 B S4 **FUEL** 100LL TPA—1100(675) NOTAM FILE BUF **L–31E, 32F**
RWY 10–28: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 20′. Tree.
RWY 28: PAPI(P2L)—GA 3.0° TCH 20′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.2 (315) 483–6171.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROCHESTER APP/DEP CON** 119.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ROC.
ROCHESTER (L) VOR/DME 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 086° 25.3 NM to fld. 549/12W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Flight Services 1–888–766–8267.



WURTSBORO–SULLIVAN CO (N82) 2 NE UTC−5(−4DT) N41°35.83′ W74°27.50′ **NEW YORK**
560 NOTAM FILE ISP **L–33A, 34H**
RWY 05–23: H3592X60 (ASPH) S–30 0.3% up SW **IAP**
RWY 05: Thld dsplcd 233′. Pole. **RWY 23:** Brush.
RWY 14–32: 2101X120 (TURF) 0.6% up NW
RWY 14: Ridge. **RWY 32:** Trees.
RWY 18–36: 1250X150 (TURF) 0.3% up N
RWY 18: Ridge. **RWY 36:** Trees.
RWY 09–27: 1100X110 (TURF) 0.7% up W
RWY 09: Tree. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Winter months attended till dusk. Extensive glider activity. Tower elev 1690′ MSL 250′ AGL, Located 9000′ NE thld app Rwy 23. Deer on and in vicinity of arpt. +86′ tree 120′ out and 150′ right of Rwy 23 centerline.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.
KINGSTON (L) VOR/DME 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 274° 28.9 NM to fld. 580/12W. **HIWAS.**



VOR/DME HUO 116.1 Chan 108	APP CRS 039°	Rwy Idg 3359 TDZE 550 Apt Elev 560

VOR/DME or GPS RWY 5

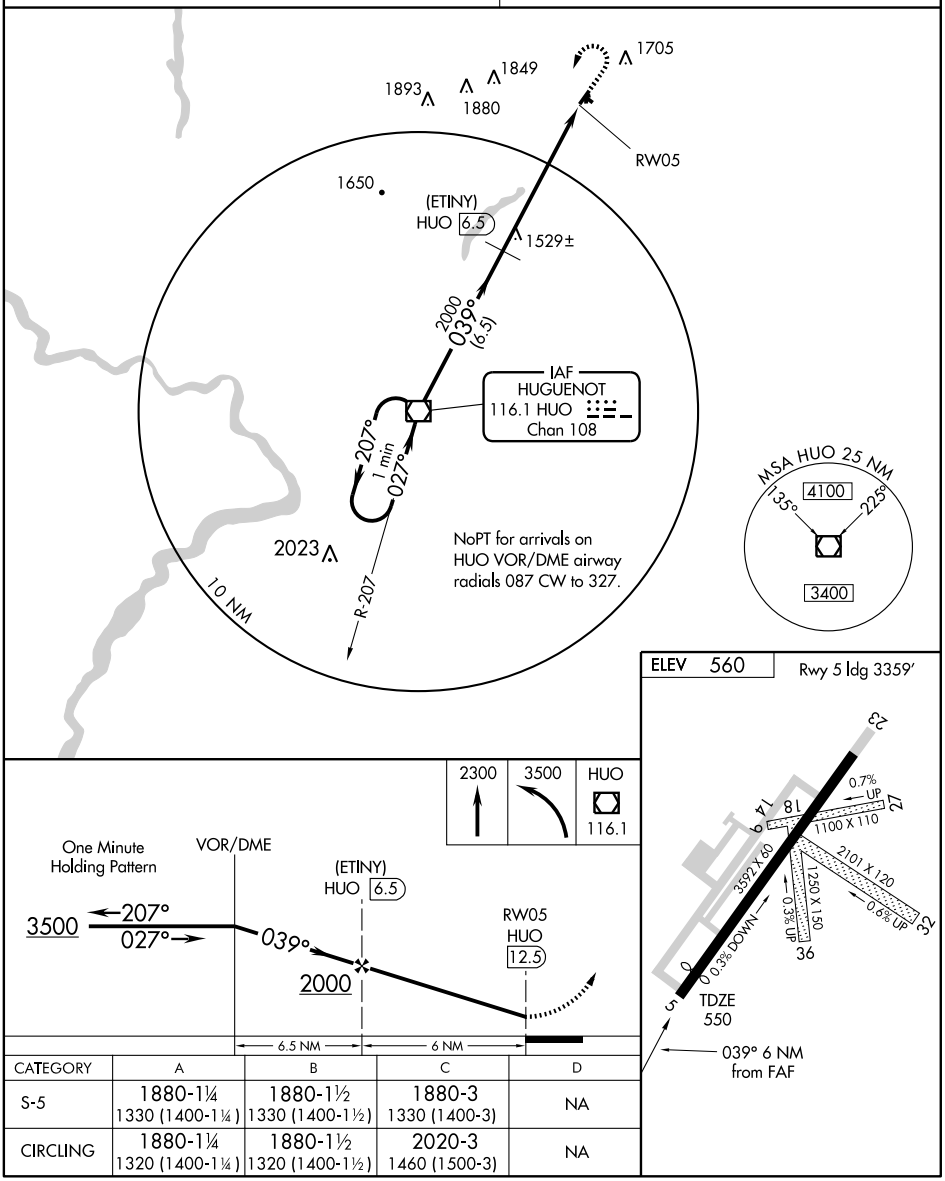
WURTSBORO-SULLIVAN COUNTY (N82)

Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)



CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALLENTOWN, PA	
LEHIGH VALLEY INTL	**ILS or LOC Rwy 13[1]**
	RNAV (GPS) Rwy 31[2]
	VOR-A[3]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

ALTOONA, PA	
ALTOONA-BLAIR COUNTY	**ILS or LOC Rwy 21[1]**
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Y Rwy 21[3]
	VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV	
RALEIGH COUNTY MEMORIAL	**ILS or LOC Rwy 19[12]**
	RNAV (GPS) Rwy 1[3]
	RNAV (GPS) Rwy 10[13]
	RNAV (GPS) Rwy 19[13]
	RNAV (GPS) Rwy 28[14]
	VOR Rwy 10[13]
	VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
BLUEFIELD, WV	
MERCER COUNTY	**ILS or LOC Rwy 23[1]**
	RNAV (GPS) Rwy 5[2]
	RNAV (GPS) Rwy 23[3]
	VOR/DME Rwy 23[2]
	VOR Rwy 23[4]

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BRADFORD, PA	
BRADFORD RGNL	**ILS or LOC Rwy 32[1]**
	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR Rwy 14[2]
	VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA	
BUTLER COUNTY/K.W. SCHOLTER FIELD	**ILS or LOC Rwy 8**
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV	
YEAGER	**ILS or LOC Rwy 5[1]**
	ILS or LOC Rwy 23[2]
	VOR-A[3]

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21**[12]
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Rwy 21[34]
VOR-A[34]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

DOYLESTOWN, PA

DOYLESTOWN ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
VOR Rwy 5[2]
VOR Rwy 15[3]

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8[123]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR -A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

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NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

WINGS FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
ILS or LOC Rwy 10R[1]
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
ILS or LOC Rwy 32[1]
RNAV (RNP) Z Rwy 10R[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

NAME ALTERNATE MINIMUMS

POINT PLEASANT, WV

MASON COUNTY ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

WASHINGTON, PA

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

WHEELING, WV

WHEELING OHIO COUNTY ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON INTL ..... **ILS or LOC/DME Rwy 4[1]**
ILS or LOC/DME Rwy 22[1]
NDB or GPS-A[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 22[1]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

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HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME	TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course. **Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

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BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD (BTP)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 447' per NM to 1600.

NOTE: **Rwy 8,** pole and trees beginning 15' from DER, 4' left of centerline, up to 97' AGL/1346' MSL. Pole and trees beginning 18' from DER, 10' right of centerline, up to 95' AGL/1394' MSL. Trees 4254' from DER, 1555' right of centerline, up to 129' AGL/1488' MSL. **Rwy 26,** poles and trees beginning 1001' from DER, 282' left of centerline, up to 91' AGL/1310' MSL. Trees beginning 1638' from DER, 32' right of centerline, up to 95' AGL/1314' MSL.

CARLISLE, PA

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA
CHESTER COUNTY G. O. CARLSON (MQS)
ORIG 08213 (FAA)
NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK (N43)
AMDT 1 10294 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 400-2¾ or std. w/ min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 36,** standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 179° to 1100 before proceeding on course. **Rwy 36,** for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL. Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL. Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GROVE CITY, PA

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)

AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD (MRB)

AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/ 594' MSL.

MEADVILLE, PA

PORT MEADVILLE (GKJ)
AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 2000 before proceeding on course.

NOTE: **Rwy 7,** pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL. Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL. **Rwy 25,** trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL. Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

21 OCT 2010 to 18 NOV 2010

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

21 OCT 2010 to 18 NOV 2010

PHILADELPHIA, PA (CON'T)

WINGS FIELD (LOM)
AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 245° to 1100 before turning left.

NOTE: **Rwy 6,** trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL. Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL. **Rwy 24,** mulitiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)
ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.
DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)
AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.
NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.
DEPARTURE PROCEDURE: **Rwys 4**, **22**, climb runway heading to 1300 before proceeding on course.
NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.
NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA
PENN VALLEY (SEG)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.
NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA
SEVEN SPRINGS
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA
NORTHUMBERLAND COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA
SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.
NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV
BOGGS FIELD (USW)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.
NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA
UNIVERSITY PARK
TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.
DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA
SPRING HILL (70N)
AMDT 1 09323 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV
SUMMERSVILLE
TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV
BRAXTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.
NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA
TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA
NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA
BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA
BENDIGO (74N)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA
WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA
GREENE COUNTY (WAY)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA
WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA
BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12,** 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27,** 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12,** climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27,** climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30,** climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65' AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12,** trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER,1837' left of centerline, 60' AGL/701' MSL. **Rwy 27,** trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30,** trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

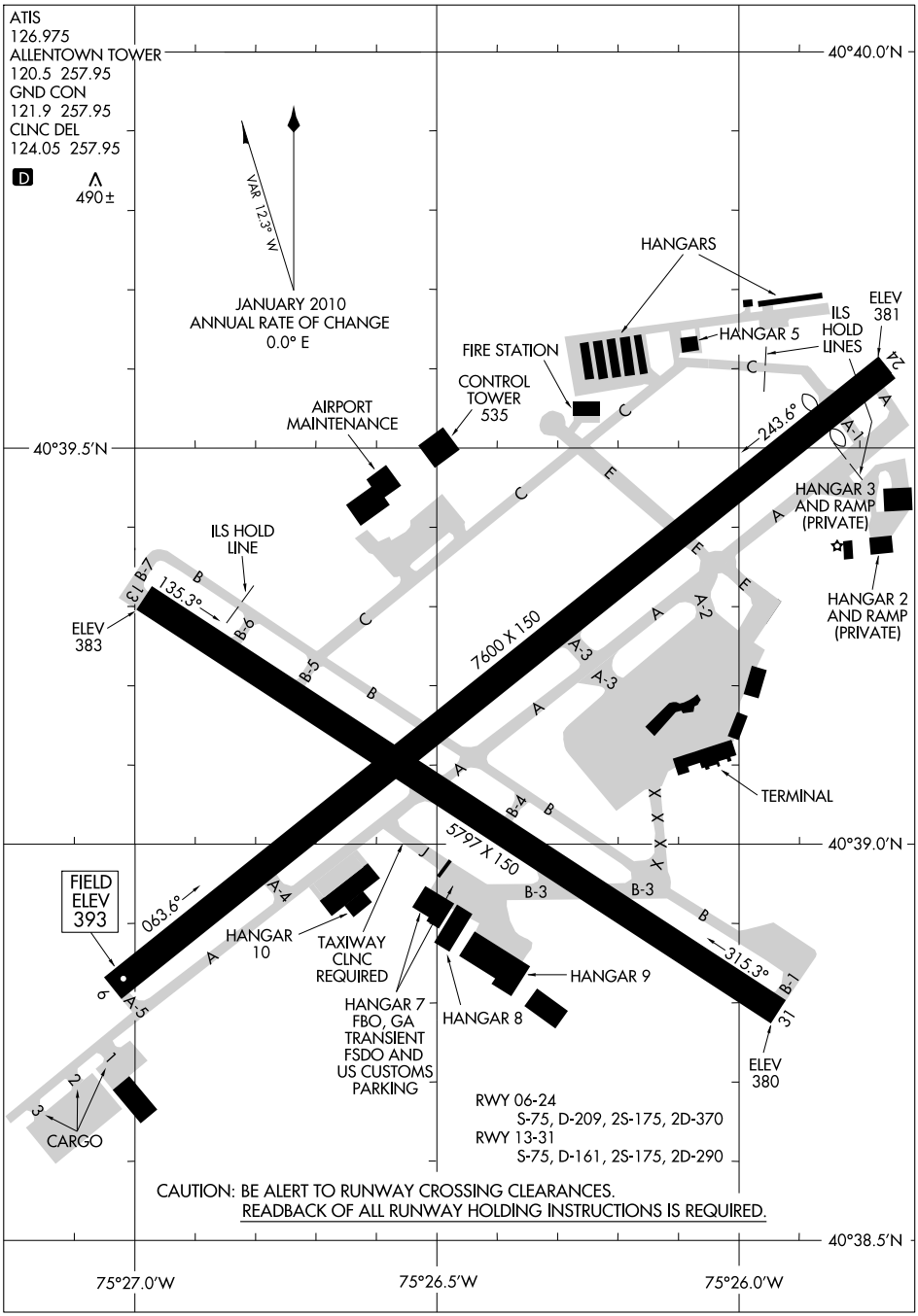
NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

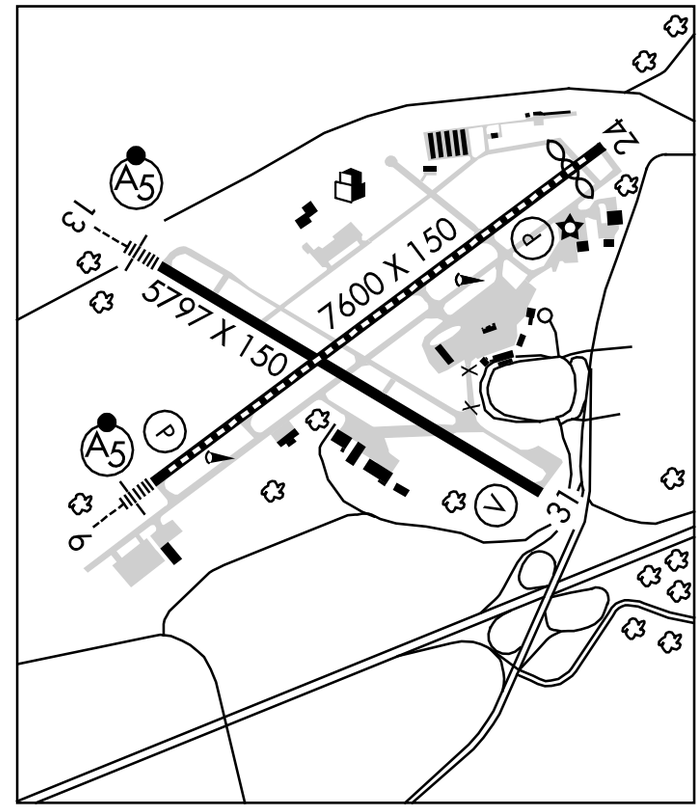
10210

LEHIGH VALLEY INTL (ABE) 3 NE UTC−5(−4DT) N40°39.14′ W75°26.42′

NEW YORK
H–10I, 12J, L–33A, 34G
IAP, AD

393 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks LRA
Class I, ARFF Index C NOTAM FILE ABE

RWY 06–24: H7600X150 (ASPH–GRVD) S–75, D–209, 2S–175, 2D–370 HIRL CL
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 48′.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 500′. Road.
RWY 13–31: H5797X150 (ASPH–GRVD) S–75, D–161, 2S–175, 2D–290 HIRL
RWY 13: MALSR.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 45′. Pole.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–7600 TODA–7600 ASDA–7600 LDA–7600
RWY 13: TORA–5797 TODA–5797 ASDA–5797 LDA–5797
RWY 24: TORA–7600 TODA–7600 ASDA–7600 LDA–7100
RWY 31: TORA–5797 TODA–5797 ASDA–5797 LDA–5797

AIRPORT REMARKS: Attended continuously. Birds; groundhogs and deer on and invof arpt. Noise abatement procedures for turbojet powered acft in effect; preferential Rwy 06–24. Rwy 06 and 24 fly rwy heading until 2000 ft. Rwy 06, 13 and 24 departures be advised that departures are over a noise sensitive area. Rwy 31 turbojet departures turn rgt heading 360° until 2000 ft MSL. TPA—1400(1006) reciprocating props; 2000(1606) turbine powered acft. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Military acft plan to park and refuel on FBO apron W of Rwy 13–31 and S of Twy A. Twy C restricted to maximum acft weight 12,500 lbs. Twy B south of Twy B3 restricted to acft with wingspan 118′ or less. Twy E north of Rwy 06–24 in very poor condition with sections of broken pavement. Restricted to maximum acft weight 12,500 lbs. Twy J restricted to acft with wingspan 118′ or less. U.S. Customs user fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl—2 hours PPR.

WEATHER DATA SOURCES: ASOS (610) 266–3579.

COMMUNICATIONS: ATIS 126.975 **UNICOM** 122.95
ALLENTOWN RCO 122.1R 117.5T (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 118.2 (3000 and blo), 119.65 (above 3000 from north) 124.45 (above 3000 from south)
TOWER 120.5 **GND CON** 121.9 **CLNC DEL** 124.05

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
(L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 182° 4.5 NM to fld. 680/10W.
LEEHI NDB (LOM) 400 AB N40°35.15′ W75°32.97′ 061° 6.4 NM to fld.
ILS 110.7 I–ABE Rwy 06. LOM LEEHI NDB.
ILS 111.9 I–BXY Rwy 13. Class IC.
ILS/DME 108.55 I–GUW Chan 22(Y) Rwy 24. Class IE.

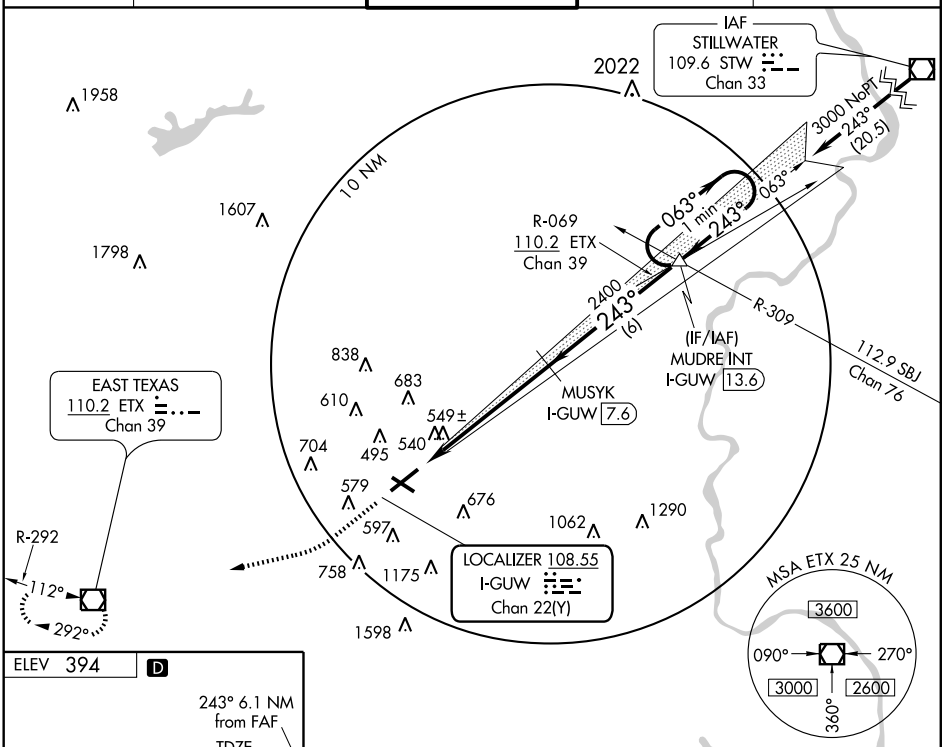
LOC/DME I-GUW	APP CRS	Rwy Idg 7100
108.55	243°	TDZE 386
Chan 22 (Y)		Apt Elev 394

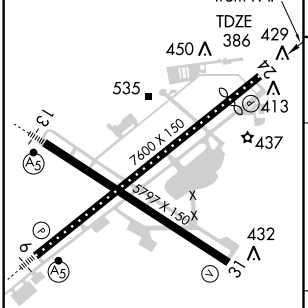
ILS or LOC/DME RWY 24

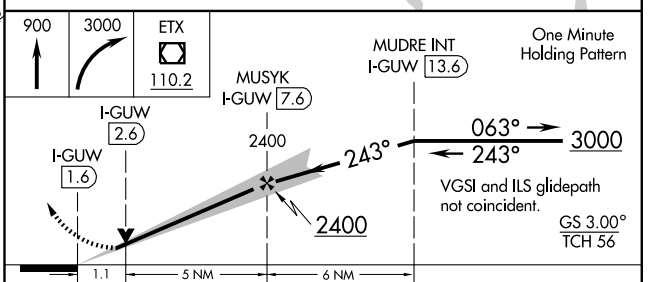
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
S-ILS 24	586/40 200 (200-¾)			
S-LOC 24	780/50 394 (400-1)			780/60 394 (400-1¼)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ABE	APP CRS	Rwy Idg	7600
110.7	063°	TDZE	394
		Apt Elev	394

ILS or LOC RWY 6

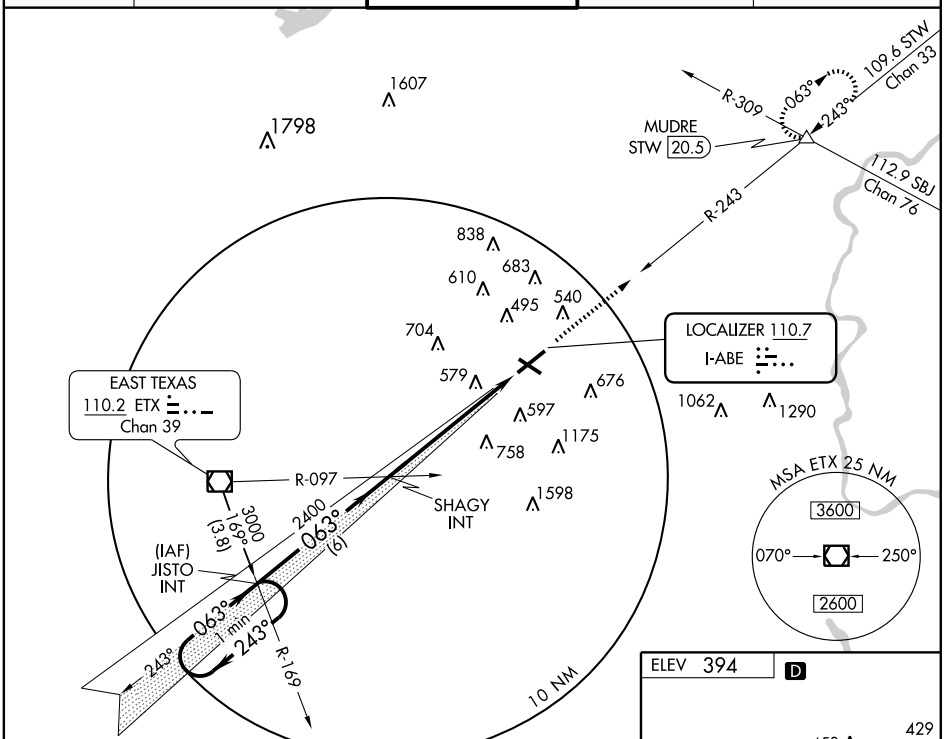
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

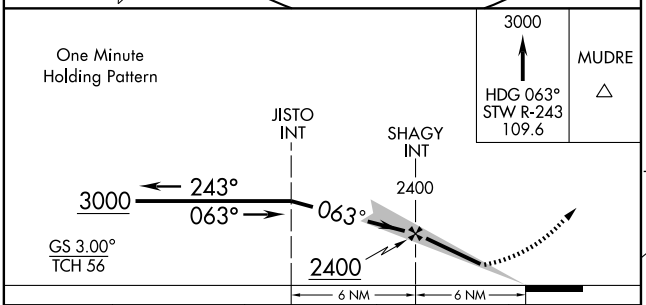
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95

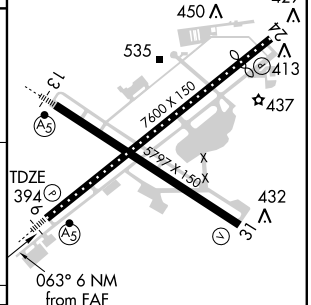




3000

HDG 063°
STW R-243
109.6

MUDRE



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

CATEGORY	A	B	C	D
S-ILS 6	*594/24 200 (200-½)			
S-LOC 6	820/24 426 (500-½)		820/40 426 (500-¾)	
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BXY	APP CRS	Rwy Idg	5797
111.9	135°	TDZE	387
		Apt Elev	394

ILS or LOC RWY 13

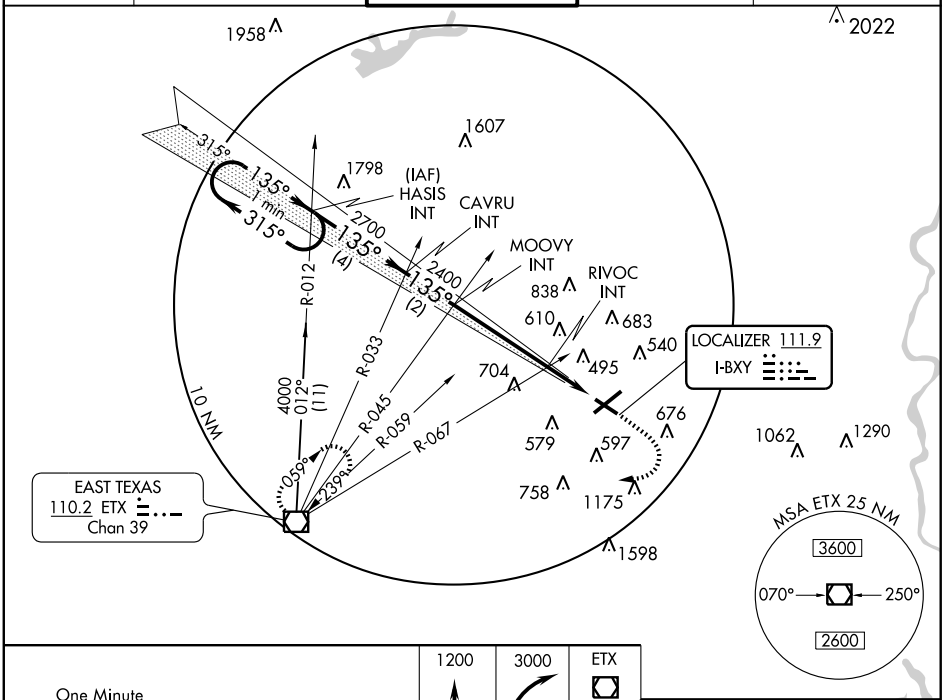
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

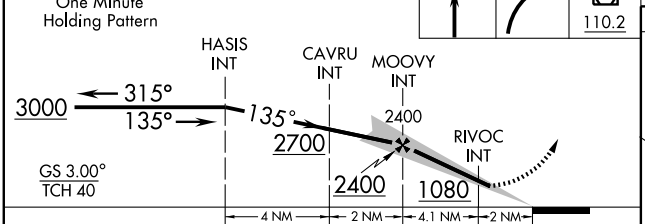
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

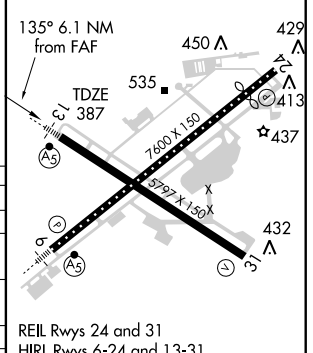
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
S-ILS 13	587-½ 200 (200-½)			
S-LOC 13	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1 686 (700-1)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)
RIVOC FIX MINIMUMS				
S-LOC 13	720-½ 333 (400-½)			720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

ELEV 394 D



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7100
243°	TDZE	386
	Apt Elev	394

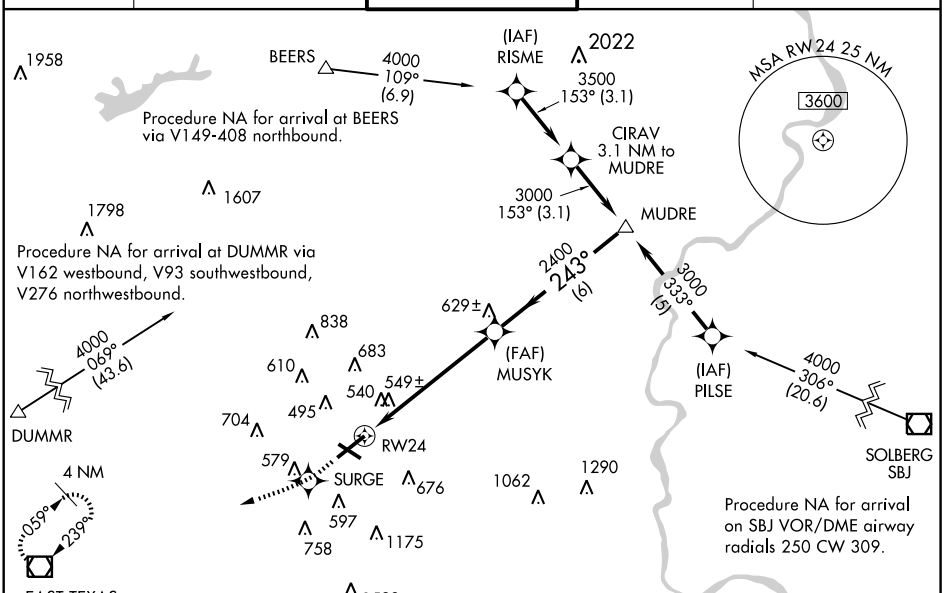
RNAV (GPS) RWY 24

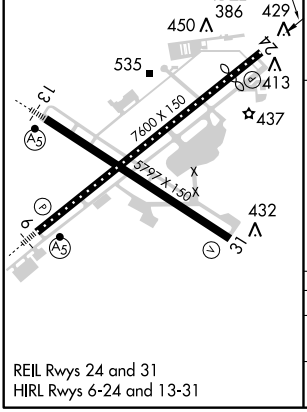
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

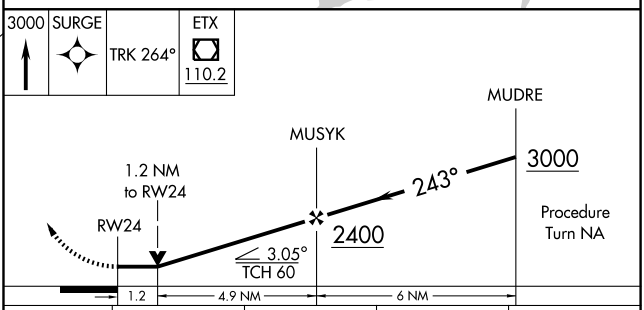
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LNAV MDA	820/50 434 (500-1)		820/60 434 (500-1¼)	820-1½ 434 (500-1½)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5797
Ch 82499	315°	TDZE	384
W31A		Apt Elev	393

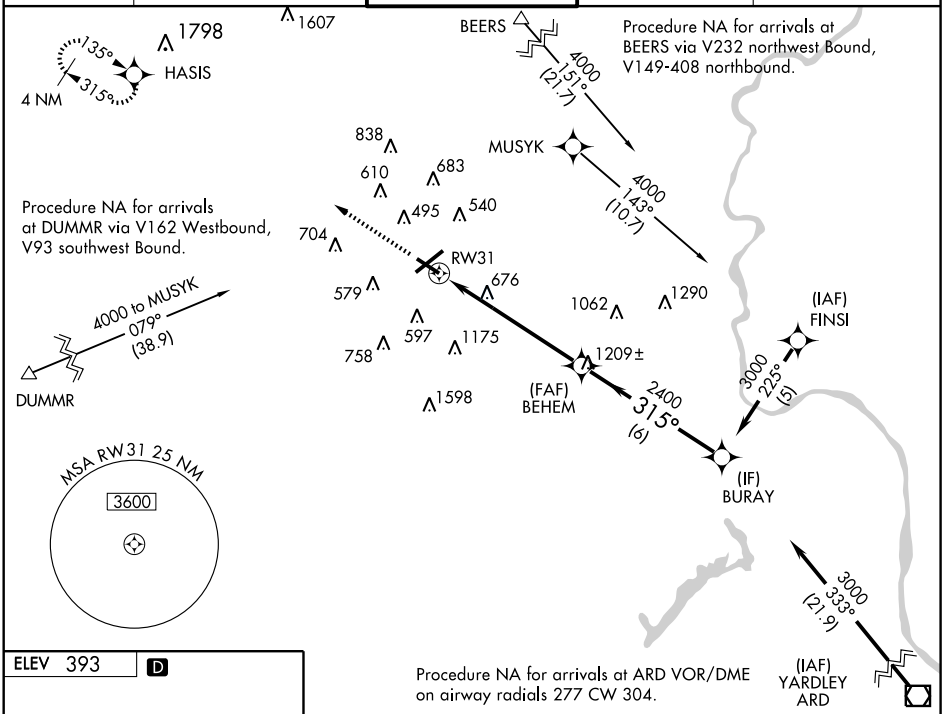
RNAV (GPS) RWY 31

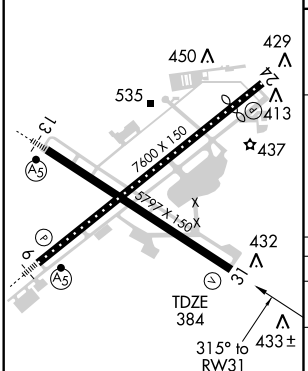
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

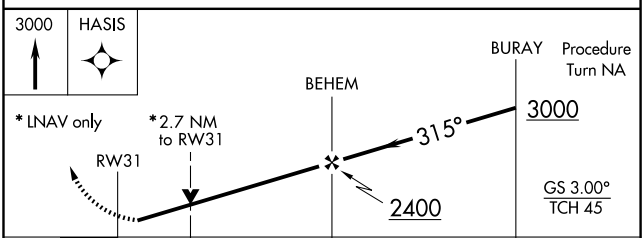
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct HASIS and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
LPV DA	641-1 257 (300-1)			
LNAV/VNAV DA	743-1¼ 359 (400-1¼)			
LNAV MDA	1280-1¼ 896 (900-1¼)		1280-2¾ 896 (900-2¾)	1280-3 896 (900-3)
CIRCLING	1280-1¼ 887 (900-1¼)		1280-2¾ 887 (900-2¾)	1280-3 887 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Y RWY 6

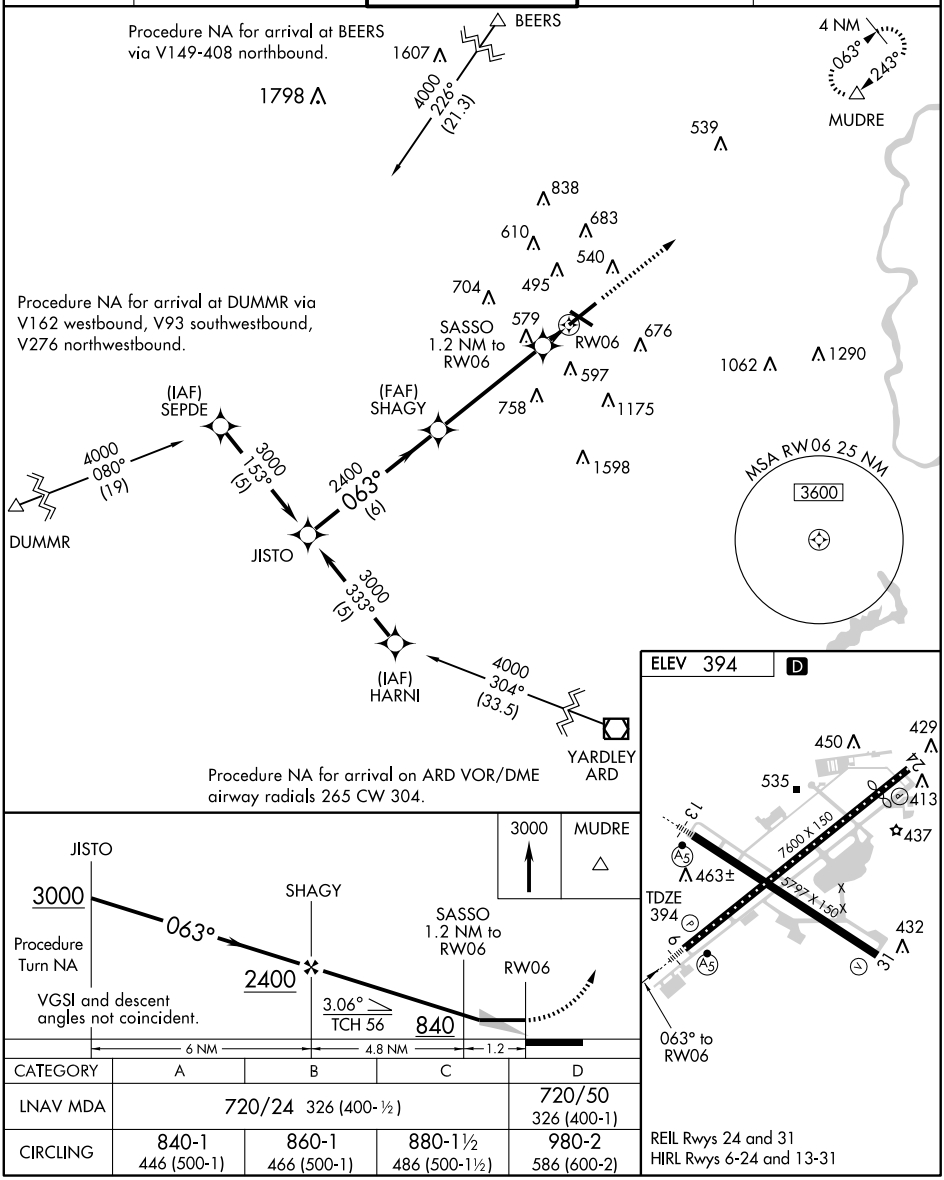
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA
Inoperative table does not apply to LNAV CAT D.

MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



CATEGORY	A	B	C	D
LNAV MDA	720/24 326 (400-½)			720/50 326 (400-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Y RWY 13

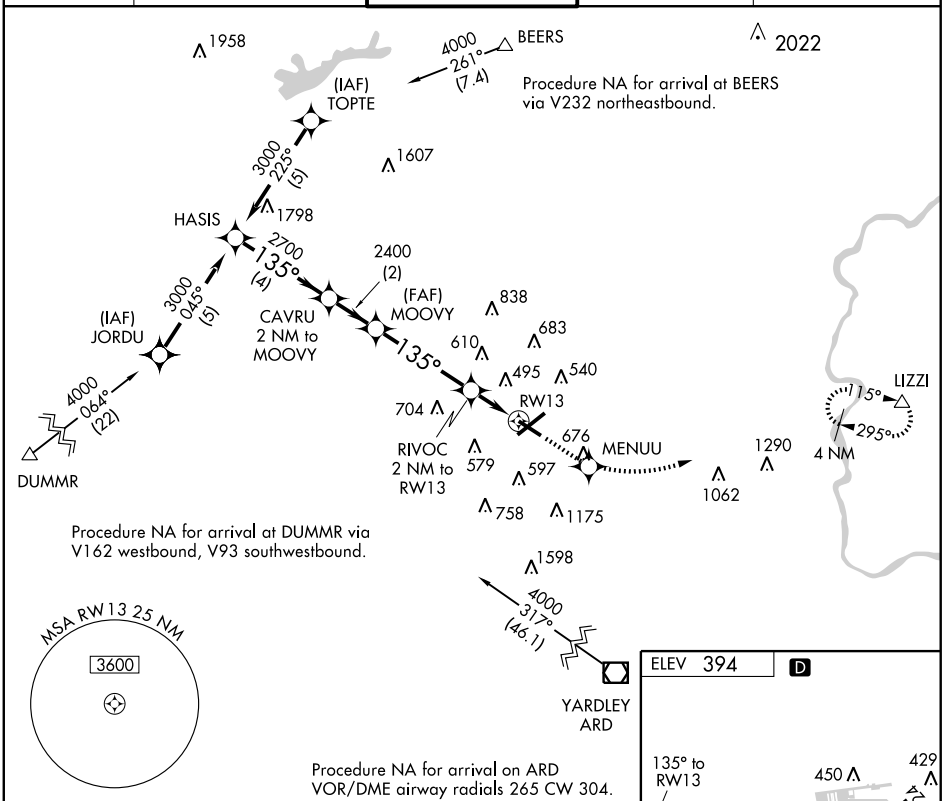
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

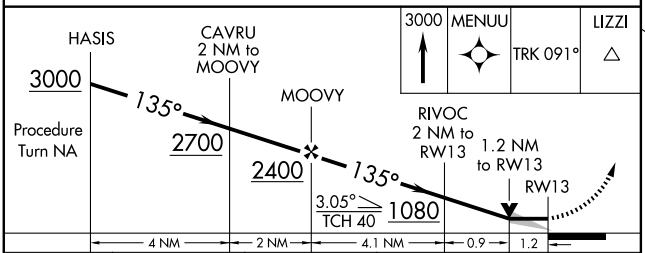
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

MALSR

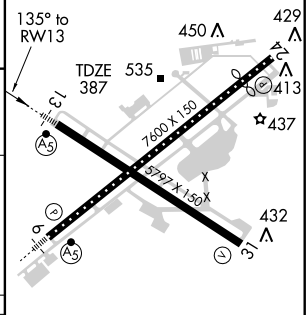
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95





CATEGORY	A	B	C	D
LNAV MDA	800-½ 413 (500-½)		800-¾ 413 (500-¾)	800-1 413 (500-1)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)	980-2 586 (600-2)



REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7600
063°	TDZE	394
	Apt Elev	394

RNAV (GPS) Z RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

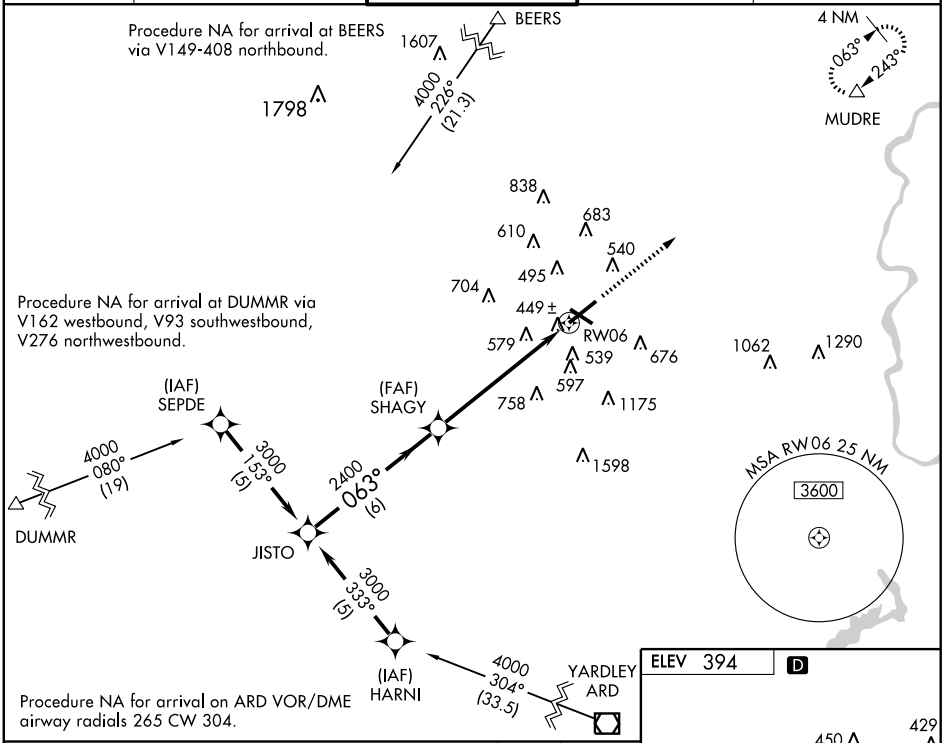
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

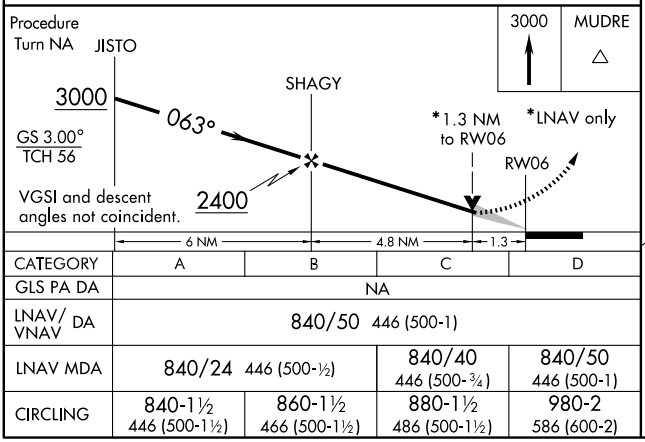
NA

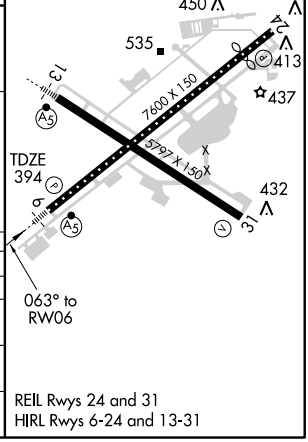
MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)		840/40 446 (500-¾)	840/50 446 (500-1)
CIRCLING	840-1½ 446 (500-1½)	860-1½ 466 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5797
135°	TDZE	387
	Apt Elev	394

RNAV (GPS) Z RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

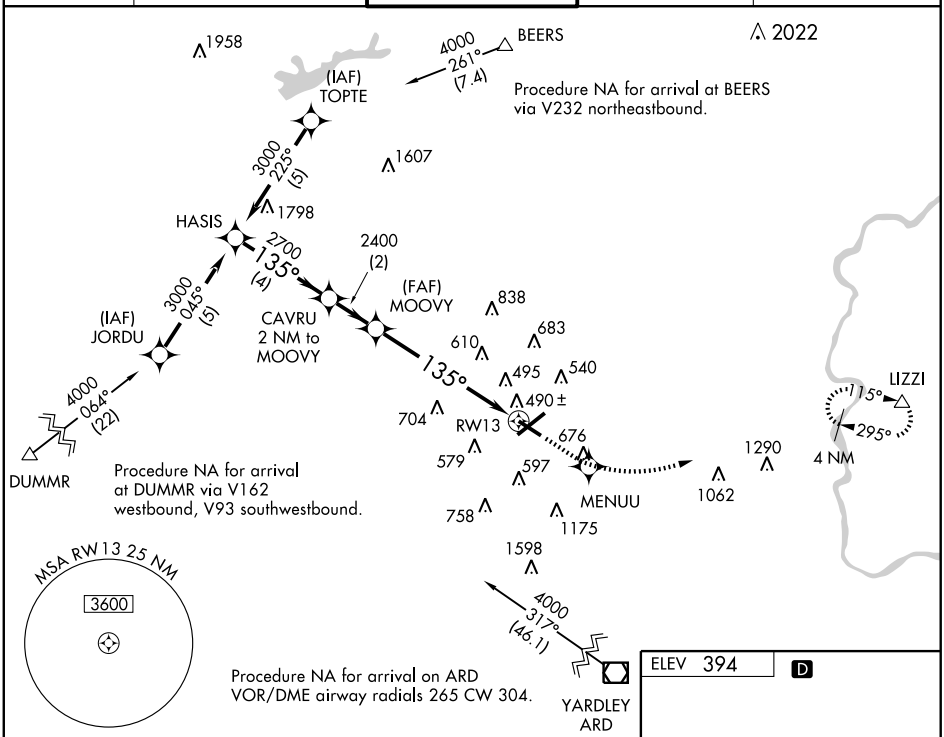
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

NA

MALSR

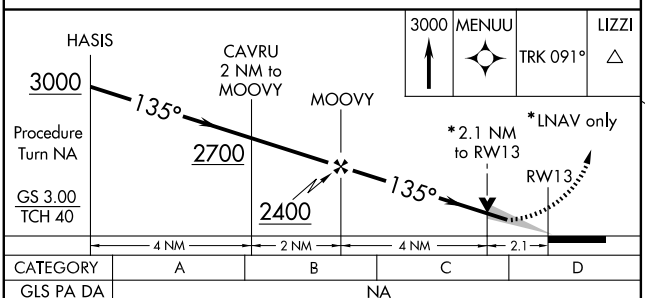
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

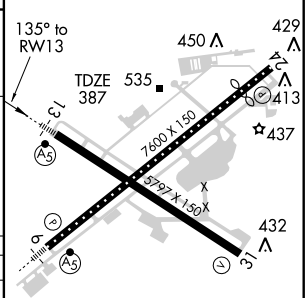
ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	800-1 413 (500-1)			
LNAV MDA	1080-½ 693 (700-½)		1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1½ 686 (700-1½)		1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 393

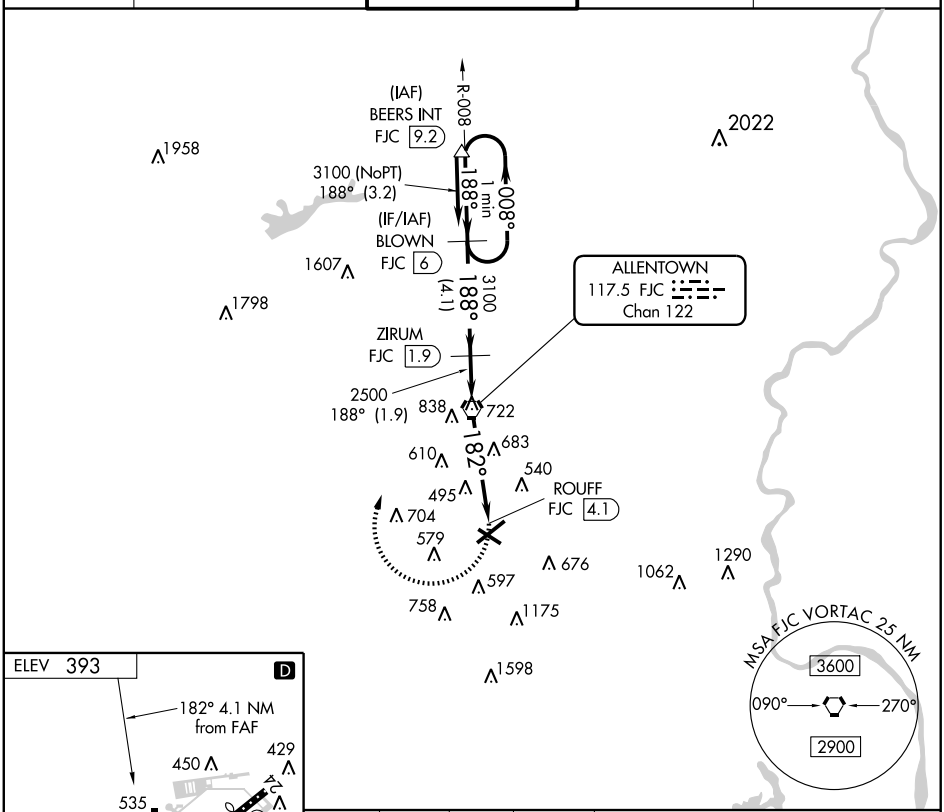
TACAN-C

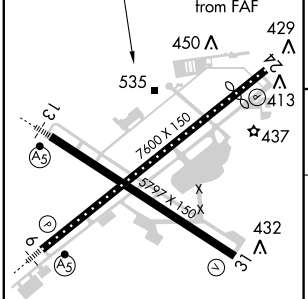
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

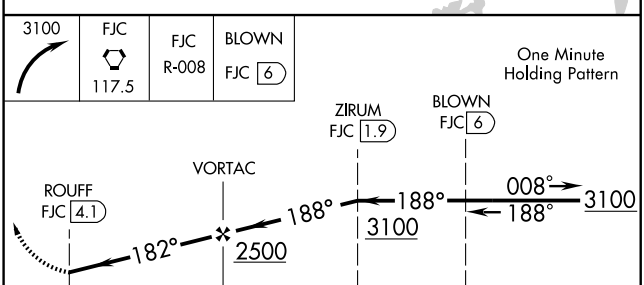
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95







CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC FJC 117.5 Chan 122	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 393

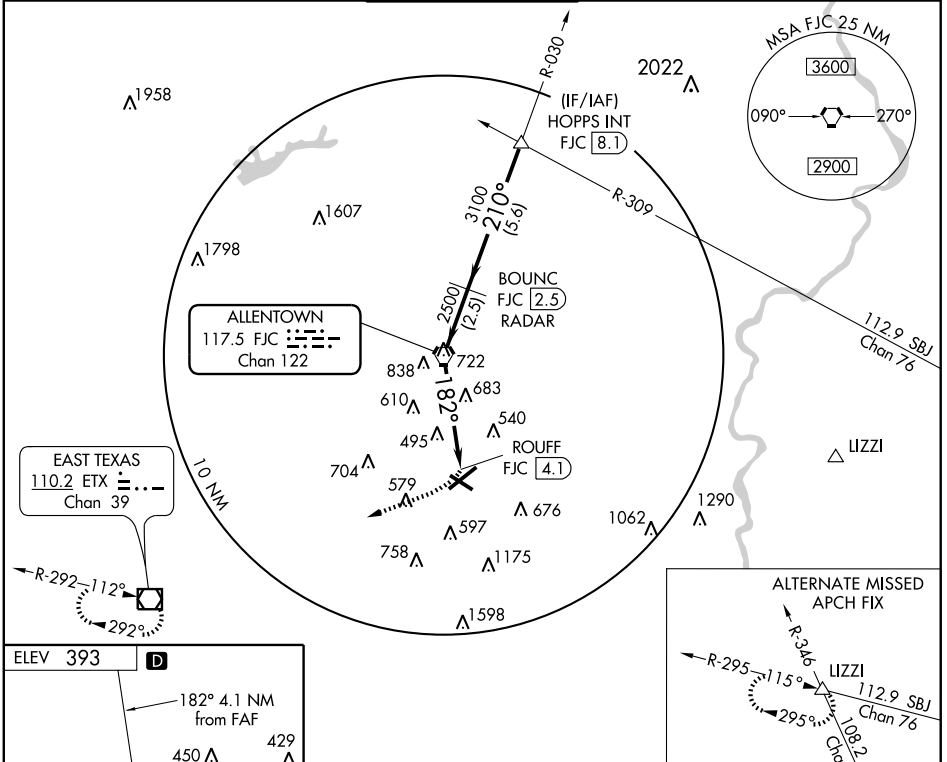
VOR-A

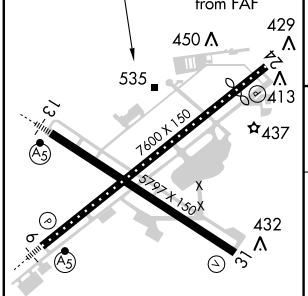
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

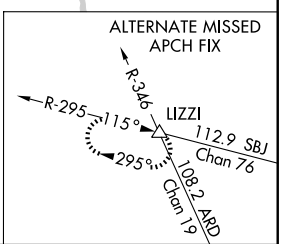
DME or RADAR required.
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

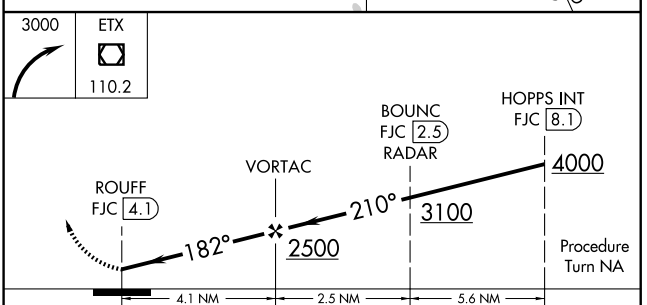
MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS	ALLENTOWN APP CON	ALLENTOWN TOWER	GND CON	CLNC DEL
126.975	119.65 397.9	120.5 257.95	121.9 257.95	124.05 257.95









FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	940-1 547 (600-1)		940-1½ 547 (600-1½)	980-2 587 (600-2)

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ALBERT (See PHILIPSBURG)

ALLEGHENY CO (See PITTSBURGH)

ALLENTOWN N40°43.60′ W75°27.29′ NOTAM FILE ABE. NEW YORK

(L) VORTAC 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl. 680/10W. H–10I, L–30K, 33A, 34G

DME portion unusable 061°–299° byd 30 NM blo 4000′; 300°–060° byd 26 NM blo 4500′.

VOR portion unusable:

021°–189° byd 10 NM
190°–260° byd 24 NM
190°–260° blo 9000′
261°–319° byd 9 NM blo 4000′
320°–339°
340°–349° byd 24 NM
340°–349° blo 4000′
350°–020° byd 33 NM blo 4000′
350°–020° blo 3500′

RCO 122.1R 117.5T (WILLIAMSPORT RADIO)

ALLENTOWN

ALLENTOWN QUEEN CITY MUNI (XLL) 2 SW UTC−5(−4DT) N40°34.22′ W75°29.30′ NEW YORK

399 B S2 **FUEL** 100LL, JET A TPA—1599(1200) NOTAM FILE IPT L–30K, 33A, 34G

RWY 07–25: H3949X75 (ASPH–GRVD) S–12 MIRL IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0°. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.5°. Trees.

RWY 15–33: H3159X75 (ASPH) S–12 MIRL 0.4% up SE

RWY 15: Tree.

AIRPORT REMARKS: Attended 1200–2300Z‡. For svc after hrs ctc 610–266–6000. Deer, groundhogs, birds on and invof arpt. Noise abatement procedures in effect, for details call arpt management at 610–791–5193. ACTIVATE MIRL Rwy 07–25 and Rwy 15–33, REIL Rwy 07 and Rwy 25—CTAF. Landing fee.

WEATHER DATA SOURCES: AWOS–3 127.875 (610) 791–5463.

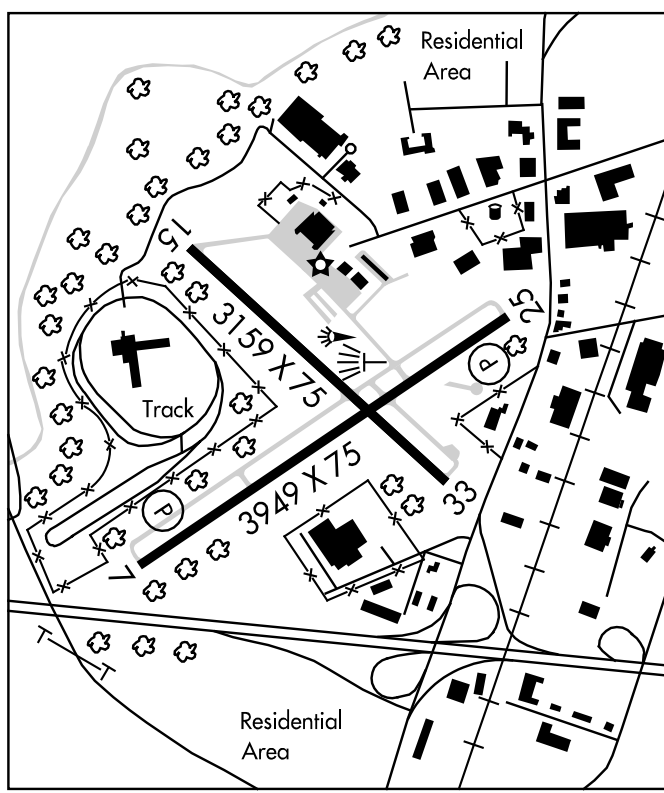
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **APP/DEP CON** 118.2 (3000 and blo) 119.65 (above 3000 from north) 124.45 (above 3000 from south)

CLNC DEL 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 103° 9 NM to fld. 742/09W.



APP CRS	Rwy Idg	3949
070°	TDZE	390
	Apt Elev	399

RNAV (GPS) RWY 7

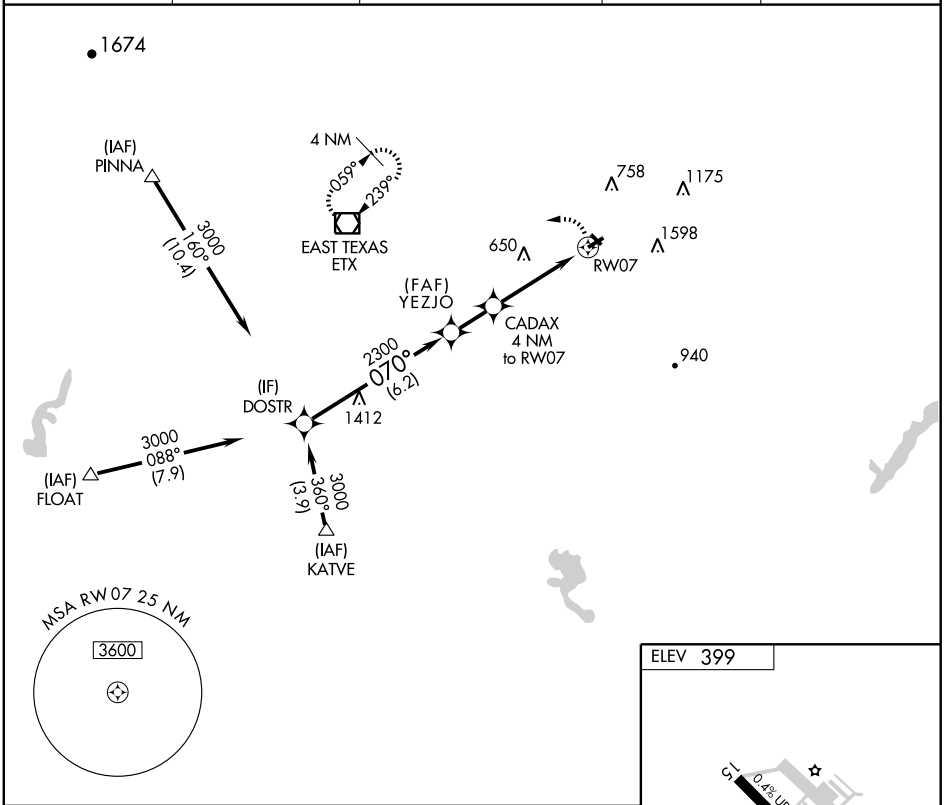
ALLENTOWN-QUEEN CITY MUNI (XLL)

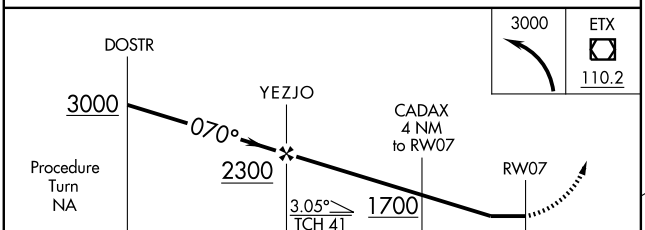
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.
Circling NA south of Rwys 7 and 25.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	NA
CIRCLING	920-1 521 (600-1)	940-1 541 (600-1)	940-1½ 541 (600-1½)	NA

MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ETX 110.2 Chan 39	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR-B

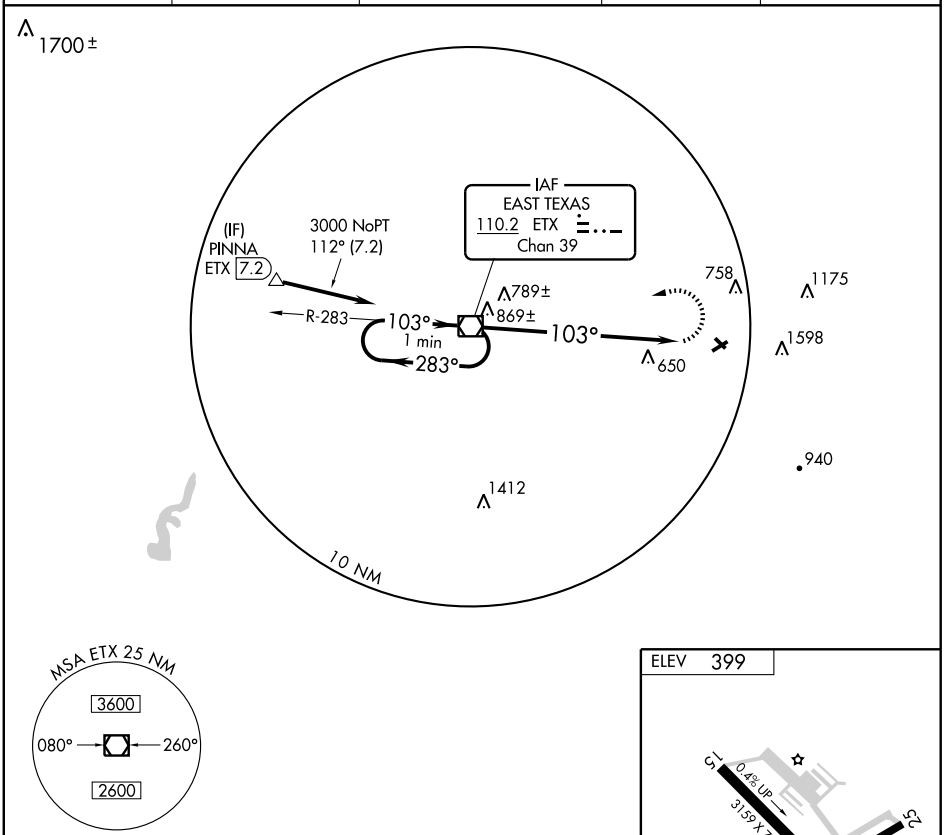
ALLENTOWN-QUEEN CITY MUNI (XLL)

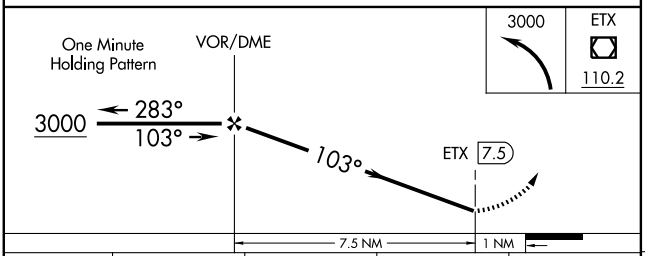
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

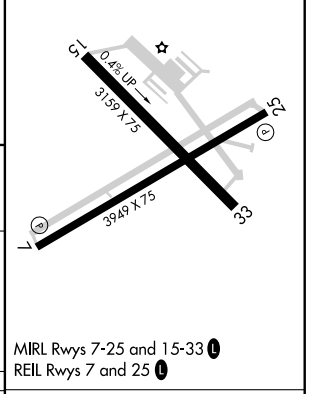
NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3	LEHIGH VALLEY ASOS	ALLENTOWN APP CON	CLNC DEL	UNICOM
127.875	126.975	119.65 397.9	118.9	122.7 (CTAF) L







MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

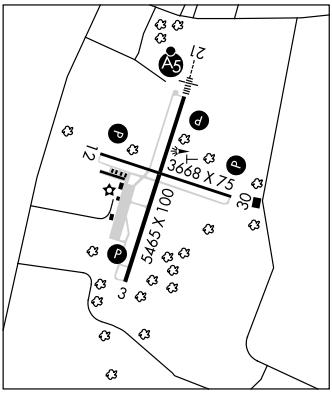
CATEGORY	A	B	C	D
CIRCLING	1200-1½ 801 (900-1½)		1200-2¼ 801 (900-2¼)	NA

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ALTOONA

ALTOONA–BLAIR CO (AOO) 12 S UTC−5(−4DT) N40°17.78′ W78°19.20′ **DETROIT**
1503 B S4 **FUEL** 100LL, JET A 0X 1, 3 Class I, ARFF Index A NOTAM FILE AOO **H–10H, 12I, L–29D, A**
RWY 03–21: H5465X100 (ASPH–GRVD) S–16, D–44 HIRL 0.6% up S **IAP**
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Trees.
RWY 12–30: H3668X75 (ASPH) S–11.5, D–33 MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 55′. Tree.
RWY 30: REIL. PAPI(P4R)—GA 4.0° TCH 54′. Tree.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 12: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
RWY 21: TORA–5465 TODA–5465 ASDA–5465 LDA–5465
RWY 30: TORA–3668 TODA–3668 ASDA–3668 LDA–3668
AIRPORT REMARKS: Attended 1000–0130Z‡. PAEW adjacent all rwys and twys 1100–0200Z‡ (annually) 1 May through 31 Oct except safety areas will remain clear during air carrier ops. Preferred runway is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM North of airport. Specialized acft (ultralgt, homebuilt, etc) ctc arpt manager 814–793–3872 or UNICOM prior to ldg. PPR 24 hours for unscheduled air carrier and non-air carrier ops with more than 30 passenger seats call arpt manager 814–793–3872. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE PAPI Rwy 12, Rwy 30, Rwy 03 and Rwy 21, MALSR Rwy 21 and REIL Rwy 03, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 127.125 (814) 793–9655.
COMMUNICATIONS: CTAF 123.6 **UNICOM** 123.0
RCO 123.6 122.65 122.2 122.1R (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
JOHNSTOWN (L) VORTAC 113.0 JST Chan 77 N40°19.00′ W78°50.05′ 099° 23.6 NM to fld. 2280/06W. NOTAM FILE JST.
(T) VOR 108.8 AOO N40°19.53′ W78°18.22′ 210° 1.9 NM to fld.
VOR unusable 070°–125° 235°–260° 290°–350°
ILS 111.1 I–AOO Rwy 21. Class IE. LOC unusable byd 25° right of course.
COMM/NAV/WEATHER REMARKS: Ctc Altoona Radio for remote airport advisory service on 123.6.

AMBLER N40°07.56′ W75°17.11′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 275 ING 064° 1.2 NM to Wings Fld. OTS indef. **L–34G**

ARNOLD PALMER RGNL (See LATROBE)

BALLY

BUTTER VALLEY GOLF PORT (7N8) 1 E UTC−5(−4DT) N40°23.89′ W75°33.86′ **NEW YORK**
500 S2 NOTAM FILE IPT
RWY 16–34: 2420X85 (ASPH–TURF)
RWY 16: Thld dsplcd 205′. Road. **RWY 34:** Thld dsplcd 150′. Road.
AIRPORT REMARKS: Attended daylight hours. Rwy 16–34 lies in middle of golf course. Trees and substantial terrain elevation changes within 125′ of each rwy edge. Rwy 16–34 1535X24 ASPH at south end; remainder turf. Rwy 16 end marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires.
COMMUNICATIONS: CTAF/UNICOM 122.8

BANDEL (See EIGHTY FOUR)

BARTY N41°16.61′ W75°46.54′ NOTAM FILE AVP. **NEW YORK**
NDB (LOM) 257 AV 044° 4.4 NM to Wilkes–Barre/Scranton Intl. Unusable byd 10 NM.

BAUBLITZ COMMERCIAL (See BROGUE)

BEAVER CO (See BEAVER FALLS)

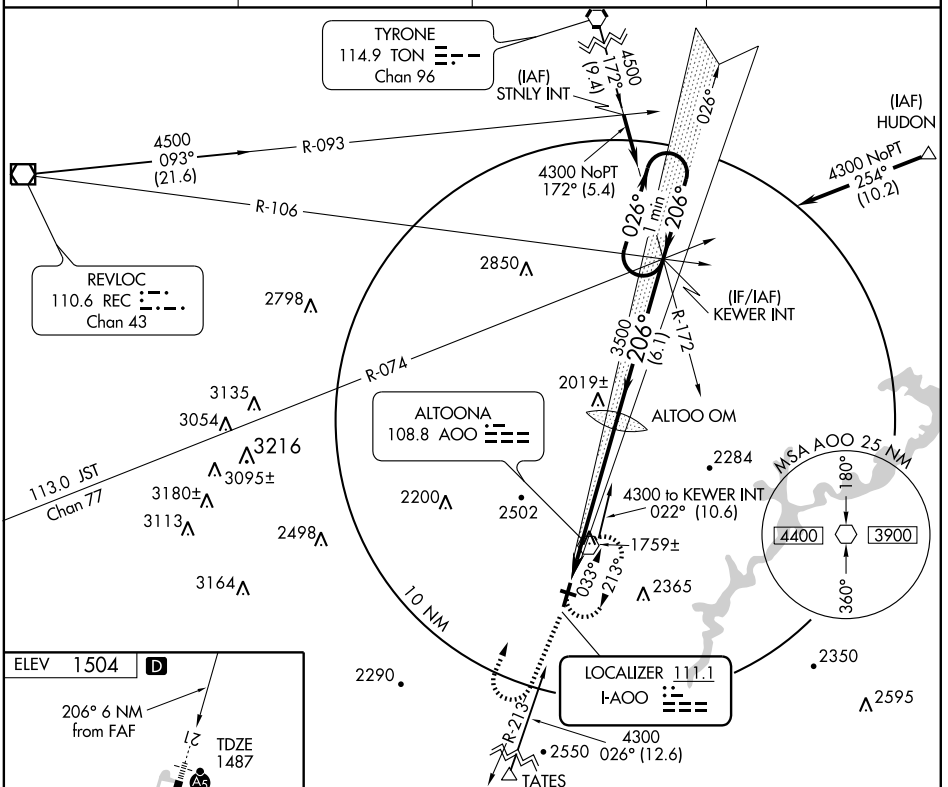
LOC I-AOO	APP CRS	Rwy Idg	5465
111.1	206°	TDZE	1487
		Apt Elev	1504

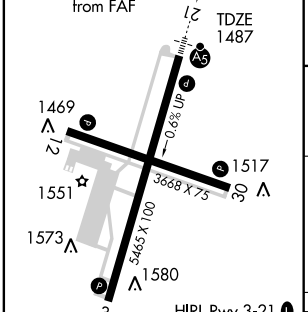
ILS or LOC RWY 21
ALTOONA-BLAIR COUNTY (AOO)

MALSR

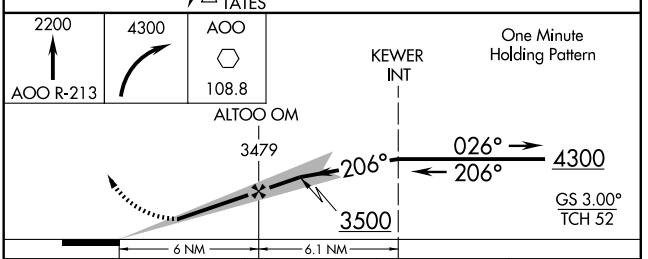
MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 21	1687-½ 200 (200-½)			
S-LOC 21	2020-½ 533 (600-½)		2020-1 533 (600-1)	2020-1¼ 533 (600-1¼)
CIRCLING	2020-1 516 (600-1)	2060-1 556 (600-1)	2060-1½ 556 (600-1½)	2520-3 1016 (1100-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

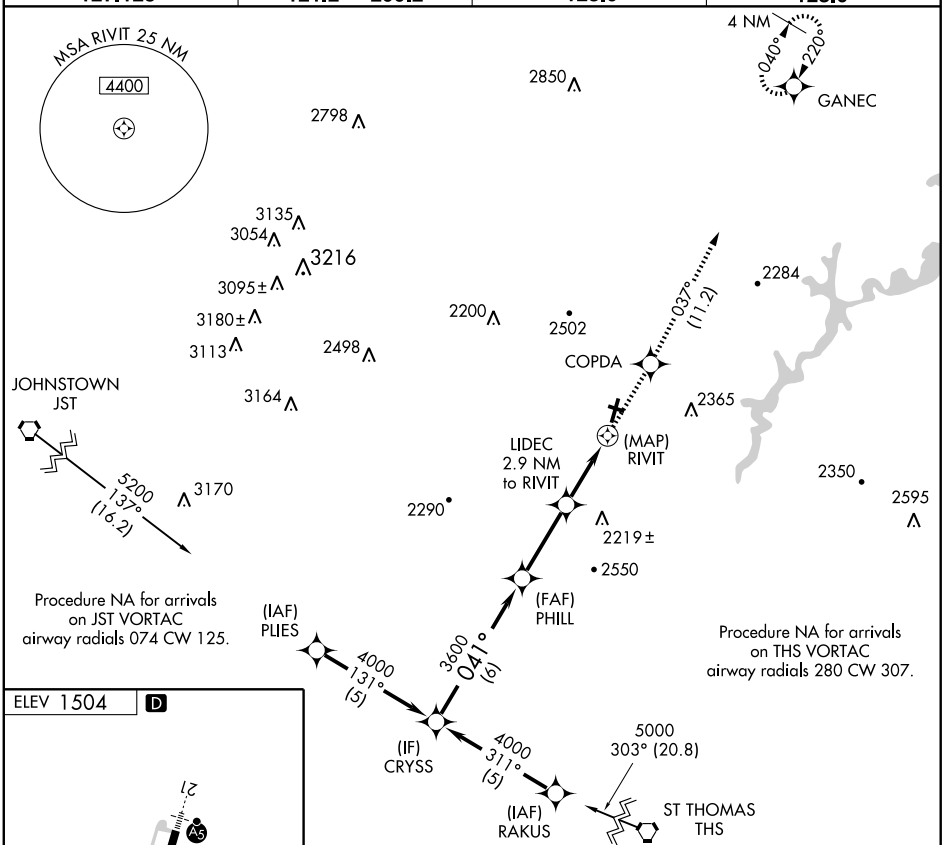
APP CRS	Rwy Idg	5465
041°	TDZE	1504
	Apt Elev	1504

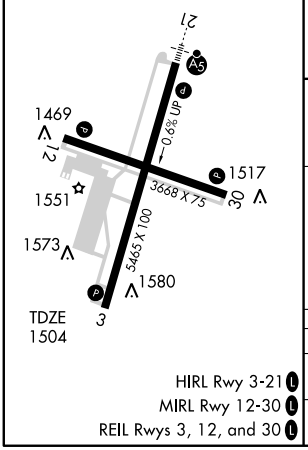
RNAV (GPS) RWY 3
ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA.

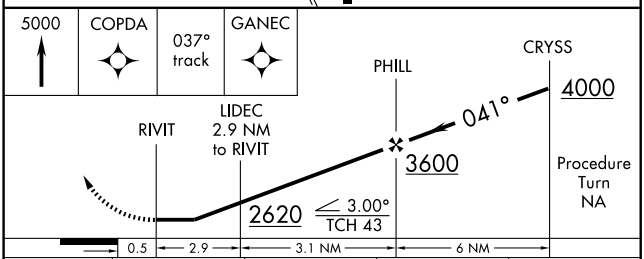
MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6





HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L



CATEGORY	A	B	C	D
LNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5465
220°	TDZE	1487
	Apt Elev	1504

RNAV (GPS) Y RWY 21

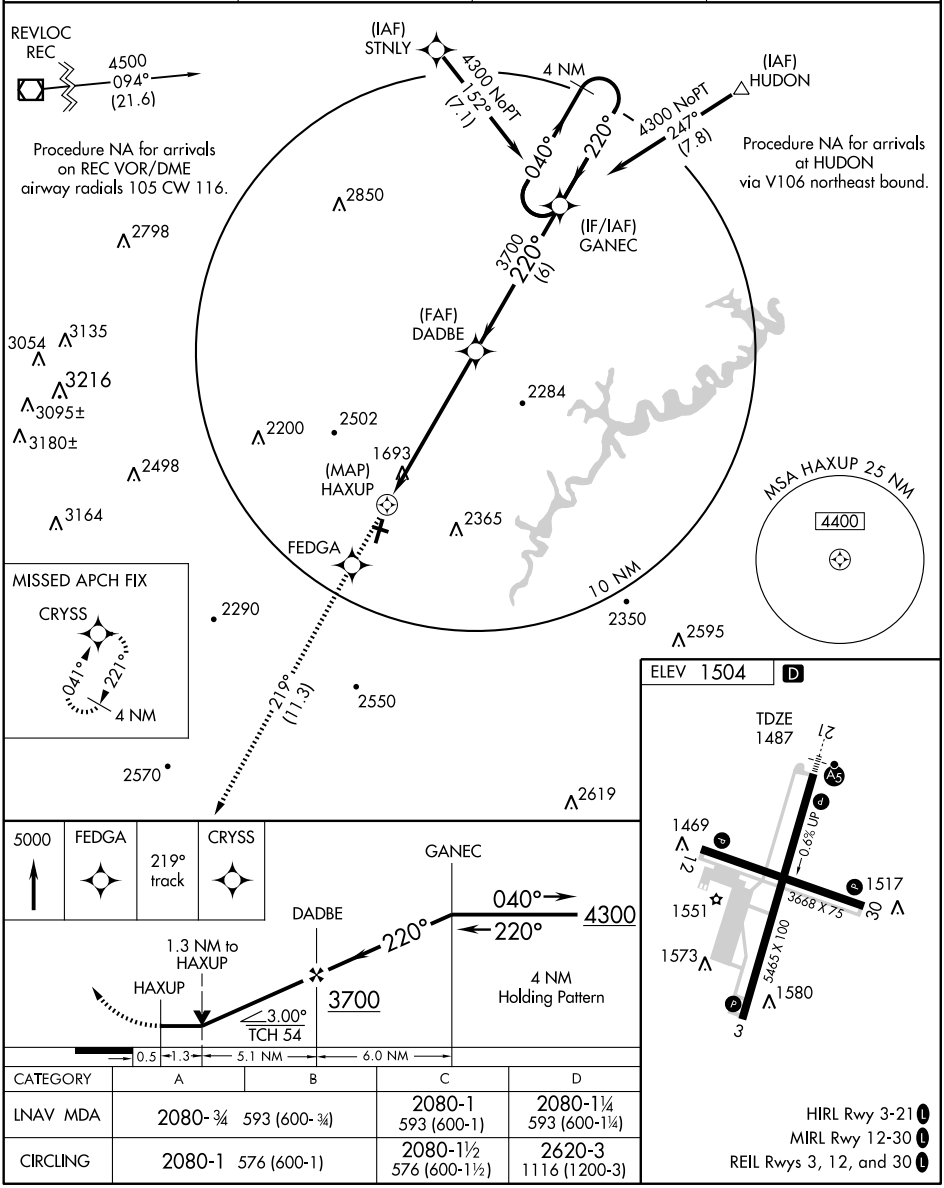
ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6



CATEGORY	A	B	C	D
LNAV MDA	2080-¾ 593 (600-¾)		2080-1 593 (600-1)	2080-1¼ 593 (600-1¼)
CIRCLING	2080-1 576 (600-1)		2080-1½ 576 (600-1½)	2620-3 1116 (1200-3)

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90105 W21A	APP CRS 206°	Rwy Idg 5465 TDZE 1487 Apt Elev 1504

RNAV (GPS) Z RWY 21

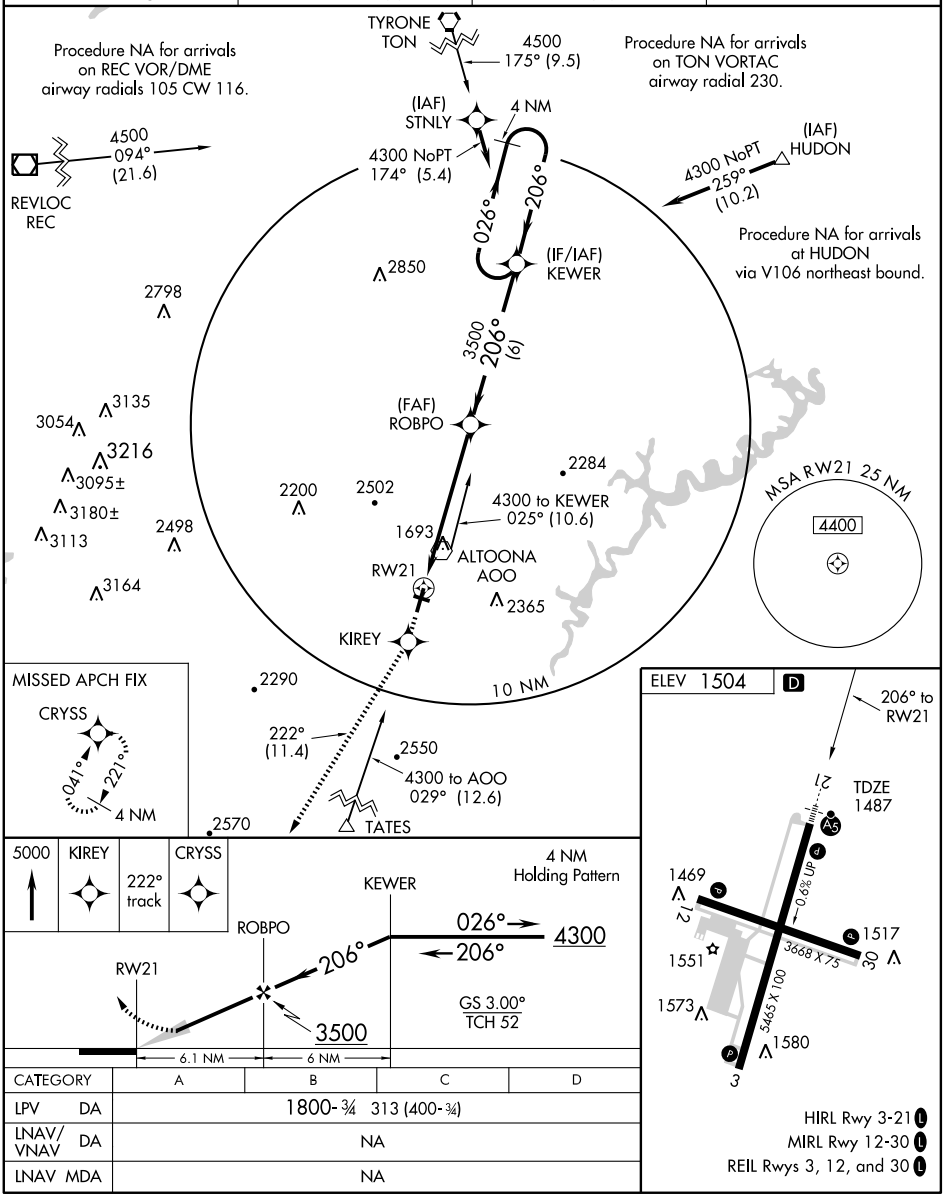
ALTOONA-BLAIR COUNTY (AOO)

NA — DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS	CLEVELAND CENTER		ALTOONA RADIO	CTAF
127.125	121.2	299.2	123.6	123.6



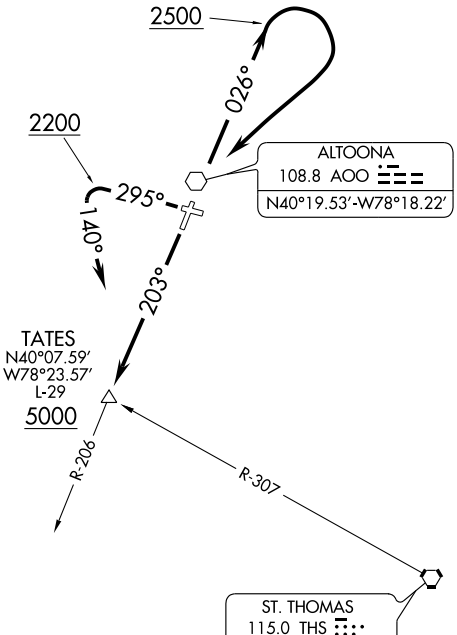
CATEGORY	A	B	C	D
LPV DA	1800-¾ 313 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	NA			

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

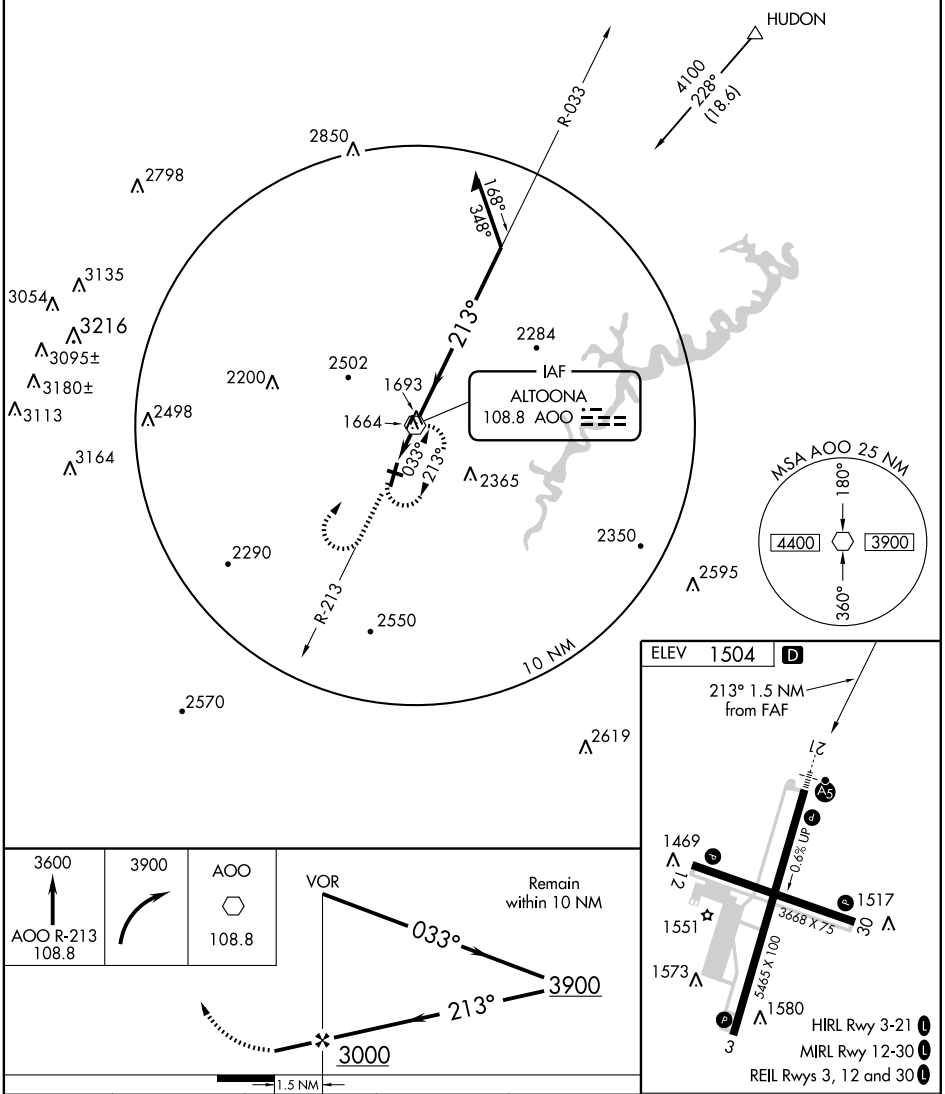
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR AOO 108.8	APP CRS 213°	Rwy Idg N/A TDZE N/A Apt Elev 1504

VOR-A
ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

ASOS	CLEVELAND CENTER	ALTOONA RADIO	CTAF
127.125	121.2 299.2	123.6	123.6



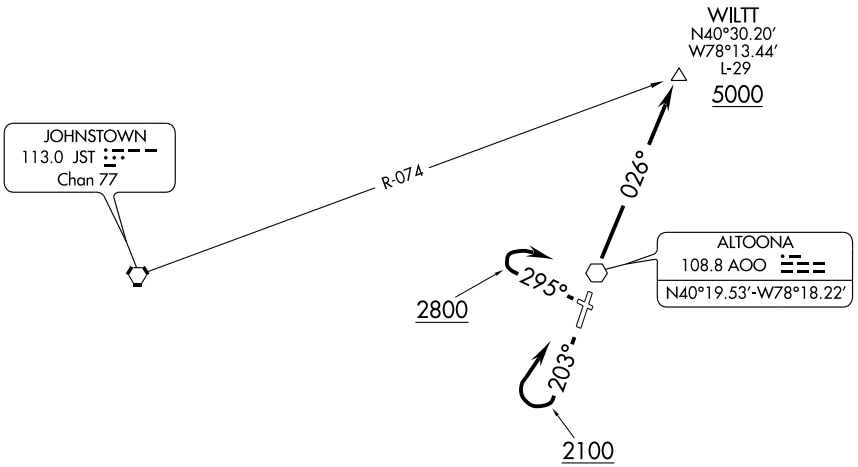
CATEGORY	A	B	C	D
CIRCLING	2420-1¼ 916 (1000-1¼)		2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WILTT THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6



TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

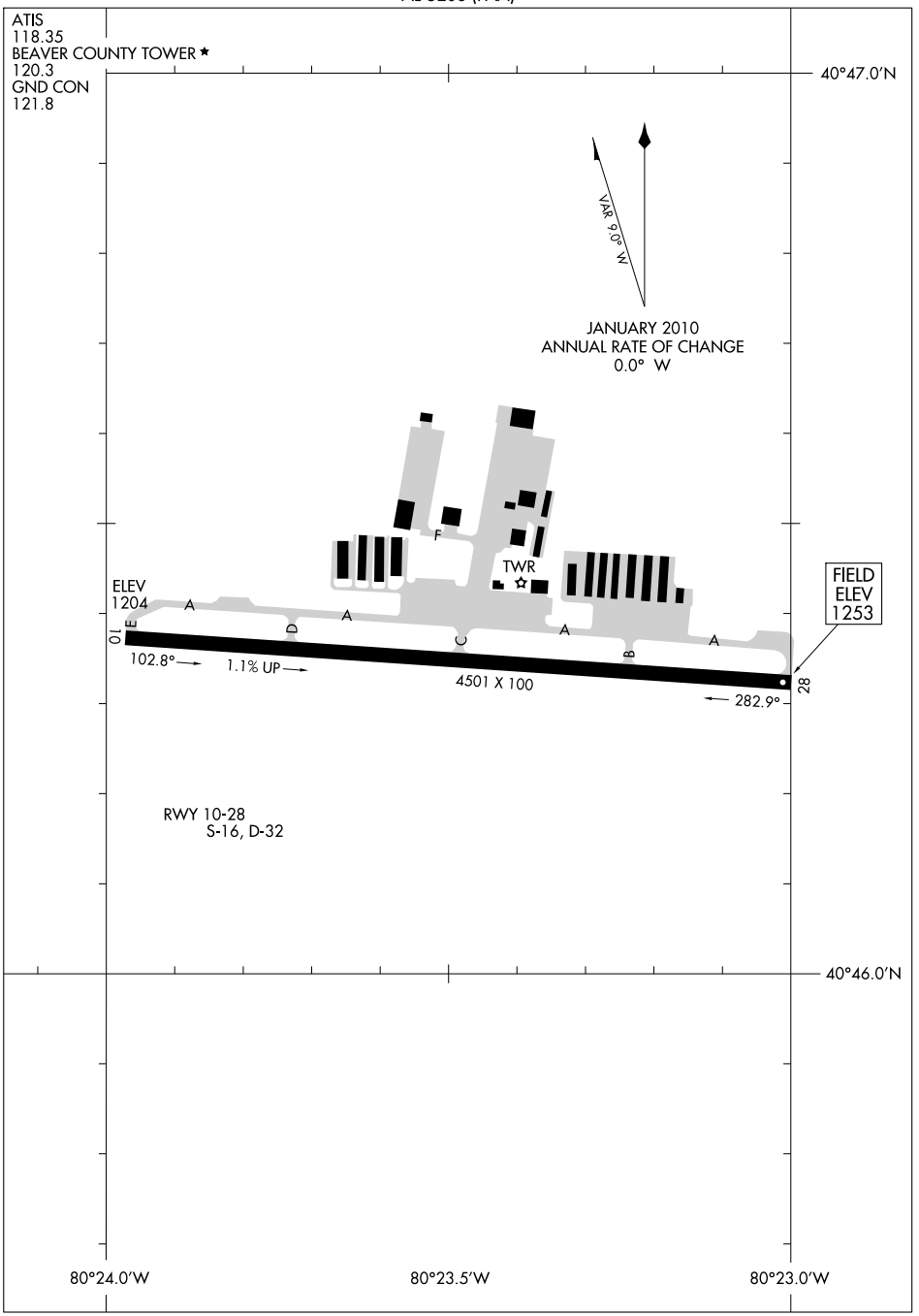
....Cross WILLT INT at or above 5000. Then via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)
BEAVER FALLS, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

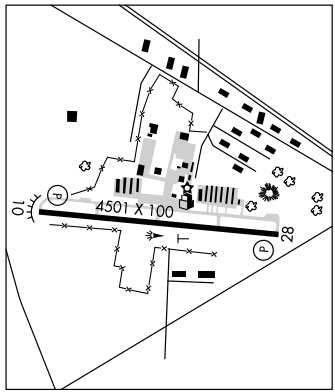
AIRPORT DIAGRAM

BEAVER FALLS, PENNSYLVANIA
BEAVER FALLS/BEAVER COUNTY (BVI)

10210

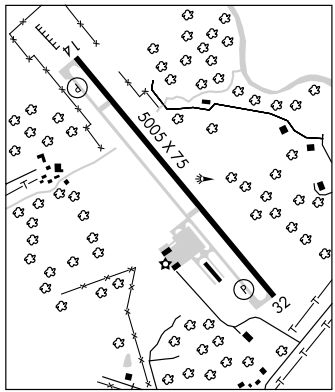
BEAVER FALLS

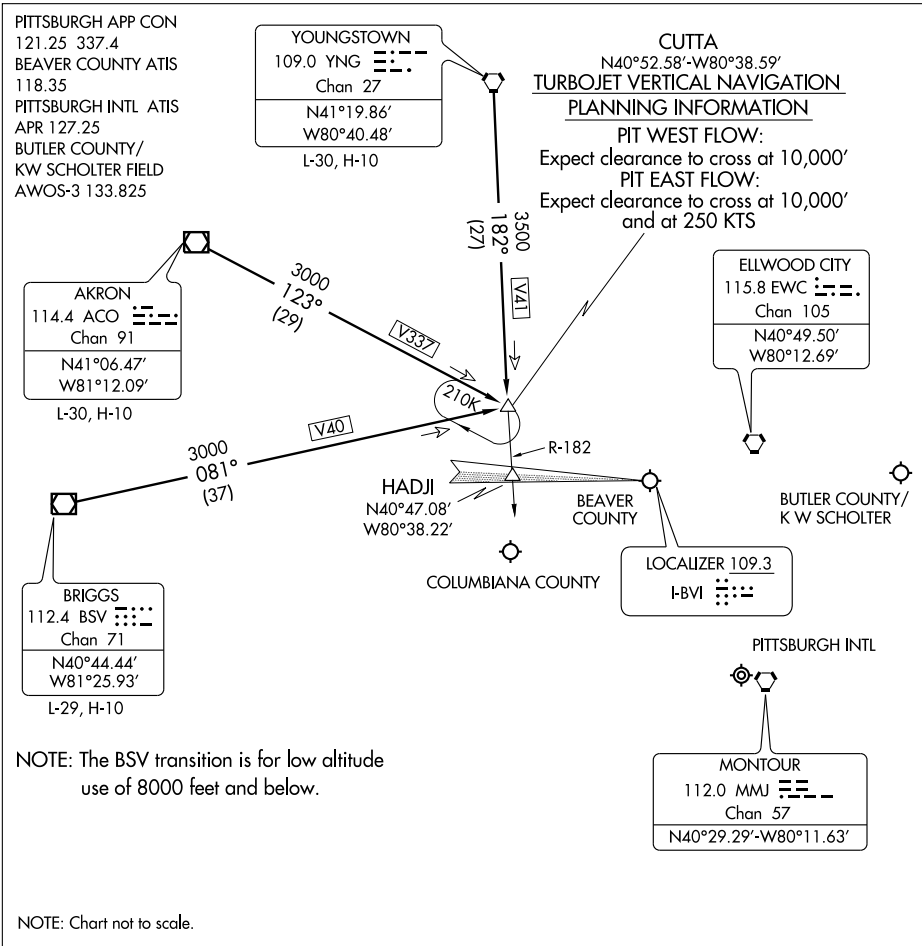
BEAVER CO (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ — DETROIT
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–29C
RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E — IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 28: PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
COMMUNICATIONS: CTAF 120.3 **ATIS** 118.35
ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
TOWER 120.3 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 124.85 (when twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
ILS 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



BEDFORD CO

(HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ — WASHINGTON
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO — H–10H, 12I, L–29D
RWY 14–32: H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL — IAP
RWY 14: REIL. PAPI(P2R)—GA 3.0° TCH 50′. Ground. Rgt tfc.
RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50′.
AIRPORT REMARKS: Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
WEATHER DATA SOURCES: AWOS–3 123.675 (814) 623–2936.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.





AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

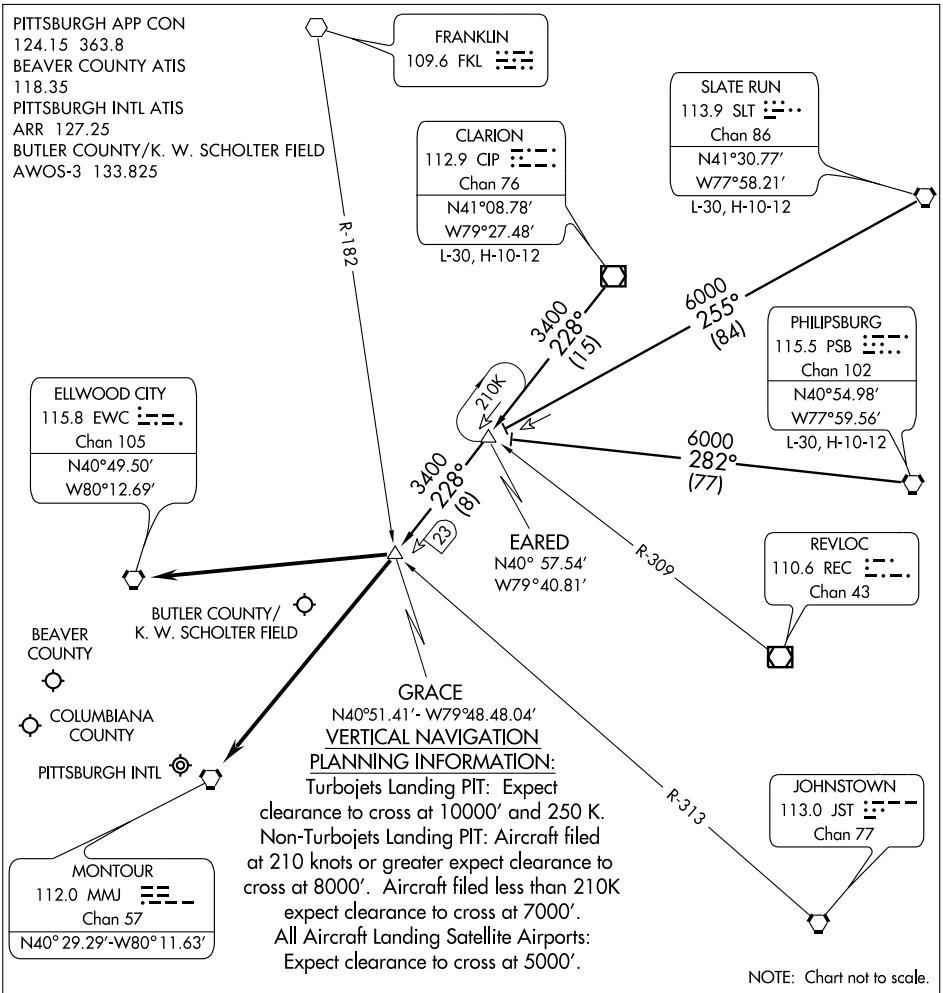
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-BVI	APP CRS	Rwy Idg	4501
109.3	101°	TDZE	1238
		Apt Elev	1253

LOC RWY 10

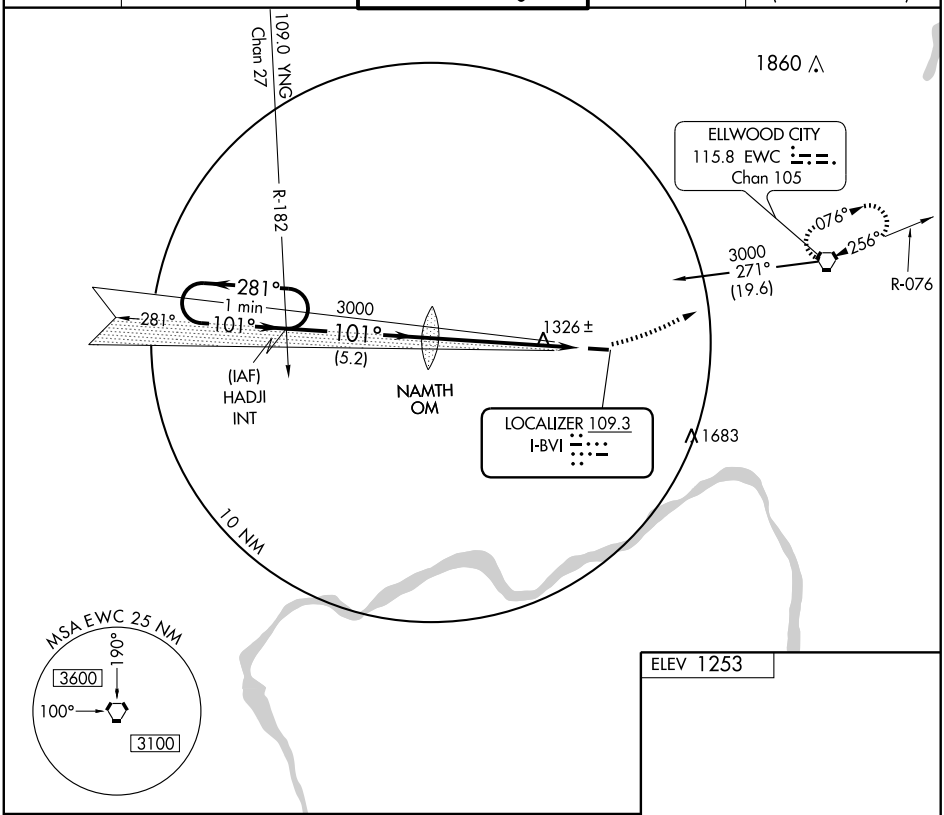
BEAVER FALLS/BEAVER COUNTY (BVI)

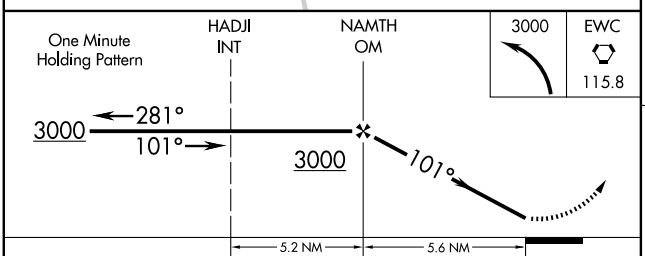
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

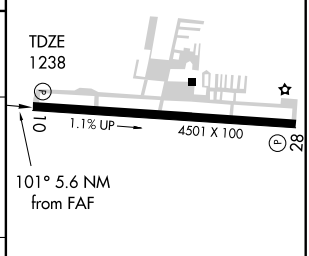
NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-10	1580-1 342 (400-1)			1580-1¼ 342 (400-1¼)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

REIL Rwy 10 and 28 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EWC	APP CRS	Rwy Idg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

VOR or GPS RWY 28

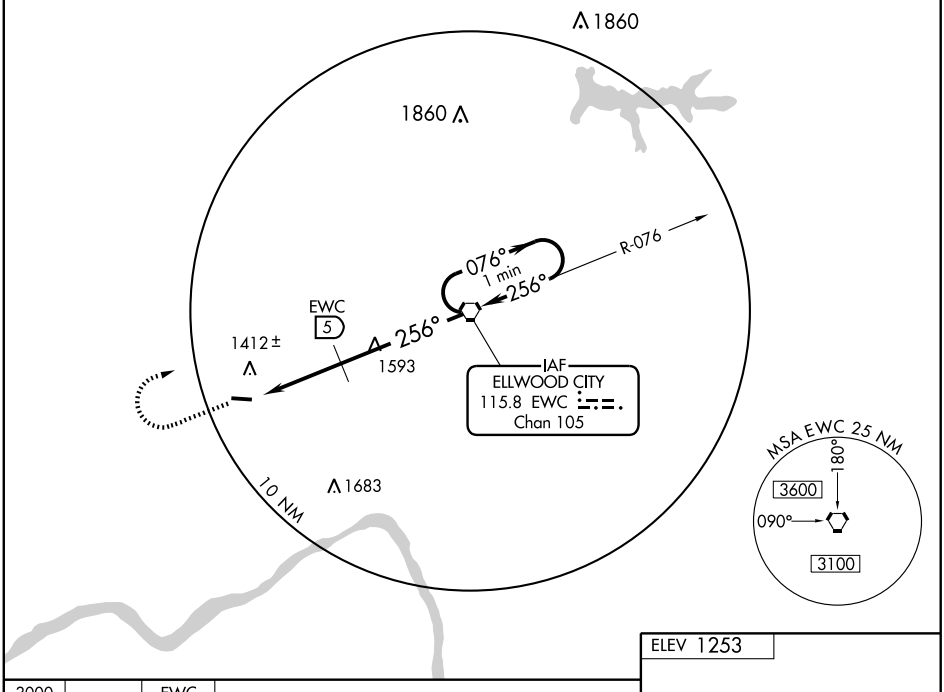
BEAVER FALLS /BEAVER COUNTY (BVI)

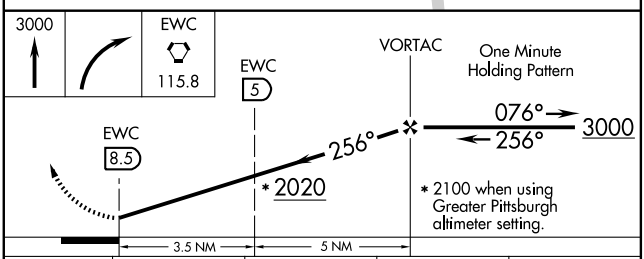
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

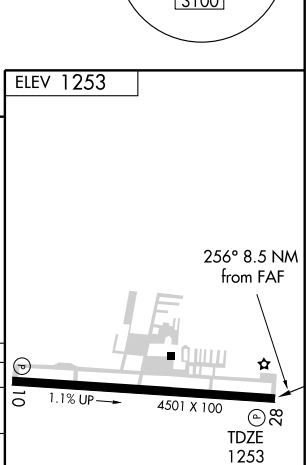
NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON	CLNC DEL
118.35	124.75 338.2	120.3 (CTAF) L	121.8	124.85 (when tower closed)







CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
CIRCLING	2020-1 767 (800-1)	2020-1¼ 767 (800-1¼)	2020-2¼ 767 (800-2¼)	2020-2½ 767 (800-2½)
	DME MINIMUMS			
S-28	1680-1 427 (500-1)		1680-1¼ 427 (500-1¼)	1680-1½ 427 (500-1½)
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

MIRL Rwy 10-28 L

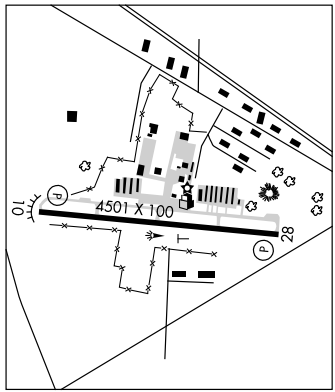
REIL Rwys 10 and 28 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

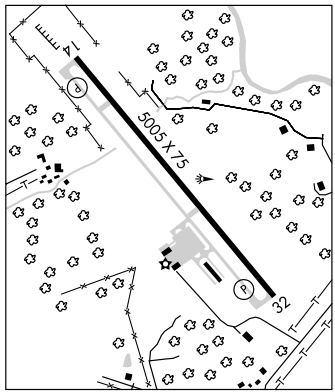
BEAVER FALLS

BEAVER CO (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ — DETROIT
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–29C
RWY 10–28: H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E — IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 28: PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
COMMUNICATIONS: CTAF 120.3 **ATIS** 118.35
ELWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
TOWER 120.3 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 124.85 (when twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
ILS 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



BEDFORD CO

(HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ — WASHINGTON
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO — H–10H, 12I, L–29D
RWY 14–32: H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL — IAP
RWY 14: REIL. PAPI(P2R)—GA 3.0° TCH 50′. Ground. Rgt tfc.
RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50′.
AIRPORT REMARKS: Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
WEATHER DATA SOURCES: AWOS–3 123.675 (814) 623–2936.
COMMUNICATIONS: CTAF/UNICOM 122.7
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.



WAAS	APP CRS	Rwy Idg	5005
CH 72916	137°	TDZE	1157
W14A		Apt Elev	1162

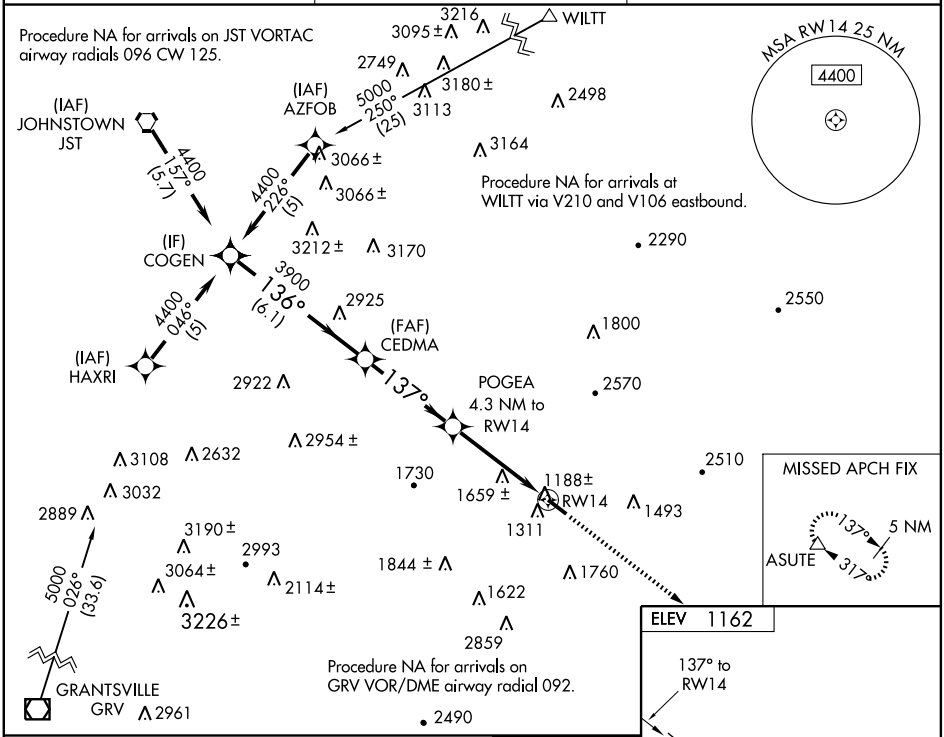
RNAV (GPS) RWY 14

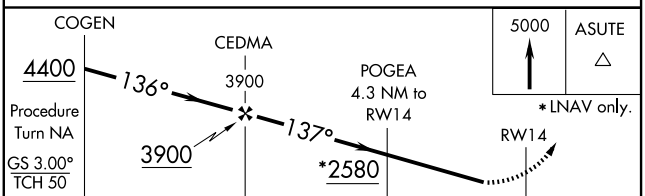
BEDFORD COUNTY (HMZ)

T
NA Baro-VNAV NA when using Altoona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47° C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat A and C visibility ¼ mile and Cat D ½ mile and Circling Cat A visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1678-1¾	521 (600-1¾)		
LNAV/VNAV DA	2149-4	992 (1000-4)		
LNAV MDA	1960-1 803 (800-1)	1960-1¼ 803 (800-1¼)	1960-2¼ 803 (800-2¼)	1960-2½ 803 (800-2½)
CIRCLING	1960-1 798 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5005
317°	TDZE	1162
	Apt Elev	1162

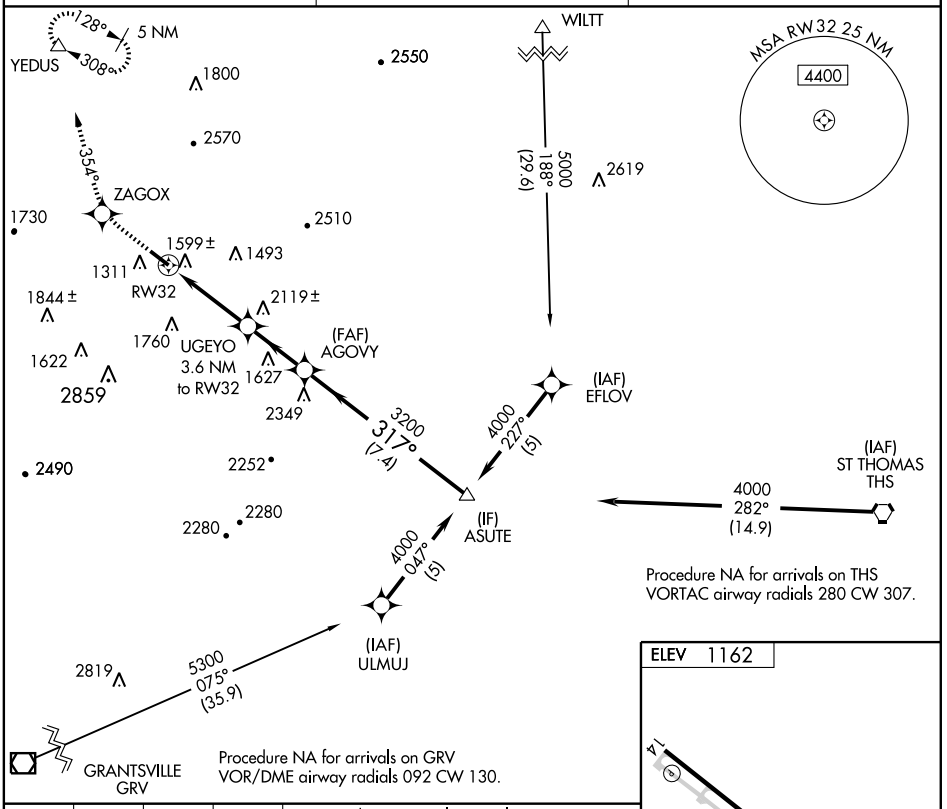
RNAV (GPS) RWY 32

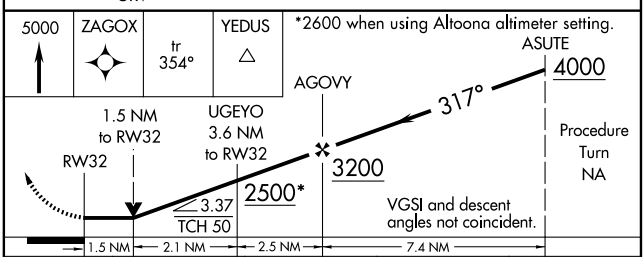
BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LNAV Cat B and C visibility ¼ mile and Circling Cat C visibility ½ mile. LNAV Cat D minima NA when using Altoona altimeter setting.

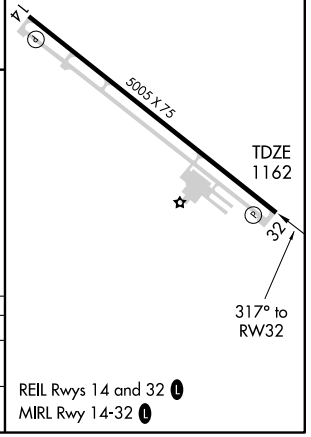
MISSED APPROACH: Climb to 5000 direct ZAGOX and via track 354° to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	1860-2¼ 698 (700-2¼)
CIRCLING	1900-1 738 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	296°	TDZE	N/A
Chan 97		Apt Elev	1163

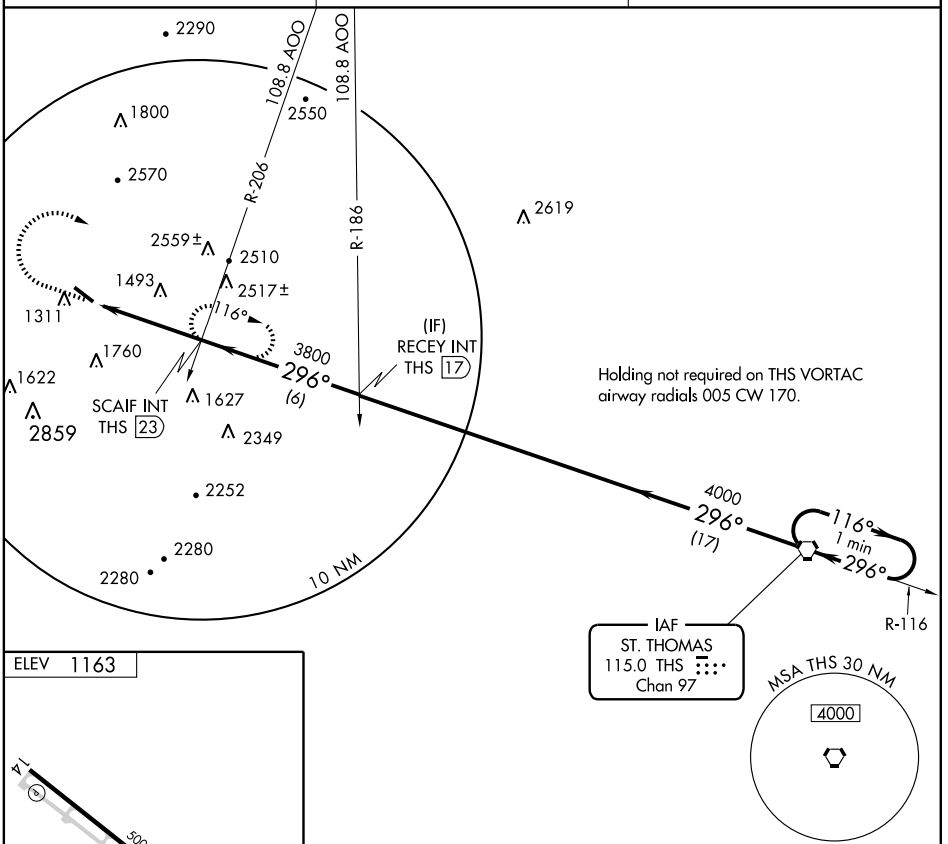
VOR-A
BEDFORD COUNTY (HMZ)

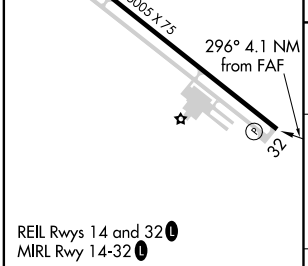
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

NA

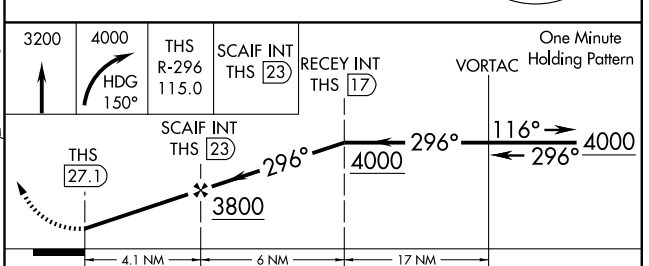
MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
123.675	124.4 327.1	122.7 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

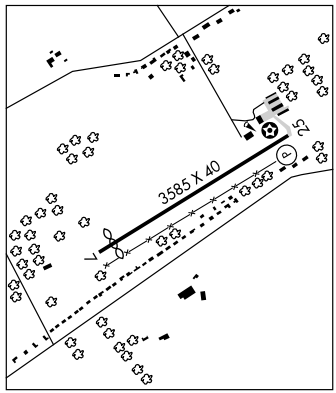


FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1417 (1500-1¼)	2580-1½ 1417 (1500-1½)	2580-3 1417 (1500-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BELLEFONTE (N96) 3 SW UTC−5(−4DT) N40°53.13′ W77°48.98′ **DETROIT**
1071 B S4 **FUEL** 100LL, JET A TPA—2100(1029) NOTAM FILE AOO **L–30I**
RWY 07–25: H3585X40 (ASPH) LIRL (NSTD) **IAP**
RWY 07: Thld dsplcd 238′. Tree.
RWY 25: PAPI (P2L)—GA 3.5° TCH 40°. Rgt tfc.
AIRPORT REMARKS: Attended 1300–dusk. For svc after hrs ctc 814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All helicopters required to use fixed wing tfc pattern. Heavy glider activity during dalgt hrs, all altitudes within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Rwy 07 dsplcd thld unlgtd.
ACTIVATE rotating bcn and LIRL Rwy 07–25—122.7. Rwy 07–25 NSTD LIRL, edge lgts more than 10 ft outward from pavement edge, standard thld lgts. Rwy 07–25 first 30′ on Rwy end 25 not lgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TYRONE (L) VORTAC 114.9 TON Chan 96 N40°44.11′ W78°19.88′ 076° 25.1 NM to Fld. 2630/07W.



BELLGROVE N40°26.16′ W76°33.18′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 328 BZJ at Muir AAF. (Fort Indiantown Gap) **L–30J, 34G, A**

BELTZVILLE (See LEHIGHTON)

BENDIGO (See TOWER CITY)

BENJE N40°22.53′ W79°16.30′ NOTAM FILE LBE. **DETROIT**
NDB (MHW) 382 BHU 233° 8.5 NW to Arnold Palmer Rgnl. **L–29C**

BENSALEM

TOTAL RF HELIPORT (ØØA) 1 E UTC−5(4−4DT) N40°04.25′ W74°56.02′ **NEW YORK**
11 S2 NOTAM FILE IPT
HELIPAD H1: H80X80 (ASPH) PERIMETER LIGHTS
HELIPORT REMARKS: Attended Mon–Fri 1330–2300Z‡. After hrs 215–990–5300. Ingress/egress 290°–110° and 20′–200′.
COMMUNICATIONS: CTAF 122.9

BERMUDIAN VALLEY AIRPARK (See KRALLTOWN)

BETHEL

GRIMES (8N1) 2 E UTC−5(−4DT) N40°29.09′ W76°15.81′ **NEW YORK**
582 NOTAM FILE IPT
RWY 11–29: 2720X100 (TURF)
RWY 11: Thld dsplcd 250′. Road. **RWY 29:** Thld dsplcd 270′. Road.
AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 11–29 first 700 ft of rwy on W end unusable in early spring due to wet conditions. Rwy 11–29 marked with white elevated plastic containers. Rwy 11 and 29 dsplcd thlds marked with 3 red elevated plastic containers.
COMMUNICATIONS: CTAF/UNICOM 122.8

VORTAC PSB 115.5 Chan 102	APP CRS 113°	Rwy Idg N/A TDZE N/A Apt Elev 1071

VOR or GPS-A

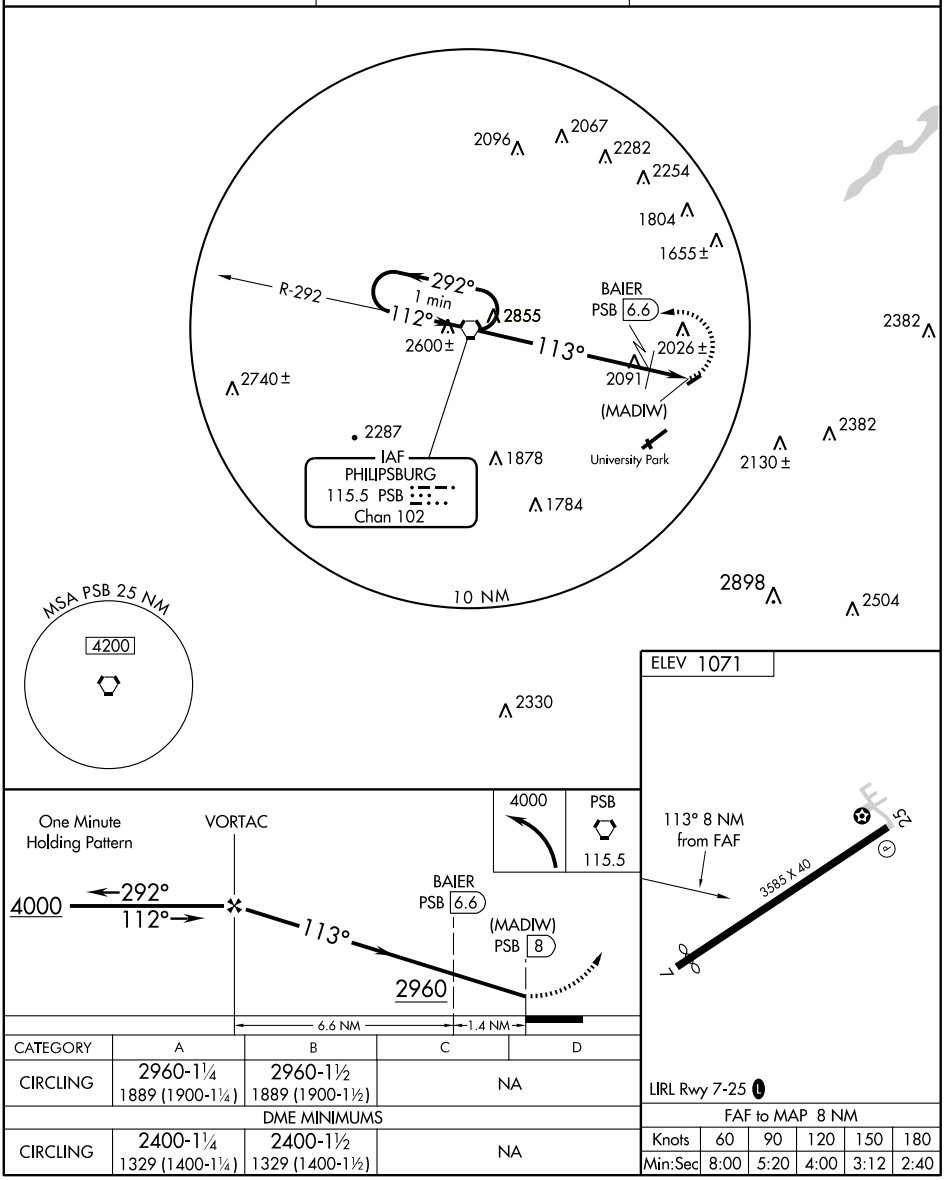
BELLEFONTE (N96)

Use University Park altimeter setting; when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

NA

MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

NEW YORK CENTER	UNICOM	
134.8 338.3	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
CIRCLING	2960-1¼ 1889 (1900-1¼)	2960-1½ 1889 (1900-1½)	NA	
DME MINIMUMS				
CIRCLING	2400-1¼ 1329 (1400-1¼)	2400-1½ 1329 (1400-1½)	NA	

LIRL Rwy 7-25 L

FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BLOOMSBURG MUNI (N13) 0 E UTC−5(−4DT) N40°59.87′ W76°26.16′

NEW YORK
L–30J
IAP

481 B S4 **FUEL** 100LL TPA—1581(1100) NOTAM FILE IPT

RWY 08–26: H2800X50 (ASPH) S–12.5 LIRL

RWY 08: Road. **RWY 26:** Pole.

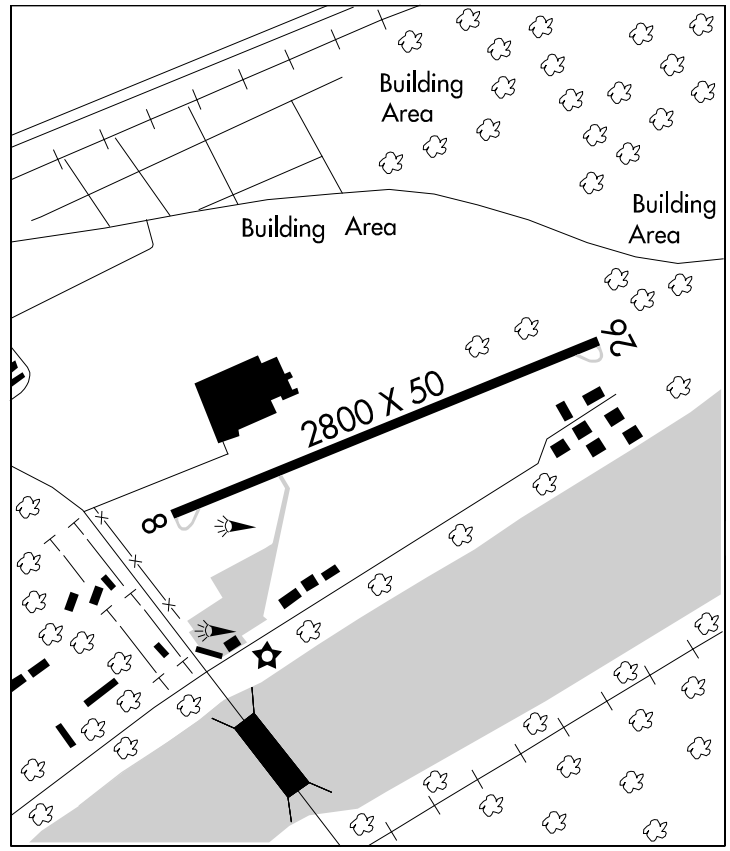
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. For svc after hrs call 570–683–5604 or 570–875–0375. Overnight fee. Fee waived with fuel purchase.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 107° 11.3 NM to fld. 1000/09W.



BLUE KNOB VALLEY (See NEWRY)

BRADEN AIRPARK (See EASTON)

BRADFORD CO (See TOWANDA)

BRADFORD N41°47.19′ W78°37.16′ NOTAM FILE BFD.

DETROIT
L–30I

(L) VOR/DME 116.6 BFD Chan 113 324° 1.4 NM to fld. 2100/07W.

VOR unusable:

145°–156° byd 10 NM 341°–049°

156°–262°

RCO 122.1R 116.6T (ALTOONA RADIO) **RCO** 122.2 122.3 (ALTOONA RADIO)

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	481

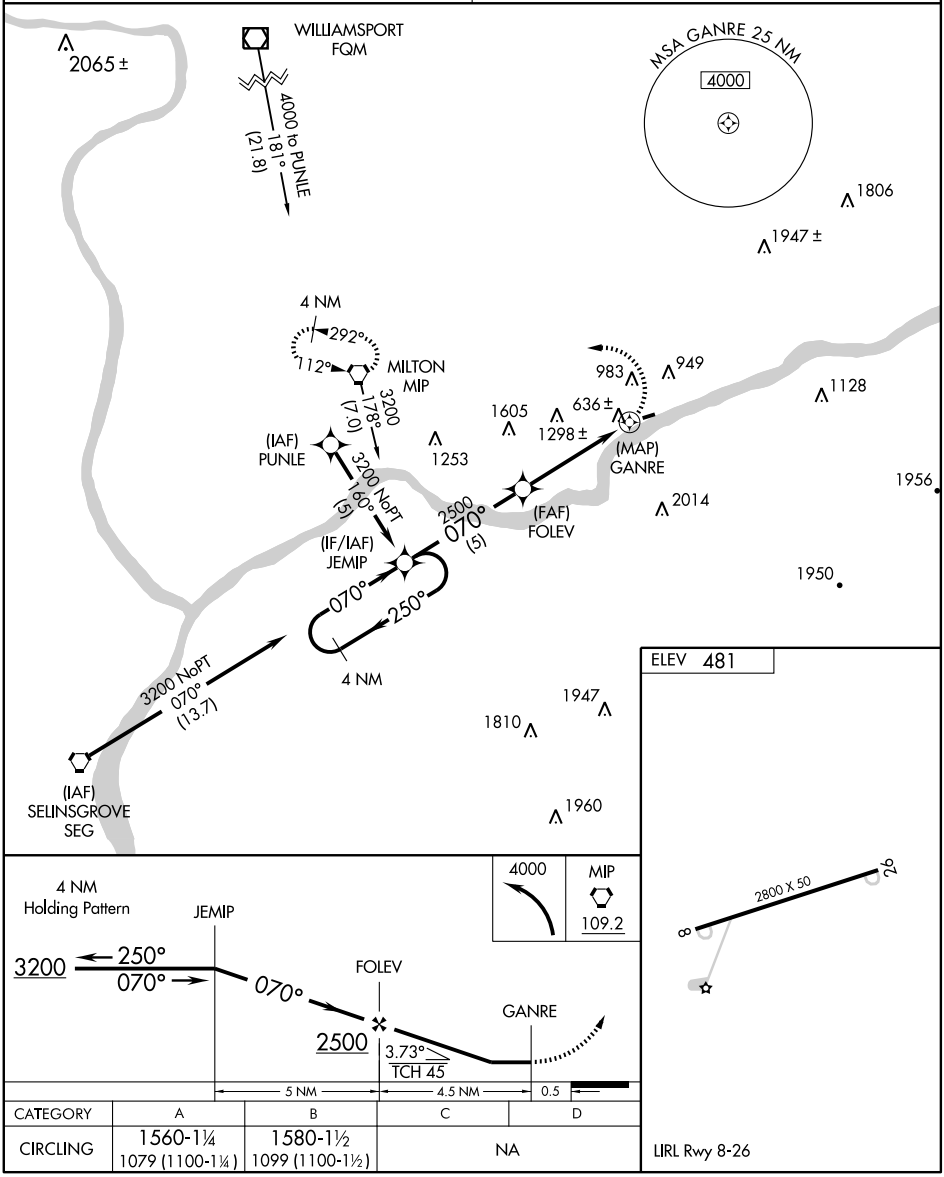
RNAV (GPS)-B
BLOOMSBURG MUNI (N13)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 1079 (1100-1¼)	1580-1½ 1099 (1100-1½)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MIP 109.2 Chan 29	APP CRS 108°	Rwy Idg N/A TDZE N/A Apt Elev 481

VOR-A
BLOOMSBURG MUNI (N13)

NA

Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)

2065 ±

MSA MIP 25 NM
3900

IAF
MILTON
109.2 MIP
Chan 29

RYDOR INT
MIP 6

R-289

289°
1 min
109°

2300
108°
(6)

NoPT for arrival on MIP VORTAC airway radial 289.

1806
1947 ±
1640
1128
983
949
636 ±
1253
1605
1956
2014
1950
10 NM
R-059
1947
1810
1960

SELINSGROVE
110.4 SEG
Chan 41

ELEV 481

108° 4.3 NM from FAF

2800 X 50

26

One Minute Holding Pattern

VORTAC

4000 ← 289°
109° →

RYDOR INT
MIP 6

108°

MIP
10.3

2300

3.88°
TCH 40

6 NM

4.3 NM

4000

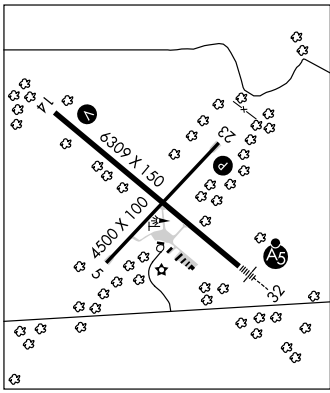
MIP
109.2

LIRL Rwy 8-26

CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1459 (1500-1¼)	1940-1½ 1459 (1500-1½)	NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

BRADFORD RGNL (BFD) 10 S UTC−5(−4DT) N41°48.18′ W78°38.41′ **DETROIT**
2143 B S2 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BFD **H–10H, 12J, L–30I**
IAP
RWY 14–32: H6309X150 (ASPH–GRVD) S–48, D–60, 2D–92 HIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
RWY 32: MALSR. Pole.
RWY 05–23: H4500X100 (ASPH–GRVD) S–48, D–60 MIRL
0.3% up NE
RWY 05: REIL. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION:
RWY 05: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 14: TORA–6309 TODA–6309 ASDA–6309 LDA–6309
RWY 23: TORA–4500 TODA–4500 ASDA–4500 LDA–4500
RWY 32: TORA–6309 TODA–6309 ASDA–6309 LDA–6309
AIRPORT REMARKS: Attended 1200–0100Z‡. Class I, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 814–368–5928. Index B coverage avbl 1200–0100Z‡. After 0100Z‡, for emergencies call 911 or 814–465–9998 or 814–366–3383. Deer and birds on and invof arpt. No snow removal avbl 1200–0100Z‡. Acft de–icing avbl. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE REIL Rwy 05, Rwy 14 and Rwy 23, MALSR Rwy 32, HIRL Rwy 14–32, MIRL Rwy 05–23, VASI Rwy 14, PAPI Rwy 23, and twy lgts—CTAF. Ldg fee.
WEATHER DATA SOURCES: ASOS 133.825 (814) 368–2581.
COMMUNICATIONS: CTAF/UNICOM 123.075
RCO 122.2 122.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
AIRSPACE: CLASS E svc Mon–Fri 1100–0330Z‡, Sat 1100–2330Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BFD.
(L) VOR/DME 116.6 BFD Chan 113 N41°47.19′ W78°37.16′ 324° 1.4 NM to fld. 2100/07W.
ILS 108.3 I–BFD Rwy 32. Class IT.

BRANDYWINE (See WEST CHESTER)

BROGUE

BAUBLITZ COMMERCIAL (9W8) 1 S UTC−5(−4DT) N39°51.14′ W76°29.18′ **WASHINGTON**
750 S2 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 2493X100 (TURF)
RWY 10: Thld dsplcd 476′. Pole. **RWY 28:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended dalgt hrs. Daylight ops only. No winter snow removal. Rwy 10–28 edges and rwy ends marked by yellow flush painted markers. Rwy 10 dsplcd thld marked by 2 yellow flush markers each side of rwy. Rwy 28 dsplcd thld marked by 2 yellow flush markers each side of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For pick–up clearance call 410–859–7256.

BROKENSTRAW (See PITTSFIELD)

BUTLER

BUTLER FARM SHOW (3G9) 3 W UTC−5(−4DT) N40°51.15′ W79°58.49′ **DETROIT**
1333 B **FUEL** 100LL NOTAM FILE AOO
RWY 18–36: H2580X38 (ASPH) S–9 LIRL (NSTD)
RWY 18: Thld dsplcd 180′. Pole. **RWY 36:** Thld dsplcd 123′. Trees.
AIRPORT REMARKS: Attended irregularly. Pre-coordinate fuel svc. Rwy 18–36 CLOSED to touch and go ldg. Ultralight ops prohibited. Bird activity invof rwy. LIRL Rwy 18–36 opr dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL Rwy 18–36 —CTAF. Rwy 18–36 lgtd thld Rwy 18 dsplcd 180 ft; lgtd thld Rwy 36 dsplcd 123 ft. LIRL Rwy 18–36 NSTD, edge lgts 50′ from rwy edge. Rwy 18–36 single wheel capacity 9000 lbs per arpt manager. + 22 ft marked pline 292 ft from Rwy 18 thld on extended centerline. Rwy 18 and Rwy 36 dsplcd thld markings are yellow. Rwy 18–36 dsplcd rwy ends avbl for take off and rollout.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′
089° 10.9 NM to fld. 1227/08W.

ILS or LOC RWY 32

BRADFORD RGNL (BFD)

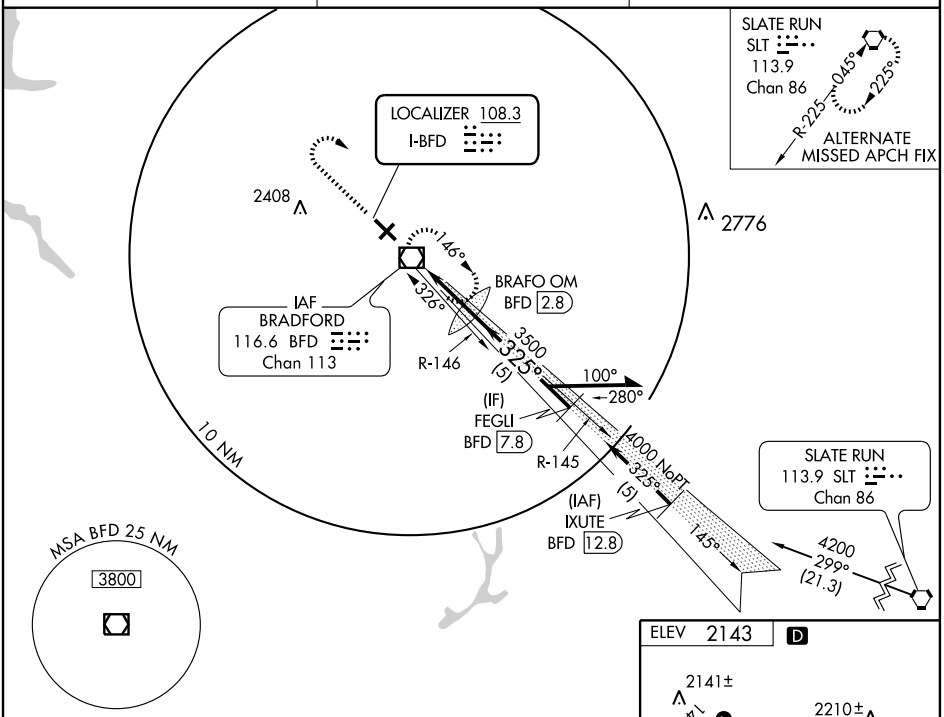
LOC I-BFD	APP CRS	Rwy Idg	6309
108.3	325°	TDZE	2120
		Apt Elev	2143

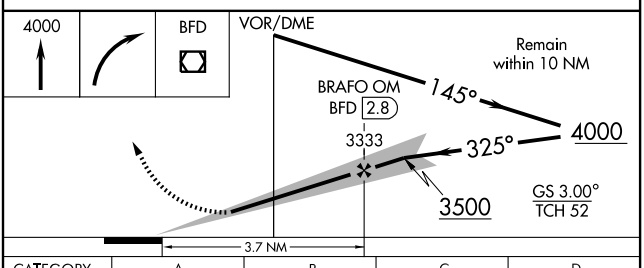
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile. When local altimeter setting not received, use St Marys altimeter setting and increase S-ILS 32 DA to 2405 and all MDA 100; increase S-LOC 32 Cat C visibility to ¾ mile. For inoperative MALSR when using St Marys altimeter setting, increase S-ILS 32 visibility ½ mile.

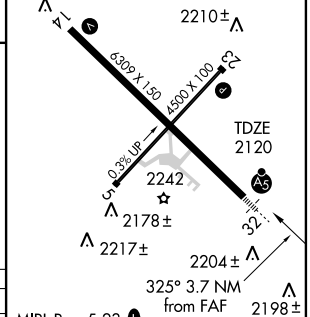
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

CATEGORY	A	B	C	D
S-ILS 32	2320-½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460-¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6309
CH 72919	145°	TDZE	2118
W14A		Apt Elev	2143

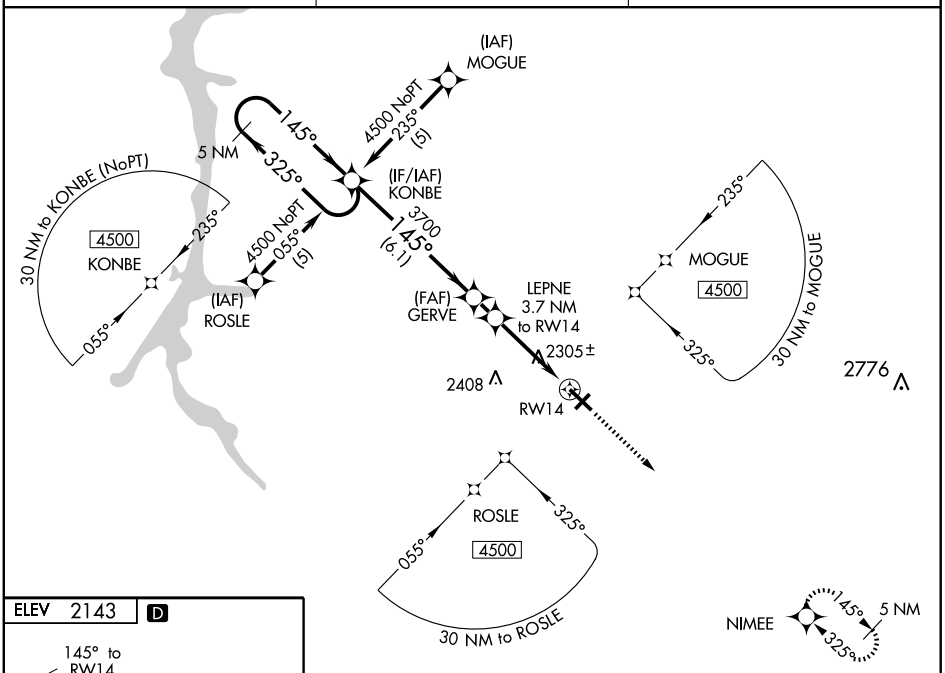
RNAV (GPS) RWY 14

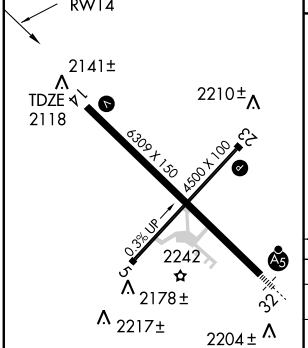
BRADFORD RGNL (BFD)

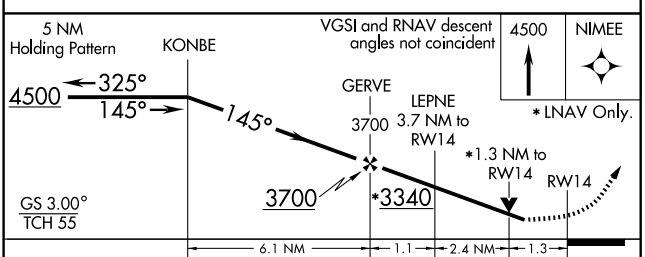
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St Marys altimeter setting. When local altimeter setting not received, use St Marys altimeter setting and increase LPV DA to 2453, LNAV/VNAV DA to 2575 and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NIMEE and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2368-¾ 250 (300-¾)			
LNAV/VNAV DA	2490-1¼ 372 (400-1¼)			
LNAV MDA	2560-1 442 (500-1)		2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6309
CH 87019	325°	TDZE	2120
W32A		Apt Elev	2143

RNAV (GPS) RWY 32

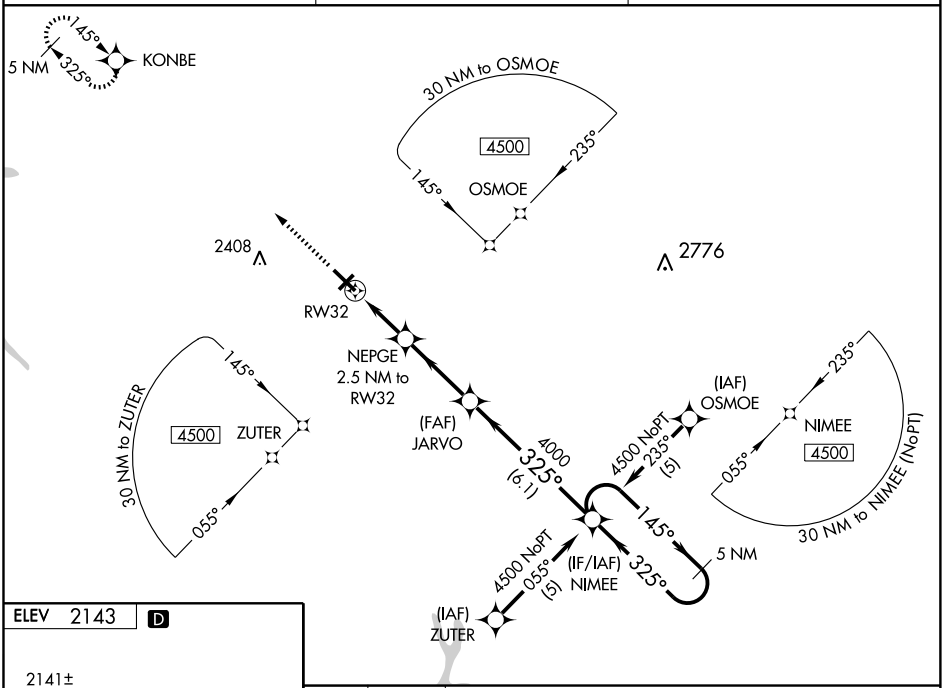
BRADFORD RGNL (BFD)

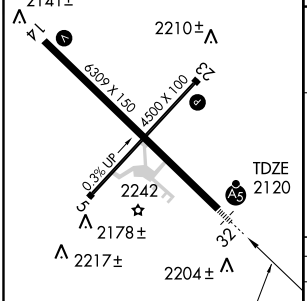
Baro-VNAV NA when using St Marys altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Marys altimeter setting and increase LPV DA to 2405, LNAV/VNAV DA to 2665, and all MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

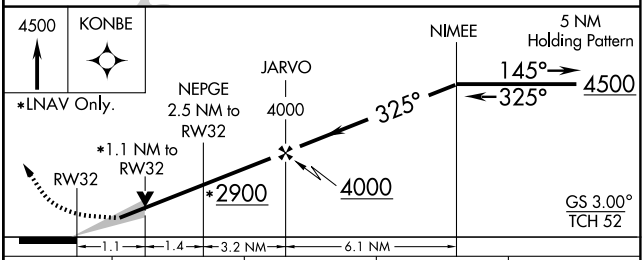
MALSR

MISSED APPROACH: Climb to 4500 direct KONBE and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2320-½ 200 (200-½)			
LNAV/VNAV DA	2580-1¼ 460 (500-1¼)			
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)
CIRCLING	2620-1 477 (500-1)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

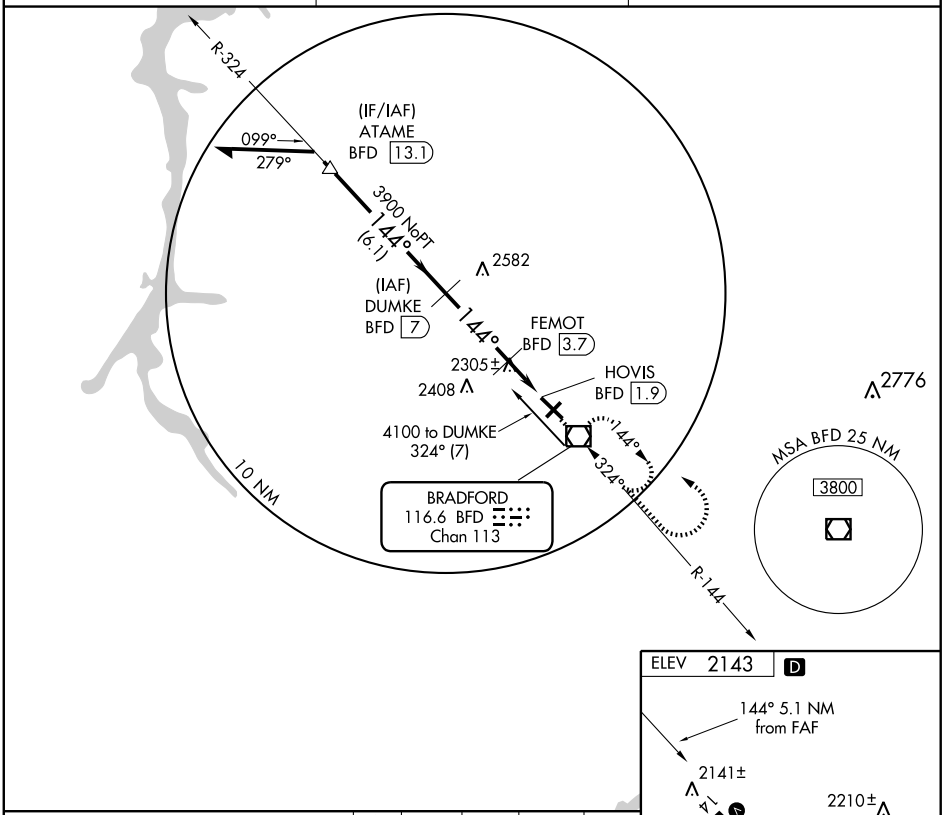
VOR/DME RWY 14

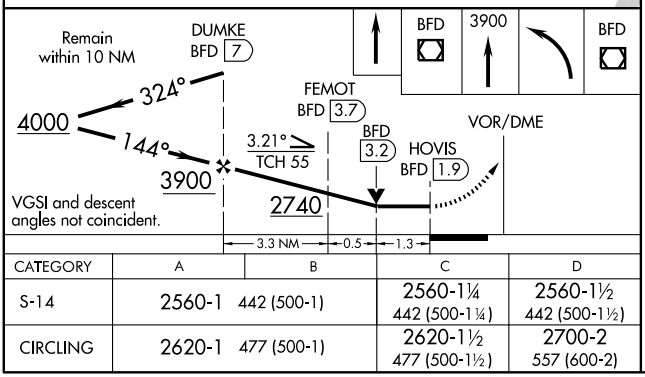
BRADFORD RGNL (BFD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use St Marys altimeter setting and increase all MDA 100 feet and increase S-14 Cat C and D visibility ¼ mile.

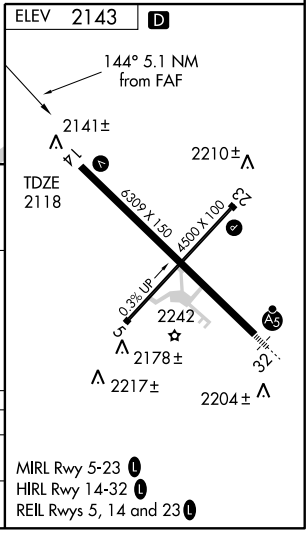
MISSED APPROACH: Climb direct BFD VOR/DME, then continue climb to 3900 then left turn direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-14	2560-1	442 (500-1)	2560-1¼ 442 (500-1¼)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BFD	APP CRS	Rwy Idg	6309
116.6	144°	TDZE	2118
Chan 113		Apt Elev	2143

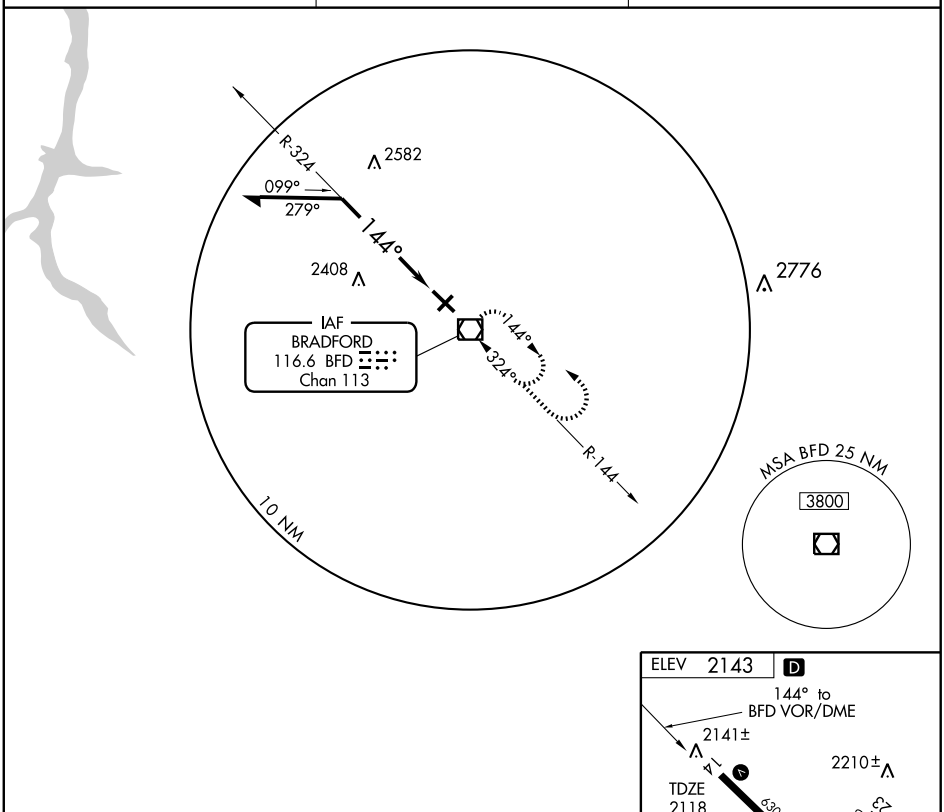
VOR RWY 14

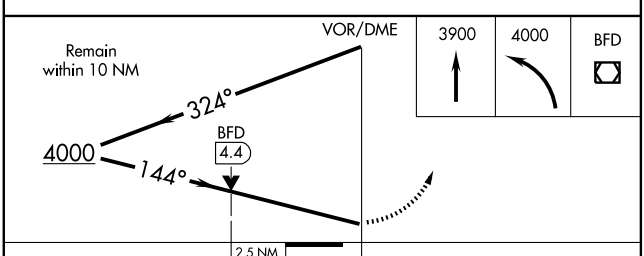
BRADFORD RGNL (BFD)

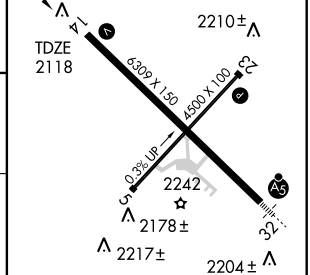
Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Marys altimeter setting and increase all MDA 100 feet and increase S-14 and Circling Cats A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 then climbing left turn to 4000 direct BFD VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
133.825	124.325 353.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	2940-1 822 (800-1)	2940-1¼ 822 (800-1¼)	2940-2½ 822 (800-2½)	2940-2¾ 822 (800-2¾)
CIRCLING	2940-1 797 (800-1)	2940-1¼ 797 (800-1¼)	2940-2½ 797 (800-2½)	2940-2¾ 797 (800-2¾)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BUTLER CO/K W SCHOLTER FLD (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
RWY 08–26: H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
RWY 08: MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.825 (724) 586–6434. SAWRS.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 123.05
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
ILS 111.5 I–BTP Rwy 08.

BUTTER VALLEY GOLFPORT (See BALLY)

CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

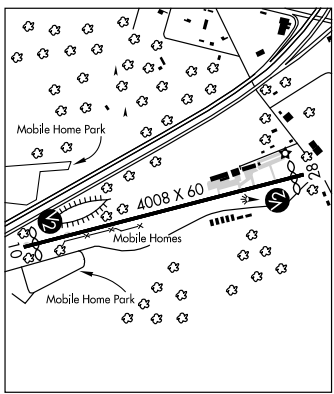
CANADENSIS

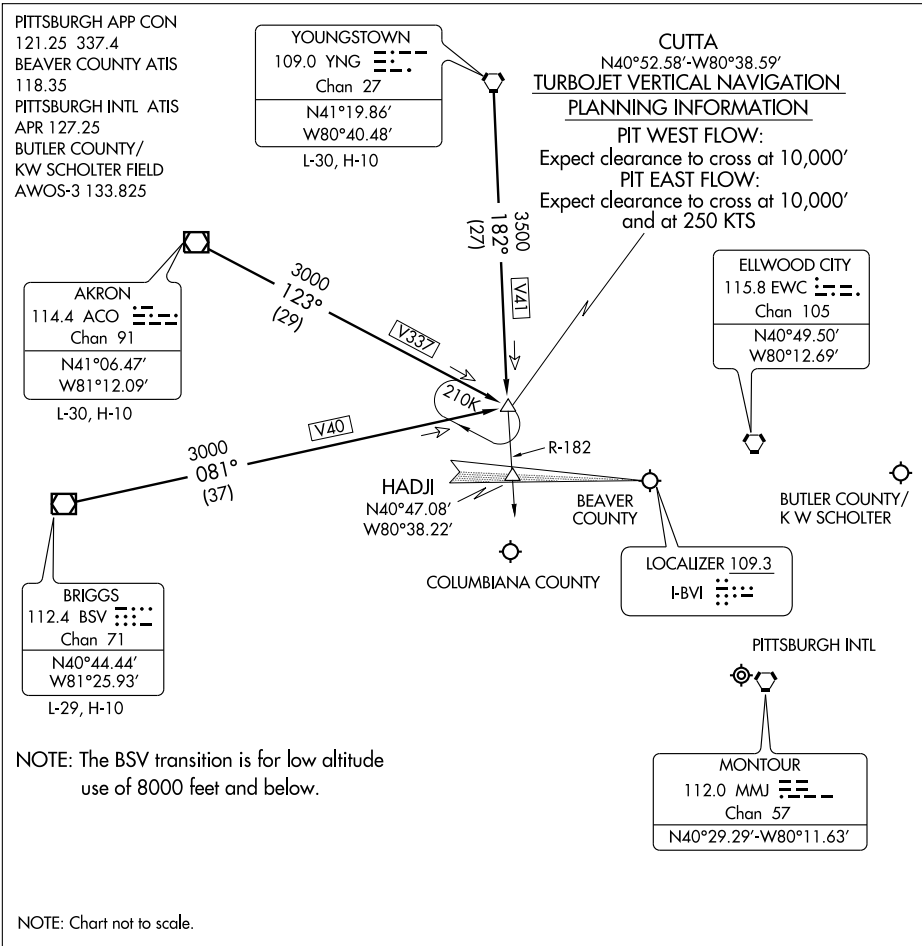
FLYING DOLLAR (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)
RWY 02: Brush. **RWY 20:** Thld dsplcd 500′. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
COMMUNICATIONS: CTAF 122.9

CAPITAL CITY (See HARRISBURG)

CARBON N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

CARLISLE (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
RWY 10: PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
RWY 28: PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
AIRPORT REMARKS: Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 800–932–0712.





AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

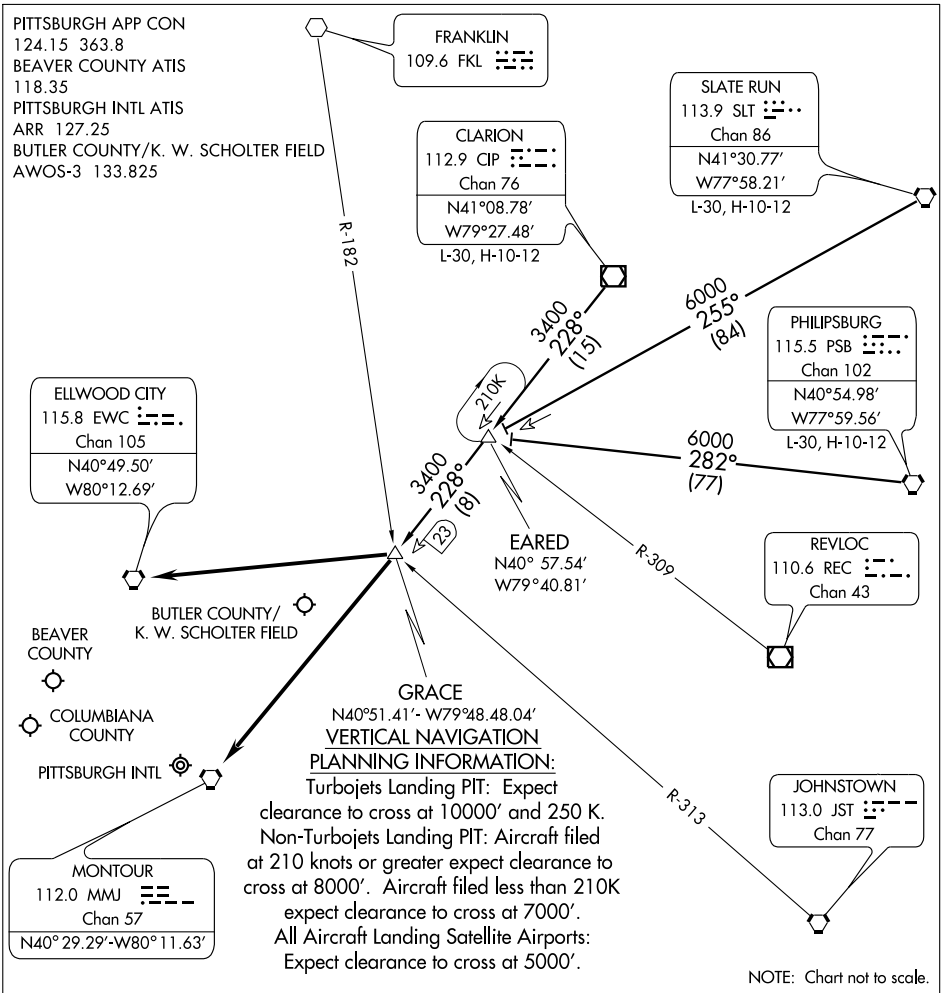
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

GRACE
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION:
Expect to cross at
10000/250KTS.

CLARION
CIP

13000
230°
(15)

10 NM

210 KTS

10000
255°
(84)

SLATE RUN
SLT

PHILIPSBURG
PSB

11000
280°
(77)

EARED

4000
230°
(8)

4000
200°
(5)

BUTLER COUNTY/
K.W. SCHOLTER FIELD

HAYNZ

4000
235°
(17)

4000
200°
(10)

MYRON

3000
281°
(5)

3000
281°
(8)

281°

TOWEL

TERBL

ROOSA

125°

4000
210°
(11)

PITTSBURGH INTL

COPPE

165°

N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale

CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

LOC I-BTP	APP CRS	Rwy Idg	4801
111.5	080°	TDZE	1246
		Apt Elev	1248

ILS or LOC RWY 8

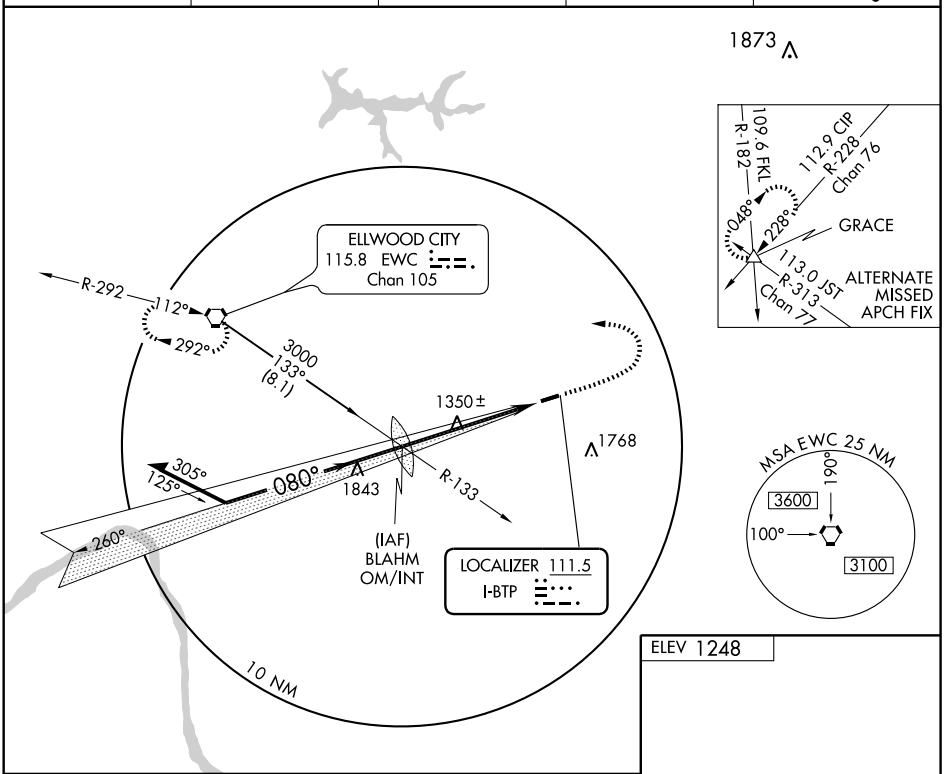
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

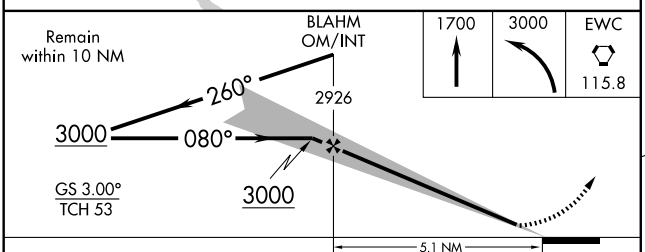
Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 8 Cats C/D visibility and Circling Cat C visibility ¼ mile.

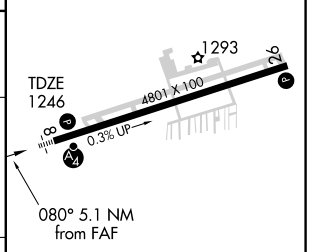
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 L







REIL Rwy 26
HIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-ILS 8	1496-1 250 (300-1)			
S-LOC 8	1700-1 454 (500-1)		1700-1¼ 454 (500-1¼)	1700-1½ 454 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

(JESEY.JESEY1) 09351

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56502 W08A	APP CRS 080°	Rwy Idg 4801 TDZE 1246 Apt Elev 1248

RNAV (GPS) RWY 8

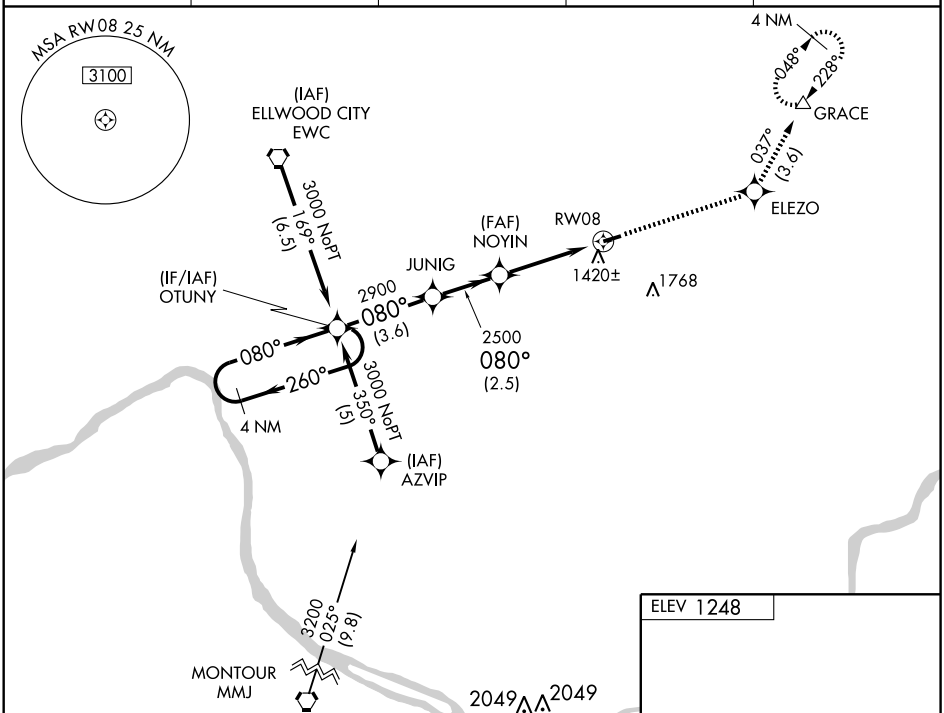
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

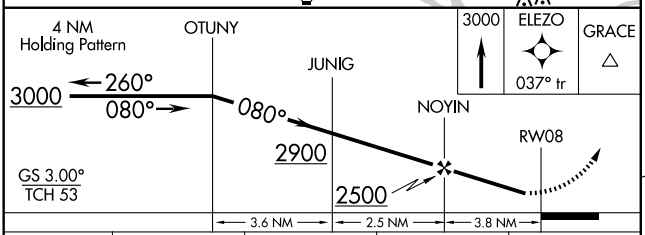
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

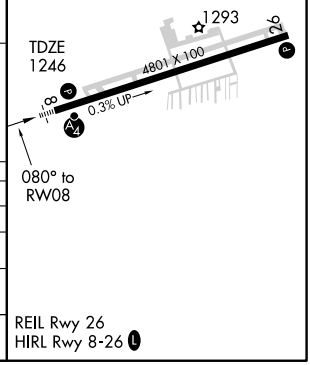
MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)







CATEGORY	A	B	C	D
LPV DA	1547-1 301 (400-1)			
LNAV/VNAV DA	1643-1½ 397 (400-1½)			
LNAV MDA	1680-1 434 (500-1)		1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4801
260°	TDZE	1248
	Apt Elev	1248

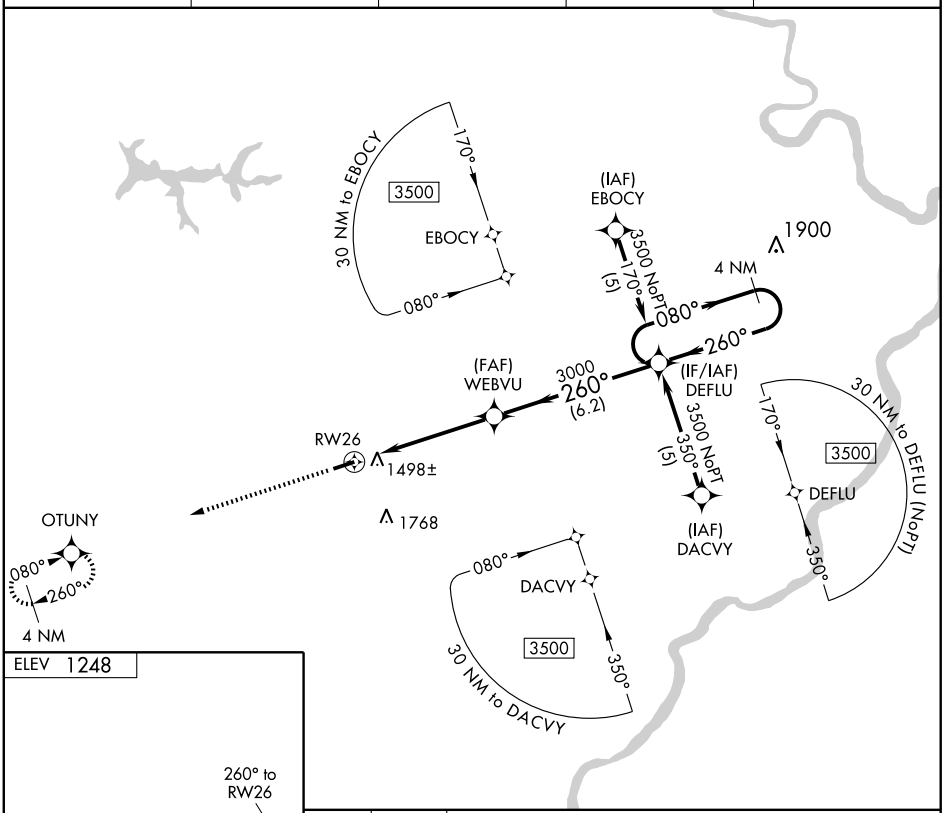
RNAV (GPS) RWY 26

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

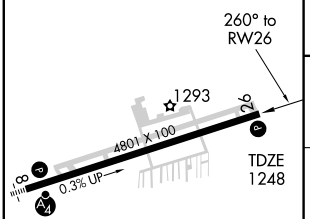
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

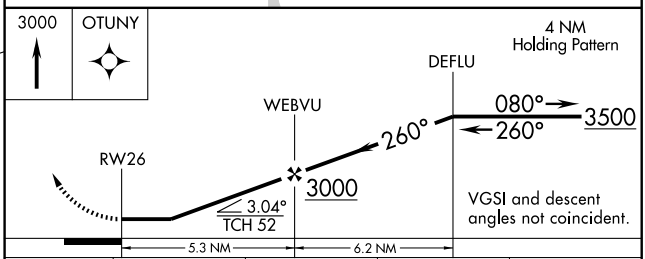
MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM	CTAF
133.825	124.75 338.2	128.7	123.05	122.8 (L)



ELEV 1248





CATEGORY	A	B	C	D
LNAV MDA	1760-1 512 (600-1)		1760-1½ 512 (600-1½)	1760-1¾ 512 (600-1¾)
CIRCLING	1820-1 572 (600-1)		1820-1½ 572 (600-1½)	1820-2 572 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 (L)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BUTLER CO/K W SCHOLTER FLD (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
RWY 08–26: H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
RWY 08: MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.825 (724) 586–6434. SAWRS.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 123.05
ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
ILS 111.5 I–BTP Rwy 08.

BUTTER VALLEY GOLFPORT (See BALLY)

CAMOR N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

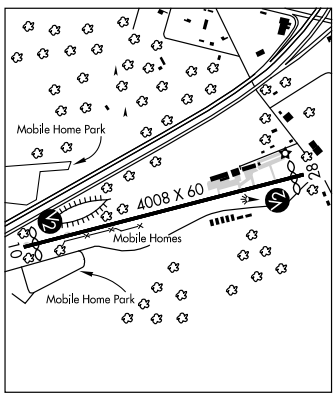
CANADENSIS

FLYING DOLLAR (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
RWY 02–20: 2405X100 (TURF)
RWY 02: Brush. **RWY 20:** Thld dsplcd 500′. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
COMMUNICATIONS: CTAF 122.9

CAPITAL CITY (See HARRISBURG)

CARBON N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

CARLISLE (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
RWY 10–28: H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
RWY 10: PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
RWY 28: PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
AIRPORT REMARKS: Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 800–932–0712.



LOM CX 219	APP CRS 285°	Rwy Idg N/A TDZE N/A Apt Elev 510

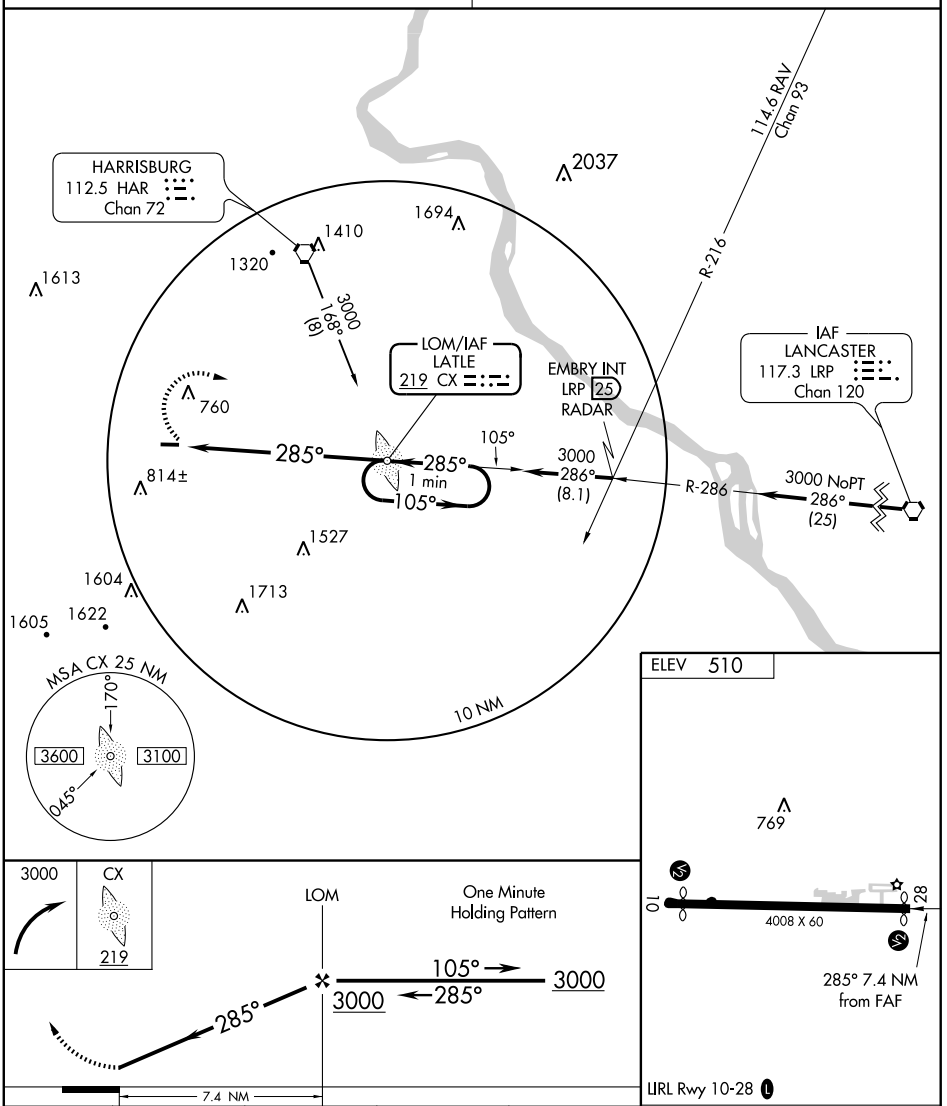
NDB-B
CARLISLE (N94)

NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L



LIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	1260-1 750 (800-1)	1260-1¼ 750 (800-1¼)	1260-2¼ 750 (800-2¼)	NA

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HAR	APP CRS	Rwy Idg	N/A
112.5	225°	TDZE	N/A
Chan 72		Apt Elev	510

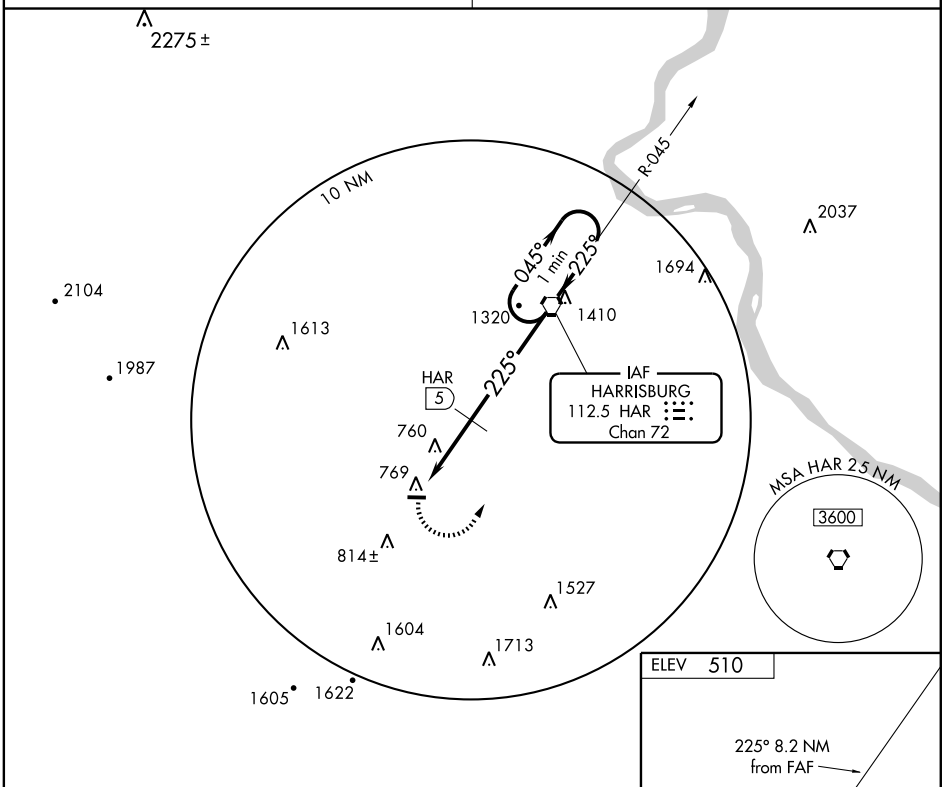
VOR-A
CARLISLE (N94)

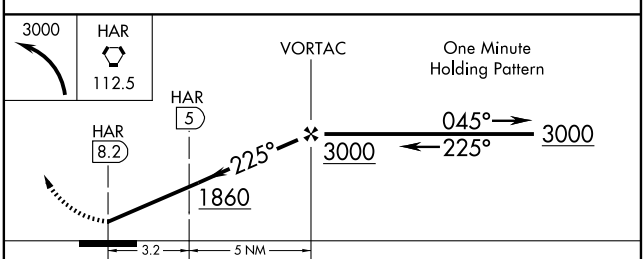
NA

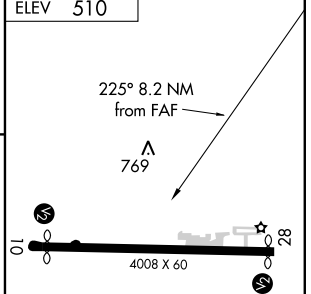
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON	UNICOM
124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA
DME MINIMUMS				
CIRCLING	1200-1 690 (700-1)		1200-2 690 (700-2)	NA

LIRL Rwy 10-28 L

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CASCADE N42°07.15′ W80°06.28′ NOTAM FILE ERI. DETROIT
NDB (MHW) 372 CQD 243° 3.9 NM to Erie Intl/Tom Ridge Fld. (NDB unmonitored when Erie Intl tower clsd) L–30H

CASTLE N41°01.38′ W80°24.95′ NOTAM FILE AOO. DETROIT
NDB (MHW) 272 UCP at New Castle Muni. L–30H

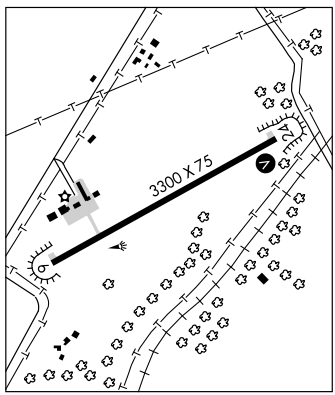
CENTRE HALL

CENTRE AIRPARK (N16) 2 SE UTC−5(−4DT) N40°48.70′ W77°39.43′ DETROIT
1307 NOTAM FILE AOO
RWY 06–24: 3100X210 (TURF)
RWY 06: Thld dsplcd 400′. Tree. **RWY 24:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Attended dawn to dusk. For svc call 814–364–1479/1664. Ultralight activity on and in vicinity of arpt. Rwy 06–24 not maintained winter months. Rwy 06–24 marked with red painted barrels.
COMMUNICATIONS: CTAF 122.9

PENNS CAVE (N74) 4 NE UTC−5(−4DT) N40°53.42′ W77°36.15′ DETROIT
1260 NOTAM FILE AOO
RWY 07–25: H2500X40 (ASPH)
RWY 07: Tree. **RWY 25:** Tree.
AIRPORT REMARKS: Attended dalgt hours. Deer on and invof arpt at ngt. 750 ft AGL mountains ½ mile south and 700 ft AGL mountain ½ mile north; both unlgtd and unmarked. Rwy 07–25 first 864 ft of Rwy 07 has a 3.3% upslope. No ngt ops.
COMMUNICATIONS: CTAF/UNICOM 122.8

CHAMBERSBURG

FRANKLIN CO RGNL (N68) 3 N UTC−5(−4DT) N39°58.38′ W77°38.60′ WASHINGTON
697 B S2 TPA—1497(800) NOTAM FILE IPT L–29D, A
RWY 06–24: H3300X75 (ASPH) S–12.5 LIRL IAP
RWY 06: Pole.
RWY 24: VASI(V2L)—GA 3.0°TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 06–24 and VASI Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
ST THOMAS RCO 122.1R 115.0T (ALTOONA RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 087° 14.4 NM to fld. 2340/07W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



CHERRY RIDGE (See HONESDALE)

CHESTER CO G. O. CARLSON (See COATESVILLE)

RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

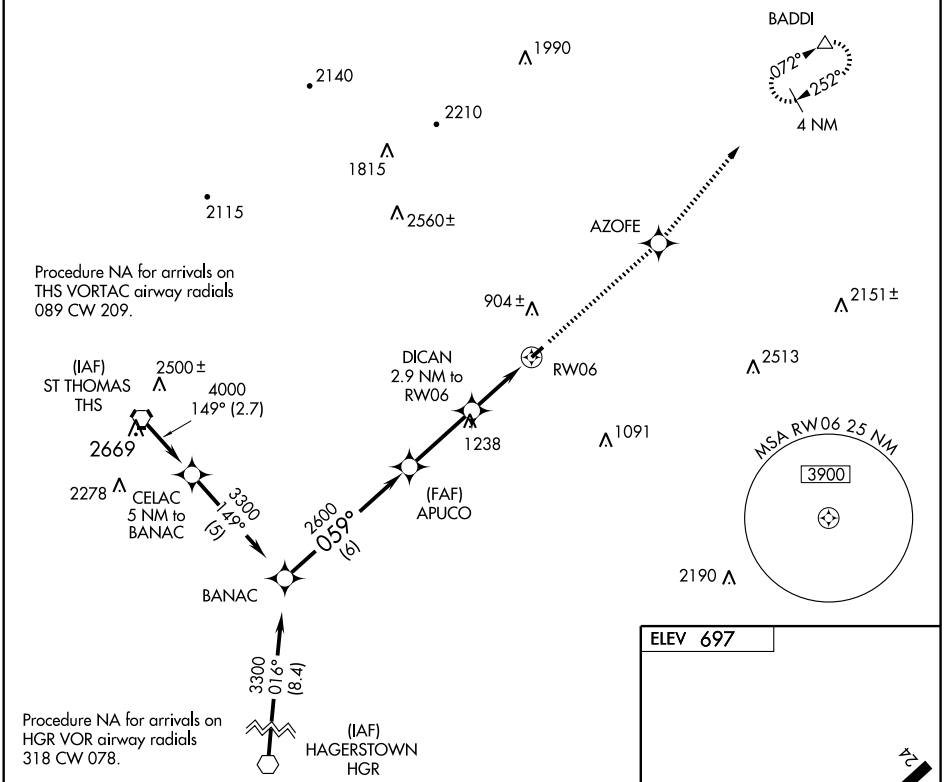
APP CRS	Rwy Idg	3300
059°	TDZE	683
	Apt Elev	697

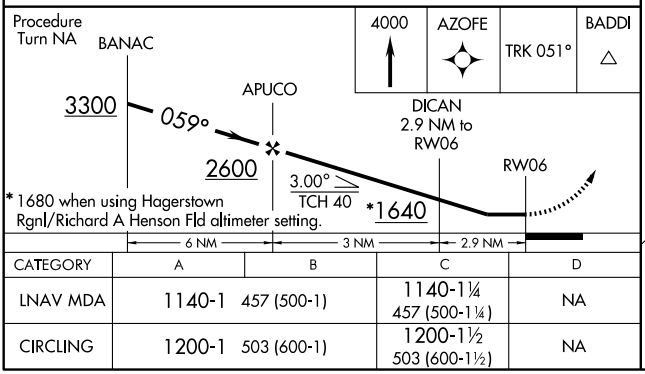
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

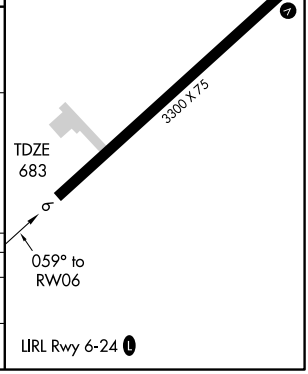
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

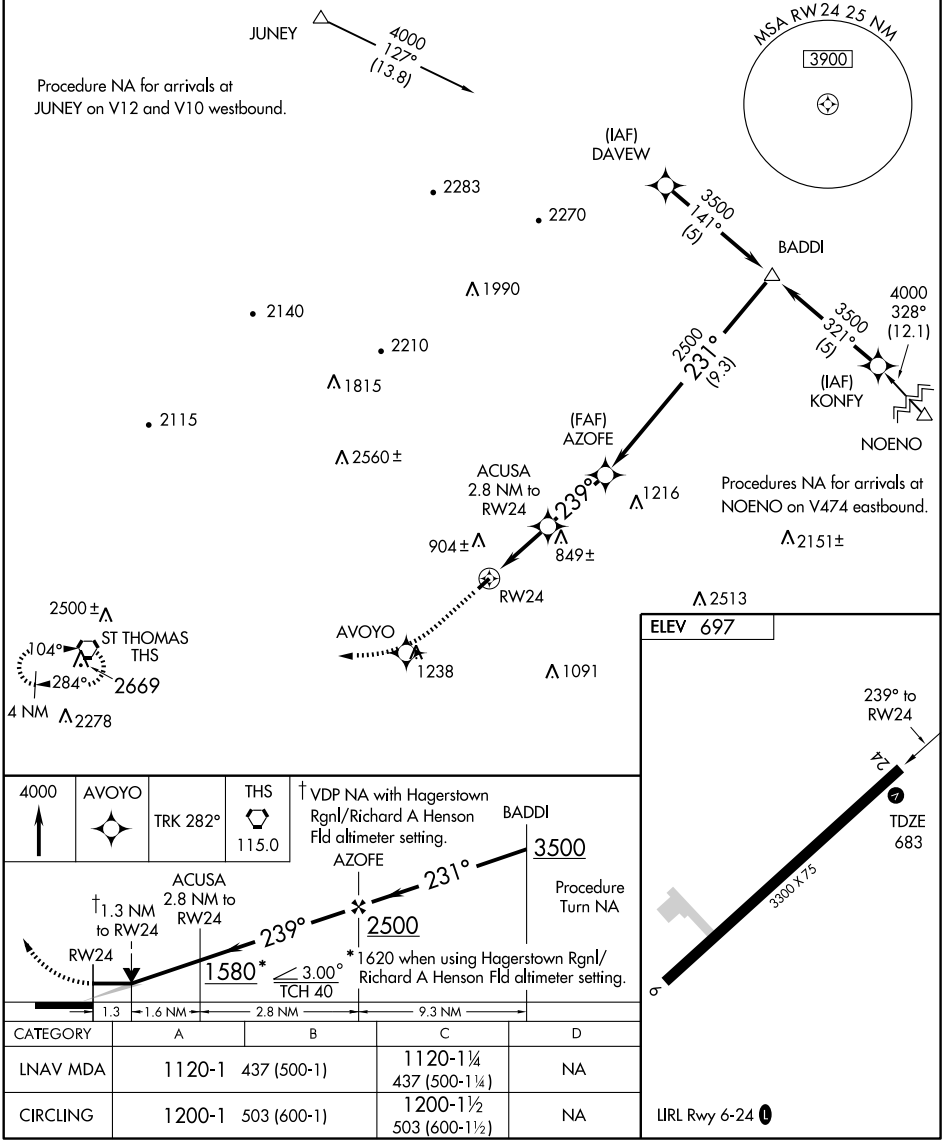
APP CRS	Rwy Idg	3300
239°	TDZE	683
	Apt Elev	697

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	437 (500-1)	1120-1¼ 437 (500-1¼)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA

LIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC THS	APP CRS	Rwy Idg	N/A
115.0	088°	TDZE	N/A
Chan 97		Apt Elev	697

VOR/DME-B

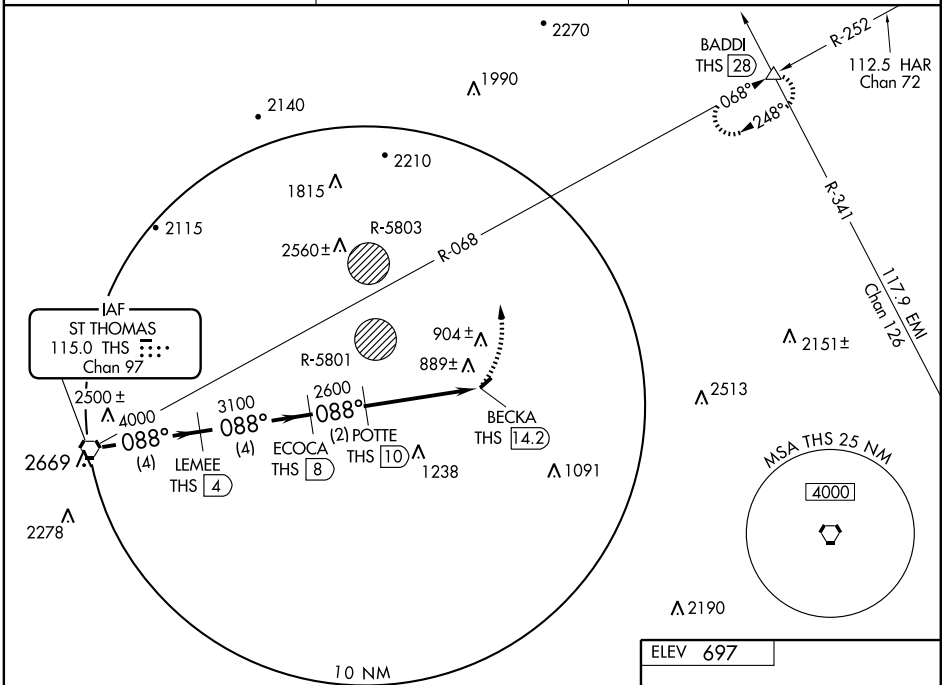
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

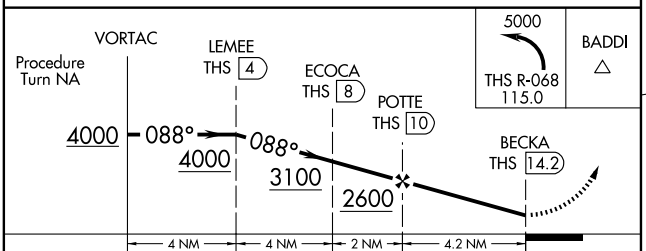
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
Procedure not authorized when R-5801 is in use.

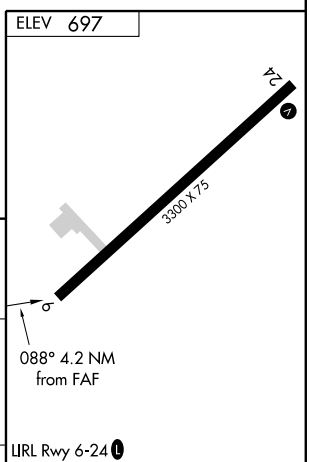
NA

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS	HARRISBURG APP CON	UNICOM
126.375	124.1 273.525	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 503 (600-1)		1200-1½ 503 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

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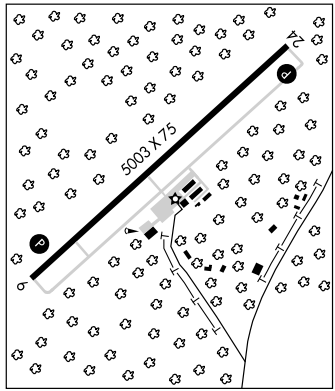
NE-4, 21 OCT 2010 to 18 NOV 2010

CLARION CO (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH) S–15 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (814) 227–2899.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

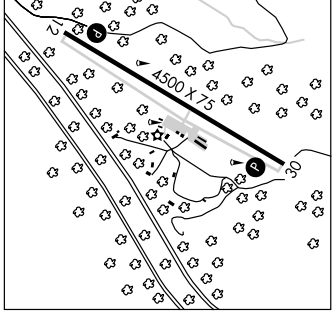


CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO.
(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

CLEARFIELD–LAWRENCE (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
RWY 12–30: H4500X75 (ASPH) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.1° TCH 29′.
RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



WAAS	APP CRS	Rwy Idg	5003
CH 70606	055°	TDZE	1451
W06A		Apt Elev	1458

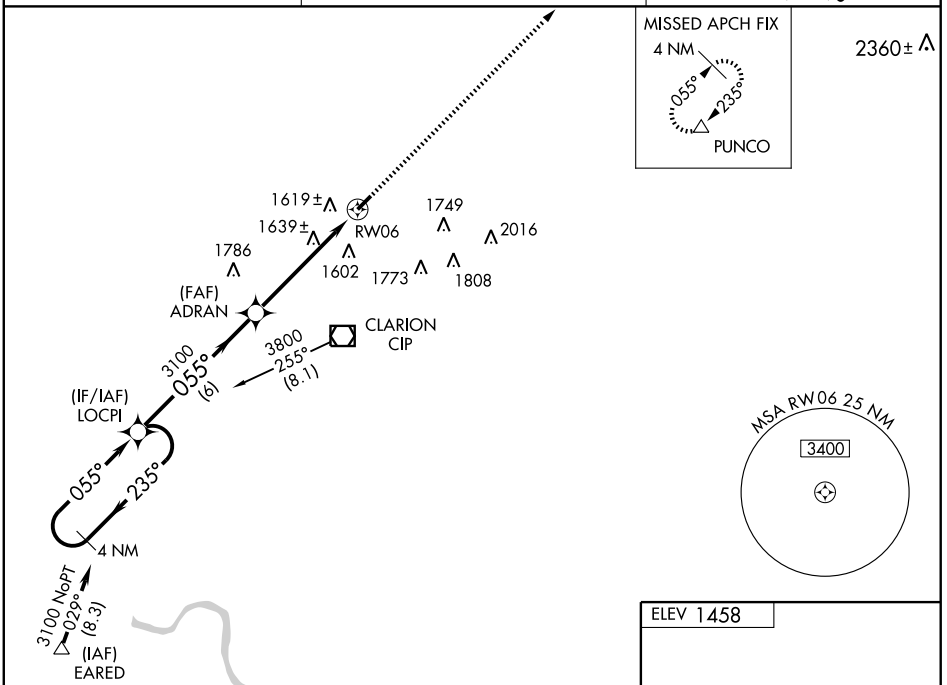
RNAV (GPS) RWY 6
CLARION COUNTY (AXQ)

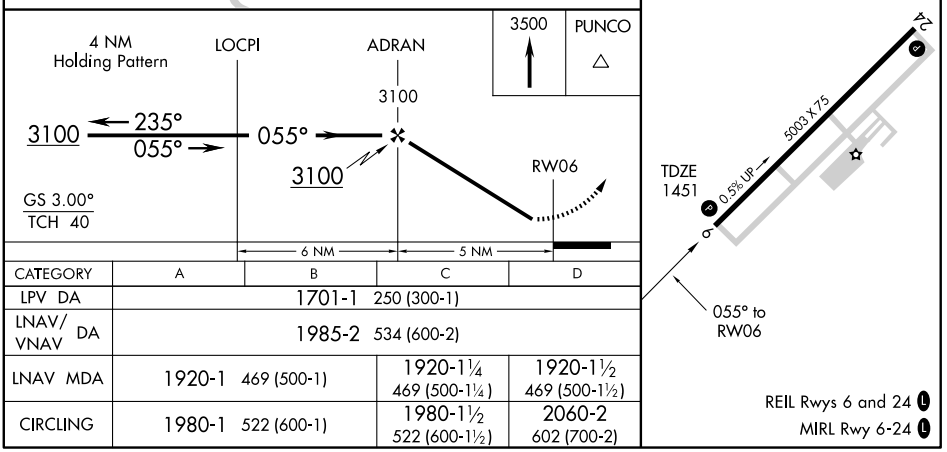
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1701-1 250 (300-1)			
LNAV/ VNAV DA	1985-2 534 (600-2)			
LNAV MDA	1920-1 469 (500-1)		1920-1¼ 469 (500-1¼)	1920-1½ 469 (500-1½)
CIRCLING	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	2060-2 602 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

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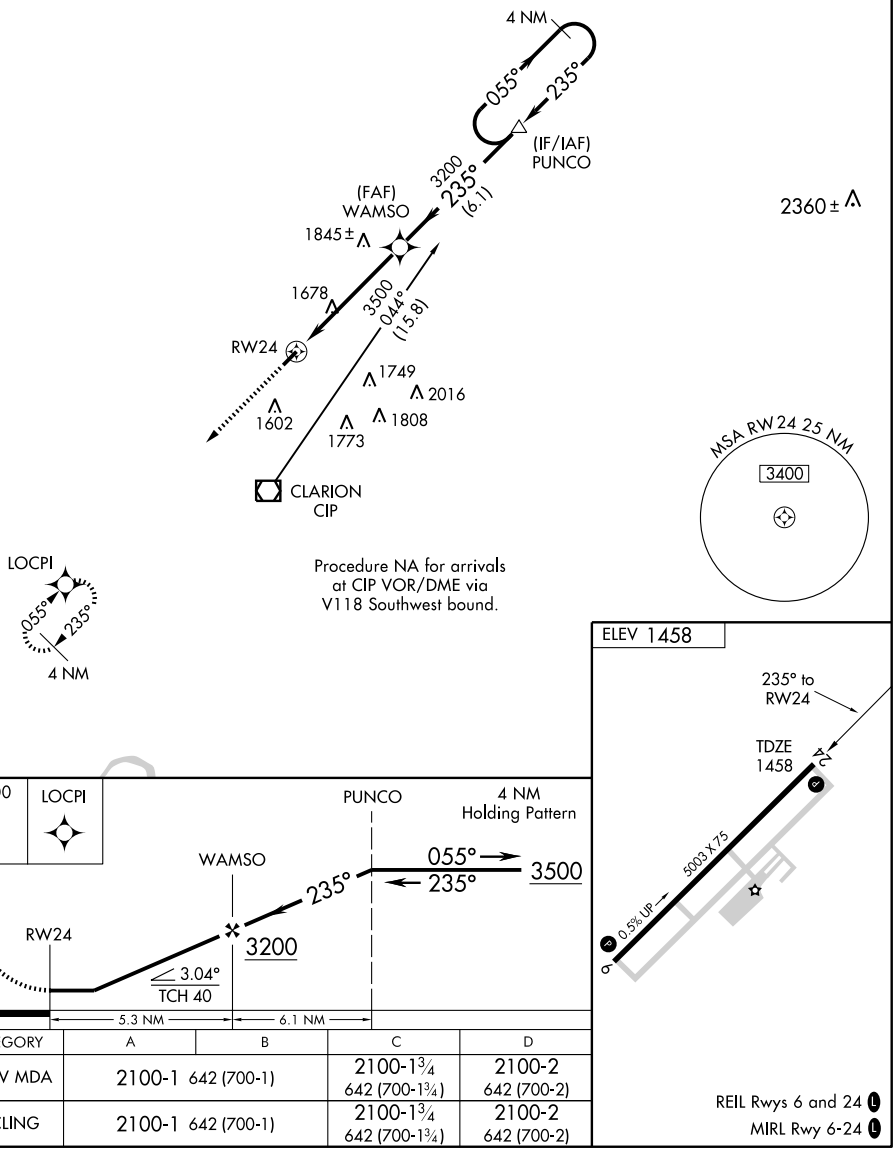
APP CRS		
235°	Rwy Idg	5003
	TDZE	1458
	Apt Elev	1458

RNAV (GPS) RWY 24
CLARION COUNTY (AXQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

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NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	015°	TDZE	N/A
Chan 76		Apt Elev	1458

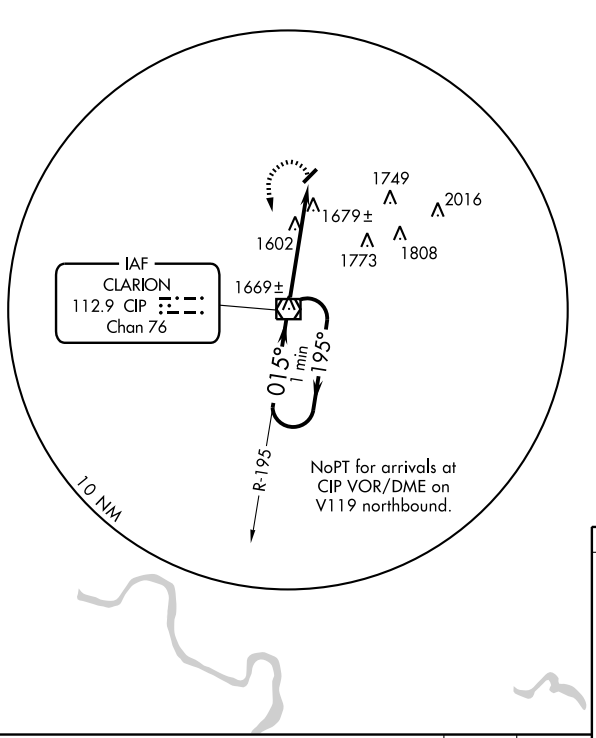
VOR-A
CLARION COUNTY (AXQ)

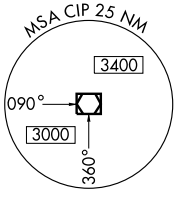
When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

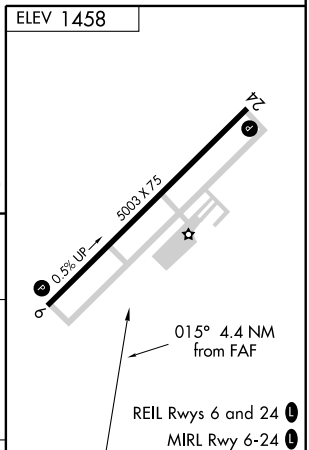
NA

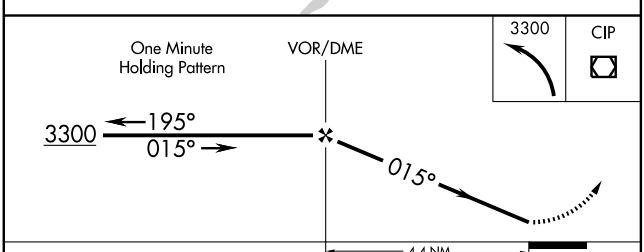
MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.275	126.72 291.65	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	2220-1 762 (800-1)	2220-1¼ 762 (800-1¼)	2220-2¼ 762 (800-2¼)	2220-2½ 762 (800-2½)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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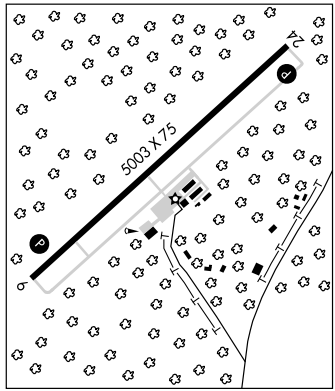
NE-4, 21 OCT 2010 to 18 NOV 2010

CLARION CO (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 06–24: H5003X75 (ASPH) S–15 MIRL 0.5% up NE
RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (814) 227–2899.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

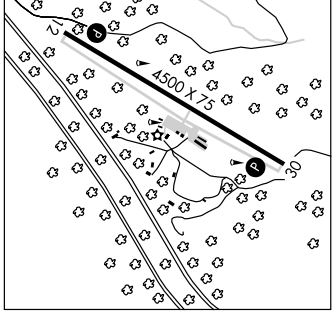


CLARION N41°08.78′ W79°27.48′ NOTAM FILE AOO.
(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

CLEARFIELD–LAWRENCE (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
RWY 12–30: H4500X75 (ASPH) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.1° TCH 29′.
RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
AIRPORT REMARKS: Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.275 (814) 765–9703.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



RNAV (GPS) RWY 30

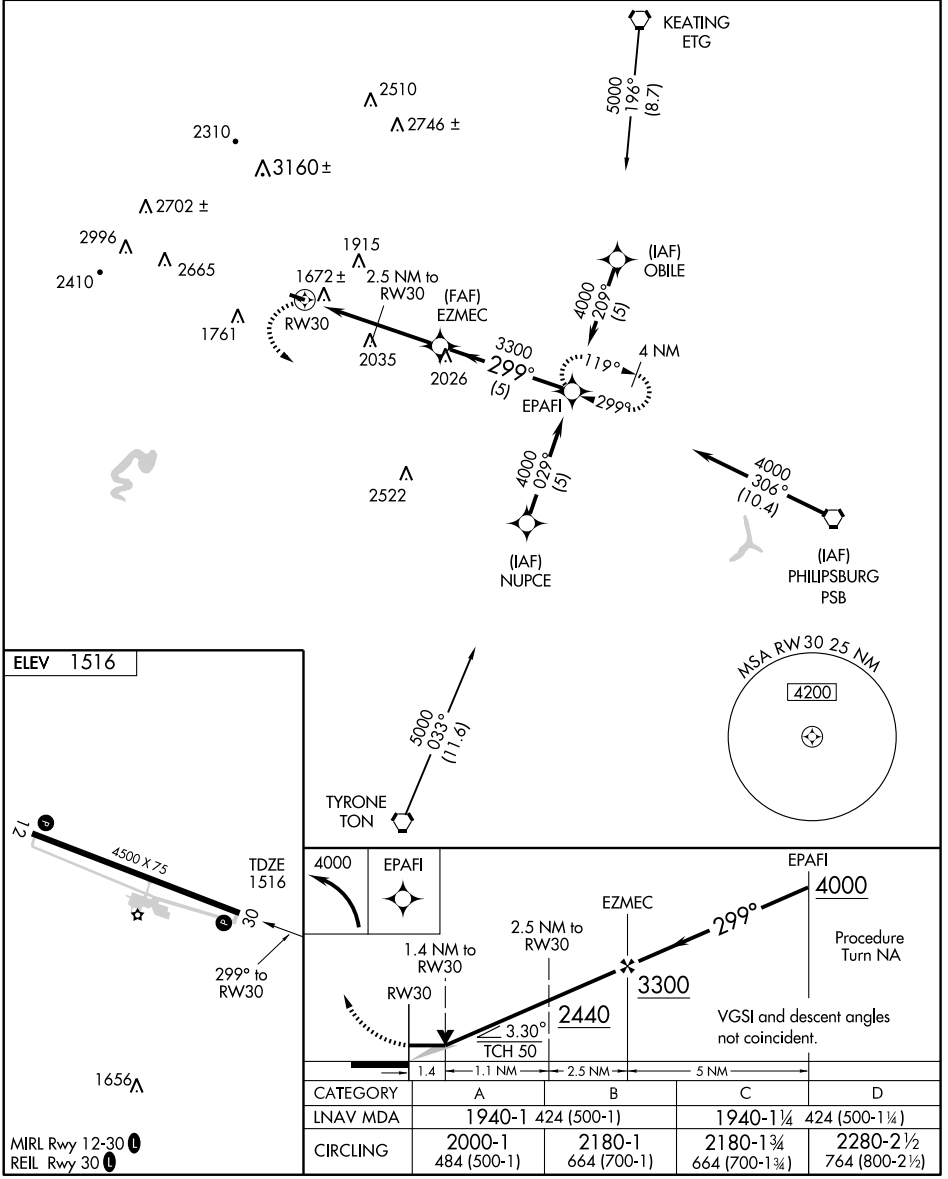
CLEARFIELD-LAWRENCE (FIG)

APP CRS	Rwy Idg	4500
299°	TDZE	1516
	Apt Elev	1516

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1940-1 424 (500-1)		1940-1¼ 424 (500-1¼)	
CIRCLING	2000-1 484 (500-1)	2180-1 664 (700-1)	2180-1¾ 664 (700-1¾)	2280-2½ 764 (800-2½)

MIRL Rwy 12-30 L
REIL Rwy 30 L

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VORTAC PSB 115.5 Chan 102	APP CRS 303°	Rwy Idg 4500 TDZE 1516 Apt Elev 1516

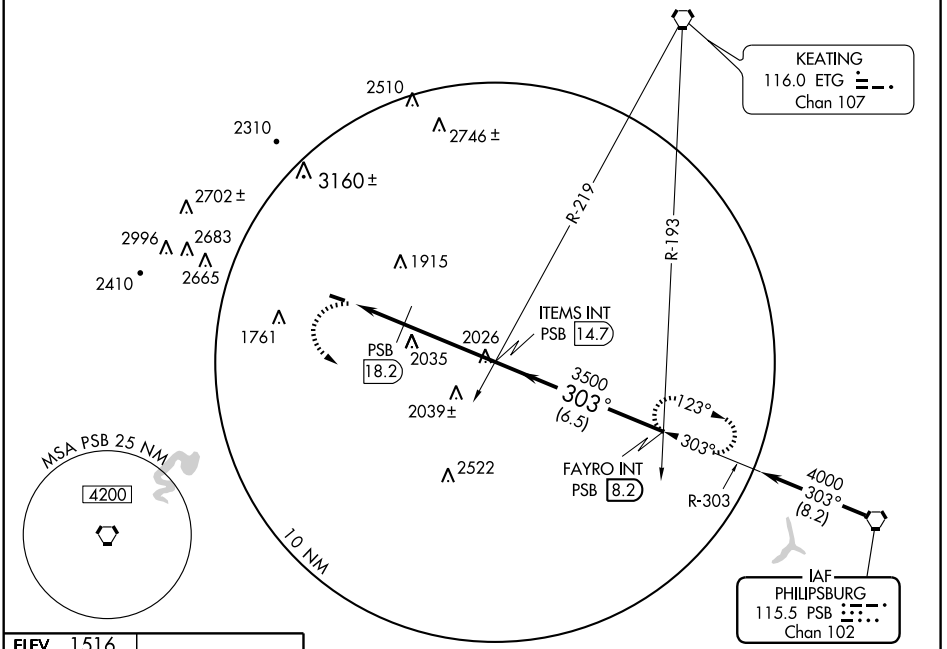
VOR RWY 30

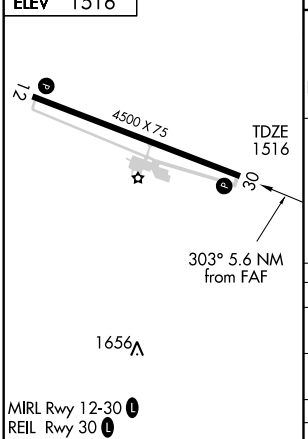
CLEARFIELD-LAWRENCE (FIG)

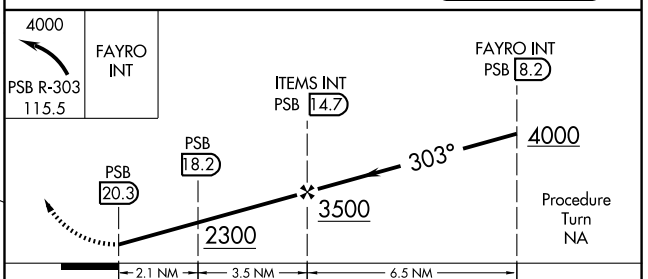
NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

ASOS	NEW YORK CENTER	UNICOM
119.275	134.8 338.3	122.725 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwy 30 L

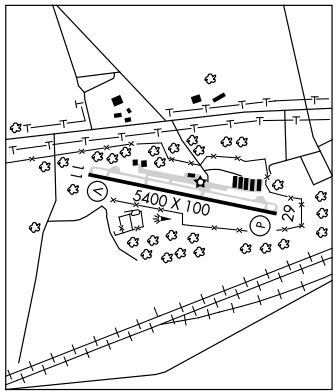
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2280-2¾ 764 (800-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12J, L–34G, A**
RWY 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**
RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132
COMMUNICATIONS: CTAF/UNICOM 122.7
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**
ILS 108.5 I–MQS Rwy 29. Class IA.



COLLEGEVILLE

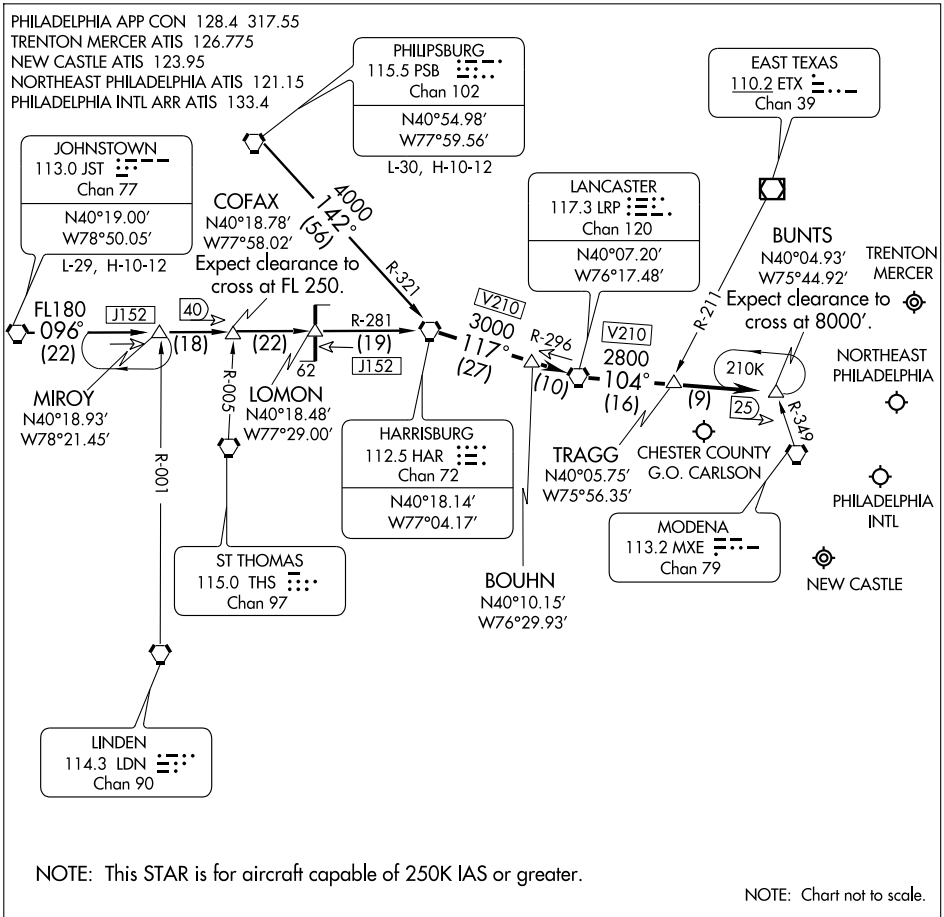
PERKIOMEN VALLEY (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**
277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**
RWY 09–27: H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**
RWY 09: Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

COLUMBIA

McGINNESS (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**
334 NOTAM FILE IPT
RWY 11–29: 1850X120 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
RWY 08–26: 1800X100 (TURF)
RWY 08: Trees. **RWY 26:** Brush.
AIRPORT REMARKS: Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

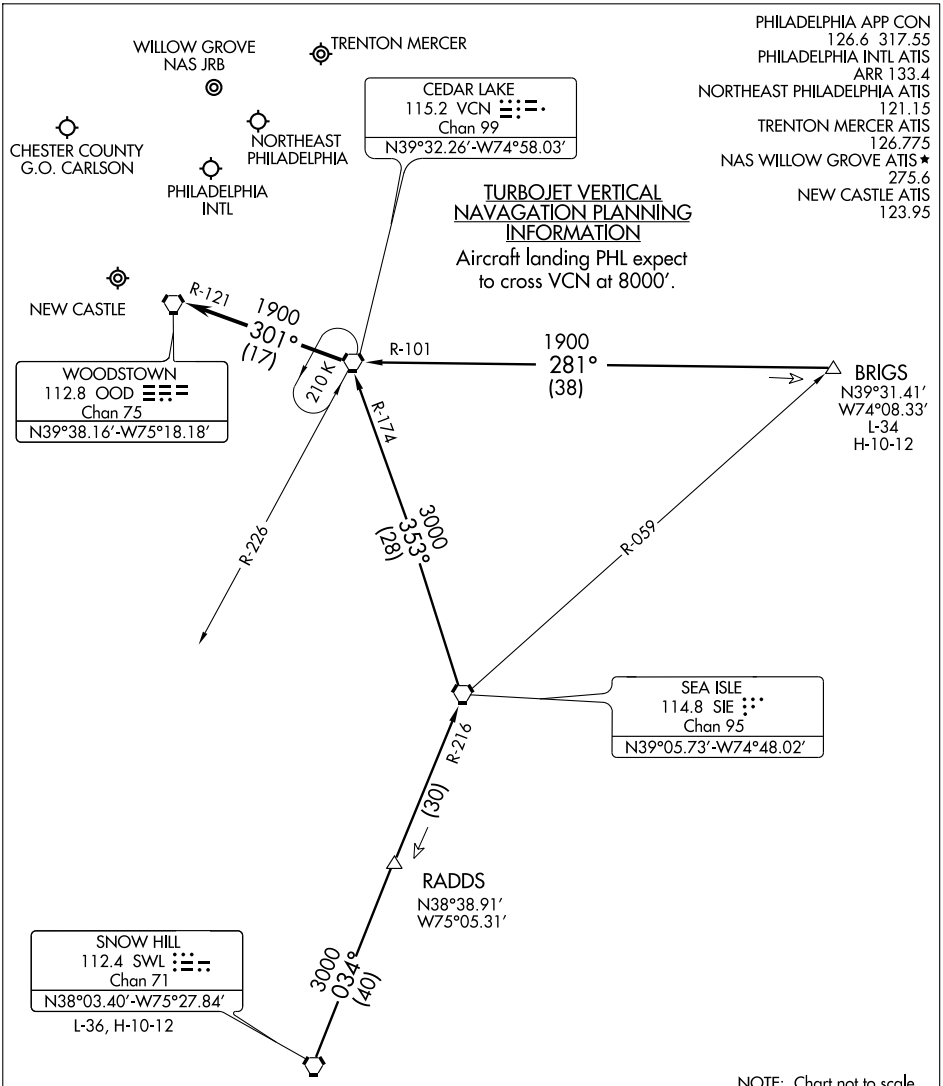
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MQS	APP CRS	Rwy Idg	5400
108.5	293°	TDZE	660
		Apt Elev	660

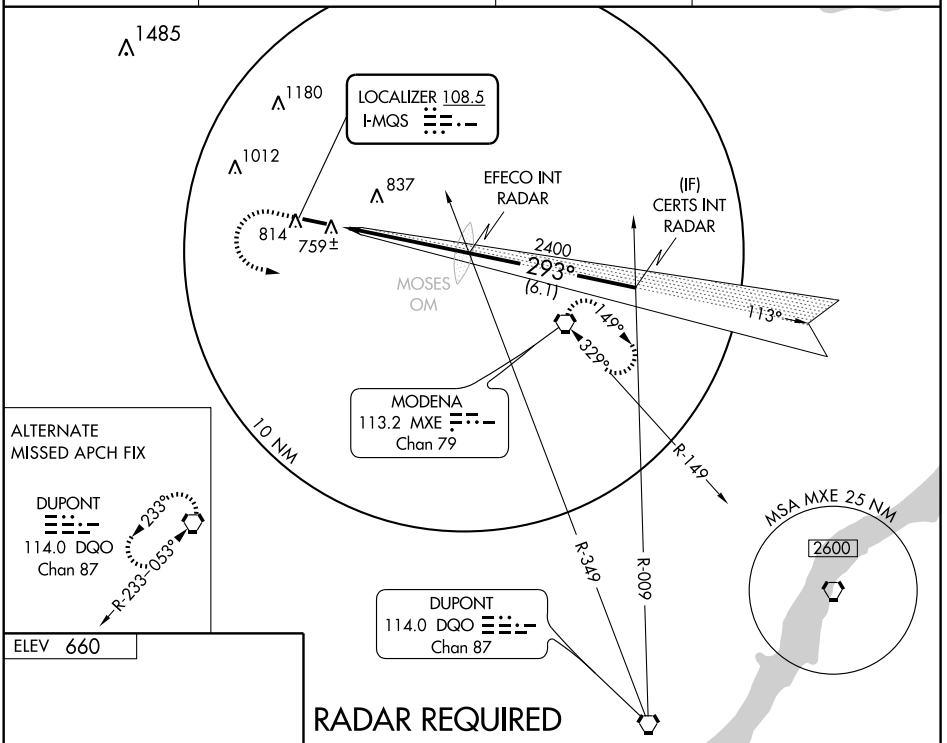
ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

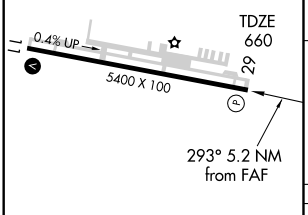
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.25	124.35	319.15	125.6	122.7 (CTAF) L



ELEV 660

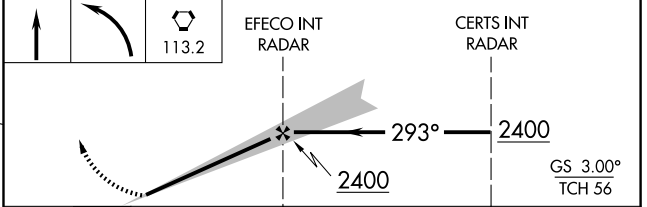


HIRL Rwy 11-29 L
REIL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

RADAR REQUIRED

1300	2400	MXE 113.2



CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 63006	113°	TDZE	644
W11A		Apt Elev	660

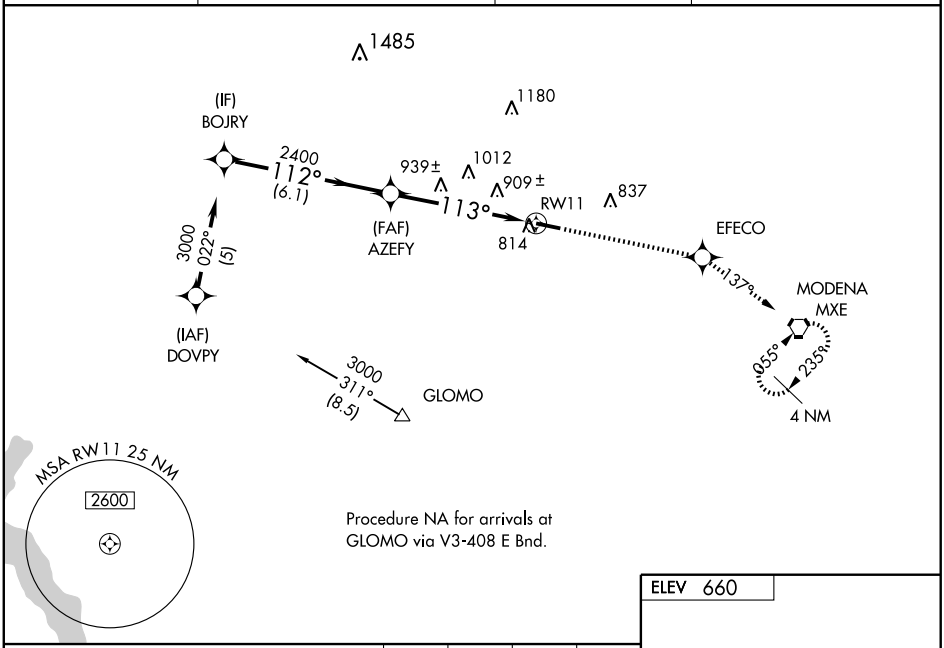
RNAV (GPS) RWY 11

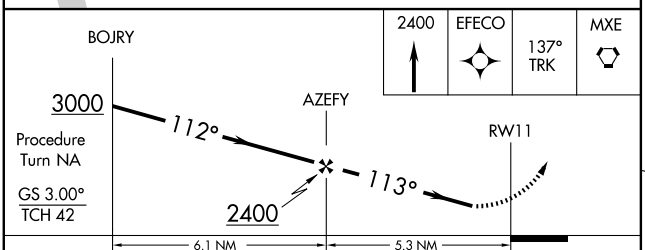
COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

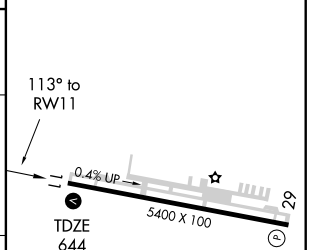
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	955-1		311 (300-1)	
LNAV/VNAV DA	1274-2 ¼		630 (700-2¼)	
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)
CIRCLING	1200-1 540 (600-1)		1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82506 W29A	APP CRS 293°	Rwy Idg 5400 TDZE 660 Apt Elev 660

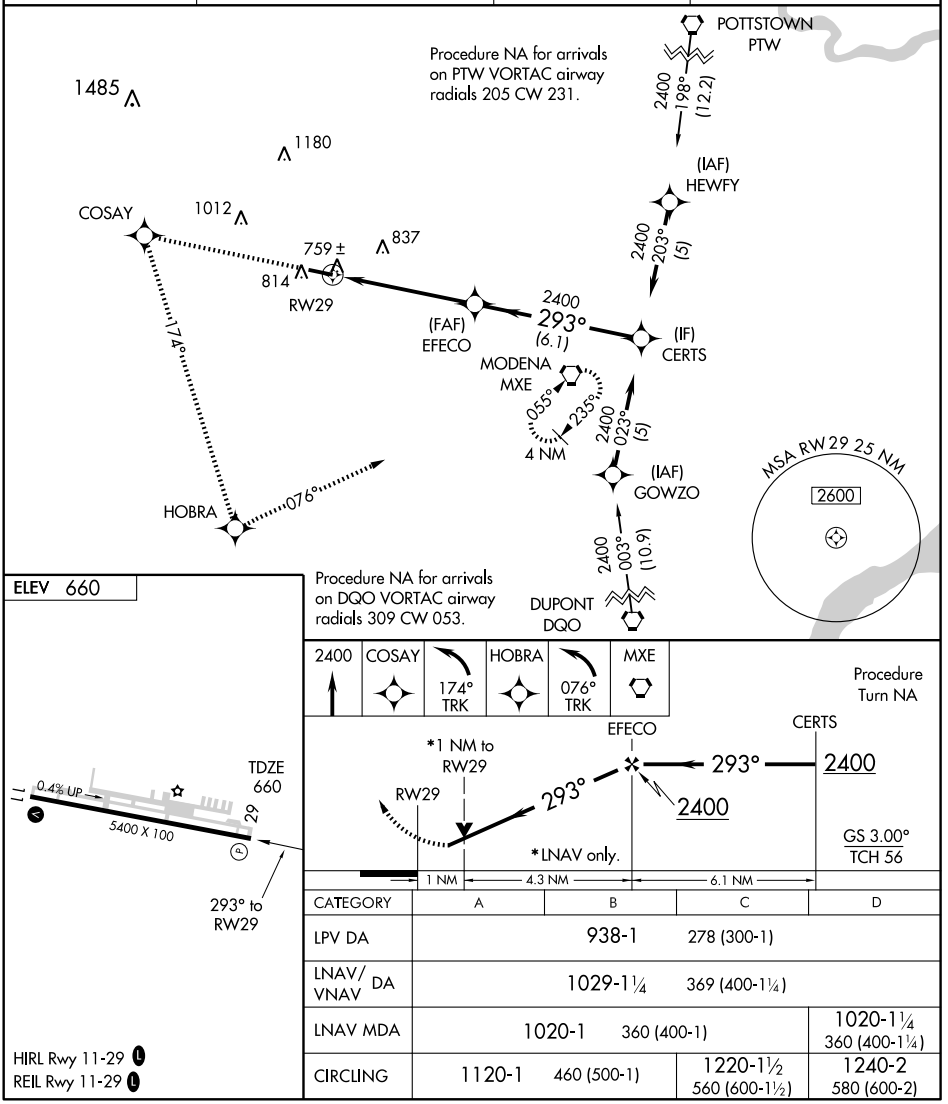
RNAV (GPS) RWY 29

COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.25	124.35 319.15	125.6	122.7 (CTAF) L



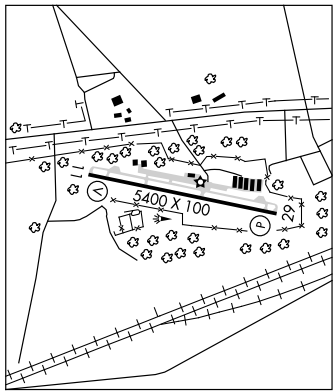
CATEGORY	A	B	C	D
LPV DA	938-1	278 (300-1)		
LNAV/VNAV DA	1029-1¼	369 (400-1¼)		
LNAV MDA	1020-1	360 (400-1)		1020-1¼ 360 (400-1¼)
CIRCLING	1120-1	460 (500-1)	1220-1½ 560 (600-1½)	1240-2 580 (600-2)

HIRL Rwy 11-29 L
REIL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12J, L–34G, A**
RWY 11–29: H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**
RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.25 (610) 384–6132
COMMUNICATIONS: CTAF/UNICOM 122.7
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**
ILS 108.5 I–MQS Rwy 29. Class IA.



COLLEGEVILLE

PERKIOMEN VALLEY (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**
277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**
RWY 09–27: H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**
RWY 09: Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.
POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

COLUMBIA

McGINNESS (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**
334 NOTAM FILE IPT
RWY 11–29: 1850X120 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
RWY 08–26: 1800X100 (TURF)
RWY 08: Trees. **RWY 26:** Brush.
AIRPORT REMARKS: Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	N/A
088°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-B

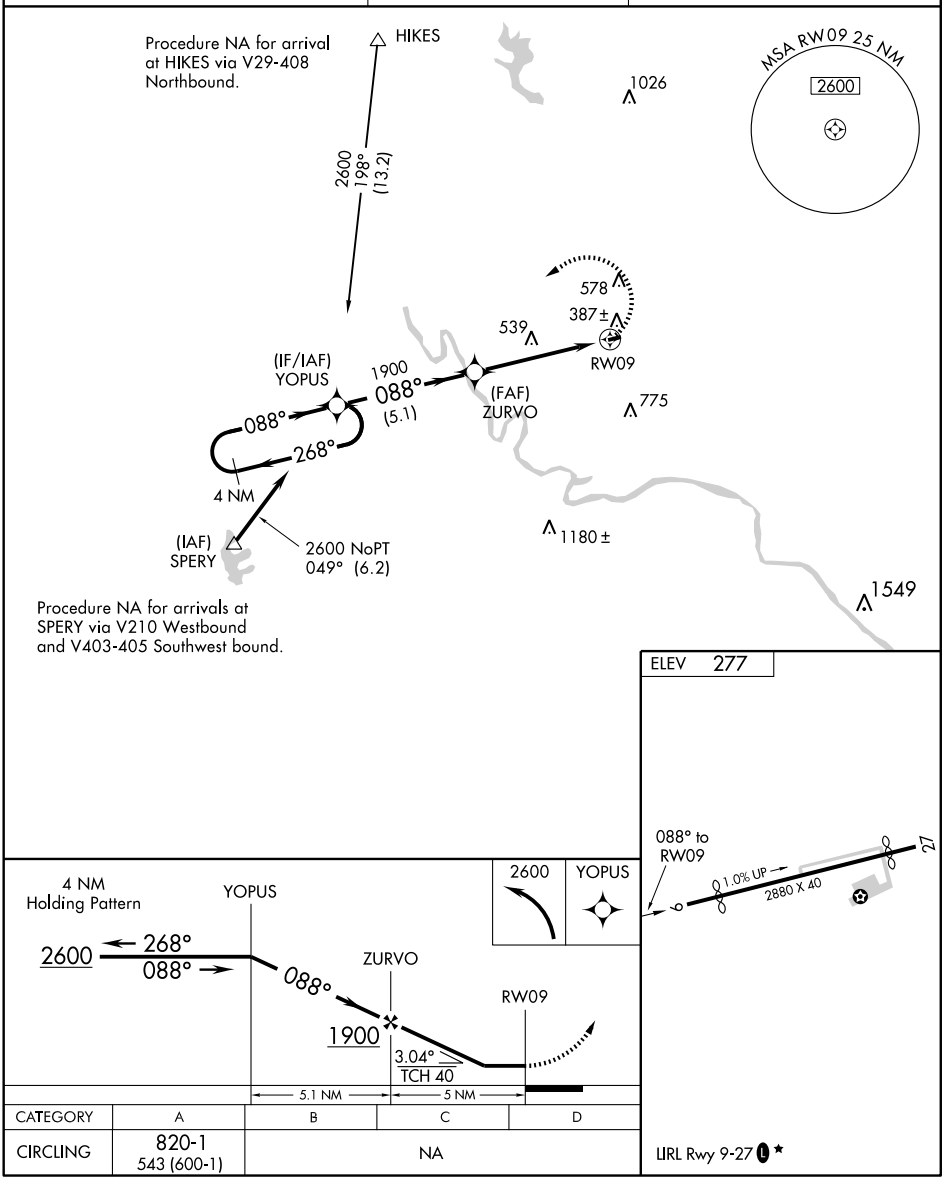
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl. altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27 ★

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
268°	TDZE	N/A
	Apt Elev	277

RNAV (GPS)-C

COLLEGEVILLE / PERKIOMEN VALLEY (N1Ø)

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl.altimeter setting and increase MDA 80 feet.

NA

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at MAZIE via V3-419 Northeastbound.

Procedure NA for arrivals on PTW VORTAC airway radials 059 CW 095.

1026

(IAF) MAZIE

2200 NoPT 238° (6.7)

089° 4 NM 269°

POTTSTOWN PTW

2200 to VIDTU 097° (15.9)

578

387 ±

268°

RW27

(FAF) VAYCU

1900 269° (5.1)

(IF/IAF) VIDTU

775

MSA RW27 25 NM 2600

1549

ELEV 277

268° to RW27

10 1.0% UP 2880 X 40 27

2200 VIDTU

4 NM Holding Pattern

VIDTU 089° 269° 2200

VAYCU 269°

RW27 268° 1900

3.04° TCH 40

4.9 NM 5.1 NM

CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

LIRL Rwy 9-27

VORTAC PTW 116.5 Chan 112	APP CRS 110°	Rwy Idg N/A TDZE N/A Apt Elev 277

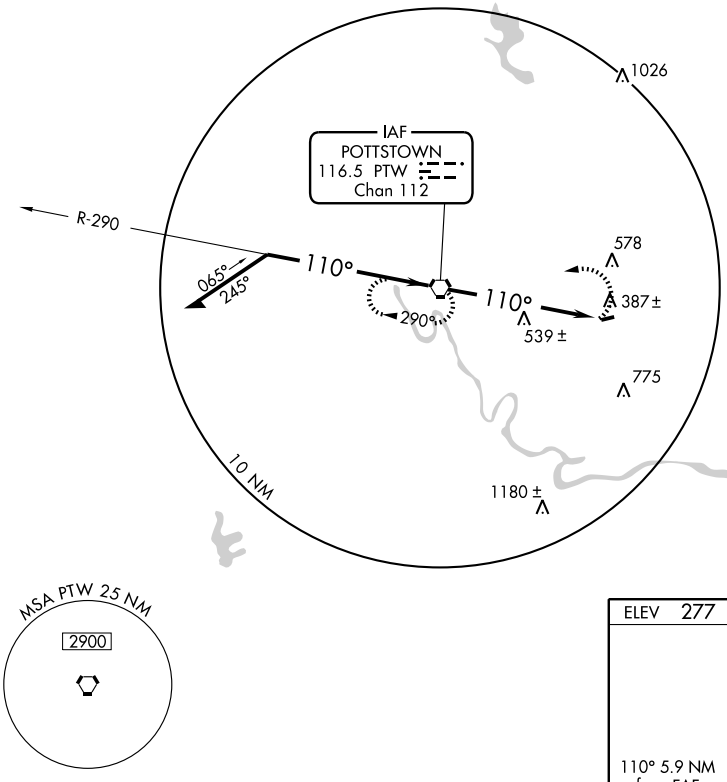
VOR-A

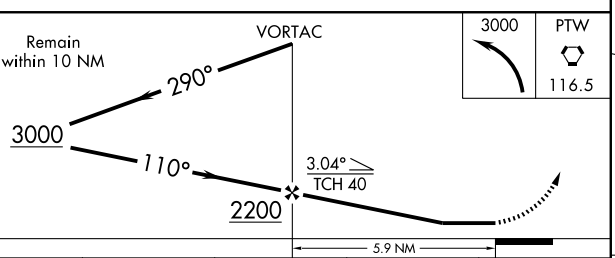
COLLEGEVILLE / PERKIOMEN VALLEY (N10)

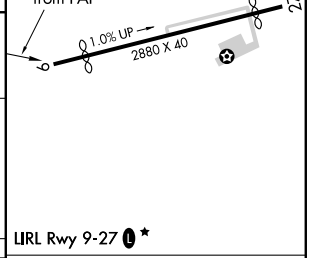
Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold, continue climb-in-hold to 3000.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.85 263.125	118.55	122.8 (CTAF)







LIRL Rwy 9-27 ★

CATEGORY	A	B	C	D
CIRCLING	820-1 543 (600-1)	NA		

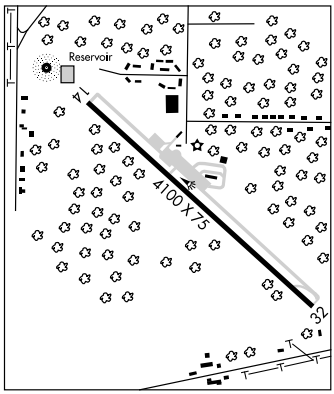
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CONNELLSVILLE

JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC−5(−4DT) N39°57.54′ W79°39.45′ CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO L–29C
RWY 05–23: H3832X100 (ASPH) S–12.5 MIRL 1.2% up NE IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
RWY 14–32: H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
AIRPORT REMARKS: Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32 and REIL Rwy 05—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
WEATHER DATA SOURCES: AWOS–3 133.32 724–626–8745
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.
CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM.
ILS 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

CORRY–LAWRENCE (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO L–30H
RWY 14–32: H4100X75 (ASPH) S–12.5 MIRL IAP
RWY 14: REIL. Bldg. **RWY 32:** REIL.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)
ERIE APP CON 121.0 126.05 (1100–0500Z‡)
ERIE DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′ at fld.



COVE VALLEY (See WILLIAMSBURG)

CRESCO

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ NEW YORK
1240 NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Brush. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP. NEW YORK
NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. L–30K

DANVILLE (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT L–30J
RWY 09–27: H3000X60 (ASPH) S–125 MIRL
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

LOC I-VVS	APP CRS	Rwy Idg	3832
110.7	049°	TDZE	1261
		Apt Elev	1267

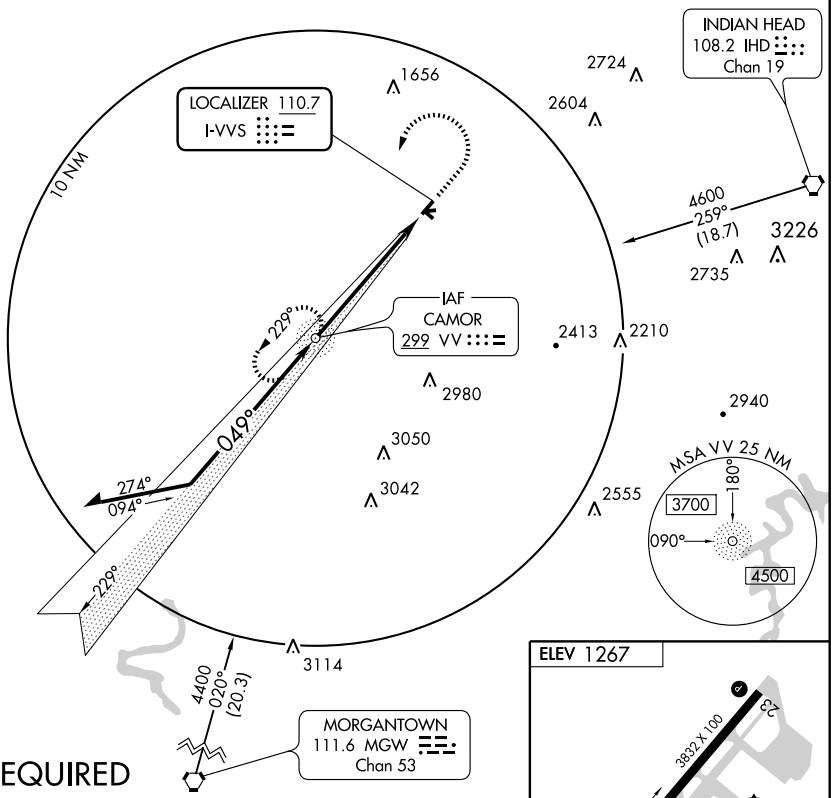
LOC RWY 5

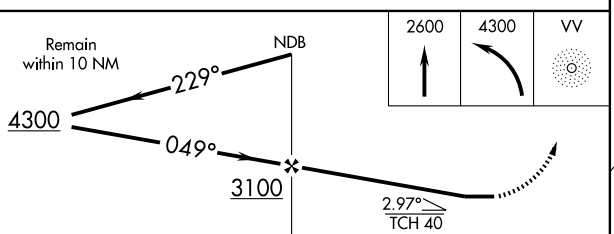
CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

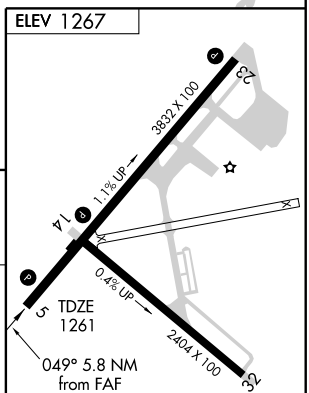
T NA — ADF required. When local altimeter setting not received, use Morgantown, WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct VV NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.32	124.4 327.1	122.8 (CTAF) L







REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-5	1660-1 399 (400-1)			NA
CIRCLING	1960-1 693 (700-1)	2120-1¼ 853 (900-1¼)	2220-3 953 (1000-3)	NA

FAF to MAP 5.8 NM

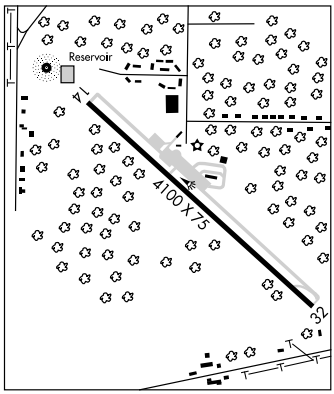
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CONNELLSVILLE

JOSEPH A. HARDY CONNELLSVILLE (VVS) 4 SW UTC−5(−4DT) N39°57.54′ W79°39.45′ CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO L–29C
RWY 05–23: H3832X100 (ASPH) S–12.5 MIRL 1.2% up NE IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
RWY 14–32: H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
AIRPORT REMARKS: Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. ACTIVATE MIRL Rwy 05–23 and Rwy 14–32 and REIL Rwy 05—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
WEATHER DATA SOURCES: AWOS–3 133.32 724–626–8745
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 14.1 NM to fld. 2820/06W.
CAMOR NDB (MHW/LOM) 299 VV N39°52.97′ W79°44.68′ 049° 5.8 NM to fld. Unusable beyond 10 NM.
ILS 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

CORRY–LAWRENCE (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO L–30H
RWY 14–32: H4100X75 (ASPH) S–12.5 MIRL IAP
RWY 14: REIL. Bldg. **RWY 32:** REIL.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
TIDIOUTE RCO 122.1R 117.6T (ALTOONA RADIO)
ERIE APP CON 121.0 126.05 (1100–0500Z‡)
ERIE DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
NDB (MHW) 258 ORJ N41°54.76′ W79°38.91′ at fld.



COVE VALLEY (See WILLIAMSBURG)

CRESCO

ROCKY HILL ULTRALIGHT (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ NEW YORK
1240 NOTAM FILE IPT
RWY 09–27: 1000X100 (TURF)
RWY 09: Brush. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CRYSTAL LAKE N41°12.62′ W75°49.91′ NOTAM FILE AVP. NEW YORK
NDB (MHW) 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. L–30K

DANVILLE (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT L–30J
RWY 09–27: H3000X60 (ASPH) S–125 MIRL
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MILTON (L) VORTACW 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

NDB ORJ 258	APP CRS 128°	Rwy Idg 4100 TDZE 1747 Apt Elev 1766

NDB RWY 14

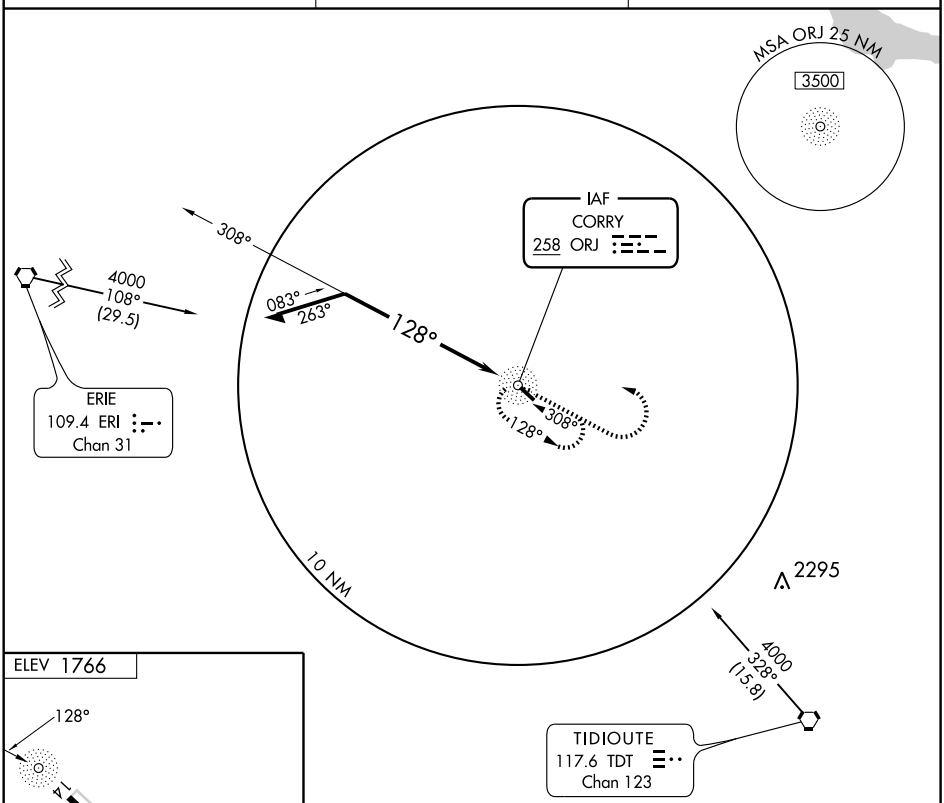
CORRY-LAWRENCE (8G2)

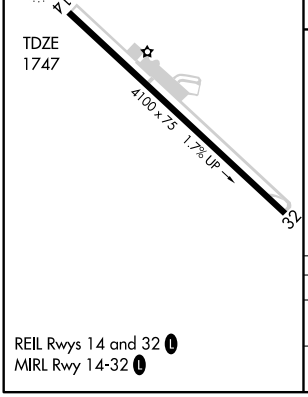
NA

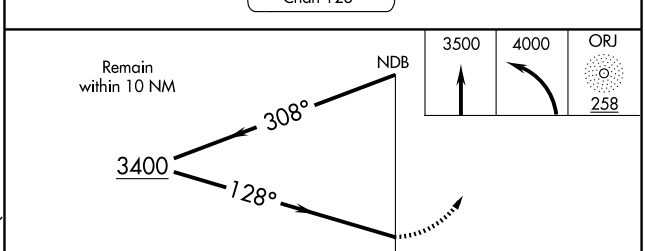
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2400-1	653 (700-1)	2400-1¾ 653 (700-1¾)	NA
CIRCLING	2400-1	634 (700-1)	2400-1¾ 634 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4100
CH 66019	143°	TDZE	1746
W14A		Apt Elev	1766

RNAV (GPS) RWY 14

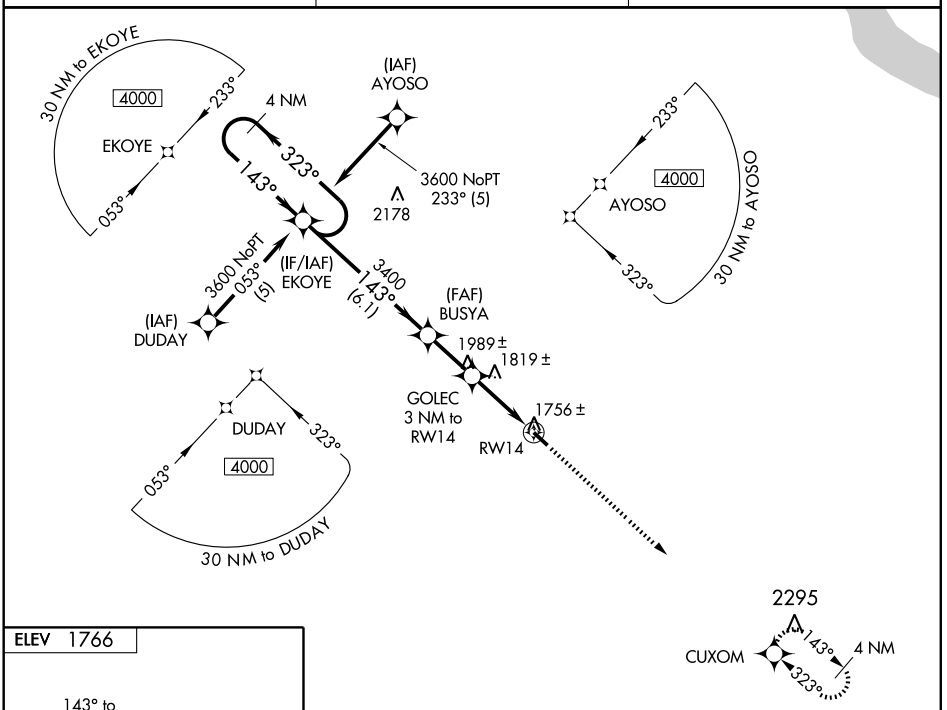
CORRY-LAWRENCE (8G2)

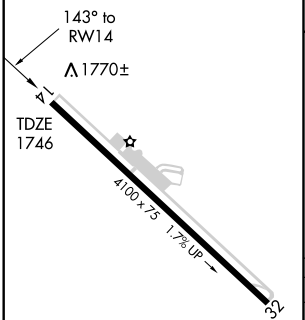
T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

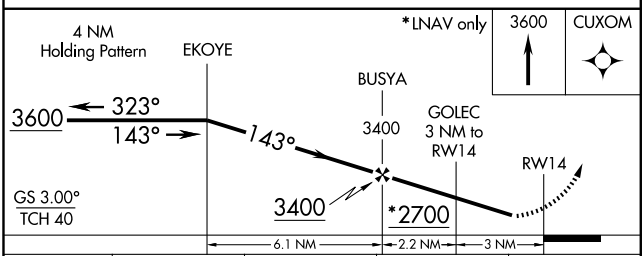
MISSED APPROACH: Climb to 3600 direct CUXOM and hold.

JAMESTOWN AWOS-3	ERIE APP CON*	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	2054-1¼ 308 (300-1¼)			NA
LNAV/VNAV DA	2084-1½ 338 (400-1½)			NA
LNAV MDA	2140-1 394 (400-1)			NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70719 W32A | APP CRS 323° | Rwy Idg 4100 TDZE 1766 Apt Elev 1766

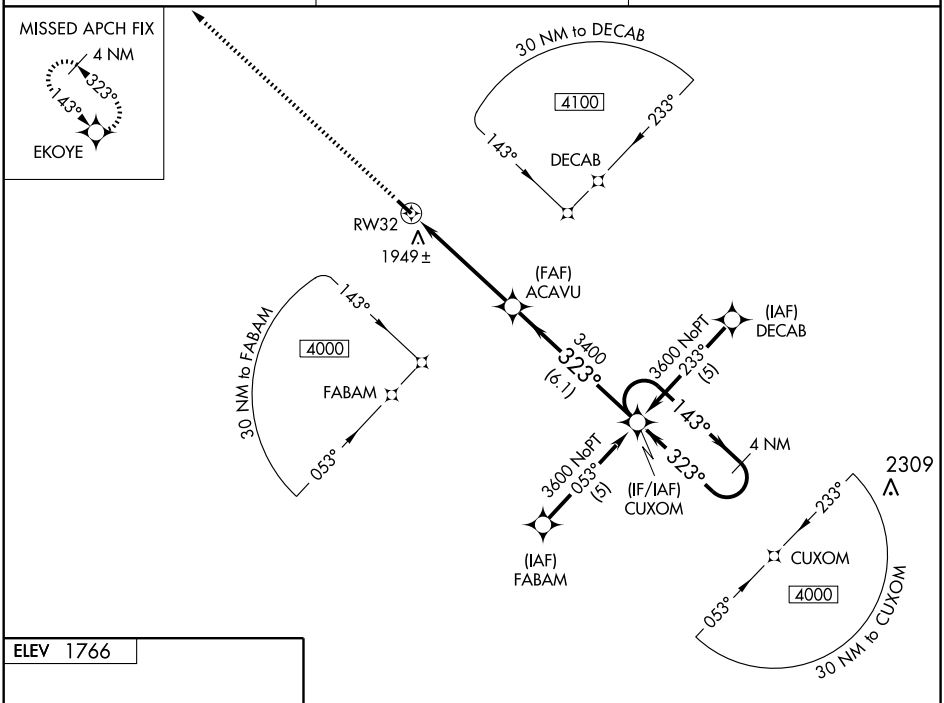
RNAV (GPS) RWY 32

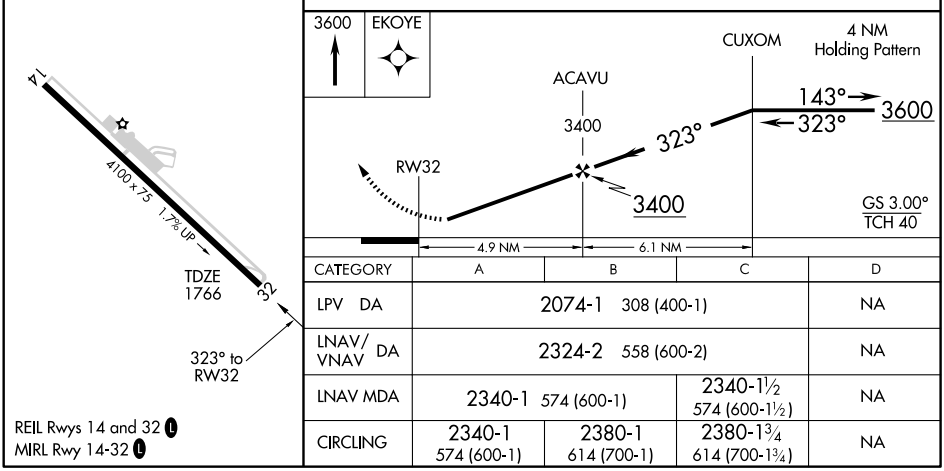
CORRY-LAWRENCE (8G2)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Jamestown NY altimeter setting, when not received use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct EYOYE and hold.

JAMESTOWN AWOS-3	ERIE APP CON ★	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2074-1 308 (400-1)			NA
LNAV/VNAV DA	2324-2 558 (600-2)			NA
LNAV MDA	2340-1 574 (600-1)		2340-1½ 574 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TDT	APP CRS	Rwy Idg 4100
117.6	329°	TDZE 1766
Chan 123		Apt Elev 1766

VOR RWY 32

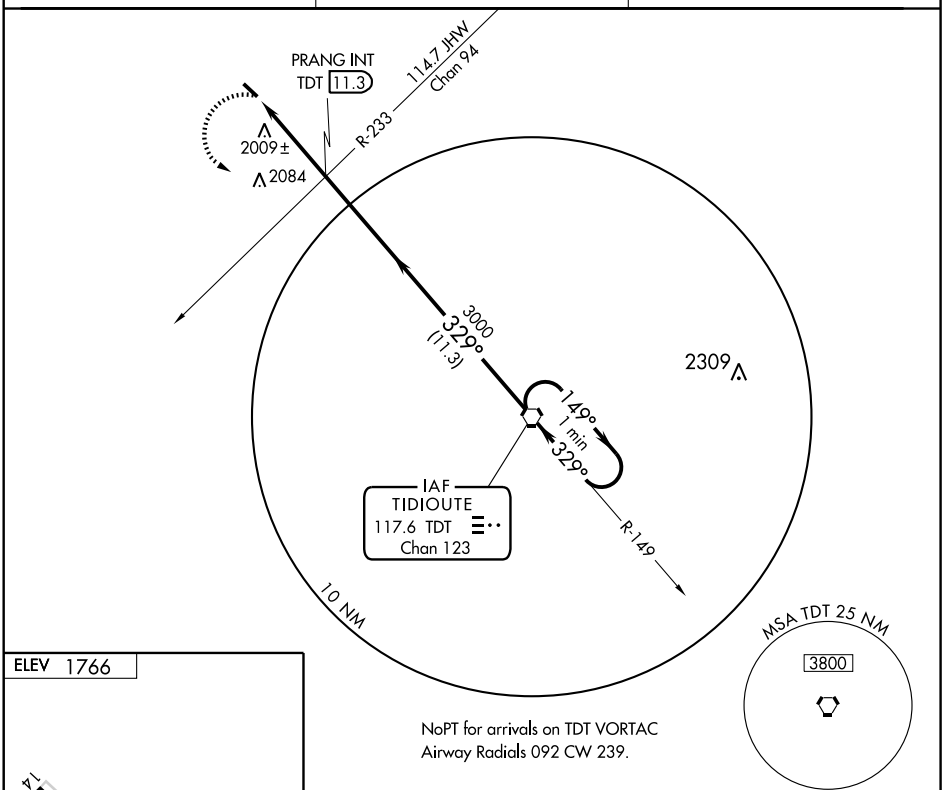
CORRY-LAWRENCE (8G2)

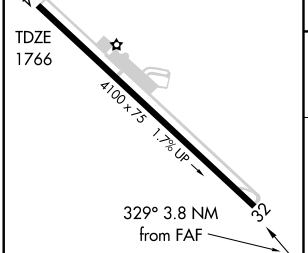
NA

Use Jamestown, NY altimeter setting.

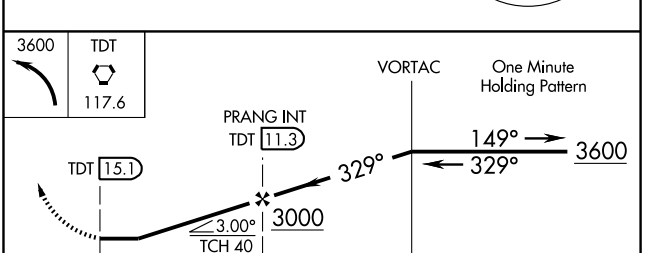
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

JAMESTOWN AWOS-3	ERIE APP CON *	UNICOM
118.425	121.0 257.8	122.8 (CTAF) L





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-32	2320-1	554 (600-1)	2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

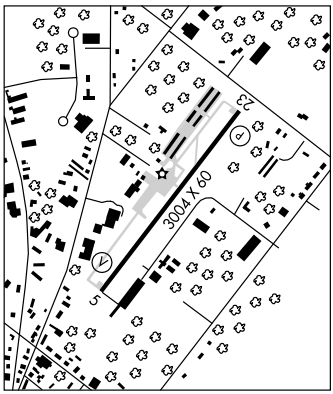
DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

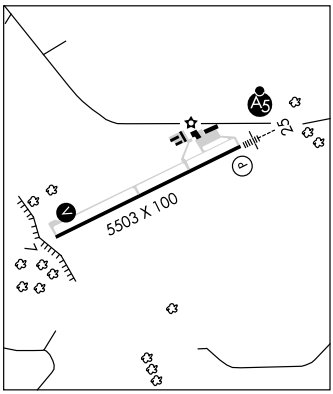
DOVER

LAZY B RANCH (OP8) 3 E UTC−5(−4DT) N40°01.35′ W76°49.00′ **NEW YORK**
450 NOTAM FILE IPT
RWY 05–23: 2600X100 (TURF) LIRL
RWY 05: Pline.
AIRPORT REMARKS: Unattended. Ctc arpt manager 717292–7029. Rwy edge markers black/white colors positioned every 200′ both sides of rwy. For LIRL Rwy 05–23 key 122.9 five times.
COMMUNICATIONS: CTAF 122.9

DOYLESTOWN (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ **NEW YORK**
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL **L–34G, A**
RWY 05–23: H3004X60 (ASPH) S–12 MIRL **IAP**
RWY 05: SAVASI(S2L)—GA 5.0°. Tree.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
CLNC DEL 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.



DUBOIS RGNL (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ **DETROIT**
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A **H–10H, 12I, L–30I**
NOTAM FILE DUJ **IAP**
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
RWY 07: REIL. VASI(V4L)—GA 3.0°TCH 30′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 25: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
AIRPORT REMARKS: Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
AIRSPACE: CLASS E svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
ILS 109.9 I–DUJ Rwy 25. ILS unmonitored.



RNAV (GPS) RWY 5

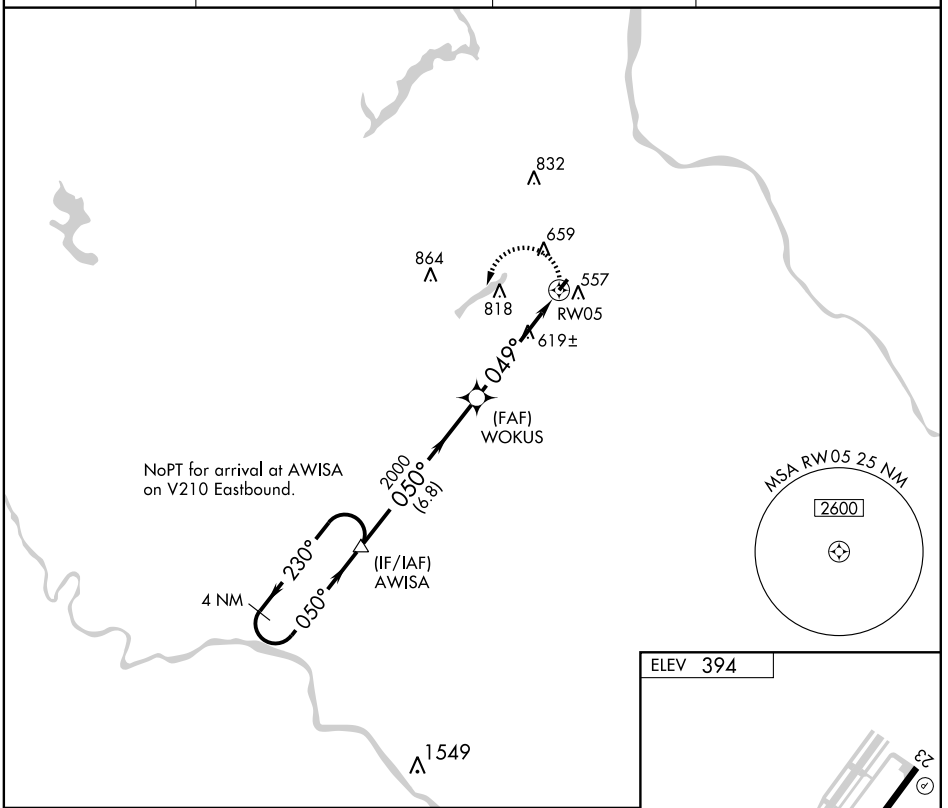
DOYLESTOWN (DYL)

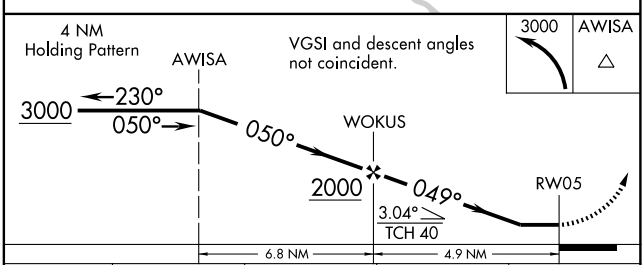
APP CRS	Rwy Idg	3004
049°	TDZE	394
	Apt Elev	394

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

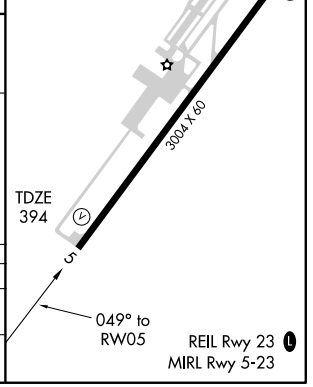
MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1	486 (500-1)	NA	
CIRCLING	960-1	566 (600-1)	NA	



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

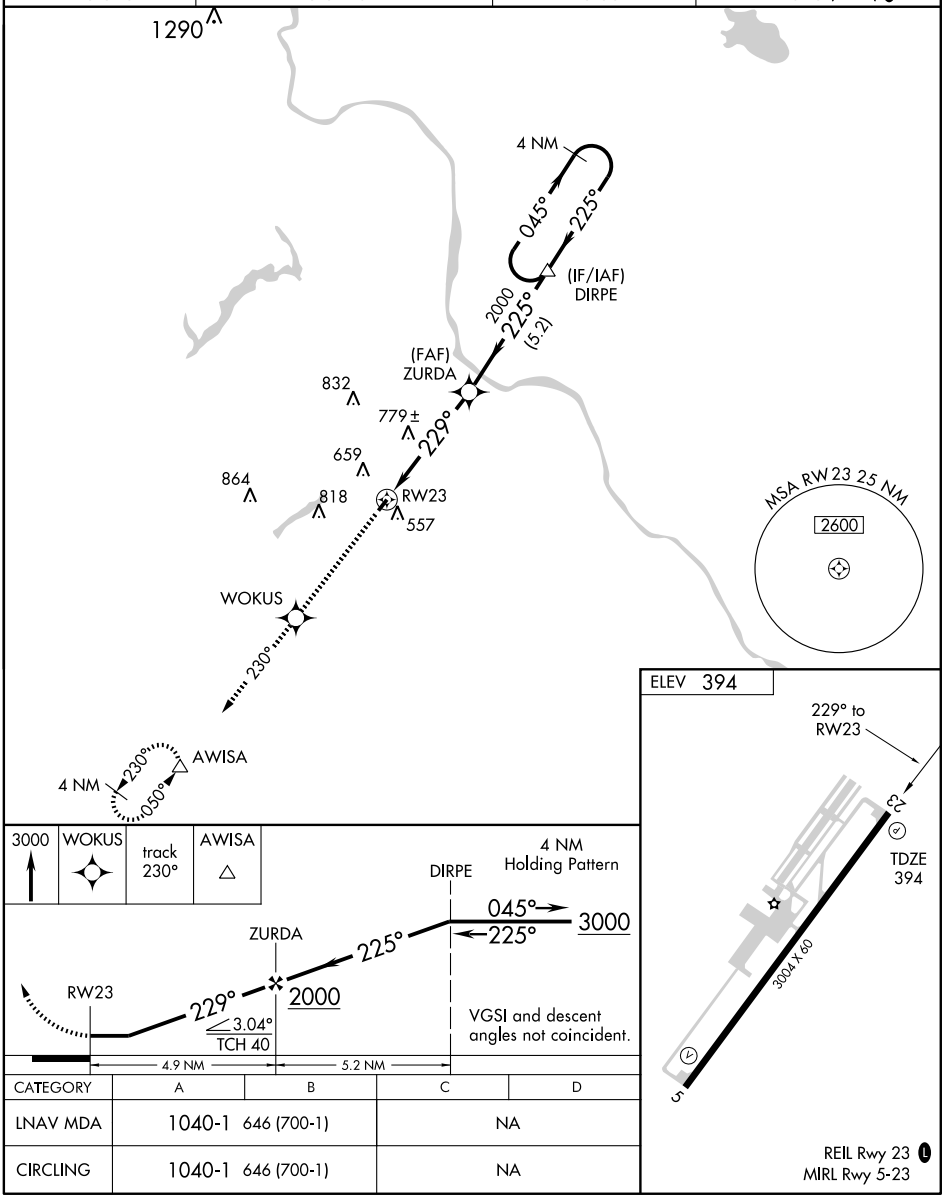
DOYLESTOWN (DYL)

APP CRS	Rwy Idg	3004
229°	TDZE	394
	Apt Elev	394

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 646 (700-1)		NA	
CIRCLING	1040-1 646 (700-1)		NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

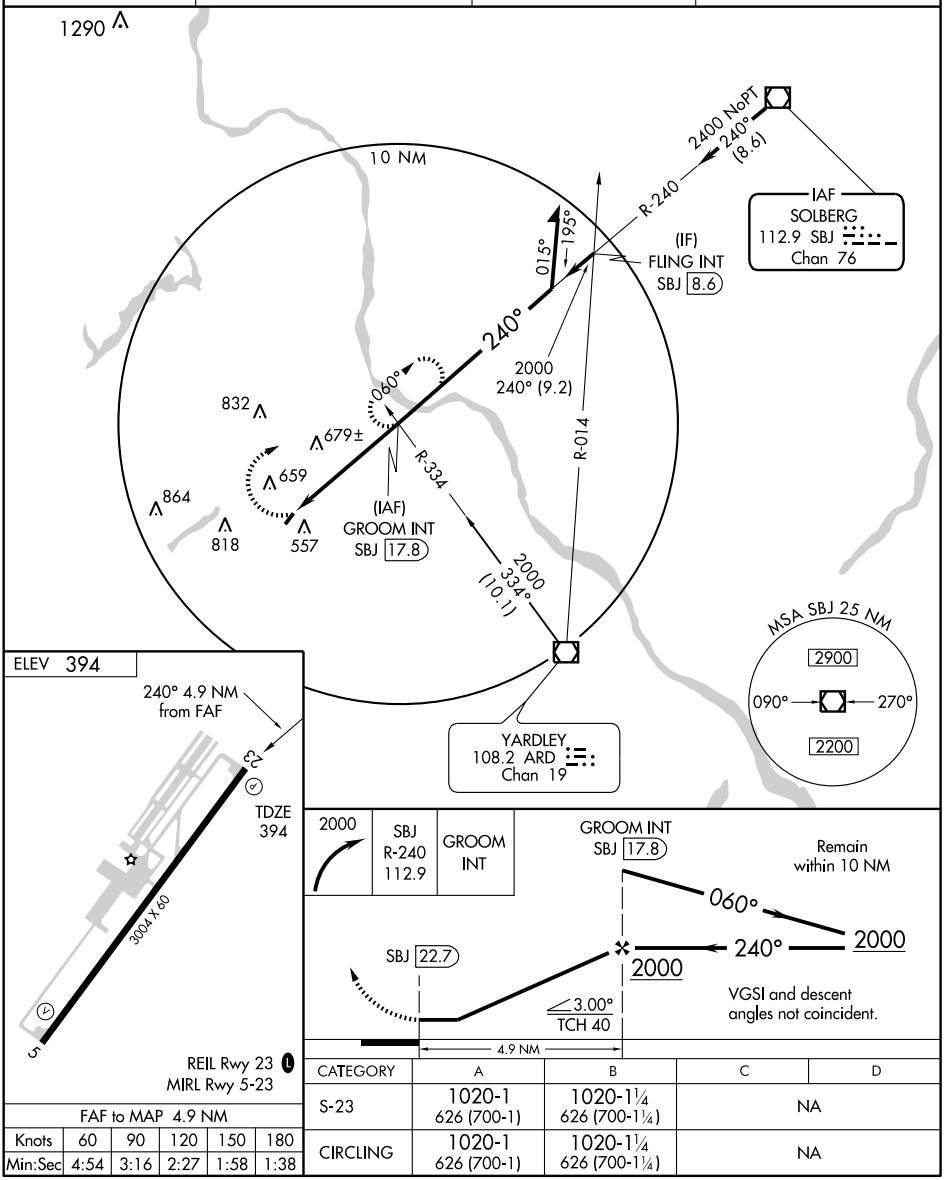
VOR/DME SBJ	APP CRS	Rwy Idg	3004
112.9	240°	TDZE	394
Chan 76		Apt Elev	394

VOR RWY 23
DOYLESTOWN (DYL)

If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.875	123.8 291.7	118.55	122.975 (CTAF)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

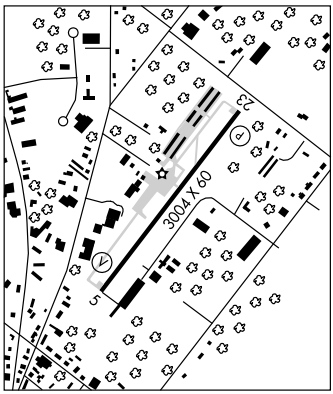
DECK (See MYERSTOWN)

DONEGAL SPRINGS AIRPARK (See MOUNT JOY/MARIETTA)

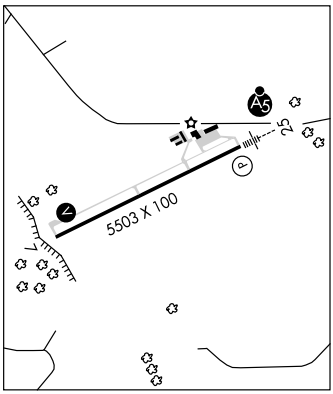
DOVER

LAZY B RANCH (OP8) 3 E UTC−5(−4DT) N40°01.35′ W76°49.00′ **NEW YORK**
450 NOTAM FILE IPT
RWY 05–23: 2600X100 (TURF) LIRL
RWY 05: Pline.
AIRPORT REMARKS: Unattended. Ctc arpt manager 717292–7029. Rwy edge markers black/white colors positioned every 200′ both sides of rwy. For LIRL Rwy 05–23 key 122.9 five times.
COMMUNICATIONS: CTAF 122.9

DOYLESTOWN (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ **NEW YORK**
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL **L–34G, A**
RWY 05–23: H3004X60 (ASPH) S–12 MIRL **IAP**
RWY 05: SAVASI(S2L)—GA 5.0°. Tree.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
AIRPORT REMARKS: Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: ASOS 118.875 (215) 345–0392.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
CLNC DEL 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.



DUBOIS RGNL (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ **DETROIT**
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A **H–10H, 12I, L–30I**
NOTAM FILE DUJ **IAP**
RWY 07–25: H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
RWY 07: REIL. VASI(V4L)—GA 3.0°TCH 30′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
RWY 25: TORA–5504 TODA–5504 ASDA–5504 LDA–5504
AIRPORT REMARKS: Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (814) 328–5140.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
AIRSPACE: CLASS E svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
ILS 109.9 I–DUJ Rwy 25. ILS unmonitored.



LOC I-DUJ	APP CRS	Rwy Idg	5504
109.9	252°	TDZE	1817
		Apt Elev	1817

ILS or LOC RWY 25

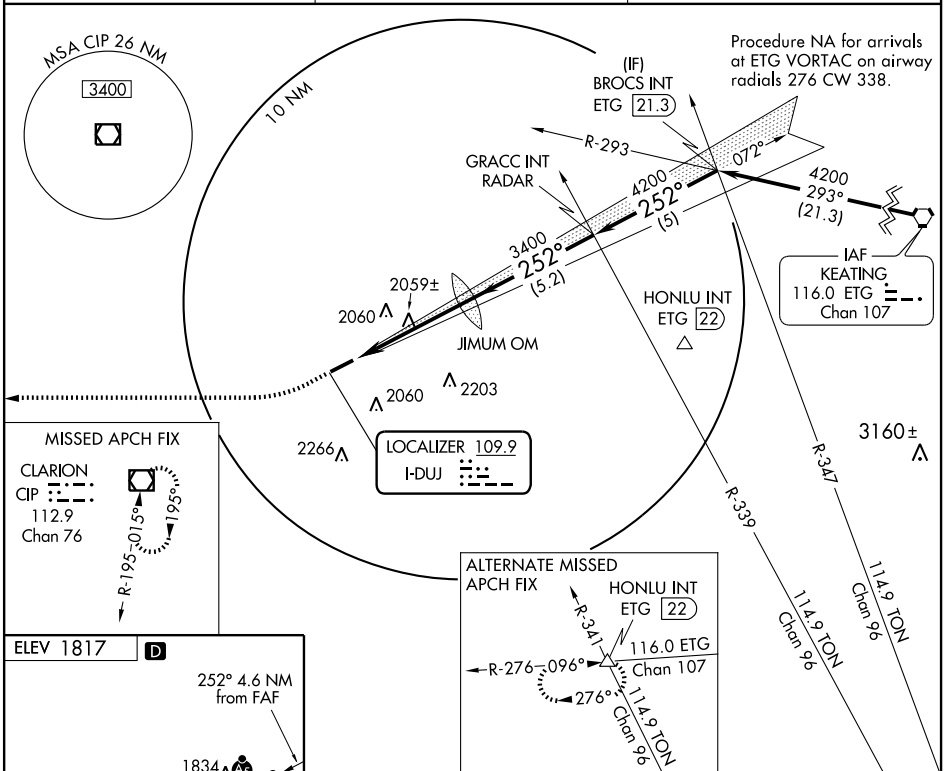
DUBOIS RGNL (DUJ)

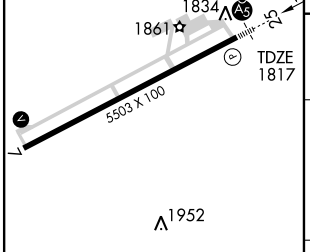
When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ¼ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

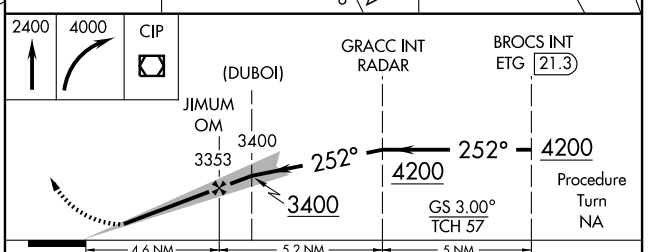
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF)







REIL Rwy 7
HIRL Rwy 7-25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 25	2017-½ 200 (200-½)			
S-LOC 25	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5504
CH 82116	072°	TDZE	1817
W07A		Apt Elev	1816

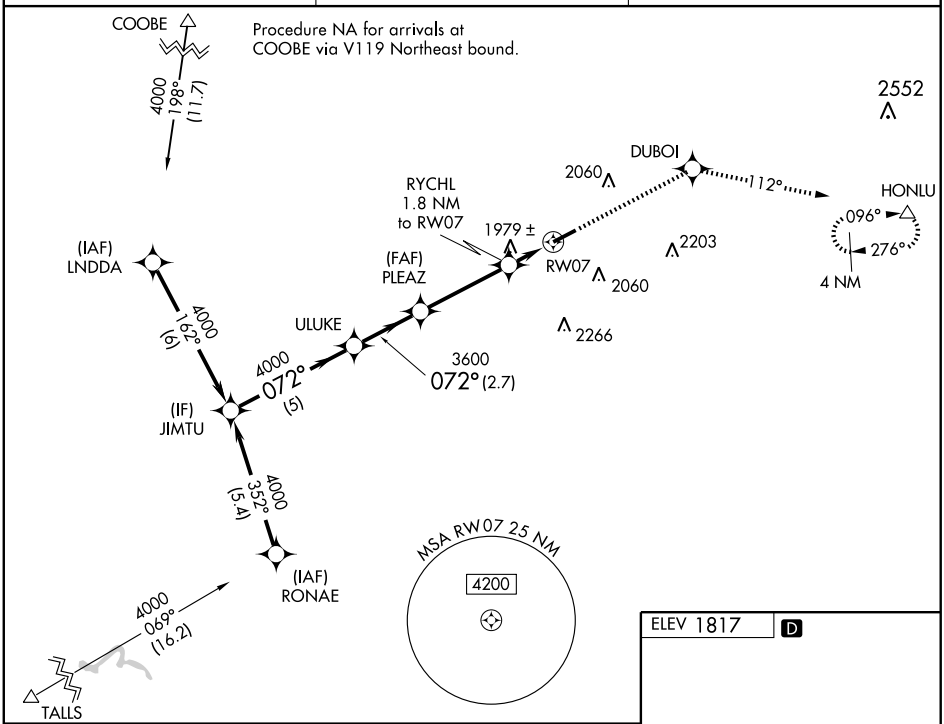
RNAV (GPS) RWY 7

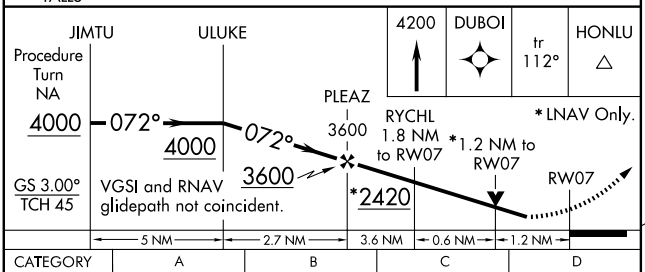
DUBOIS RGNL (DUJ)

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

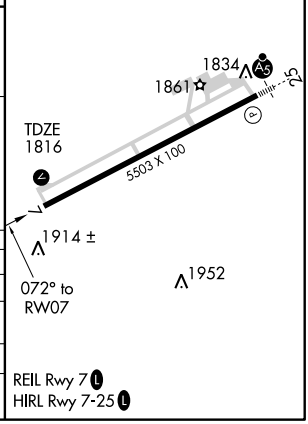
MISSED APPROACH: Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2066-¾ 250 (300-¾)			
LNAV/VNAV DA	2313-1¾ 497 (500-1¾)			
LNAV MDA	2240-1 424 (500-1)		2240-1¼ 424 (500-1¼)	
CIRCLING	2300-1 483 (500-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

WAAS	APP CRS	Rwy Idg	5504
CH 97407	252°	TDZE	1817
W25A		Apt Elev	1817

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV Cat C and Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct ULUKE and on track 287° to CIP VOR/DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

Procedure NA for arrivals at COOBE via V119 Southwest bound, V232 Westbound.

COOBE 4200 096° (23.8)

(IAF) DRTHE 4200 163° (6)

(IF) BROCS 4200 253° (5)

GRACC 3400 253° (5)

(FAF) DUBOI 2059± 252° 2060

4200 329° (7.7) (IAF) DAAAV

Procedure NA for arrivals at DAAAV via V226 Eastbound, V184 Southeast bound.

MISSED APCH FIX CLARION CIP 017° 4 NM 197°

RW25 1939± 2203 2060 2266

287° ULUKE

MSA RW25 25 NM 4200 2996

ELEV 1817 D

252° to RW25 1834 1861 TDZE 1817 5503 X 100

1952

REIL Rwy 7 L
HIRL Rwy 7-25 L

4000	ULUKE	tr 287°	CIP

*LNAV only. *1.4 NM to RW25

DUBOI 3400 253° 252° RW25 3400

GRACC 4200 253° BROCS 4200 Procedure Turn NA

GS 3.00° TCH 57

1.4 3.3 NM 5 NM 5 NM

CATEGORY	A	B	C	D
LPV DA	2017-½ 200 (200-½)			
LNAV/VNAV DA	2209-¾ 392 (400-¾)			
LNAV MDA	2320-½ 503 (600-½)		2320-1 503 (600-1)	
CIRCLING	2320-1 503 (600-1)		2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CIP	APP CRS	Rwy Idg	5504
112.9	092°	TDZE	1816
Chan 76		Apt Elev	1817

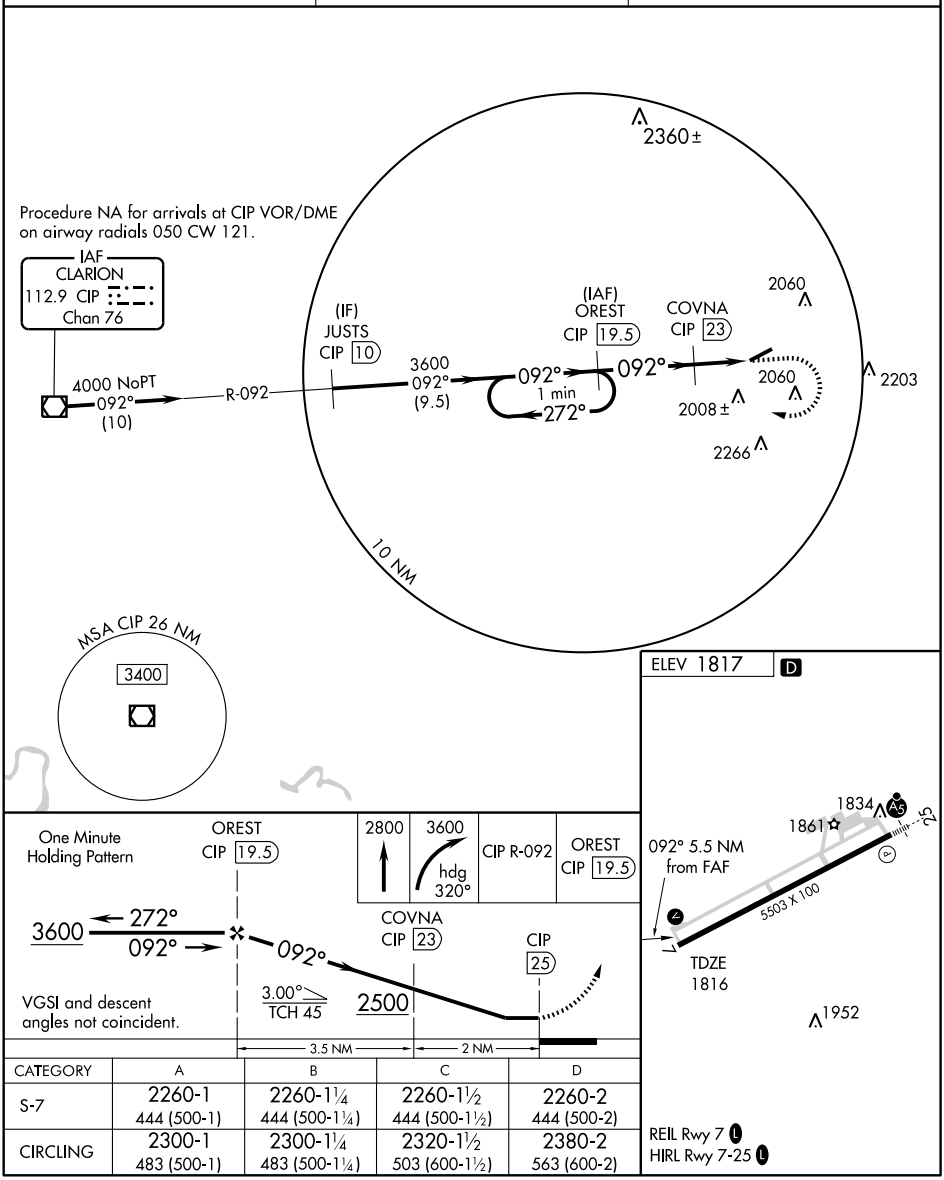
VOR/DME RWY 7

DUBOIS RGNL (DUJ)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.025	126.725 291.65	123.0 (CTAF) L

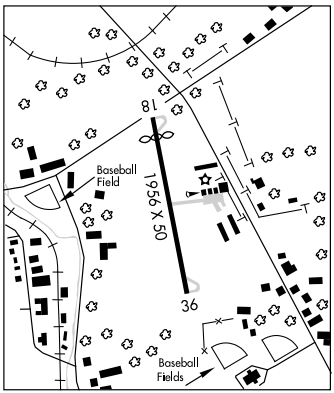


CATEGORY	A	B	C	D
S-7	2260-1 444 (500-1)	2260-1¼ 444 (500-1¼)	2260-1½ 444 (500-1½)	2260-2 444 (500-2)
CIRCLING	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

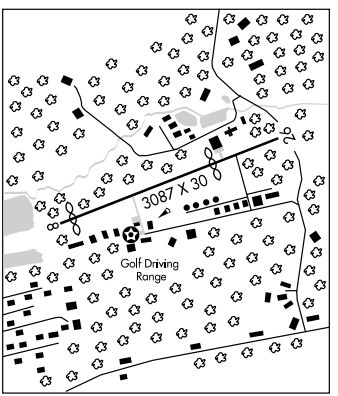
EASTON

BRADEN AIRPARK (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
RWY 18–36: H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
RWY 18: Thld dsplcd 192′. Bldg.
RWY 36: Tree.
AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.



EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
RWY 08–26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 08: Thld dsplcd 100′. Trees.
RWY 26: Thld dsplcd 770′. Trees.
AIRPORT REMARKS: Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.



EAST TEXAS N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
(L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

VOR/DME STW	APP CRS	Rwy Idg	N/A
109.6 Chan 33	291°	TDZE	N/A
		Apt Elev	480

VOR/DME or GPS-A

EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

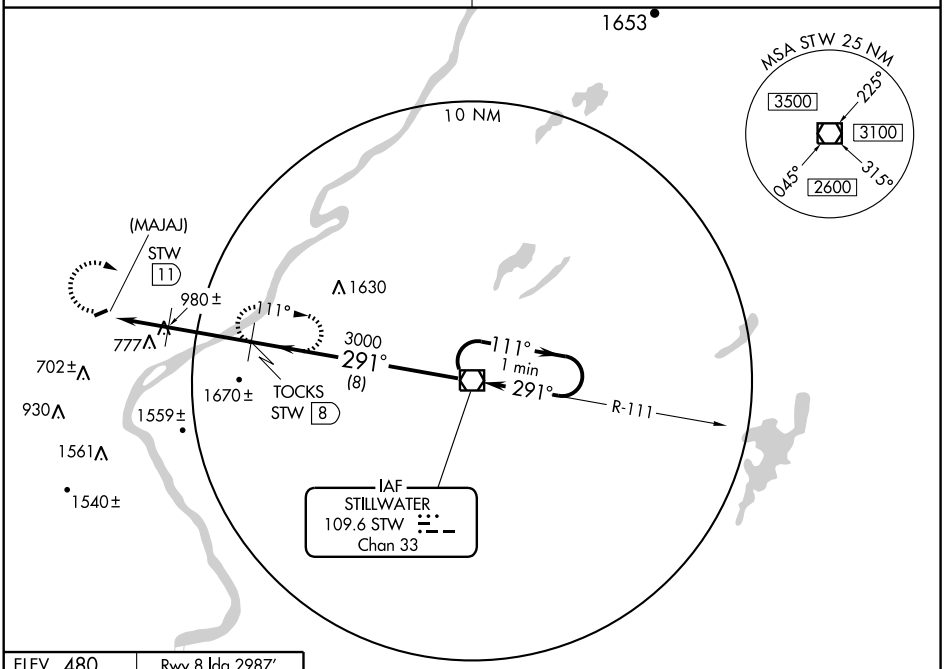
Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON
119.65 397.9

UNICOM
123.0 (CTAF) L



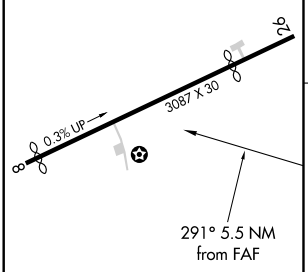
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 480

Rwy 8 ldg 2987′
(Nights Only)
Rwy 26 ldg 2317′

NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.

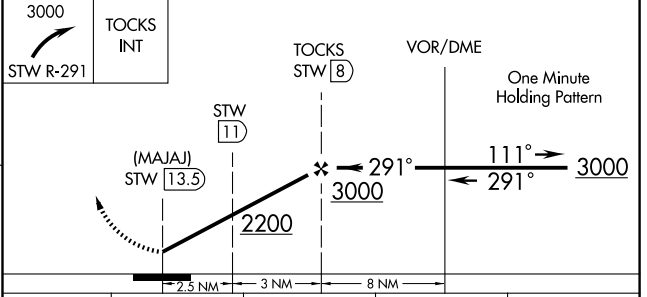


LIRL Rwy 8-26 L ★

Knots	60	90	120	150	180
Min:Sec					

3000
STW R-291

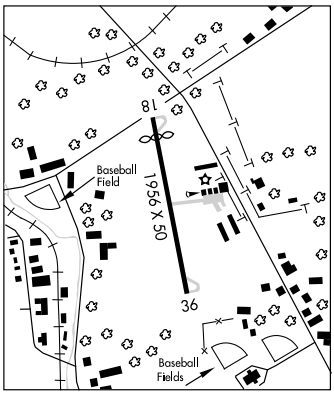
TOCKS INT



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 1000 (1000-1¼)	1480-1½ 1000 (1000-1½)	NA	
ALLENTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1980-3 1500 (1500-3)		NA	

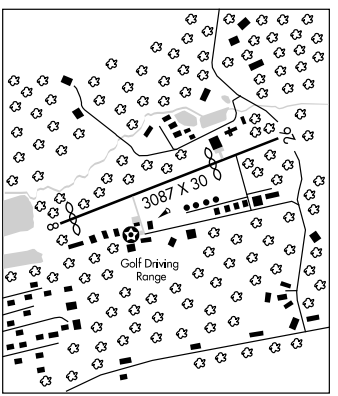
EASTON

BRADEN AIRPARK (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
RWY 18–36: H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
RWY 18: Thld dsplcd 192′. Bldg.
RWY 36: Tree.
AIRPORT REMARKS: Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE ABE.
ALLENTOWN (L) VORTAC 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.



EAST STROUDSBURG

STROUDSBURG–POCONO (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
RWY 08–26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 08: Thld dsplcd 100′. Trees.
RWY 26: Thld dsplcd 770′. Trees.
AIRPORT REMARKS: Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.



EAST TEXAS N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
(L) VORW/DME 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

APP CRS	Rwy Idg	1764
009°	TDZE	395
	Apt Elev	399

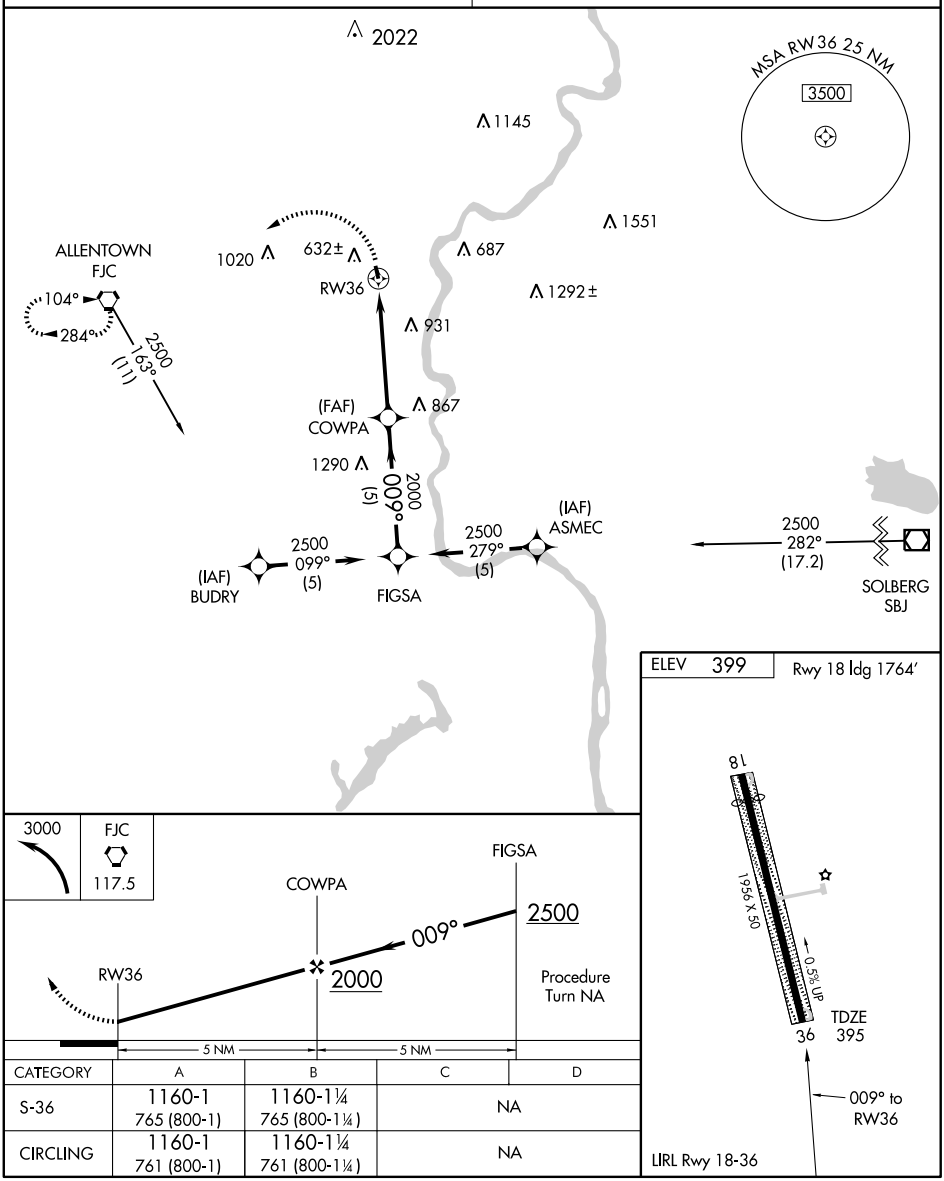
GPS RWY 36

EASTON/ BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	**123.0** (CTAF)



CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC FJC 117.5 Chan 122	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 399

VOR/DME or GPS-D

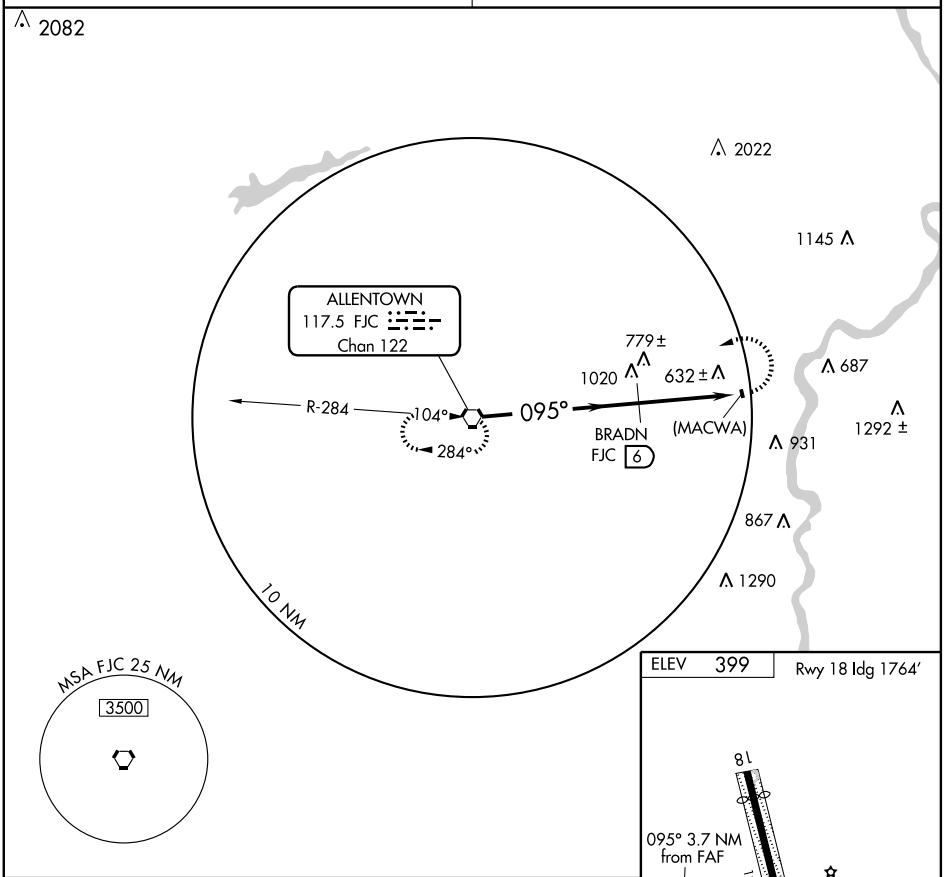
EASTON/ BRADEN AIRPARK (N43)

Use Allentown, PA altimeter setting.
Procedure not authorized at night.

NA

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

ALLENTOWN APP CON	UNICOM
119.65 397.9	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 901 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

EBENSBURG (9G8) 3 SW UTC−5(−4DT) N40°27.67′ W78°46.52′

DETROIT
L–29D
IAP

2099 B **FUEL** 100LL NOTAM FILE AOO

RWY 07–25: H3204X50 (ASPH) S–12.5 MIRL 0.6% up NE

RWY 07: Brush. **RWY 25:** Trees.

RWY 11–29 ULTRALIGHT: 1636X150 (TURF–DIRT)

RWY 11 ULTRALIGHT: Trees. **RWY 29 ULTRALIGHT:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–1600Z‡. Sat and Sun irregularly. Attended after hrs on req. Deer on and invof arpt. Rwy 11U–29U ruts and long grass. Rwy 11U–29U for ultralights only. Ryw 11U–29U rwy boundary marked with yellow barrels. ACTIVATE MIRL Rwy 07–25 and twy lgts—CTAF.

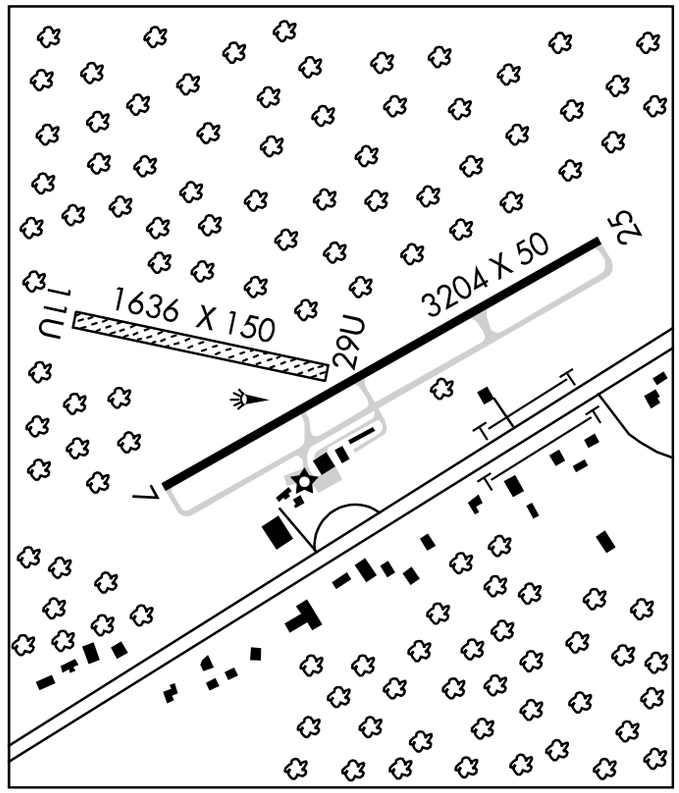
COMMUNICATIONS: CTAF/UNICOM 122.8

REVLOC RCO 122.1R 110.6T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 121.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 203° 5.3 NM to fld. 2340/09W.



EIGHTY FOUR

BANDEL (22D) 3 SE UTC−5(−4DT) N40°07.84′ W80°05.77′

DETROIT

1210 NOTAM FILE AOO

RWY 01–19: 2260X100 (TURF–DIRT)

RWY 01: Hill. **RWY 19:** Trees.

AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 01–19 indef. Extensive glider operations weekends. Center 20 ft of rwy is gravel, turf on both sides of center gravel strip. Rwy 01–19 marked with flush white bucket lids boundary markers. Rwy ends marked with red cones.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Local aircraft and gliders monitor frequency 123.3.

ELLWOOD CITY N40°49.50′ W80°12.69′ NOTAM FILE AOO.

DETROIT
H–10H, L–29C

(H) VORTAC 115.8 EWC Chan 105 257° 8.8 NM to Beaver Co. 1227/08W. VOR unusable; 310°–355°.

RCO 122.1R 115.8T (ALTOONA RADIO)

ENOLA N40°14.78′ W76°54.03′ NOTAM FILE MDT.

NDB (LOM) 204 MD 128° 7.1 NM to Harrisburg Intl.

ERIE CO (See WATTSBURG)

APP CRS	Rwy Idg	3204
066°	TDZE	2088
	Apt Elev	2099

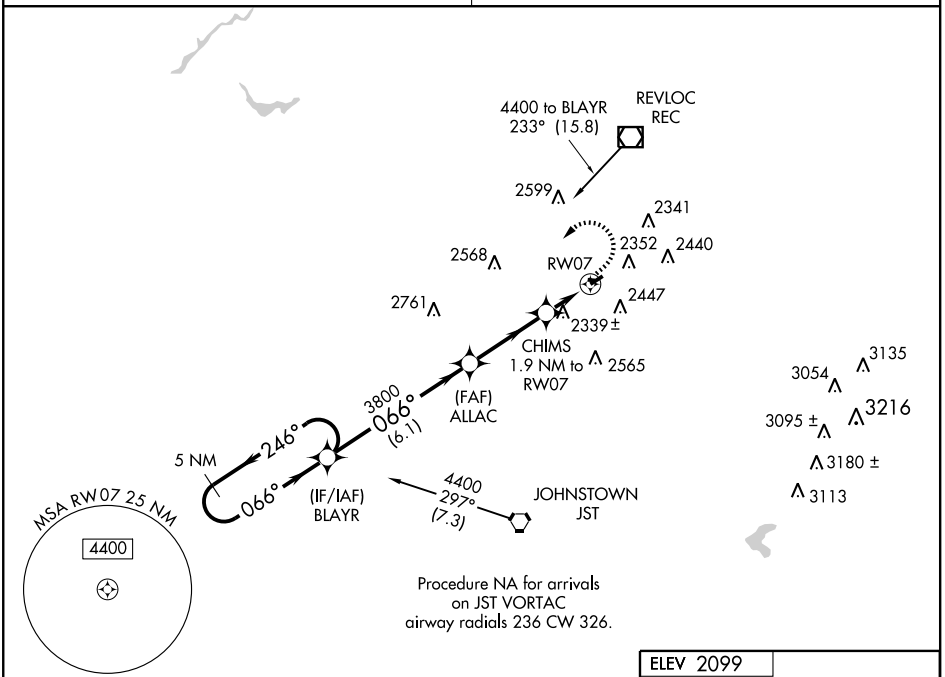
RNAV (GPS) RWY 7

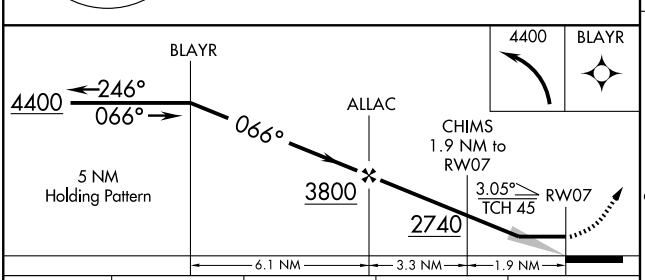
EBENSBURG (9G8)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

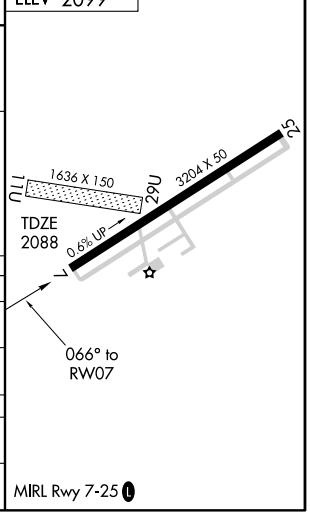
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2600-1 512 (600-1)		2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2640-1 552 (600-1)		2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3204
246°	TDZE	2098
	Apt Elev	2099

RNAV (GPS) RWY 25

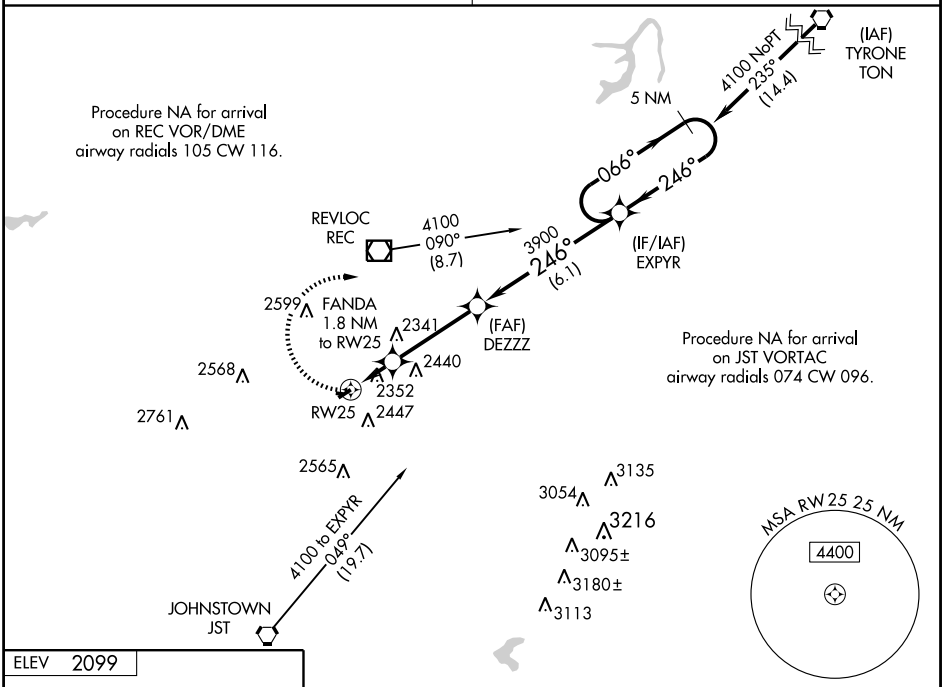
EBENSBURG (9G8)

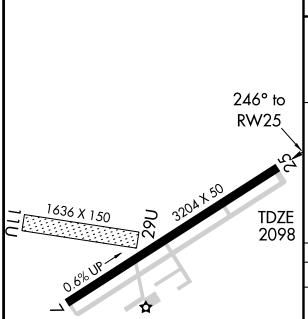
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

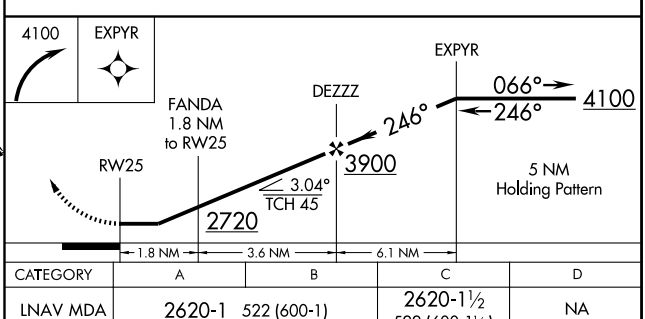
NA

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

CLEVELAND CENTER	UNICOM
121.2 299.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2620-1 522 (600-1)		2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1 562 (600-1)		2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

MIRL Rwy 7-25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME REC	APP CRS	Rwy Idg	N/A
110.6	203°	TDZE	N/A
Chan 43		Apt Elev	2099

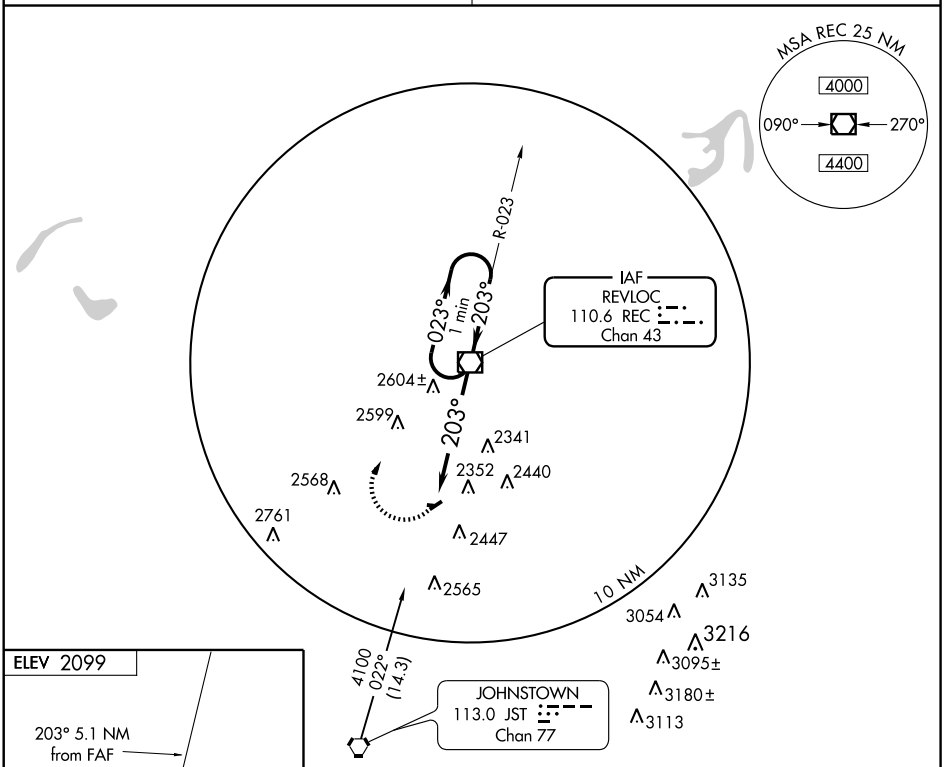
VOR-A
EBENSBURG (9G8)

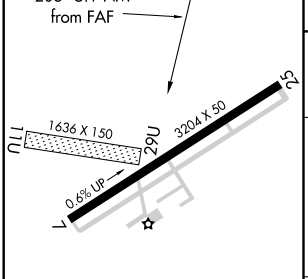
NA — Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

CLEVELAND CENTER
121.2 299.2

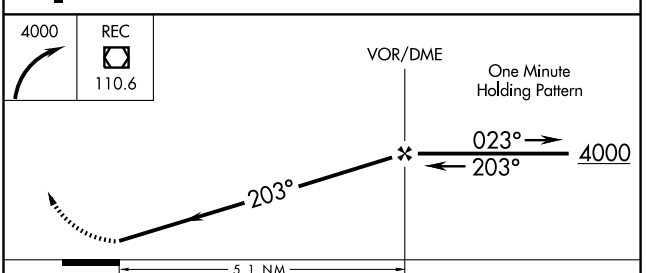
UNICOM
122.8 (CTAF) L





MIRL Rwy 7-25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



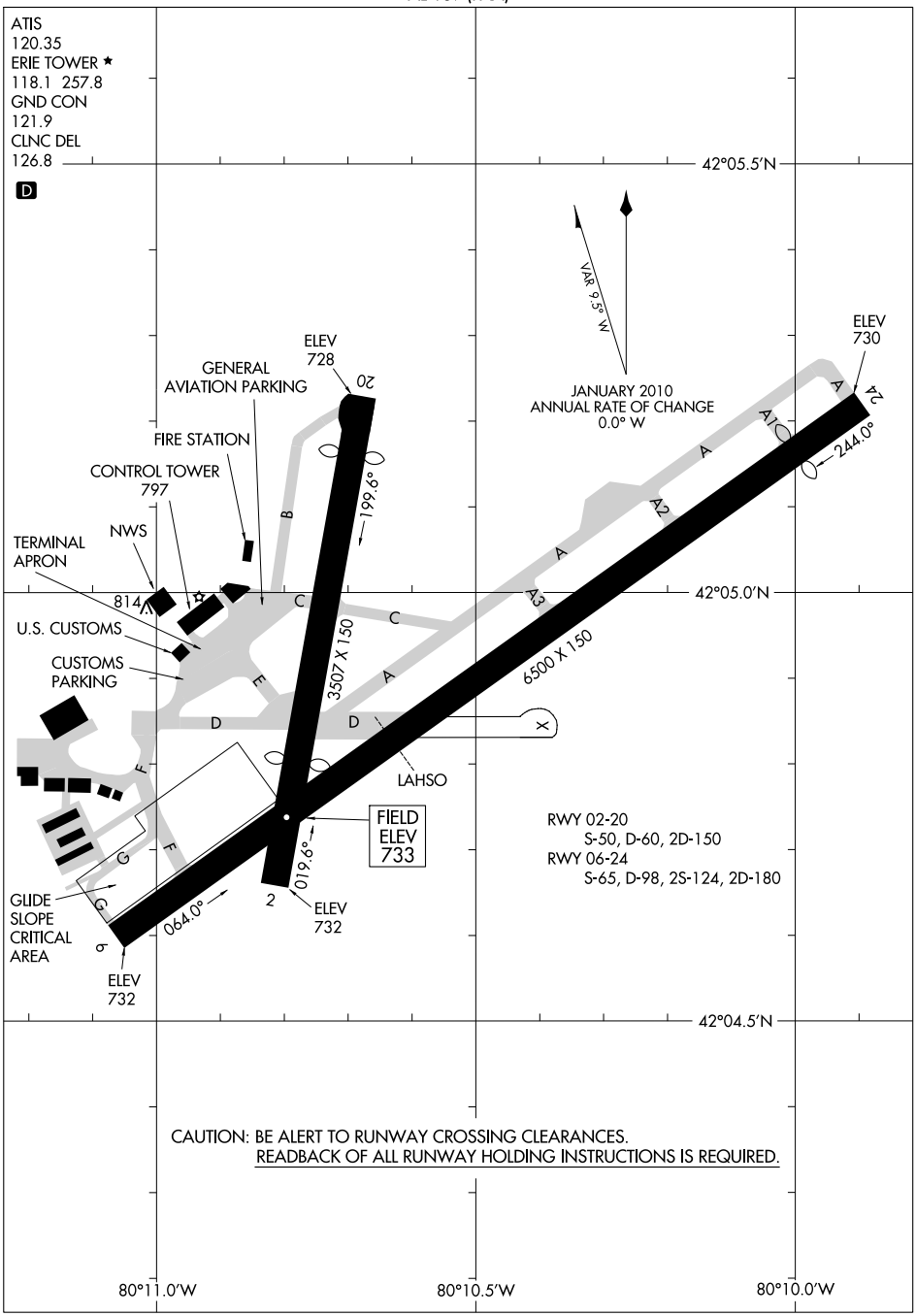
CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

ERIE INTL/TOM RIDGE FLD (ERI) 5 SW UTC−5(−4DT) N42°04.92′ W80°10.57′ **DETROIT**

733 B S2 **FUEL** 100, JET A OX 3, 4 LRA Class I, ARFF Index B NOTAM FILE ERI **H–10H, L–30H**

RWY 06–24: H6500X150 (ASPH–GRVD) S–65, D–98, 2S–124, 2D–180 HIRL **IAP, AD**

RWY 06: MALSR. Railroad.

RWY 24: MALSR. Thld dsplcd 490′. Road.

RWY 02–20: H3507X150 (ASPH) S–50, D–60, 2D–150 MIRL

RWY 02: Thld dsplcd 816′. Trees.

RWY 20: VASI(V4L)—GA 4.0° TCH 72′. Thld dsplcd 306′. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	02–20	4100

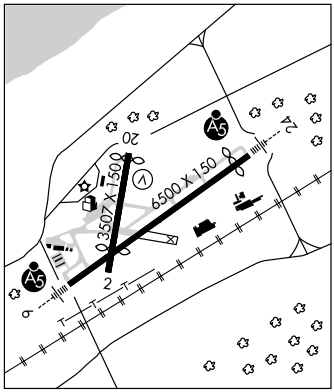
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–3507 TODA–3507 ASDA–3507 LDA–2691

RWY 06: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

RWY 20: TORA–3507 TODA–3507 ASDA–3507 LDA–3201

RWY 24: TORA–6500 TODA–6500 ASDA–6500 LDA–6010



AIRPORT REMARKS: Attended continuously. Rwy 20 CLOSED for night landings. Rwy 02–20 not avbl for air carrier ops. When twr closes, Rwy 02–20 CLOSED exc for taxiing ops. Extensive non–radio and Ultralgt acft opr 3.5–5 NM southwest of arpt at or blo 700 ft AGL May 1–Oct 31 annually SR–SS. Birds on and invof arpt. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. When twr clsd ACTIVATE HIRL Rwy 06–24; MALSR Rwys 06 and 24 and twy lgts—CTAF. MIRL Rwy 02–20, Twys B and C unavbl. Lgtd supplemental windcone located at N side Rwy 24 1000 ft W AER. Landing fee for multi engine acft. Flight Notification Service (ADCUS) available; prior reservation required; phone 814–833–1355.

WEATHER DATA SOURCES: ASOS (814) 835–7112.

COMMUNICATIONS: CTAF 118.1 **ATIS** 120.35 **UNICOM** 122.95

RCO 122.1R 109.4 (ALTOONA RADIO)

Ⓡ **APP/DEP CON** 121.0 (1100–0500Z‡)

CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)

TOWER 118.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.8

AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON** within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

(L) VORTAC 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 059° 6.5 NM to fld. 800/06W.

VOR portion unusable:

048°–066° byd 25 NM blo 8000′

076°–154° byd 30 NM blo 5000′

155°–190° byd 30 NM

191°–249° byd 30 NM blo 6000′

DME unusable:

076°–109° byd 30 NM blo 5000′

110°–180° byd 25 NM blo 5000′

181°–249° byd 30 NM blo 5000′

250°–274° byd 20 NM

295°–315° byd 35 NM blo 3000′

CASCADE NDB (MHW) 372 CQD N42°07.15′ W80°06.28′ 243° 3.9 NM to fld. NDB unmonitored when twr clsd.

ESMER NDB (LOM) 349 ER N42°02.32′ W80°15.32′ 062° 4.4 NM to fld. NDB unmonitored when twr clsd.

ILS 110.3 I–AWY Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 110.3 I–ERI Rwy 06. Class IE. LOM ESMER NDB. GS unusable for coupled apch blo 1580′ MSL. ILS unmonitored when twr clsd.

ERWINNA

VANSANT (9N1) 2 SW UTC−5(−4DT) N40°29.06′ W75°05.98′ **NEW YORK**

390 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE IPT

RWY 07–25: 3058X120 (TURF)

RWY 07: Thld dsplcd 365′. Road. **RWY 25:** Trees.

RWY 05G–23G: 1340X200 (TURF)

RWY 23G: Trees.

AIRPORT REMARKS: Attended 1330Z‡–dark. Rwy 05 ldg and tkf prohibited. Arpt CLOSED to transient traffic Dec thru Apr. Heavy glider traffic. Glider TPA–1190(800); Power Plane TPA–1390(1000). Power plane tfc remain outside glider tfc pattern and avoid flying directly over arpt. Gliders occasionally use power plane runway for landings to the W. Rwy 23 gliders only. Rwy 07–25 marked with white tires; dsplcd thld marked with white tires.

COMMUNICATIONS: CTAF/UNICOM 122.8

ESMER N42°02.32′ W80°15.32′ NOTAM FILE ERI.

NDB (LOM) 349 ER 062° 4.4 NM to Erie Intl/Tom Ridge Fld. NDB unmonitored when Erie twr clsd.

LOC I-AWY	APP CRS	Rwy Idg	6010
110.3	242°	TDZE	732
		Apt Elev	733

ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T A Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95

ALTERNATE MISSED APCH FIX

242° 062° ESMER ER 349

DME or RADAR REQUIRED

(IAF) HIMOR ERI 19

ERI R-016

3400 NoPT ERI 19 Arc

ERI LR-054

062°

(IF) JONLI ERI 19

LOCALIZER 110.3 I-AWY

WAILS OM

062° 1 min 242°

ERI LR-067

2400 to DEFJO 242° (7)

YUYXI ERI 10

(IAF) DEFJO ERI 12

ERIE 109.4 ERI Chan 31

2700 to DEFJO 060° (12)

MSA ERI 25 NM 2500 3200 220° 040°

R-242 062° 242°

LOM ESMER 349 ER

10 NM

ERI R-121

(IAF) MUGOE ERI 19

ELEV 733 D

242° 5 NM from FAF

TWR 797 TDZE 732

20 24 3307 X 150 6500 X 150

783± 772± 802± 818± 764 764 754 793± 752

HIRL Rwy 6-24 L

MIRL Rwy 2-20

3000 ERI

* LOC only.

DEFJO ERI 12 2400

YUYXI ERI 10

ERI 7

062° 242° 2700 2400

1740*

GS 3.00° TCH 56

3 NM 2 NM

CATEGORY	A	B	C	D
S-ILS 24	935-½ 203 (300-½)			
S-LOC 24	1140-½ 408 (500-½)		1140-¾ 408 (500-¾)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-ERI	APP CRS	Rwy Idg	6500
110.3	062°	TDZE	733
		Apt Elev	733

ILS or LOC RWY 6

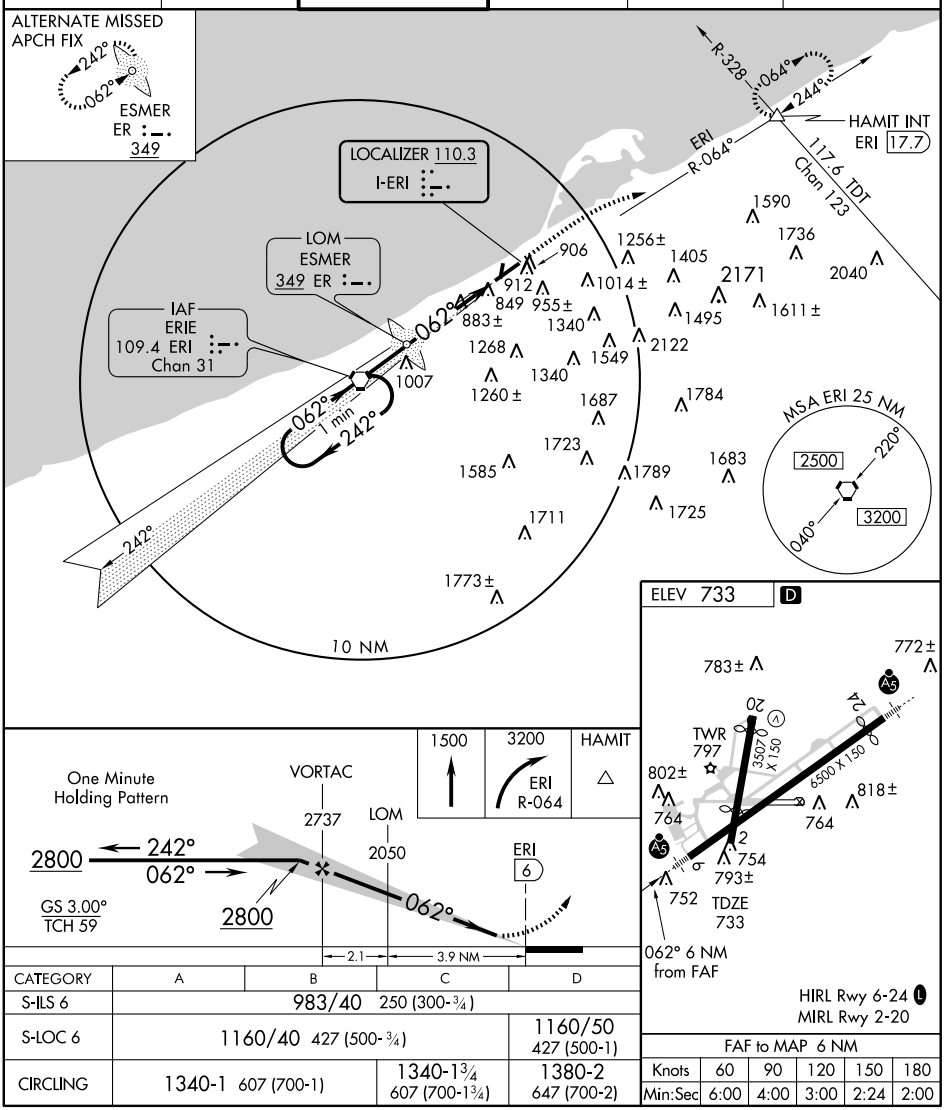
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6. For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000. Autopilot coupled approach NA below 1580.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



CATEGORY	A	B	C	D
S-ILS 6	983/40 250 (300-¾)			
S-LOC 6	1160/40 427 (500-¾)			1160/50 427 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM ER	APP CRS	Rwy Idg	6500
349	062°	TDZE	733
		Apt Elev	733

NDB RWY 6

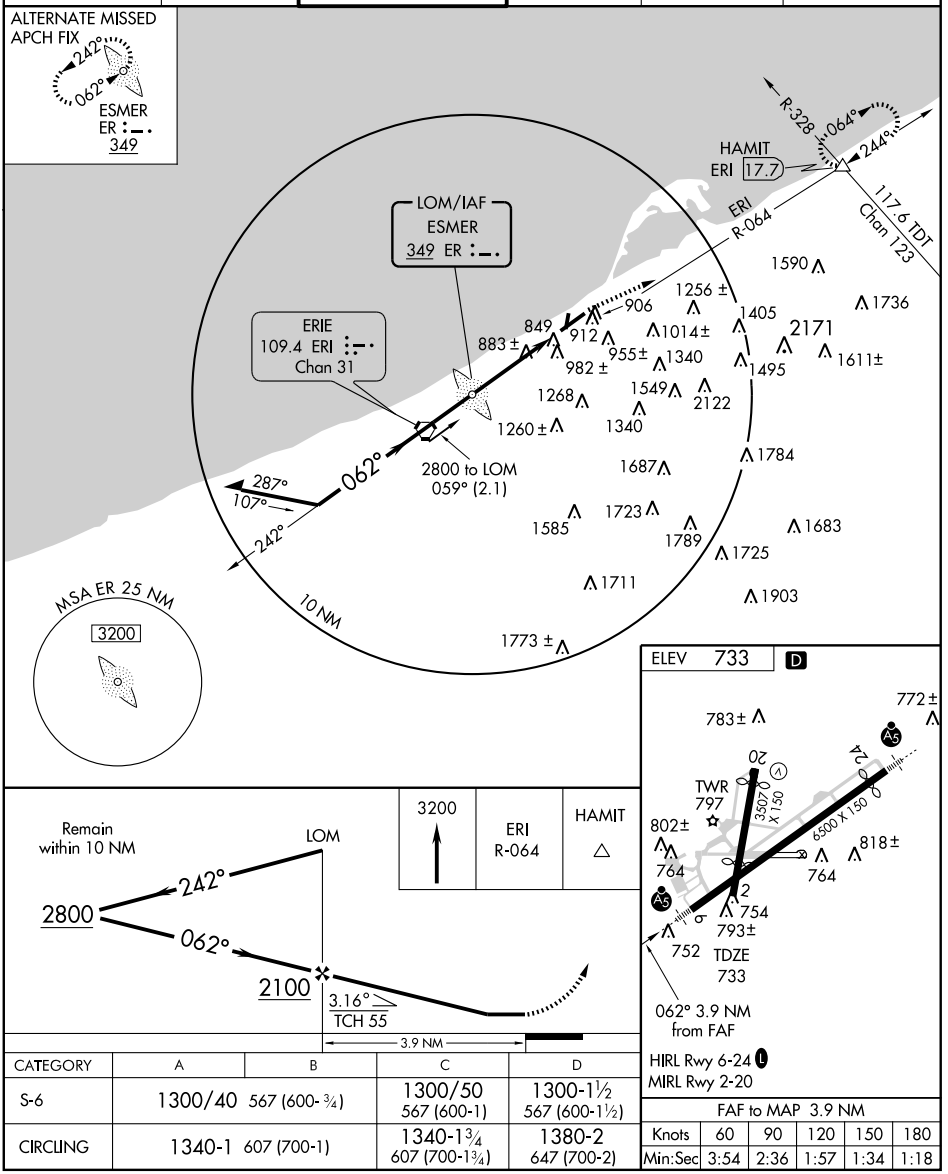
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NDB CQD	APP CRS	Rwy Idg	6010
372	242°	TDZE	732
		Apt Elev	733

NDB RWY 24

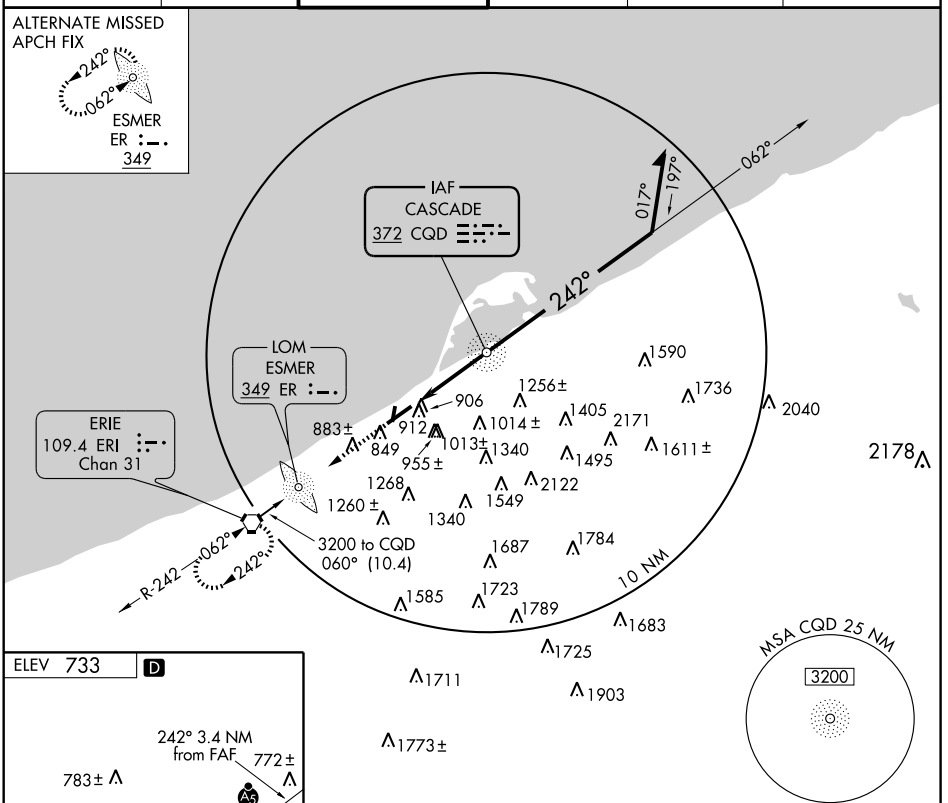
ERIE INTL/TOM RIDGE FIELD (ERI)

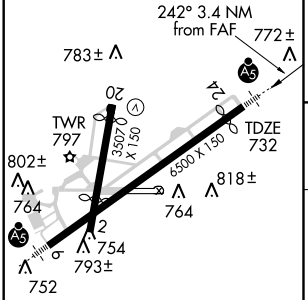
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

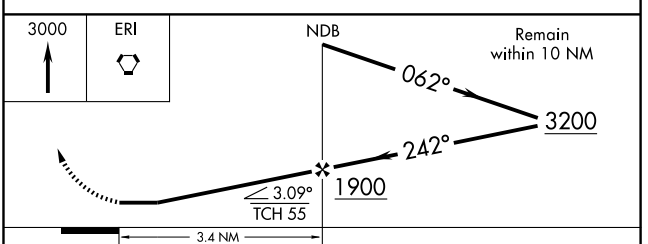
ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95





HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-24	1320-¾	588 (600-¾)	1320-1 588 (600-1)	1320-1½ 588 (600-1½)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77612 W06A	APP CRS 062°	Rwy Idg 6500 TDZE 733 Apt Elev 733

RNAV (GPS) RWY 6

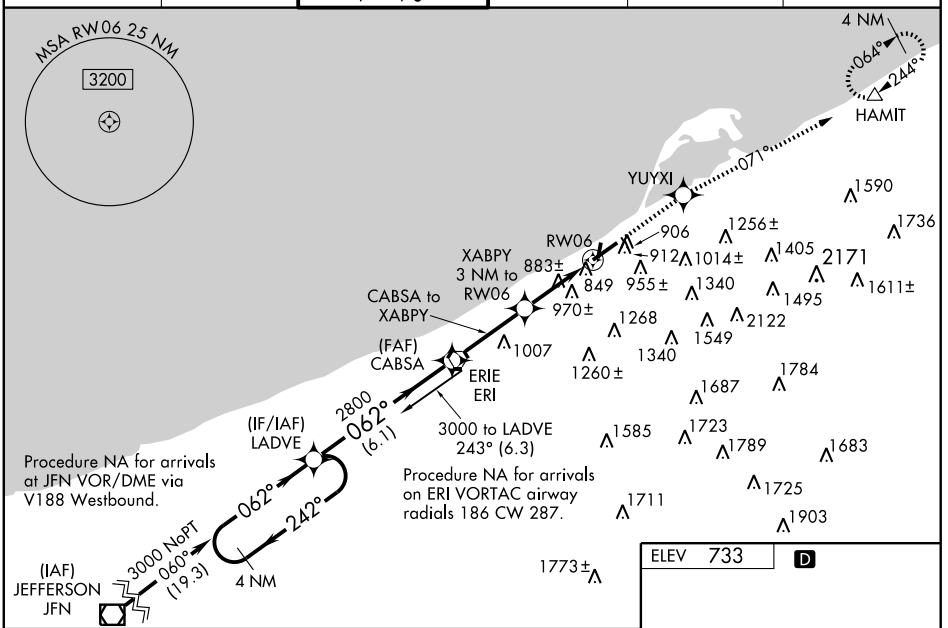
ERIE INTL/TOM RIDGE FIELD (ERI)

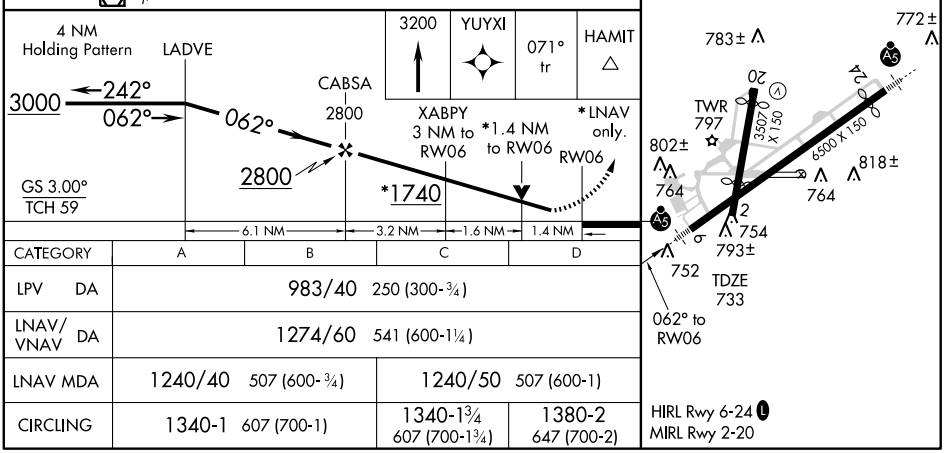
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and Circling Cat C visibilities ¼ mile, LNAV Cat D and Circling Cat D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) 257.8	121.9	126.8	122.95





CATEGORY	A	B	C	D
LPV DA	983/40 250 (300-¾)			
LNAV/VNAV DA	1274/60 541 (600-1¼)			
LNAV MDA	1240/40 507 (600-¾)		1240/50 507 (600-1)	
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86812 W24A	APP CRS 243°	Rwy Idg 6010 TDZE 732 Apt Elev 733

RNAV (GPS) RWY 24

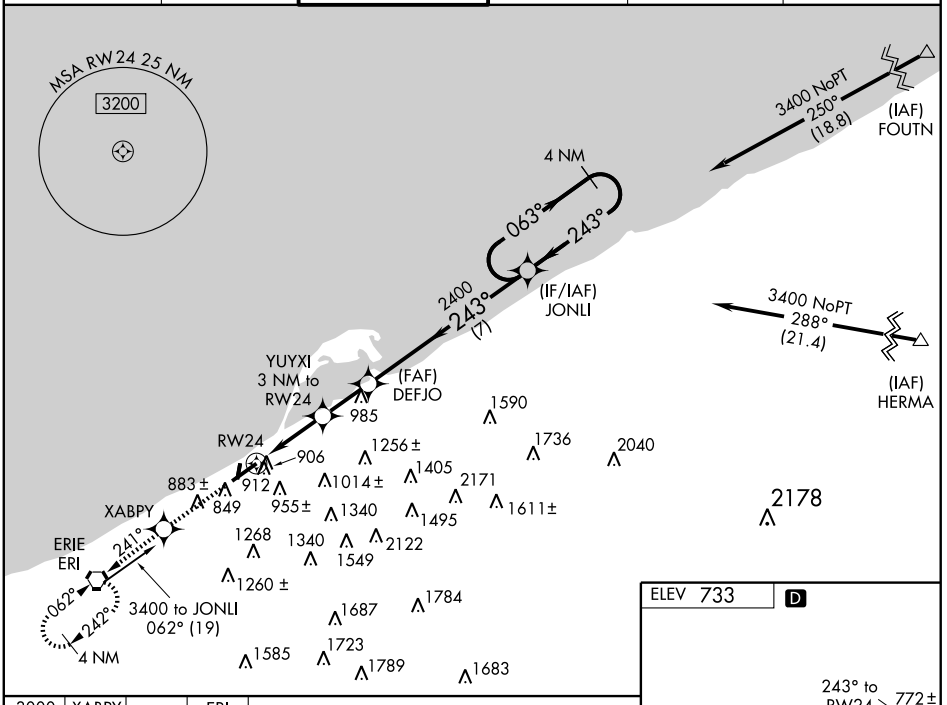
ERIE INTL/TOM RIDGE FIELD (ERI)

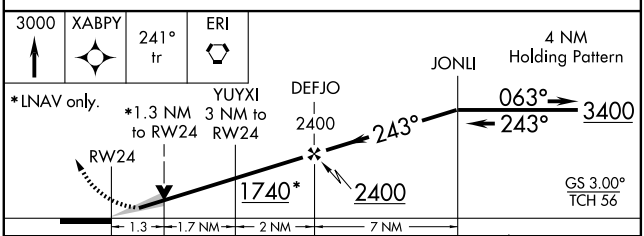
T A Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

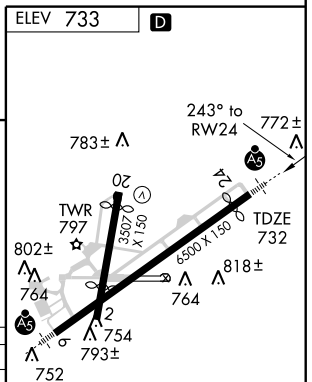
MALSR

MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
LPV DA	935-½ 203 (300-½)			
LNAV/VNAV DA	1207-1¼ 475 (500-1¼)			
LNAV MDA	1200-½ 468 (500-½)		1200-¾ 468 (500-¾)	1200-1 468 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ERI 109.4 Chan 31	APP CRS 240°	Rwy Idg 6010 TDZE 732 Apt Elev 733

VOR/DME RWY 24

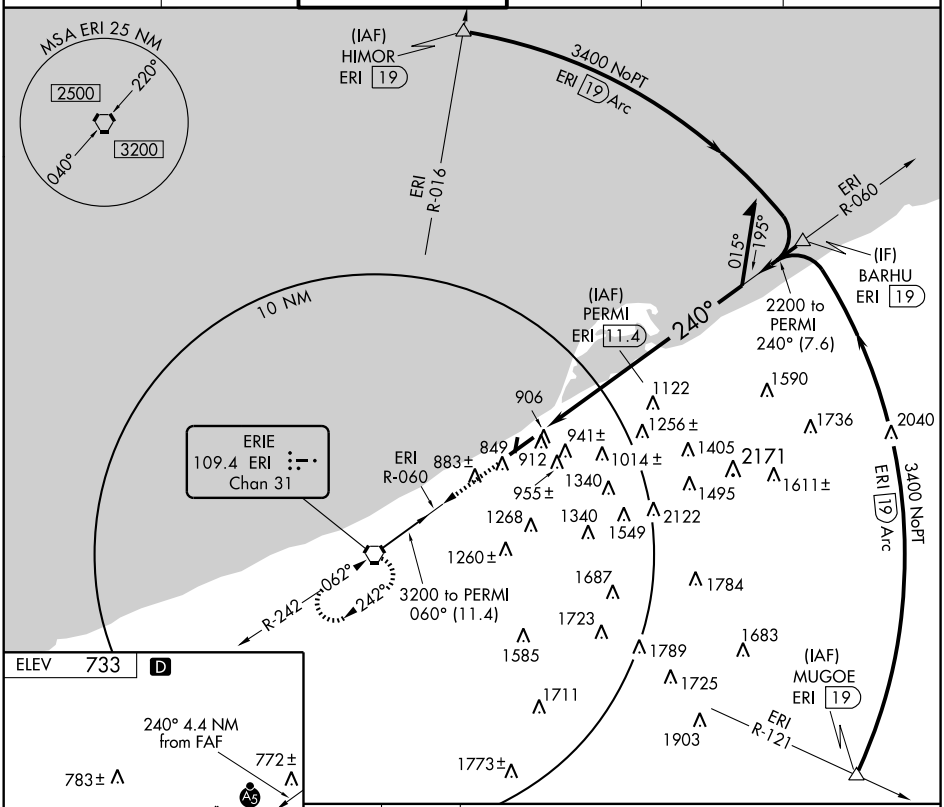
ERIE INTL/TOM RIDGE FIELD (ERI)

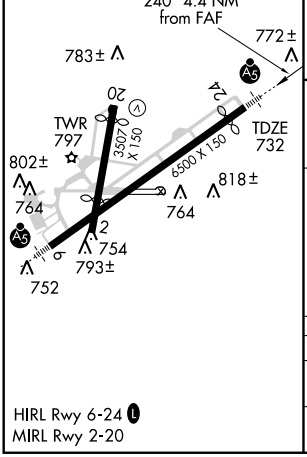
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats C/D and Circling Cat C visibilities ¼ mile and Circling Cat D visibility ½ mile.

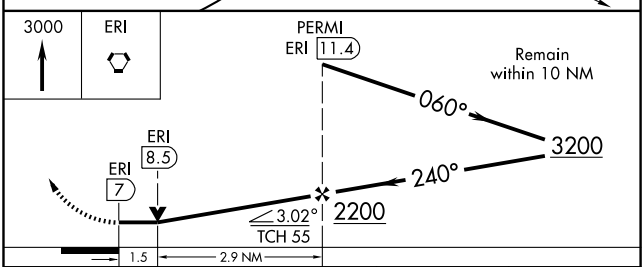
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95







CATEGORY	A	B	C	D
S-24	1260-½	528 (600-½)	1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 2-20

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC ERI 109.4 Chan 31	APP CRS 060°	Rwy Idg 6500 TDZE 733 Apt Elev 733

VOR RWY 6

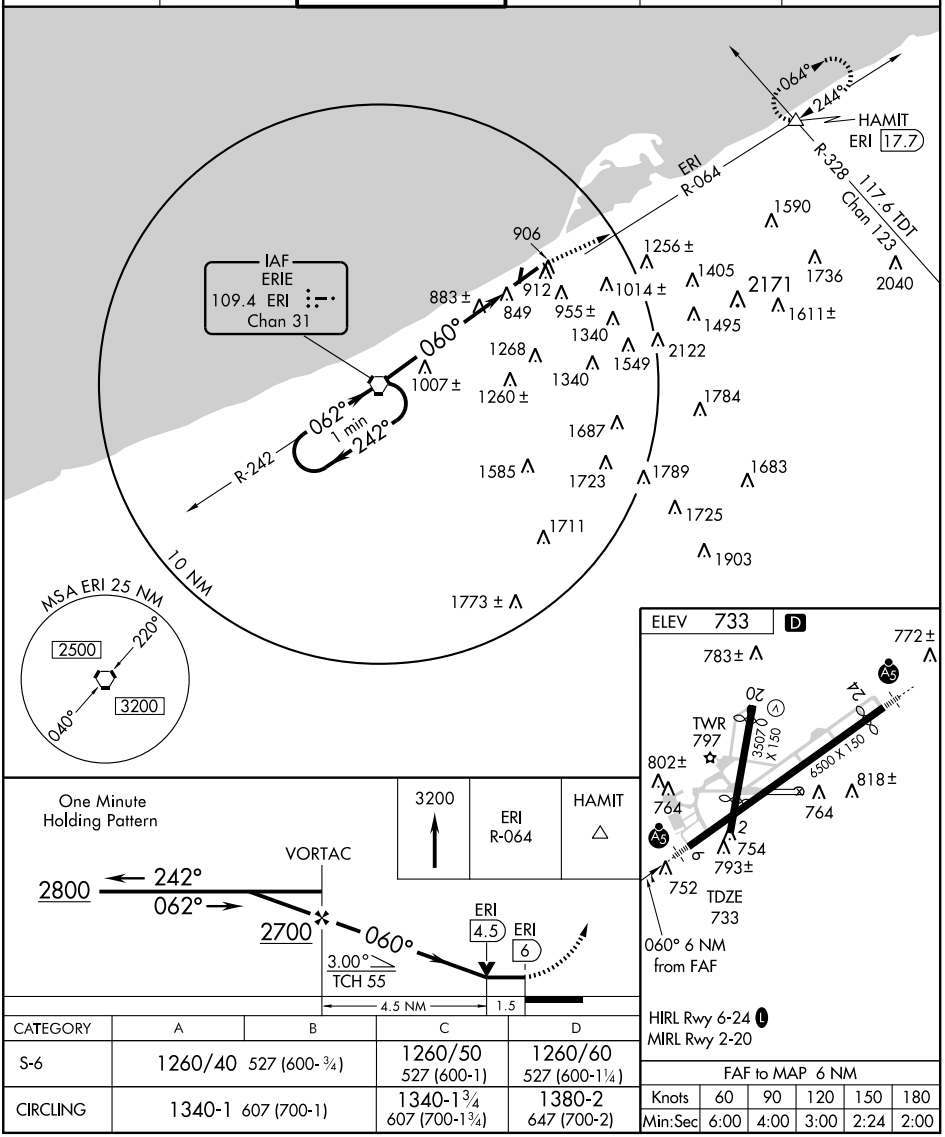
ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) L 257.8	121.9	126.8	122.95



HIRL Rwy 6-24 L
MIRL Rwy 2-20

CATEGORY	A	B	C	D
S-6	1260/40 527 (600-¾)		1260/50 527 (600-1)	1260/60 527 (600-1¼)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ESSINGTON

PHILADELPHIA SPB (9N2) 1 S UTC−5(−4DT) N39°51.54′ W75°17.98′ **WASHINGTON**

00 TPA—300(300) NOTAM FILE IPT

WATERWAY 11–29: 9100X250 (WATER)

WATERWAY 11: Rgt tfc.

SEAPLANE REMARKS: Attended daylight hours. Call 610–521–7710 prior to arrival. No night operations. Check PHILADELPHIA TAC Chart for landing area. Transient traffic ctc Philadelphia App Con for tfc advisories.

COMMUNICATIONS: CTAF 122.9

EWT 4 HELIPORT (See HONEY GROVE)

FACTORYVILLE

SEAMANS FLD (9N3) 2 N UTC−5(−4DT) N41°35.36′ W75°45.36′ **NEW YORK**

1209 B S4 **FUEL** 100LL TPA—2009(800) NOTAM FILE IPT **L–30K, 33A**

RWY 04–22: H2500X50 (ASPH) LIRL **IAP**

RWY 22: Trees.

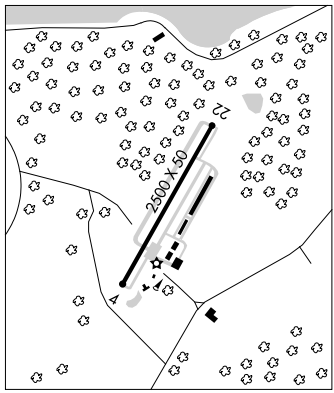
AIRPORT REMARKS: Attended 1300Z‡–dusk. For svc after hrs call 570–945–7943 or 570–419–6879. Mechanic on fld weekdays, on call weekends 570–945–3769.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 309° 14.1 NM to fld. 2320/10W. **HIWAS.**



FAIRFIELD

MID ATLANTIC SOARING CENTER (W73) 2 SE UTC−5(−4DT) N39°45.42′ W77°21.08′ **WASHINGTON**

573 TPA—1373(800) NOTAM FILE IPT

RWY 15–33: H2700X50 (ASPH) S–12.5, D–12.5

RWY 15: Brush. **RWY 33:** Thld dsplcd 900′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Sat–Sun dalgt hours. Arpt CLOSED except PPR 717–432–0856/703–335–6778 when P–40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Rwy 15 not marked. Southern portion of Rwy 33 cracking, rutting.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: MULTICOM 123.3 weekends and holidays.

FARMERS PRIDE (See FREDERICKSBURG)

FINLEYVILLE AIRPARK (GØ5) 1 SW UTC−5(−4DT) N40°14.75′ W80°00.74′ **DETROIT**

1240 B **FUEL** 100LL TPA—See Remarks NOTAM FILE AOO

RWY 14–32: H2505X50 (ASPH) LIRL

RWY 32: Trees.

AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and in vicinity of rwy. Terrain falls off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32. Rwy 32 thld lgts are dsplcd approximately 875′. Rwy 32 runway markings are not dsplcd. Transient pilots advised to check rwy condition prior to use during winter months. Ultralights avoid overflying houses NE of arpt. Helicopters follow fixed wing tfc pattern. Rwy 14–32 ultralights fly rgt tfc. TPA ultralights 1740(500). Arpt bcn ops dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL and rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

FLYING DOLLAR (See CANADENSIS)

FLYING M RANCH (See GERMANSVILLE)

FORT INDIANTOWN GAP (See MUIR AAF)

APP CRS	Rwy Idg	2500
051°	TDZE	1209
	Apt Elev	1209

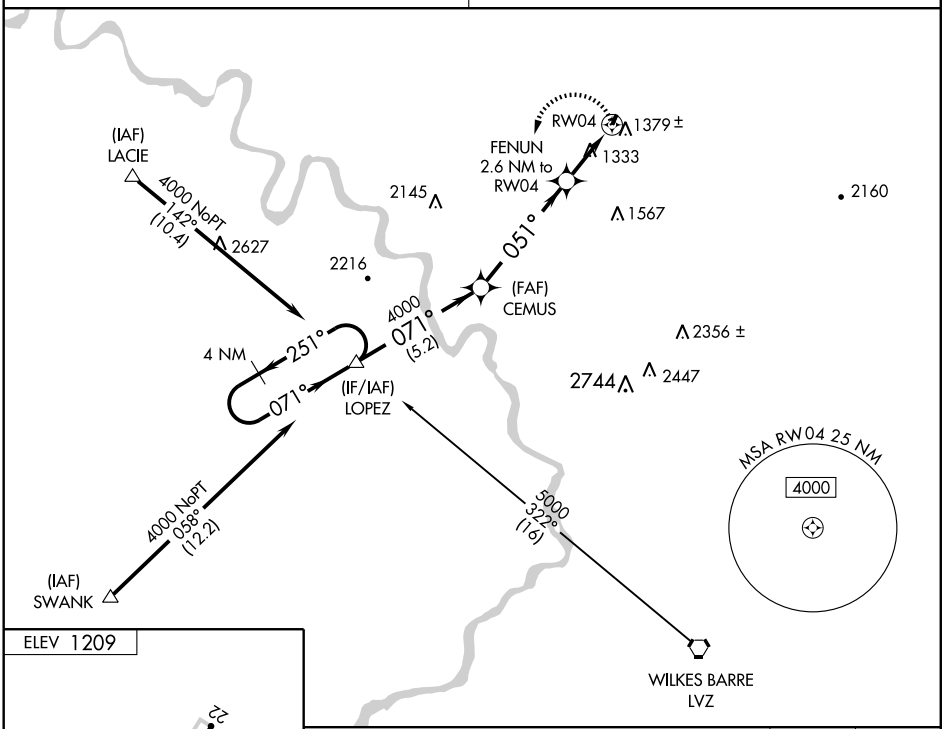
RNAV (GPS) RWY 4

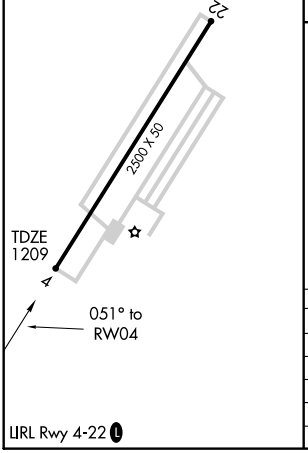
FACTORYVILLE/ SEAMANS FIELD (9N3)

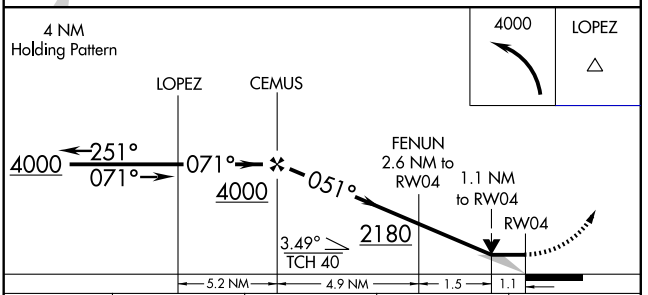
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON	UNICOM
124.5 256.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1	431 (500-1)	NA	
CIRCLING	1720-1	511 (600-1)	NA	
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1720-1	511 (600-1)	NA	
CIRCLING	1800-1	591 (600-1)	NA	

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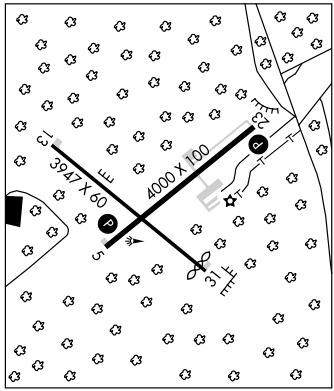
MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ **NEW YORK**
1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO **L–30K, 33A, 34H**
RWY 05–23: H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE **IAP**
RWY 05: REIL. PAPI(P2L). Trees.
RWY 23: REIL. PAPI(P2L). Road.
RWY 13–31: H3947X60 (ASH) S–10 MIRL
RWY 13: REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.
AIRPORT REMARKS: Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.
WEATHER DATA SOURCES: ASOS 120.275 (570) 839–1584.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.7 (1300Z‡–dusk)
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) **NEW YORK**
N40°26.11′ W76°34.12′ **L–30J, 34G, A**
488 B TPA–See Remarks NOTAM FILE IPT Not insp. **DIAP**
RWY 07–25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E
RWY 07: Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.
MILITARY REMARKS: Opr Jun–Aug Mon–Fri 1200–0500Z‡, Sep–May Mon–Fri 1300–0500Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.
WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. DSN 491–6493.
COMMUNICATIONS: CTAF 126.2
Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45
TOWER 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)
GND CON 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9
AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
BELLGROVE NDB (MHW) BZJ 328 N40°26.16′ W76°33.18′ at fld.

COPTER NDB Y-289°

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

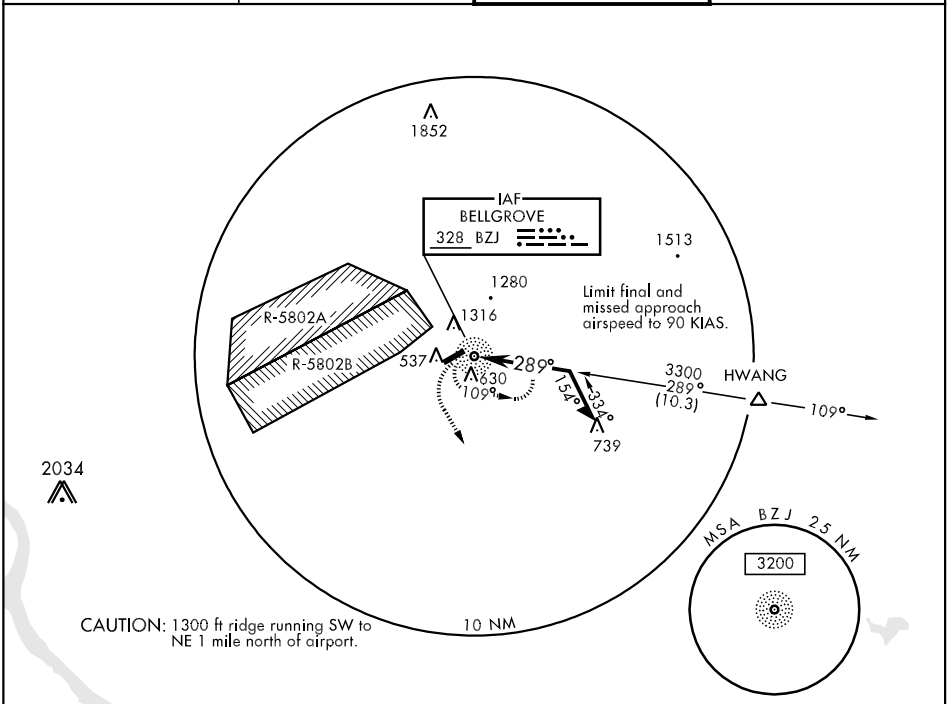
AL-6422 [USA]

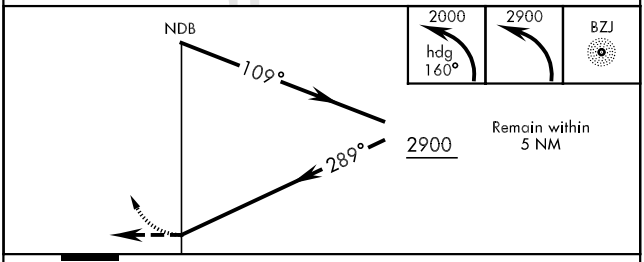
MUIR AAF (KMUI)

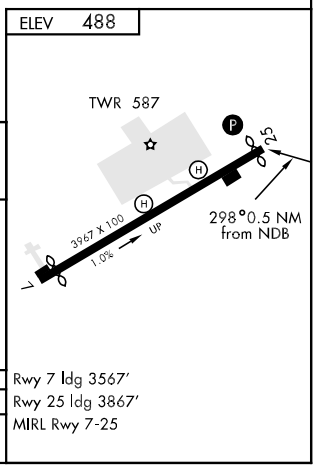
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) L 241.0	121.625 265.6







CATEGORY	COPTER
H-289°	1040- ¾ 501 (600-¾)

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COPTER NDB Z-289°

NDB BZJ	APCH CRS	Rwy Idg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

MUIR AAF (KMUI)

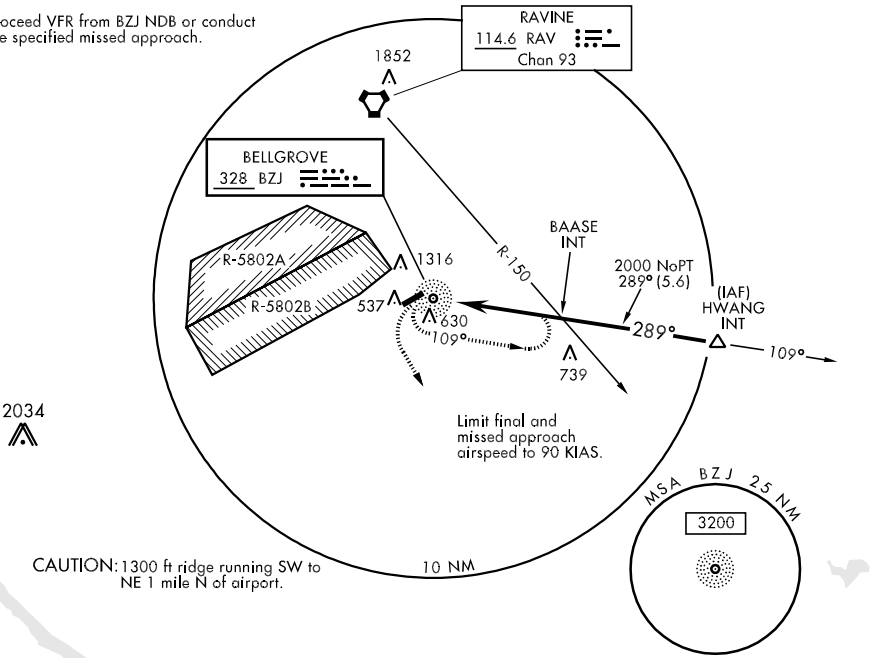
VOR receiver required for this approach.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

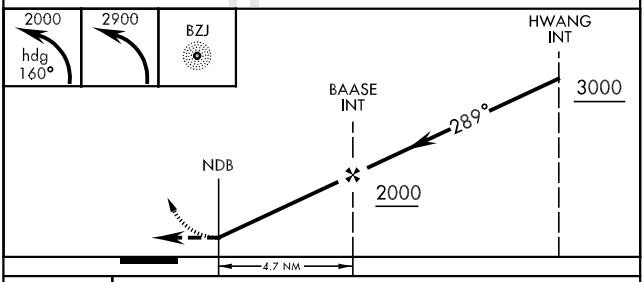
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

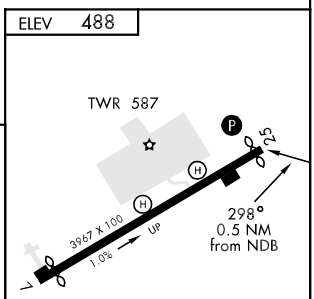
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.







CATEGORY	A		
H-289°	1000-¾	461	(500-¾)

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	3867
278°	TDZE	488
	Arpt Elev	488

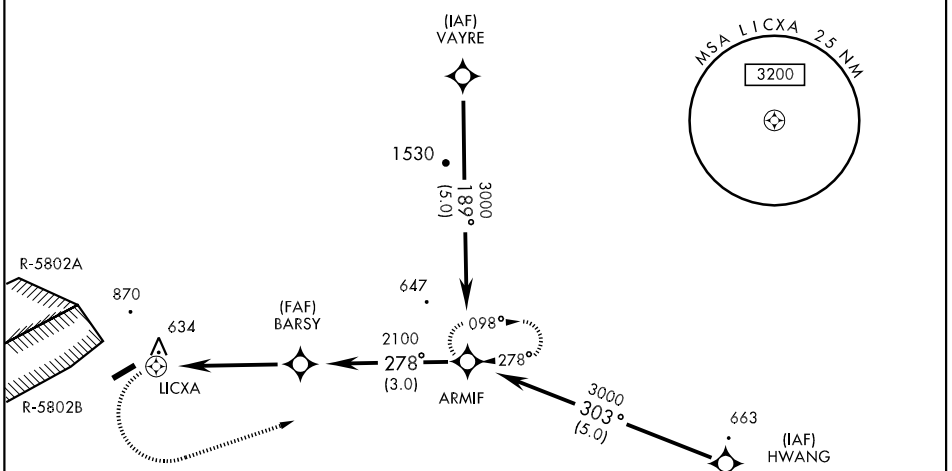
AL-6422 [USA]

MUIR AAF (KMUI)

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
DME/DME RNP-0.3 NA.

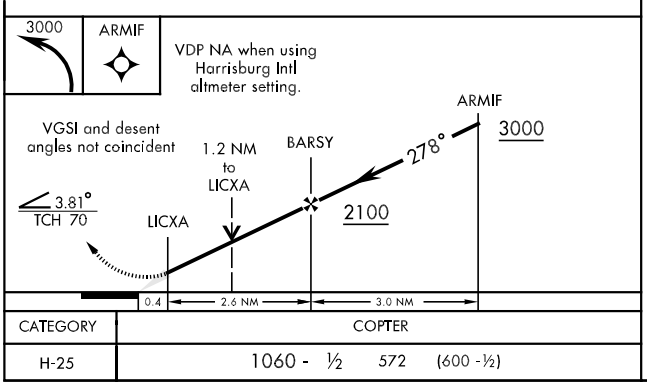
MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

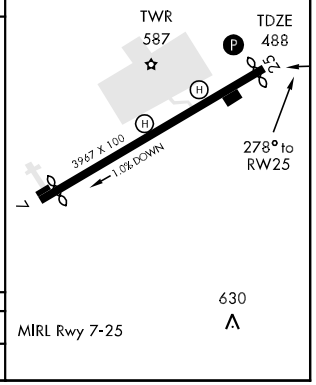
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6



Limit final and missed approach airspeed to 90 KIAS.

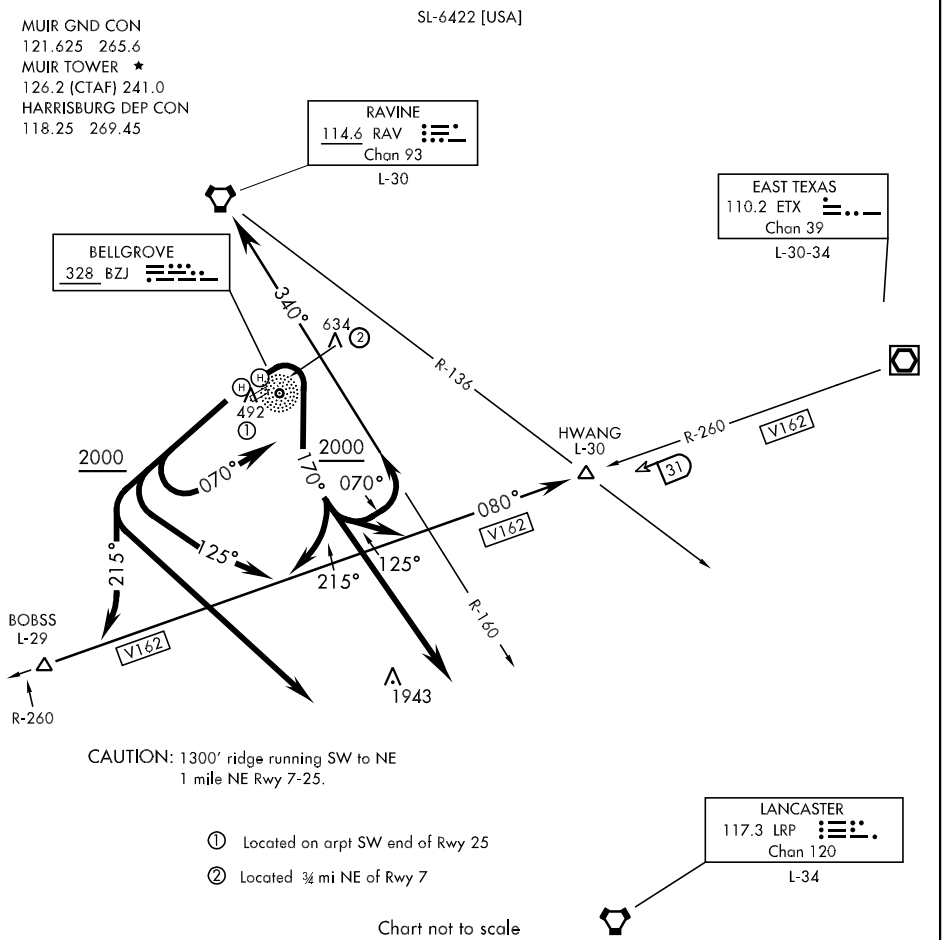
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.





CATEGORY	COPTER
H-25	1060 - ½ 572 (600 -½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

NE-4, 21 OCT 2010 to 18 NOV 2010

NDB BZJ	APCH CRS	Rwy ldg	N/A
328	289°	TDZE	N/A
		Arpt Elev	488

AL-6422 [USA]

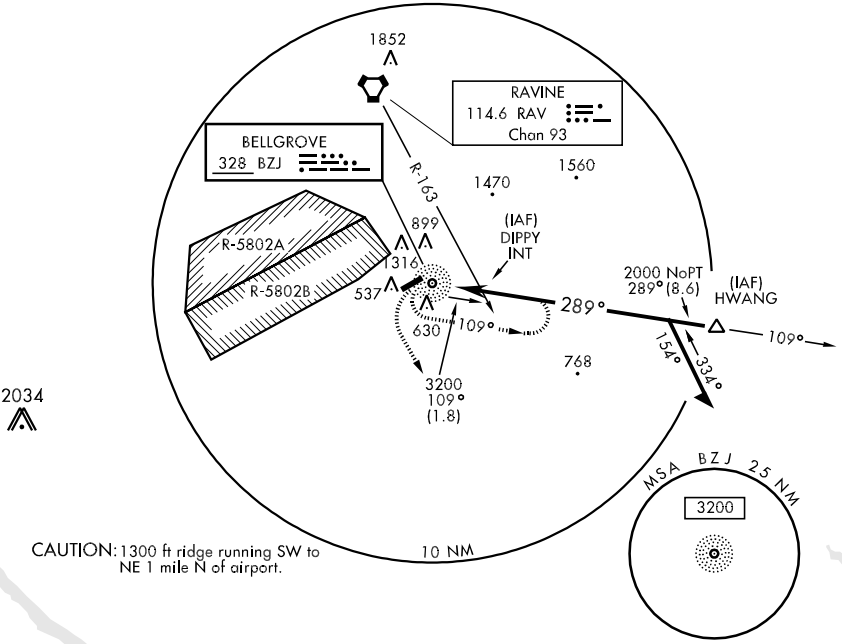
MUIR AAF (KMUI)

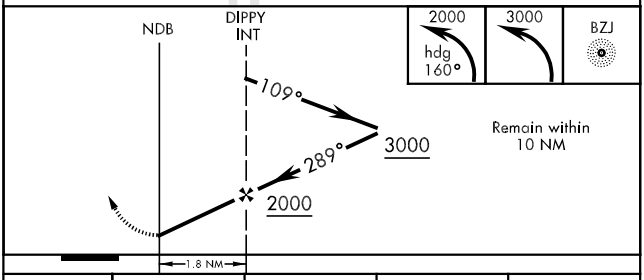
* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

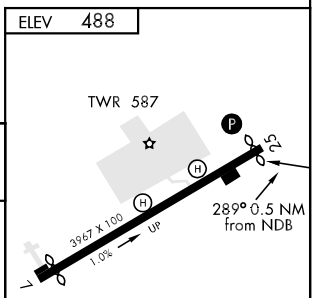
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) 241.0	121.625 265.6

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.







CATEGORY	A	B	C	D
CIRCLING *	1420-1 ¼	932 (1000-1 ¼)	N/A	

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

630

APCH CRS	Rwy Idg	N/A
054°	TDZE	N/A
	Arpt Elev	488

AL-6422 [USA]

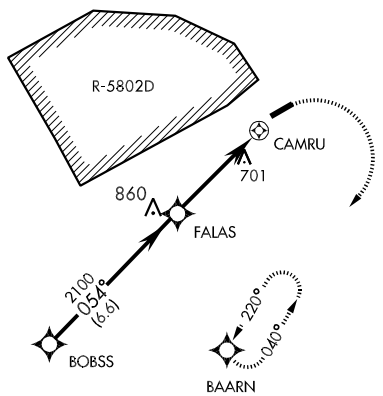
MUIR AAF (KMUI)

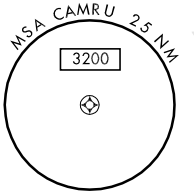
DME/DME RNP-0.3 NA.

* Circling N/A N of RWY 7/25.

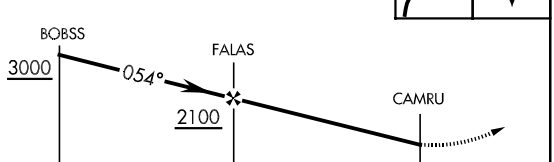
MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	116.25 269.45	126.2 (CTAF) L 241.0	121.625 265.6

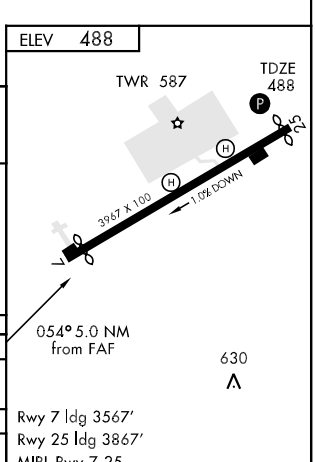




RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING *	1100-1 612 (700-1)		1100-1¾ 612 (700-1¾)	NA
HARRISBURG, PA ALTIMETER SETTING MINIMA				
CIRCLING *	1180-1 692 (700-1)		1180-1¾ 692 (700-1¾)	NA



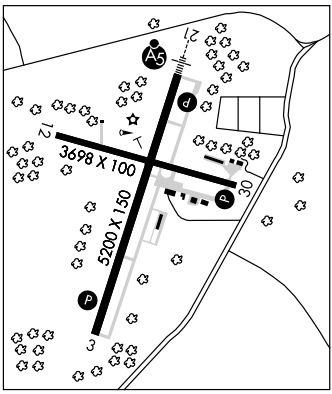
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

FRANKLIN N41°26.32′ W79°51.41′ NOTAM FILE FKL. **DETROIT**
(L) VOR 109.6 FKL 189° 3.7 NM to Venango Rgnl. **HIWAS.** **H–10H, L–30H**
RCO 122.1R 109.6T (ALTOONA RADIO)

FRANKLIN

VENANGO RGNL (FKL) 2 SW UTC−5(−4DT) N41°22.67′ W79°51.62′ **DETROIT**
1540 B S4 **FUEL** 100LL, JET A CLASS II, ARFF Index A NOTAM FILE FKL **H–10H, L–30H**
RWY 03–21: H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89 HIRL **IAP**
RWY 03: PAPI (P4L)–GA 3.0° TCH 45′. Building.
RWY 21: MALSR PAPI (P4L)–GA 3.0° TCH 57′. Pole.
RWY 12–30: H3698X100 (ASPH) S–67, D–105, 2S–133 MIRL
RWY 12: Trees. **RWY 30:** PAPI (P4L)–GA 3.0° TCH 40′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 12: TORA–3698 TODA–3698 ASDA–3698 LDA–5200
RWY 21: TORA–5200 TODA–5200 ASDA–5200 LDA–5200
RWY 30: TORA–3698 TODA–3698 ASDA–3698 LDA–5200
AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡, Sat 1100–0300Z‡, Sun 1200–0400Z‡. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 814–432–5333. Deer and birds on and in vicinity of arpt. ACTIVATE HIRL Rwy 03–21, MALSR Rwy 21 and MIRL Rwy 12–30 and twy lgts, and PAPI Rwys 03 and 21 and 30—CTAF. Landing fee for acft over 6000 lbs gross weight.
WEATHER DATA SOURCES: AWOS–3 118.175 (814) 437–2066.
HIWAS 109.6 FKL.
COMMUNICATIONS: CTAF/UNICOM 122.7
FRANKLIN RCO 122.1R 109.6T (ALTOONA RADIO)
Ⓡ **YOUNGSTOWN APP CON** 126.25 (1100–0500Z‡)
Ⓡ **YOUNGSTOWN DEP CON** 133.95 **CLNC DEL** 126.25
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
AIRSPACE: CLASS E svc Mon–Fri 1030–0330Z‡, Sat 1030–1430Z‡, Sun 2330–0330Z‡, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 313° 22.9 NM to fld. 1520/06W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 189° 3.7 NM to fld. NOTAM FILE FKL. **HIWAS.**
ILS 110.5 I–FKL Rwy 21. Class IB. ILS unmonitored Sat 0100Z‡–Sun 1200Z‡.



FRANKLIN CO RGNL (See CHAMBERSBURG)

FREDERICKSBURG

FARMERS PRIDE (9N7) 0 W UTC−5(−4DT) N40°26.57′ W76°26.50′ **NEW YORK**
495 B **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 3410X150 (TURF) LIRL (NSTD)
RWY 10: Thld dsplcd 504′. Trees. **RWY 28:** Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. Only fuel avbl to transient acft is emergency fuel. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF. Rwy 10–28 turf rwy marked by orange tires/lgts. Rwy 28 dsplcd thlds marked by 6 split red/green lgts. Thld lgts Rwy 10 NSTD due to placement. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF.
COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.8

FREEPORT

Mc VILLE (P37) 6 NE UTC−5(−4DT) N40°44.00′ W79°35.99′ **DETROIT**
1090 B S4 **FUEL** 100LL NOTAM FILE AOO
RWY 18–36: 2900X132 (TURF)
RWY 18: Thld dsplcd 1050′. Pole. **RWY 36:** Trees.
RWY 03–21: 2425X160 (TURF) LIRL (NSTD)
RWY 03: Road. **RWY 21:** Brush.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Arpt CLOSED indef. Rwy 18–36 CLOSED indef. Deer and Woodchuck on and invof arpt. Steep drop–off at AER 03. Rwy 18 dsplcd thld marked with red barrels. Rwy 03–21 marked with yellow barrels. Rwy 18–36 marked with yellow barrels. Rwy 03–21 NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03–21 and rotating bcn–123.0.
COMMUNICATIONS: CTAF/UNICOM 123.0

LOC I-FKL	APP CRS	Rwy Idg	5200
110.5	207°	TDZE	1540
		Apt Elev	1540

ILS or LOC RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

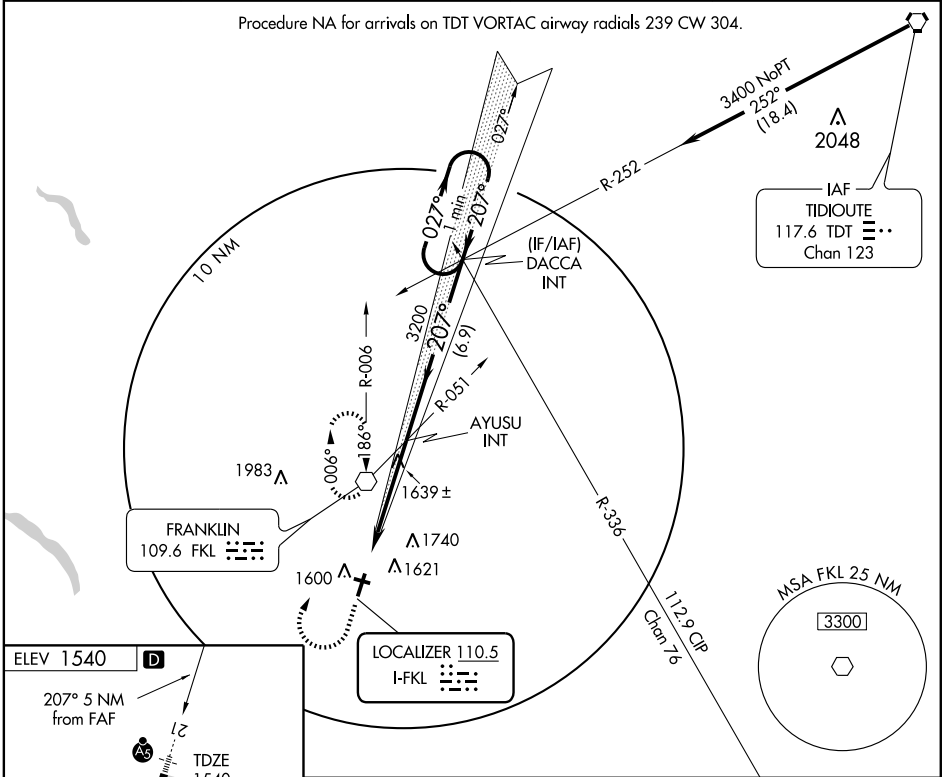
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

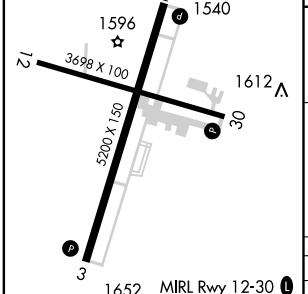
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

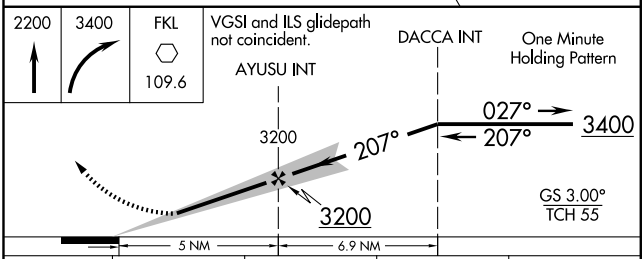
AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS-21	1740-½ 200 (200-½)			
S-LOC-21	1900-½ 360 (400-½)			1900-¾ 360 (400-¾)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
027°	Rwy Idg	5200
	TDZE	1540
	Apt Elev	1540

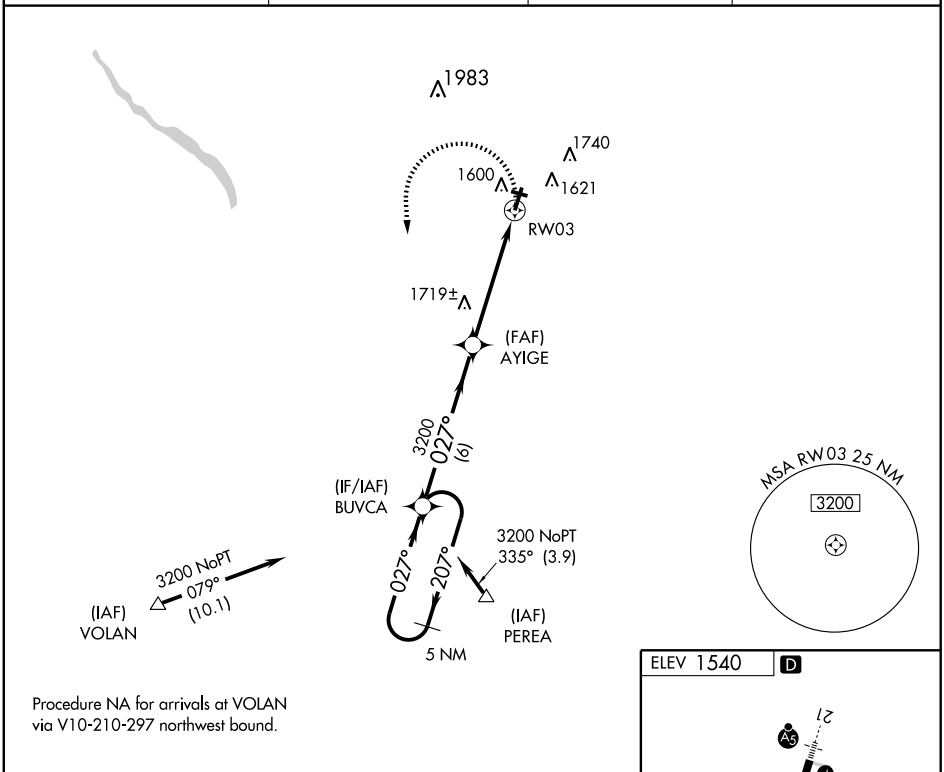
RNAV (GPS) RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

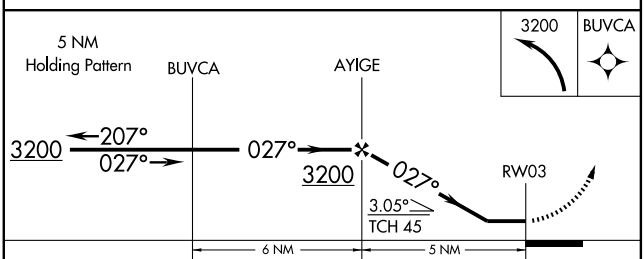
When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

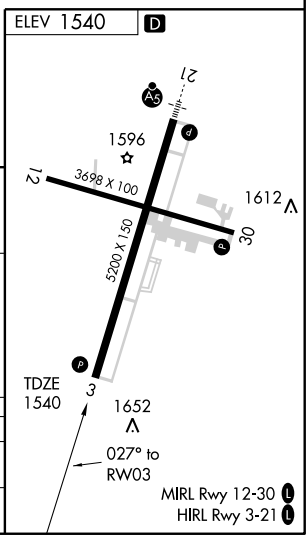
AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L



Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1980-1 440 (500-1)		1980-1¼ 440 (500-1¼)	1980-1½ 440 (500-1½)
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77501 W21A	APP CRS 207°	Rwy Idg 5200 / TDZE 1540 / Apt Elev 1540

RNAV (GPS) RWY 21

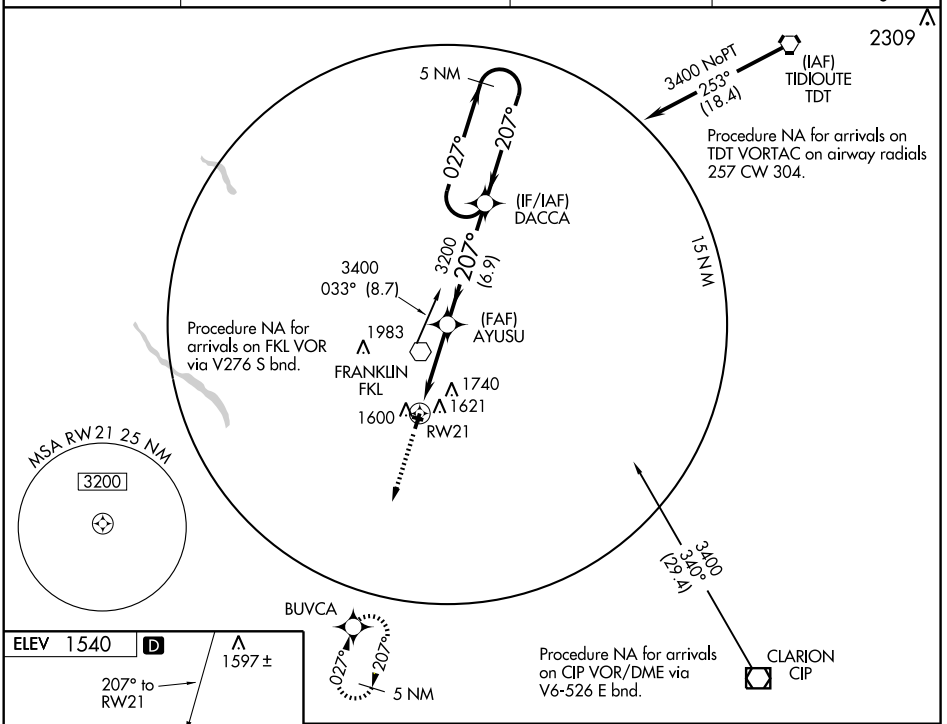
FRANKLIN/ VENANGO RGNL (FKL)

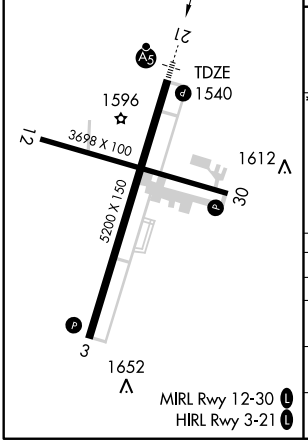
TA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

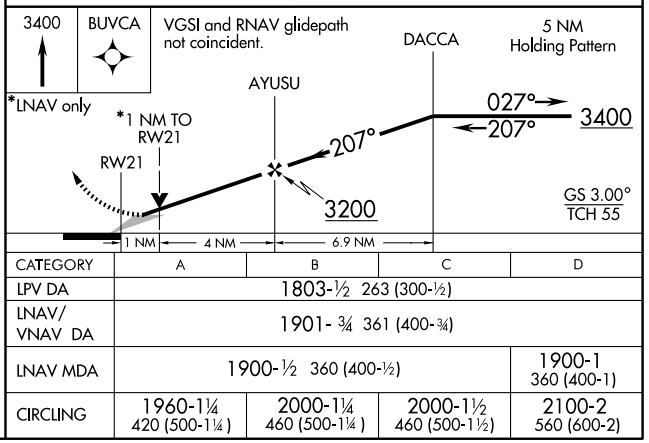
MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

AWOS-3	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
118.175	126.25 322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1803-½ 263 (300-½)			
LNAV/ VNAV DA	1901- ¾ 361 (400-¾)			
LNAV MDA	1900-½ 360 (400-½)			1900-1 360 (400-1)
CIRCLING	1960-1¼ 420 (500-1¼)	2000-1¼ 460 (500-1¼)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	010°	TDZE	1540
		Apt Elev	1540

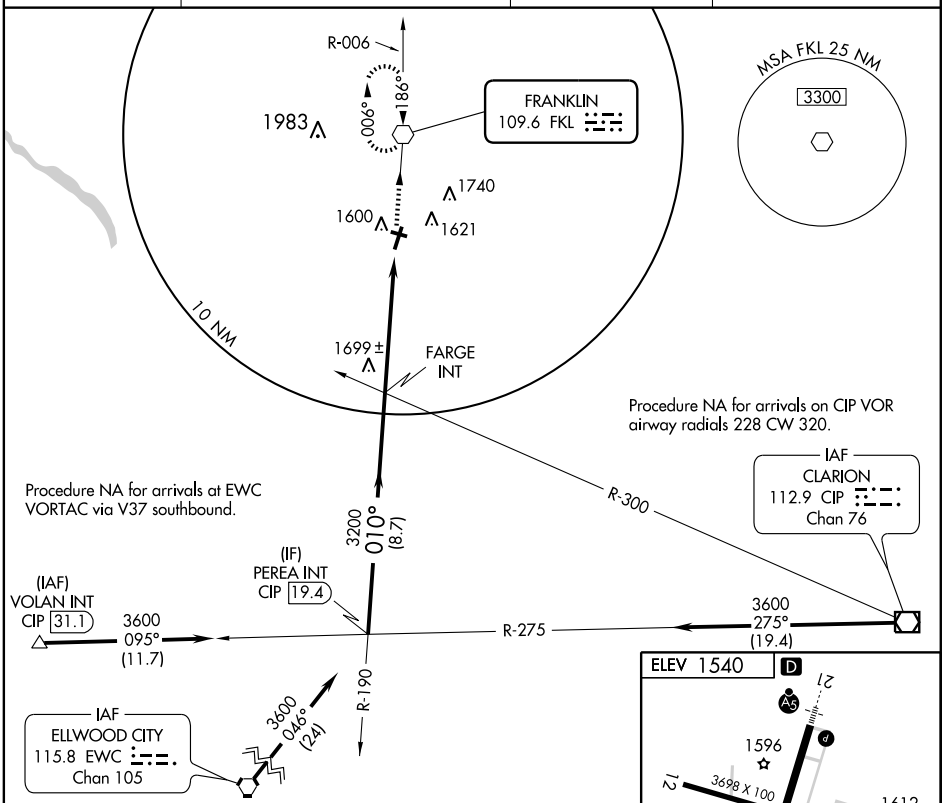
VOR RWY 3

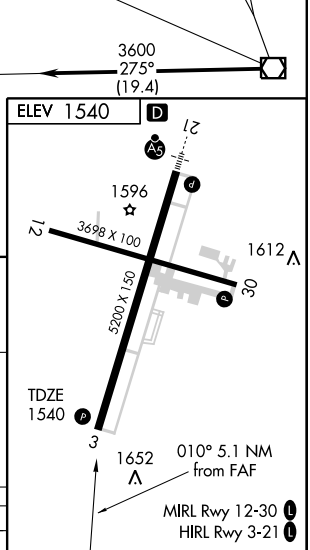
FRANKLIN/ VENANGO RGNL (FKL)

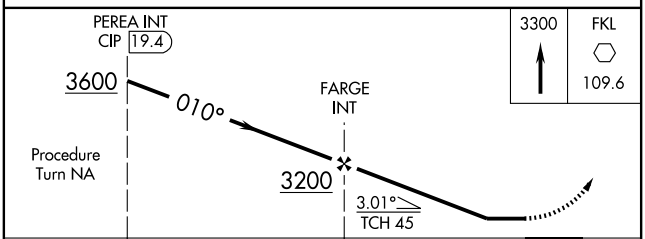
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1960-1 420 (500-1)		1960-1¼ 420 (500-1¼)	
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR FKL	APP CRS	Rwy Idg	5200
109.6	187°	TDZE	1540
		Apt Elev	1540

VOR RWY 21

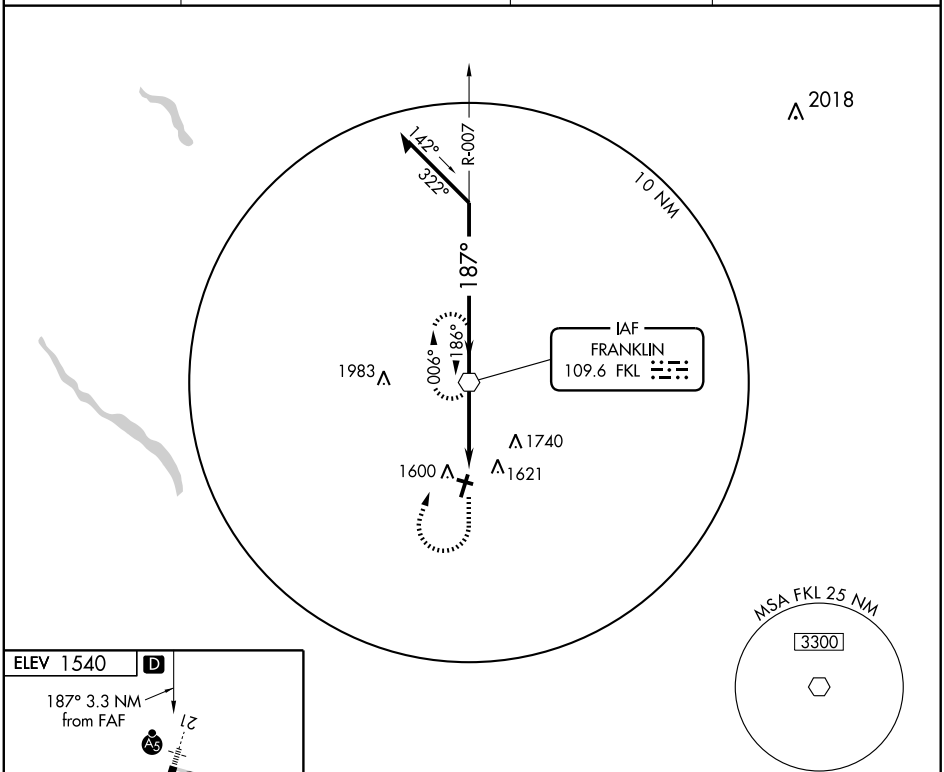
FRANKLIN/ VENANGO RGNL (FKL)

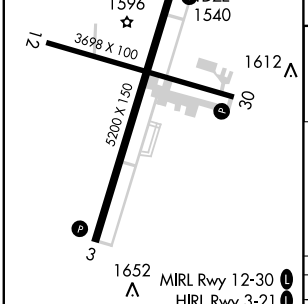
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

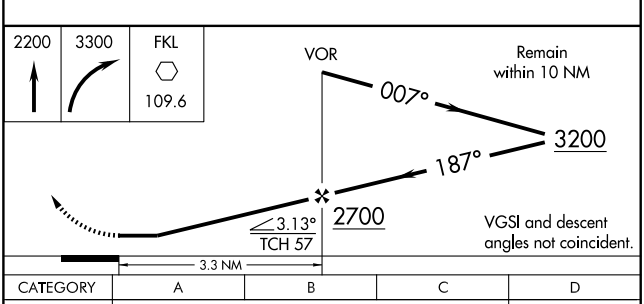
MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

AWOS-3	YOUNGSTOWN APP CON ★		CLNC DEL	UNICOM
118.175	126.25	322.3	126.25	122.7 (CTAF) L





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-21	1900-1 360 (400-1)			1900-1¼ 360 (400-1¼)
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

RWY 08–26: 2370X100 (TURF)

RWY 08: Pline. **RWY 26:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

GETTYSBURG

GETTYSBURG RGNL (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

RWY 06–24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

RWY 15–33: H2703X75 (ASPH) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

RWY 05–23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

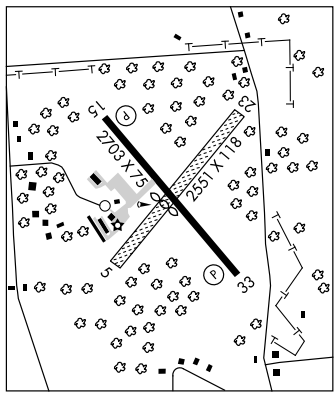
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**



GRIMES (See BETHEL)

APP CRS	Rwy Idg	NA
331°	TDZE	NA
	Apt Elev	554

RNAV (GPS)-A

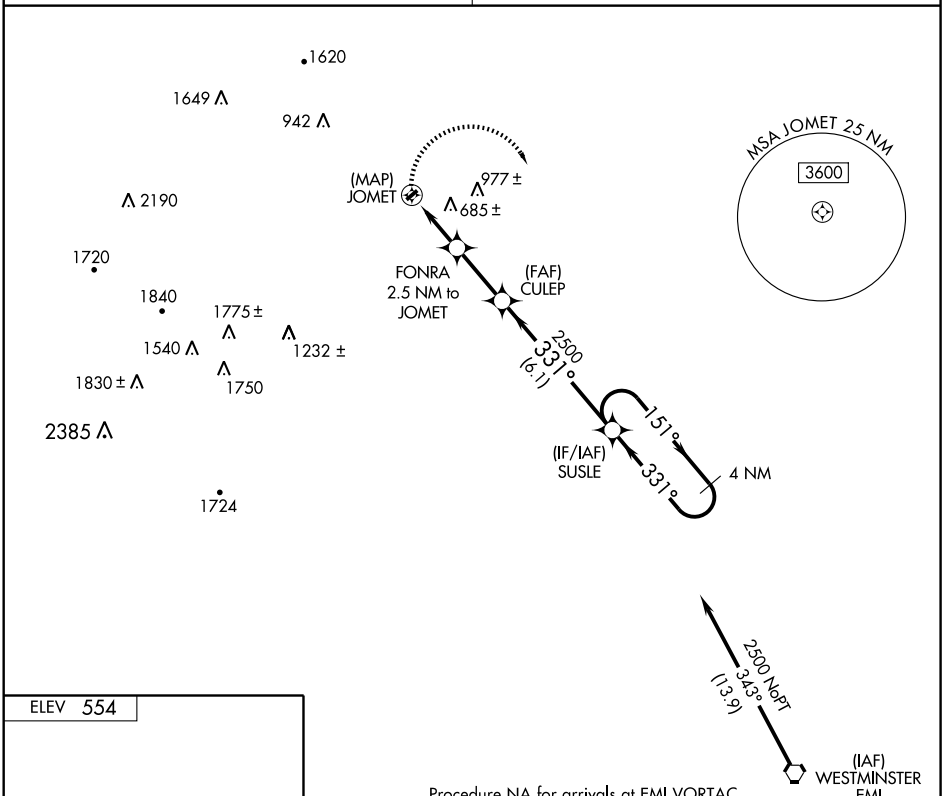
GETTYSBURG RGNL (W05)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Hagerstown, MD. altimeter setting.

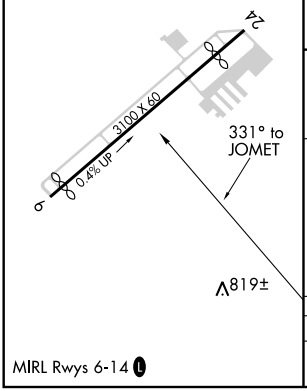
MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.

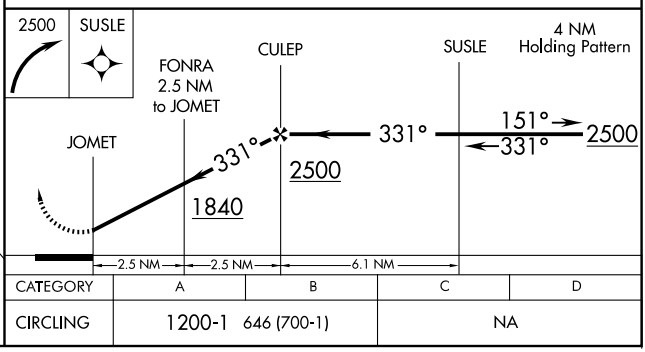
WASHINGTON CENTER	UNICOM
134.15 227.15	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010



Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.





CATEGORY	A	B	C	D
CIRCLING	1200-1 646 (700-1)		NA	

GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

RWY 08–26: 2370X100 (TURF)

RWY 08: Pline. **RWY 26:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

GETTYSBURG

GETTYSBURG RGNL (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

RWY 06–24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

RWY 15–33: H2703X75 (ASPH) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

RWY 05–23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

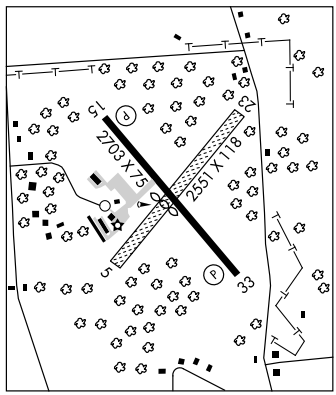
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**



GRIMES (See BETHEL)

VORTAC YNG 109.0 Chan 27	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 1202

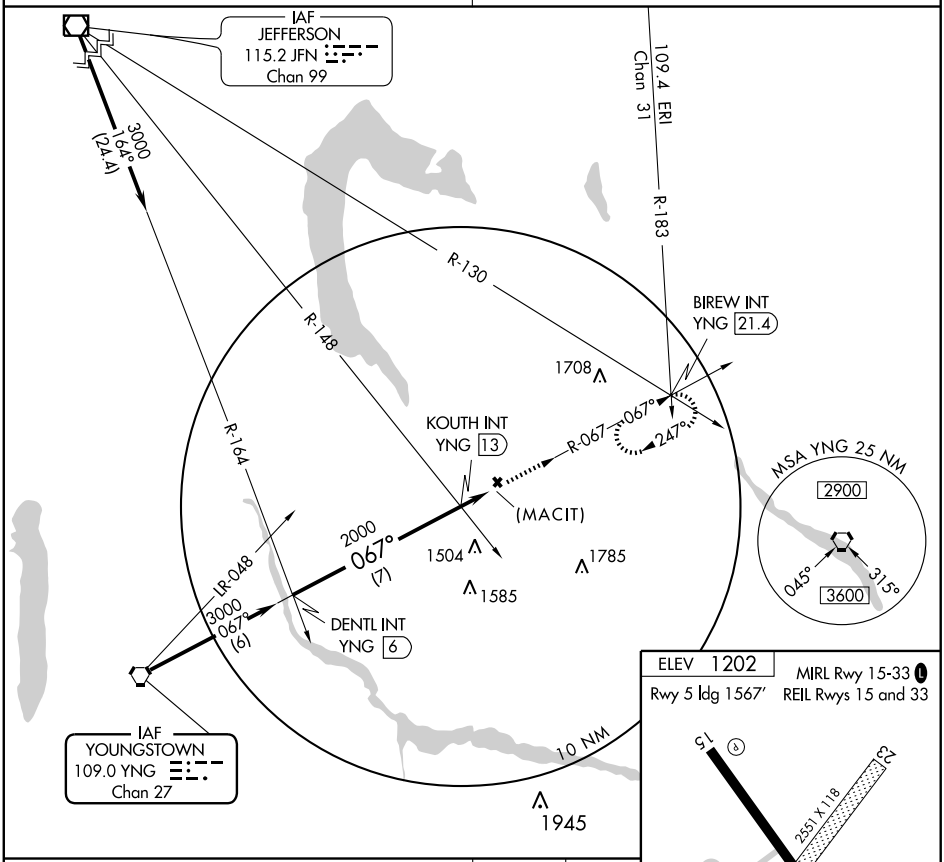
VOR or GPS-A
GREENVILLE MUNI (4G1)

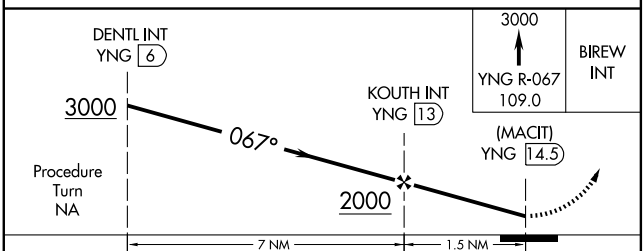
NA Use Youngstown altimeter setting.

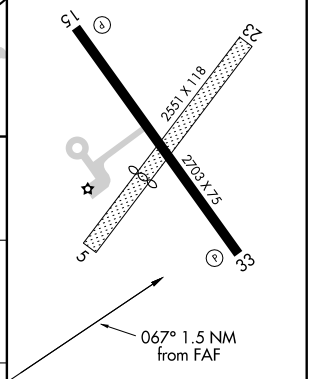
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★ 133.95 322.3

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1720-1	523 (600-1)	NA	NA

FAF to MAP 1.5 NM					
Knots	60	90	120	150	180
Min:Sec	1:30	1:00	0:45	0:36	0:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GROVE CITY (29D) 3 W UTC−5(−4DT) N41°08.76′ W80°10.07′

DETROIT
L–30H
IAP

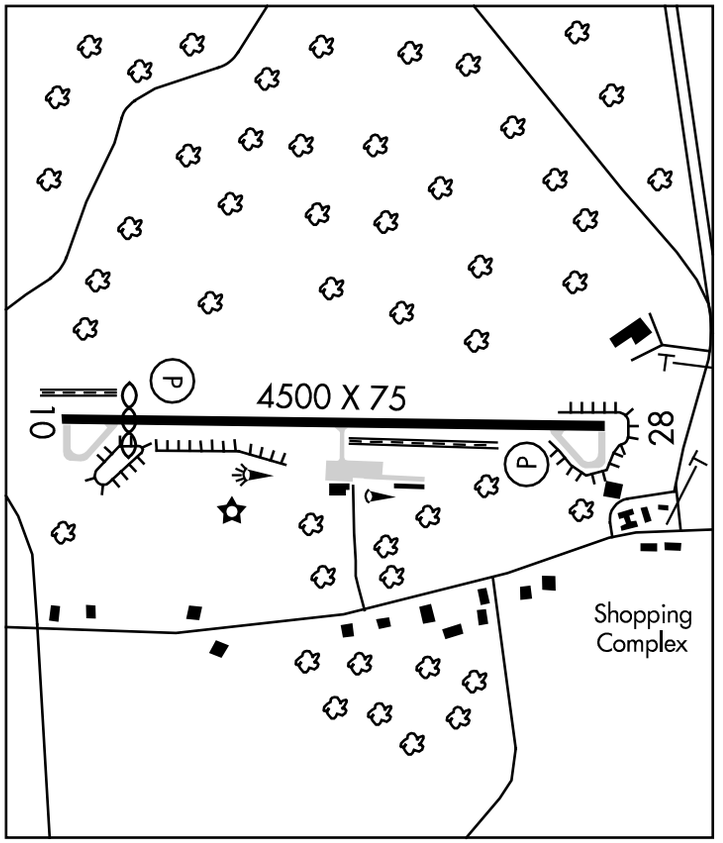
1371 B **FUEL** 100LL, JET A NOTAM FILE AOO

RWY 10–28: H4500X75 (ASPH) S–12.5 MIRL 1.2% up W

RWY 10: REIL. PAPI(P2L). Thld dsplcd 590′. Tree.

RWY 28: REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡. Sun 1700–2200‡. CLOSED Thanksgiving, Christmas and New Years Day. Parachute Jumping. Avoid overflying fld during dalgt VFR because of parachute jumping activity NW corner of fld. Deer and geese on and invof arpt. Drainage ravine 15 ft deep located in safety area north of Rwy 10. Rwy 10 PAPI OTS indef. ACTIVATE MIRL Rwy 10–28–CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 014° 19.4 NM to fld. 1227/08W.

HANOVER (6W6) 1 W UTC−5(−4DT) N39°47.56′ W77°01.48′

WASHINGTON

560 NOTAM FILE IPT

RWY 09–27: 2550X100 (TURF)

RWY 09: Tree. **RWY 27:** Road.

AIRPORT REMARKS: Attended irregularly. Rwy 09–27 CLOSED for touch and go ldgs. Crosswind rwy clsd to public. Major airframe repairs avbl. Rwy 09–27 marked with yellow barrels.

COMMUNICATIONS: CTAF 122.9

HARRISBURG

(L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to Carlisle. 1301/10W. NOTAM FILE CXY

DETROIT
H–10H, L–29E, A

VOR unusable:

146°–168° byd 20 NM blo 7000′

RCO 122.4 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 112.5T (WILLIAMSPORT RADIO)

RNAV (GPS) RWY 10

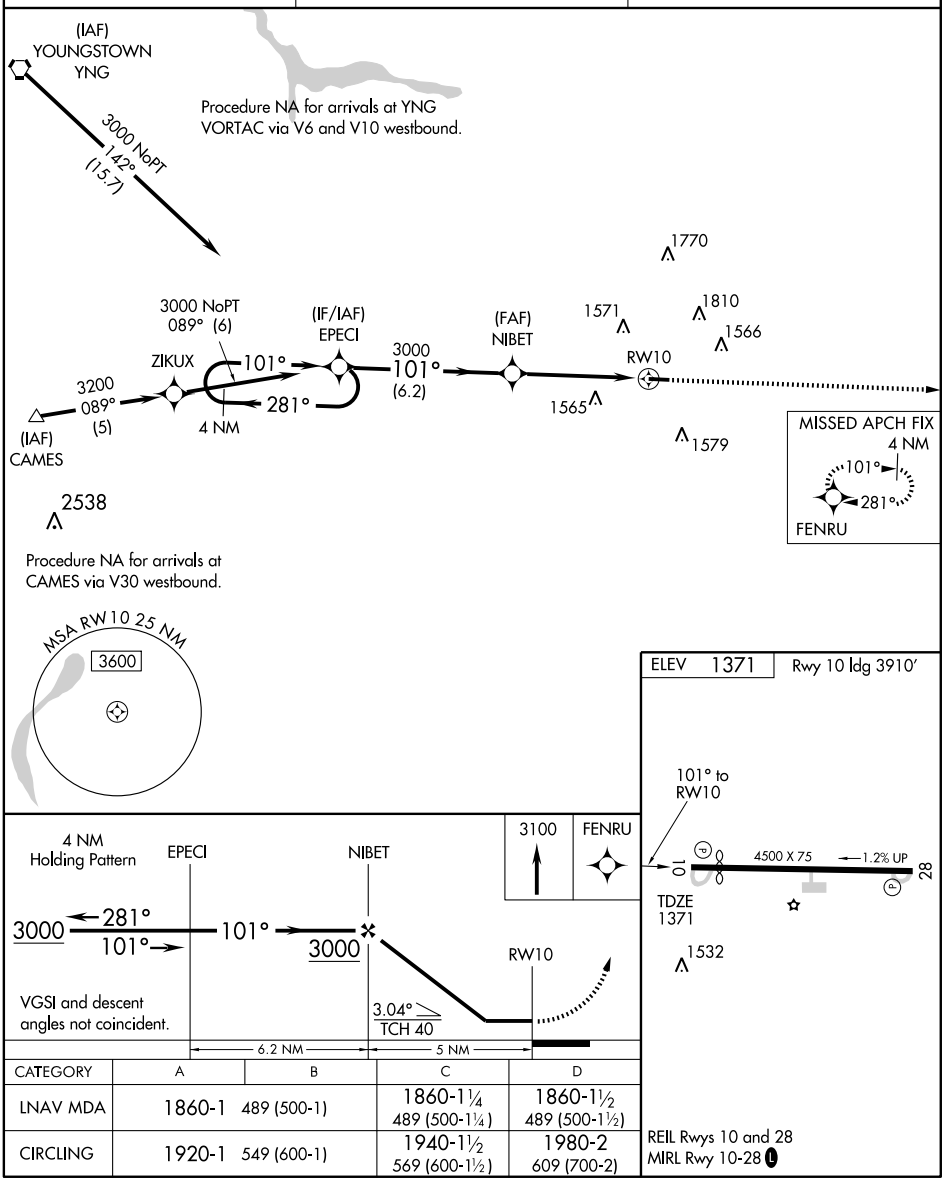
GROVE CITY (29D)

APP CRS	Rwy Idg	3910
101°	TDZE	1371
	Apt Elev	1371

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	489 (500-1)	1860-1¼ 489 (500-1¼)	1860-1½ 489 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

GROVE CITY (29D)

APP CRS	Rwy ldg	4500
281°	TDZE	1350
	Apt Elev	1371

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON ★	UNICOM
118.175	133.95 322.3	122.7 (CTAF) L

Procedure NA for arrivals at FKL VOR via V115 northeast bound.

(IAF) FRANKLIN FKL

3100 NoPT 196° (18.2)

1937

MISSED APCH FIX EPECI 101° 281° 4 NM

1770 1571 1810 1566 1476± 1565 1579

(FAF) TAPPS

RW28

3100 281° (6.1)

(IF/IAF) FENRU

4 NM 101° 281°

Procedure NA for arrivals at CIP VOR/DME via V6 and V30 eastbound.

(IAF) CLARION CIP

3100 NoPT 278° (20.3)

MSA RW 28 25 NM 3600

3100 NoPT 325° (14.9)

(IAF) EARED

Procedure NA for arrivals at EARED via V10-210-297 southeast bound.

ELEV 1371 Rwy 10 ldg 3910′

281° to RW28

10 28 4500 X 75 1.2% UP TDZE 1350

1532

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

3000 EPECI

TAPPS FENRU 4 NM Holding Pattern

281° 3100 101° 281° 3100

RW28 3.05° TCH 56

5.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1860-1	510 (500-1)	1860-1½	510 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

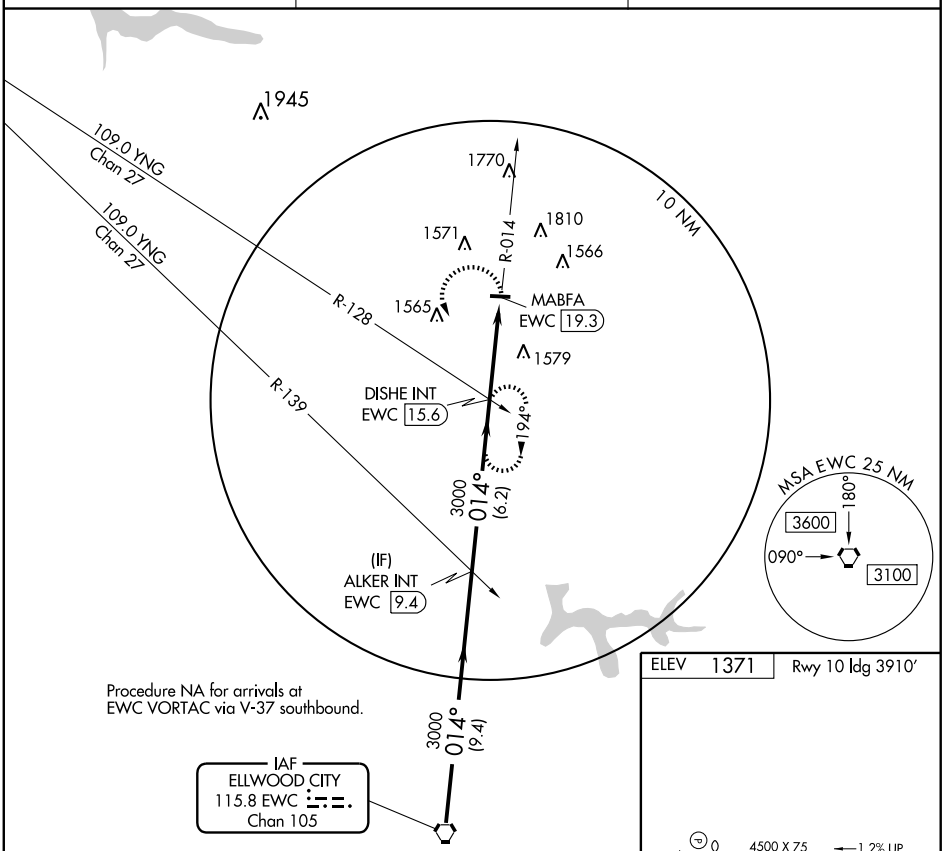
VORTAC EWC 115.8 Chan 105	APP CRS 014°	Rwy Idg N/A TDZE N/A Apt Elev 1371

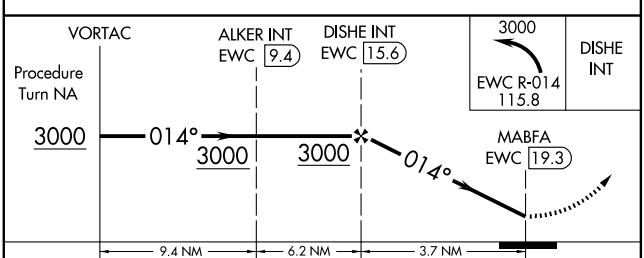
VOR-A
GROVE CITY (29D)

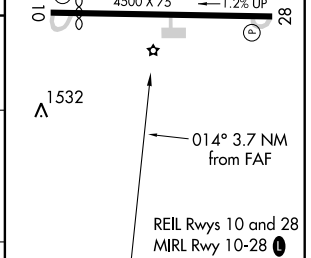
NA — Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

FRANKLIN AWOS-3	YOUNGSTOWN APP CON *	UNICOM
118.175	133.95 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1920-1 549 (600-1)		1940-1½ 569 (600-1½)	1980-2 609 (700-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

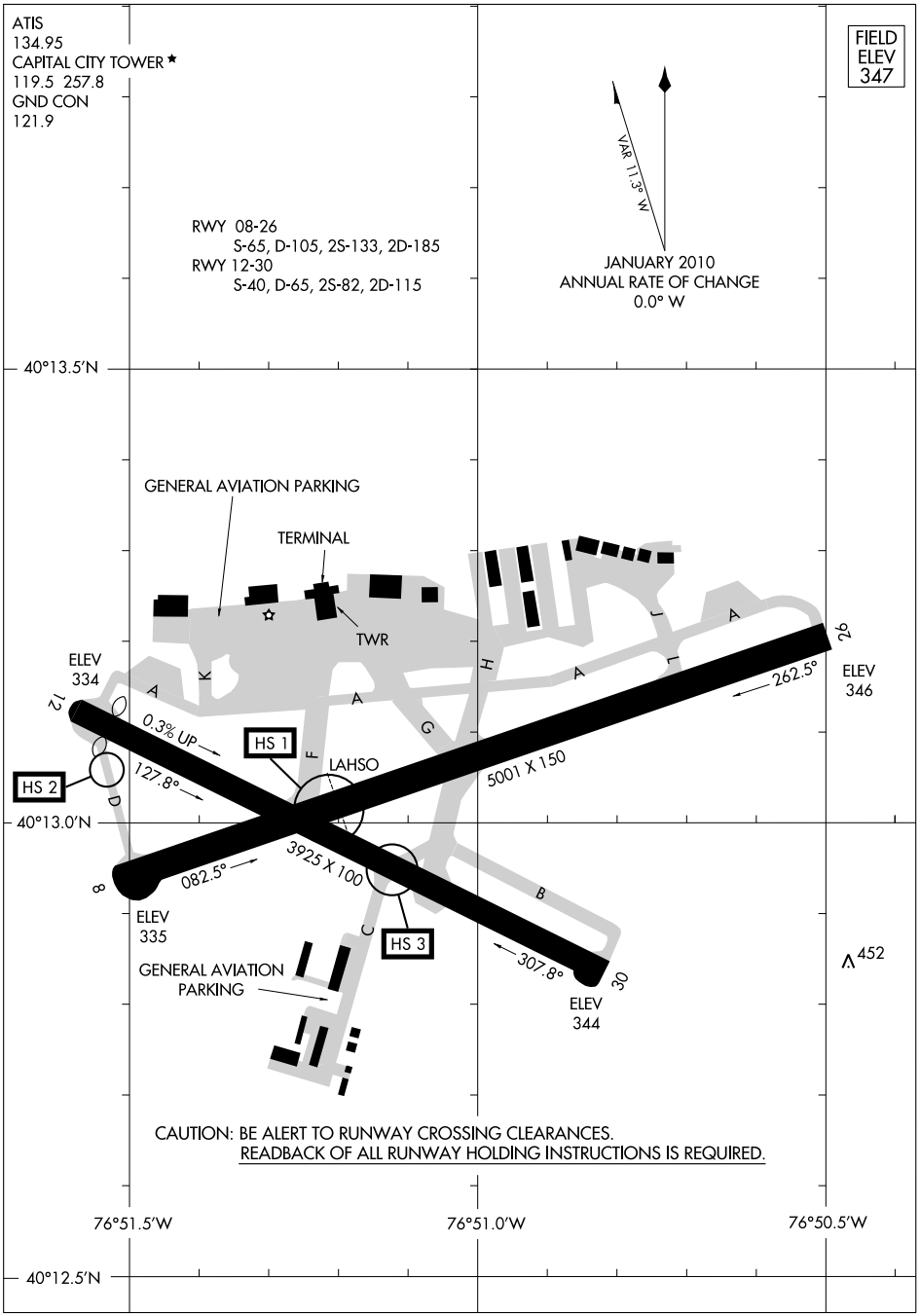
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010



HARRISBURG

CAPITAL CITY (CXY) 3 SE UTC−5(−4DT) N40°13.03′ W76°51.09′

NEW YORK

H–10H, 12J, L–29E, 34G, A

IAP, AD

347 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1500(1153)

NOTAM FILE CXY

RWY 08–26: H5001X150 (ASPH–GRVD) S–65, D–105, 2S–133, 2D–185 HIRL

RWY 08: MALSR. Tree.

RWY 26: VASI(V4L)—GA 3.1° TCH 56′. Pole. Rgt tfc.

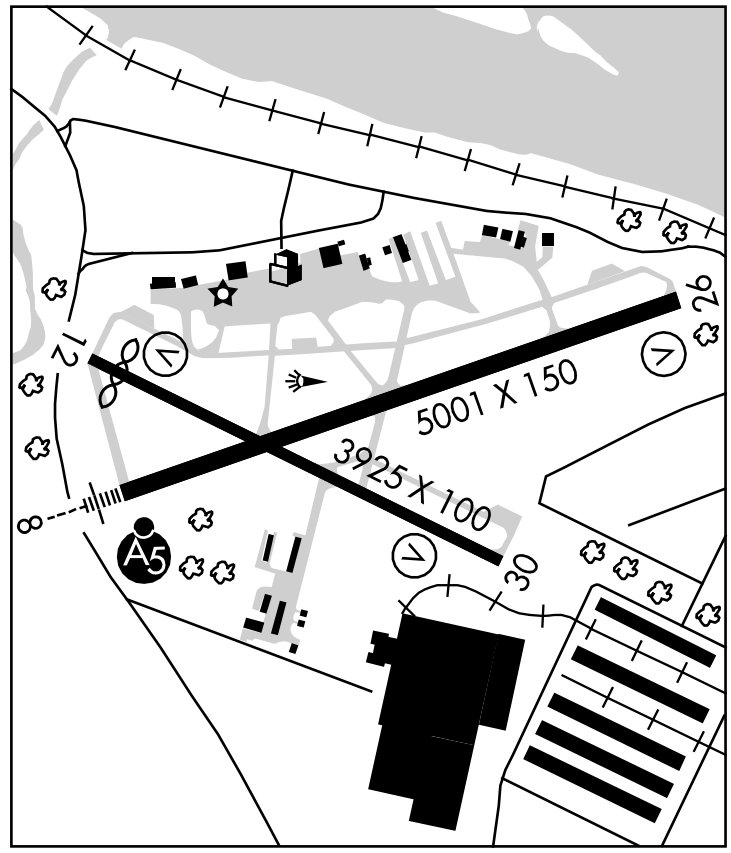
RWY 12–30: H3925X100 (ASPH) S–40, D–65, 2S–82, 2D–115 MIRL 0.3% up SE

RWY 12: REIL. VASI(V4L)—GA 3.9°TCH 62′. Thld dsplcd 147′. Pole. Rgt tfc.

RWY 30: REIL. VASI(V4L)—GA 4.0°TCH 62′. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	12–30	3450



AIRPORT REMARKS: Attended 1100–0400Z‡. PPR for hazardous cargo. Bird flocks on and invof arpt. All rwys—for loads over 100,000 lbs. prior req. Arpt CLOSED to FAR PART 121 acft. When twr clsd HIRL Rwy 08–26 opr low ints. To ACTIVATE higher ints—CTAF. ACTIVATE MIRL Rwy 12–30, MALSR Rwy 08, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (717) 770–0880. LAWRS.

COMMUNICATIONS: CTAF 119.5 **ATIS** 134.95 **UNICOM** 122.95

HARRISBURG RCO 122.4 122.2 (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

TOWER 119.5 (1200–0200Z‡) **GND** 121.9

AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.

TRSA svc ctc **APP CON** 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 292° 26.4 NM to fld. 399/09W.

LATLE NDB (LOM) 219 CX N40°10.69′ W77°00.34′ 083° 7.5 NM to fld. Unmonitored when twr clsd.

ILS 109.1 I–CXY Rwy 08. LOM LATLE NDB. Coupled apch not authorized blo 940′. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance thru Harrisburg App Con on frequency 124.1 or via phone 1–800–932–0712.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HARRISBURG, PA		
CAPITAL CITY (CXY)	HS 1	Rwy 26 LAHSO.
	HS 2	Rwy 08 ILS hold line.
	HS 3	Twy C at Rwy 30 and Twy B.
PHILADELPHIA, PA		
PHILADELPHIA INTL (PHL)	HS 1	Rwy 08 and Twy D.
	HS 2	Twy H and E int in close proximity of Rwy 17-35.
	HS 3	Twy Y and S int in close proximity of Rwy 09R-27L.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CXY	APP CRS	Rwy Idg	5001
109.1	082°	TDZE	342
		Apt Elev	347

ILS or LOC RWY 8

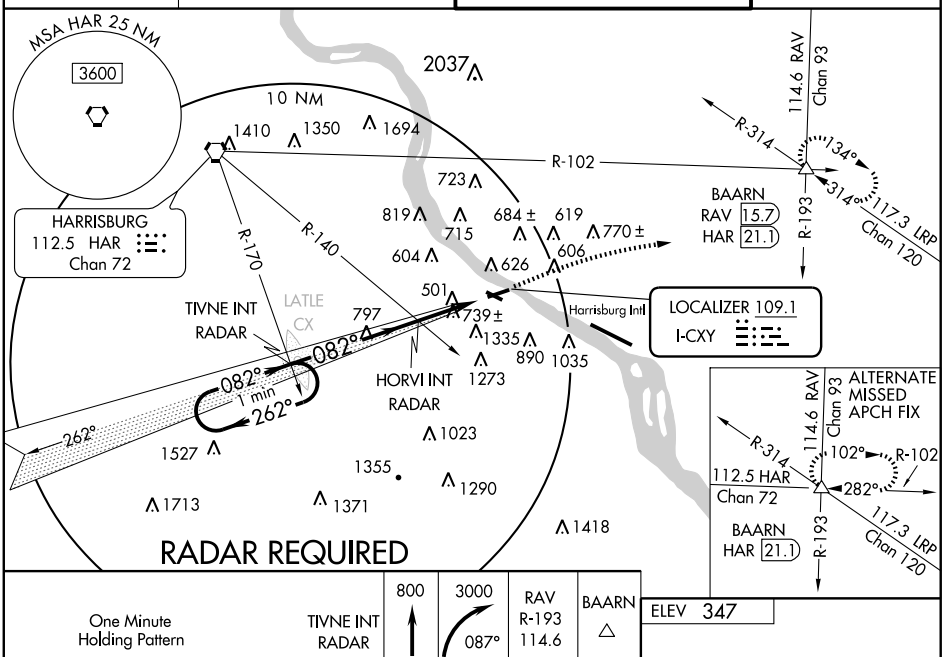
HARRISBURG / CAPITAL CITY (CXY)

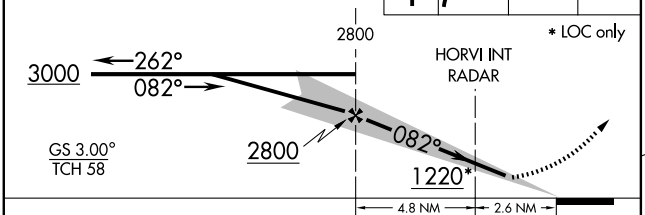
Ⓣ Circling to Rwy 12-30 NA at night.
Ⓐ Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

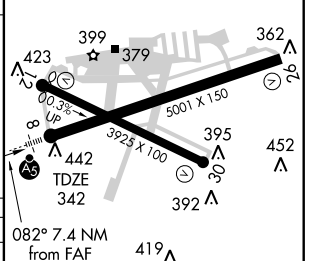
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) Ⓛ 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 8	592-¾ 250 (300-¾)			
S-LOC 8	1220-¾ 878 (900-¾)		1220-2 878 (900-2)	1220-2¼ 878 (900-2¼)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	
HORVI FIX MINIMUMS				
S-LOC 8	1000-¾ 658 (700-¾)		1000-1¼ 658 (700-1¼)	1000-1½ 658 (700-1½)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

REIL Rwys 12 and 30
HIRL Rwys 8-26 Ⓛ
MIRL Rwy 12-30 Ⓛ

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70610	082°	TDZE	342
W08A		Apt Elev	347

RNAV (GPS) RWY 8

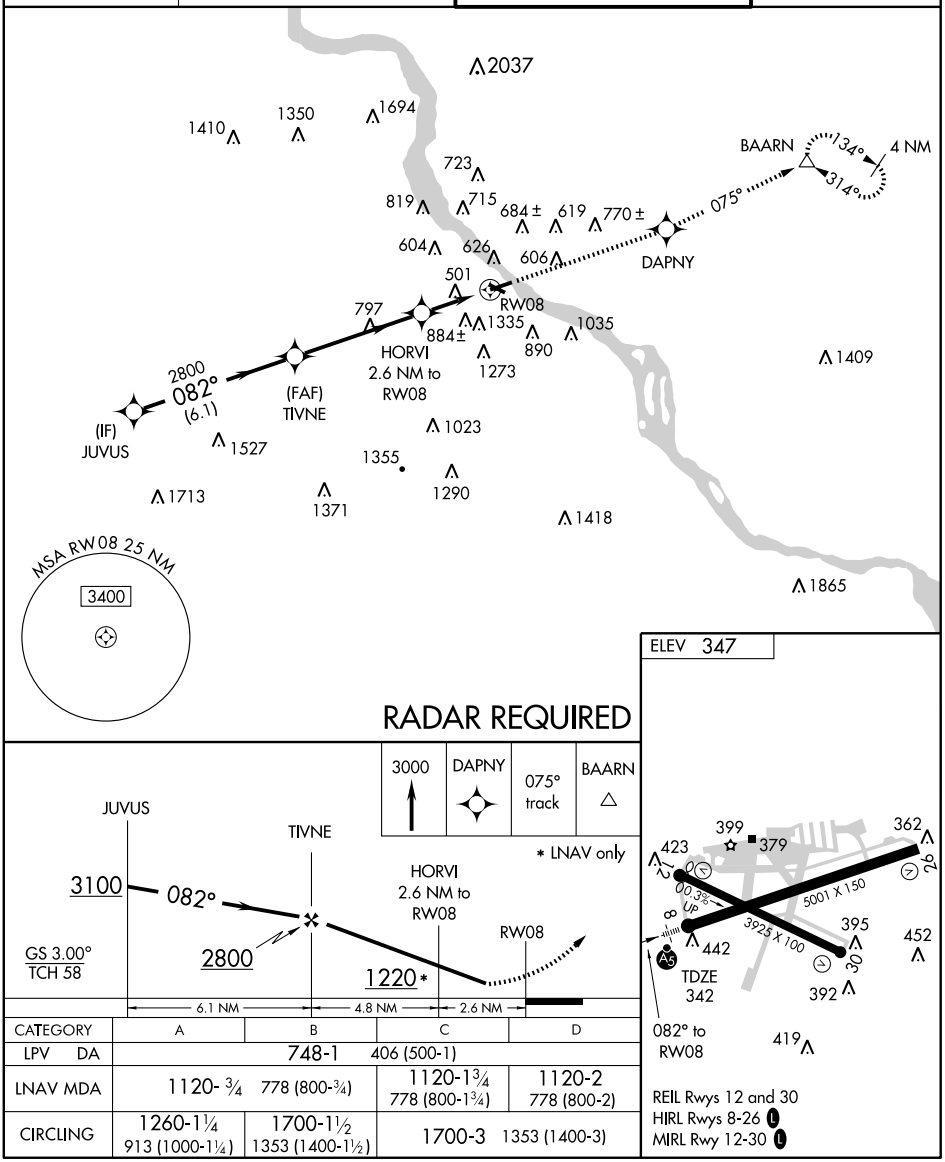
HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	748-1		406 (500-1)	
LNAV MDA	1120- ¾ 778 (800-¾)		1120-1¾ 778 (800-1¾)	1120-2 778 (800-2)
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3 1353 (1400-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 86800	262°	TDZE	347
W26A		Apt Elev	347

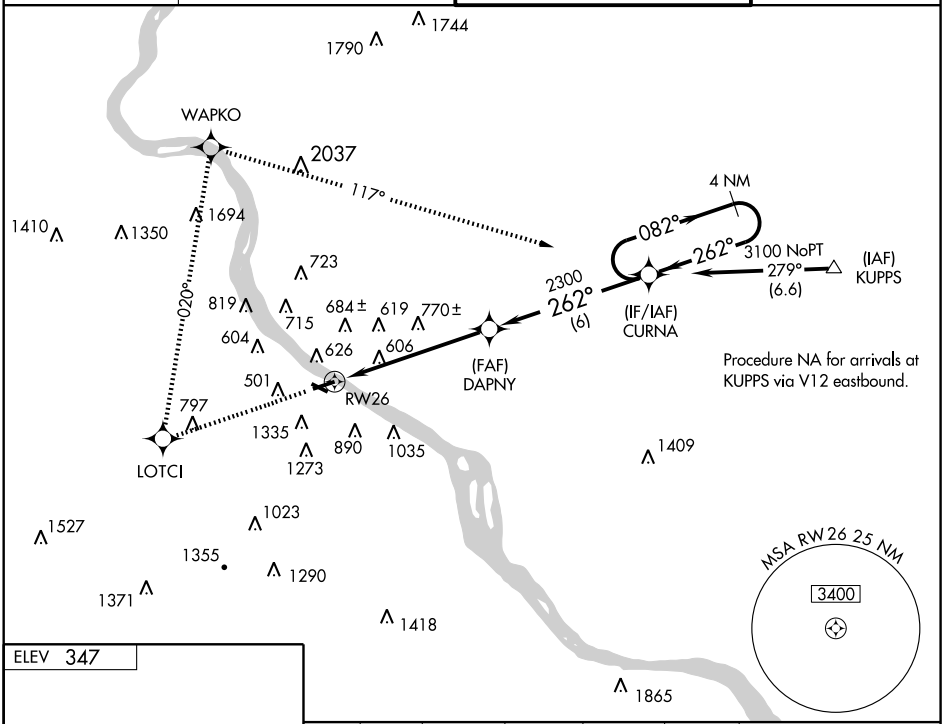
RNAV (GPS) RWY 26

HARRISBURG / CAPITOL CITY (CXY)

When local altimeter setting not received, use Harrisburg Intl altimeter setting.
Procedure NA at night. DME/DME RNP-0.3 NA.

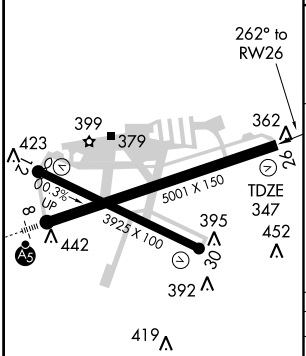
MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

ATIS	HARRISBURG APP CON	CAPITOL CITY TOWER ★	GND CON
134.95	124.1 273.525	119.5 (CTAF) L 257.8	121.9

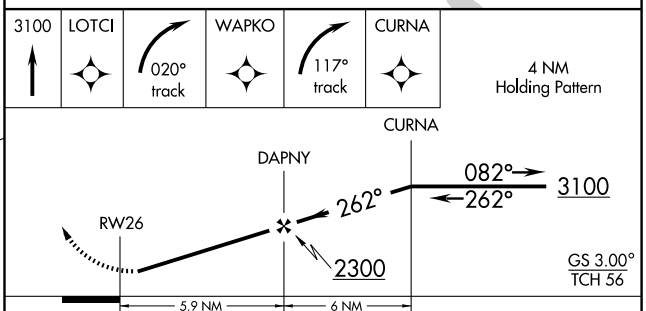


NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010



REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L



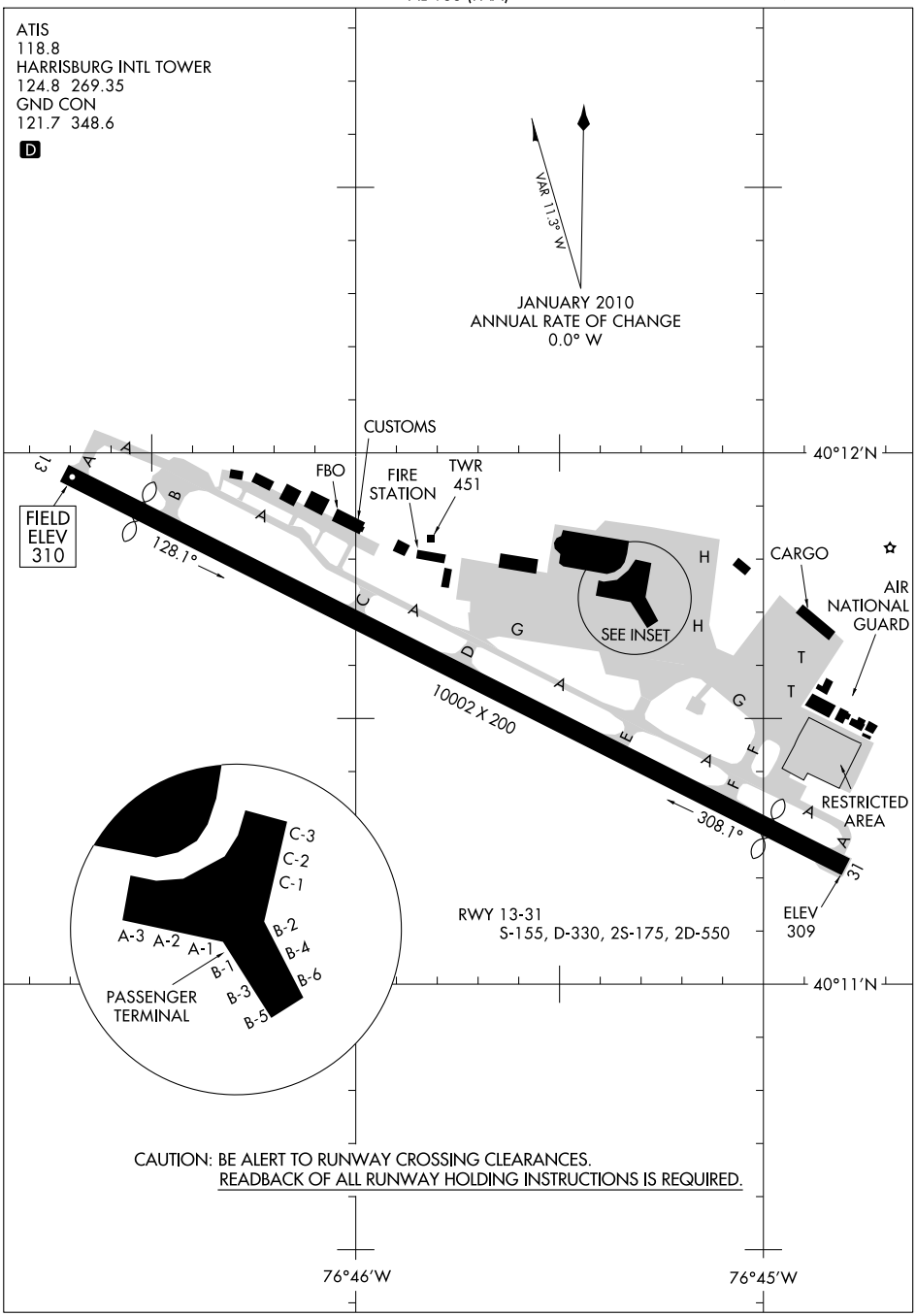
CATEGORY	A	B	C	D
LPV DA	846-1¾ 499 (500-1¾)			
LNAV MDA	1460-1¼ 1113 (1200-1¼)	1460-1½ 1113 (1200-1½)	1460-3 1113 (1200-3)	
CIRCLING	1460-1¾ 1113 (1200-1¾)	1700-1¾ 1353 (1400-1¾)	1700-3 1353 (1400-3)	

AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010



HARRISBURG INTL (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12J, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

RWY 13–31: H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

RWY 13: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–10001 TODA–10001 ASDA–9063 LDA–8070

RWY 31: TORA–10001 TODA–10001 ASDA–9122 LDA–8132

AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (717) 944–1372.

COMMUNICATIONS: ATIS 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

HARRISBURG INTL TOWER 124.8 **GND CON** 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

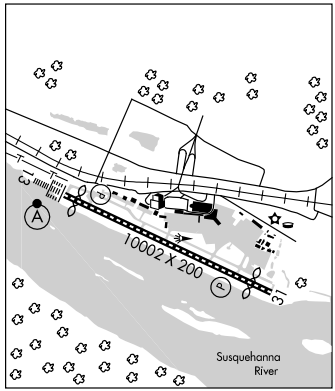
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

ENOLA NDB (LOM) 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.

ILS 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).

ILS 110.9 I–HQA Rwy 31. Class IB.



HAZLETON MUNI (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
RWY 10–28: H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

RWY 10: REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

RWY 28: MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

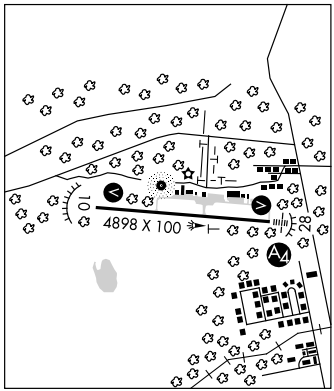
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.

(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.

HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.

ILS 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.



LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS or LOC RWY 13

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD HAR R-102 3000 269° (13.6) BAARN LRP 18 R-193 R-314 134° 314° 700± 619 684± 770± 615± 530 609 659± 470 598 677 1109 1106 1409 1023 1290 883 1418 1371 1355 1335 1273 890 1035 598± 2500 NoPT 128° (5) 1 min 128° 308° 128° IAF HARRISBURG 112.5 HAR Chan 72 Capital City IM 117.3 LRP Chan 120 LOCALIZER 110.9 I-MDT 10 NM MSA MD 25 NM 3400

ELEV 310 D

128° 6.4 NM from FAF

396 440 451 430 TDZE 308 10002 X 200

One Minute Holding Pattern

LOM 2450 308° 128° 2800 2500 IM 128° GS 3.00° TCH 54 6.3 NM 0.1

900	3000 HDG 060°	RAV R-193 114.6	BAARN

VGSI and ILS glidepath not coincident.

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

CATEGORY	A	B	C	D
S-ILS 13	508/18		200 (200-½)	
S-LOC 13	900/24	592 (600-½)	900/50 592 (600-1)	900/60 592 (600-1¼)
CIRCLING	900-1	590 (600-1)	920-1 ¾ 610 (700-1¾)	980-2 670 (700-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

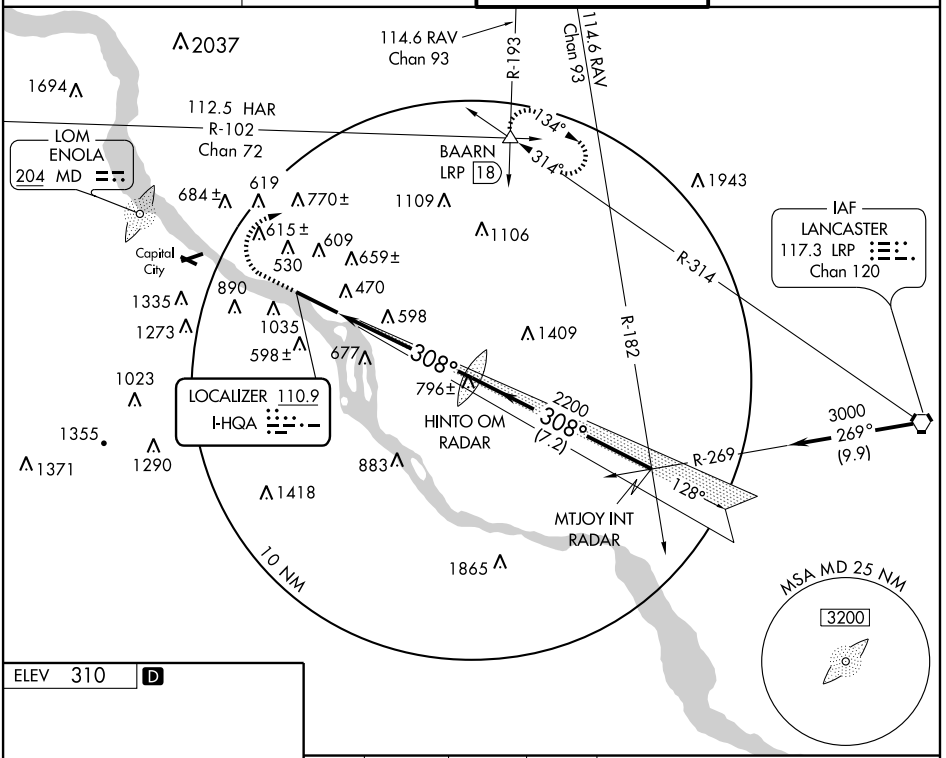
LOC I-HQA	APP CRS	Rwy Idg	8132
110.9	308°	TDZE	308
		Apt Elev	310

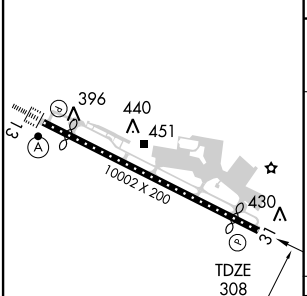
ILS or LOC RWY 31
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

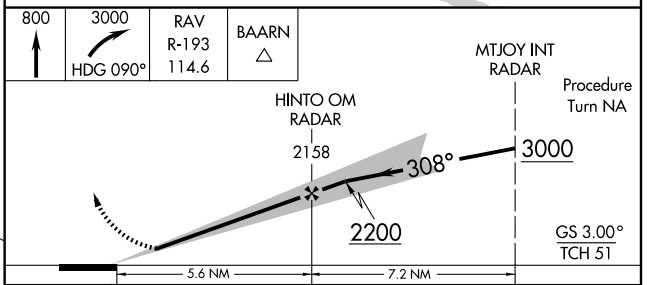
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 31	558/50		250 (300-1)	
S-LOC 31	920/50	612 (700-1)	920-1¾ 612 (700-1¾)	920-2 612 (700-2)
CIRCLING	920-1	610 (700-1)	920-1¾ 610 (700-1¾)	980-2 670 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT II)
HARRISBURG INTL (MDT)

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 BAARN LRP 18 R-193 R-314 134° 314°

(IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118

LOM/IAF ENOLA 204 MD HAR R-102 3000 269° (13.6)

IAF HARRISBURG 112.5 HAR Chan 72

2500 NoPT 128° (5) 1 min 128° 308°

700± 684±^ 619 770± 615±^ 530 609 659± 470 598 1109 1106 117.3 LRP Chan 120 1409

Capital City IM

1335 890 1273 1035 598± 677

LOCALIZER 110.9 I-MDT

1023 1371 1335 1290 883 1418

10 NM

MSA MD 25 NM 3400

ELEV 310 D

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 DH RA101 128° IM 308 MSL

VGSI and ILS glidepath not coincident. GS 3.00° TCH 54

6.3 NM 868' 1081'

CATEGORY	A	B	C	D
S-ILS 13	RA 101/12 100 DA 408			

396 440 451 430 TDZE 308 10002 X 200 13 31

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-MDT	APP CRS	Rwy Idg	8070
110.9	128°	TDZE	308
		Apt Elev	310

ILS RWY 13 (CAT III)
HARRISBURG INTL (MDT)

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 (IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118 LOM/IAF ENOLA 204 MD 128° 1 min 308° 2500 NoPT 128° (5) IAF HARRISBURG 112.5 HAR Chan 72 700± 619 684± 770± 615± 609 530 659± 470 598 1335 890 1035 1273 598 ± 677 1023 1355 1290 1371 1418 883 1409 1106 1109 HAR R-102 3000 269° (13.6) BAARN LRP 18 R-193 R-314 134° 314° 117.3 LRP Chan 120 Capitol City IM LOCALIZER 110.9 I-MDT MSA MD 25 NM 3400 10 NM

ELEV 310 D

One Minute Holding Pattern

LOM 2450 900 3000 HDG 060° RAV R-193 114.6 BAARN

VGSI and ILS glidepath not coincident.

2800 308° 128° 2500 128° IM 411 308 MSL

GS 3.00° TCH 54

6.3 NM 924' 1081'

TDZE 308 396 440 451 430 10002 X 200 13 31

CATEGORY	A	B	C	D
S-ILS 13		CAT IIIa	RVR 07	
S-ILS 13		CAT IIIb	RVR 06	
S-ILS 13		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	8070
CH 86313	128°	TDZE	308
W13A		Apt Elev	310

RNAV (GPS) RWY 13

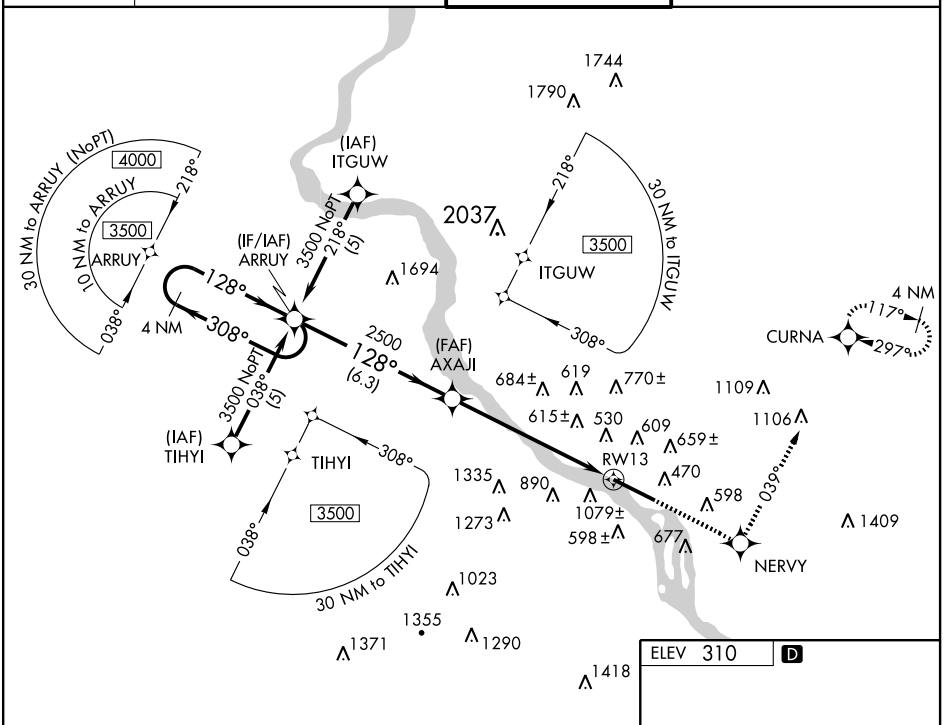
HARRISBURG INTL (MDT)

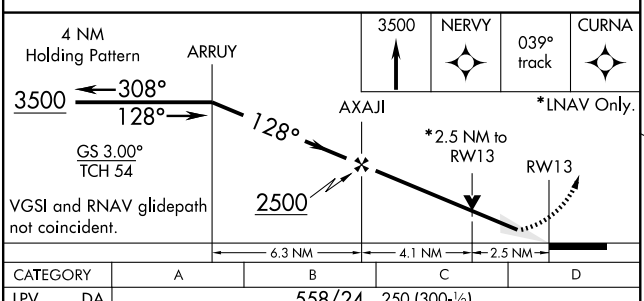
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

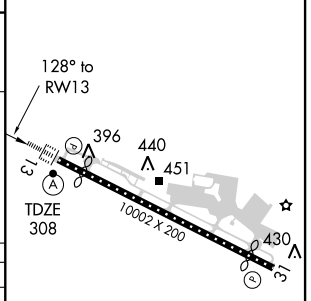
ALSF-2

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6







CATEGORY	A	B	C	D
LPV DA	558/24 250 (300-½)			
LNAV/VNAV DA	1572-5 1264 (1300-5)			
LNAV MDA	1180/24 872 (900-½)	1180/40 872 (900-¾)	1180-2 872 (900-2)	1180-2¼ 872 (900-2¼)
CIRCLING	1180-1 870 (900-1)	1180-1¼ 870 (900-1¼)	1180-2½ 870 (900-2½)	1180-2¾ 870 (900-2¾)

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8132
CH 78013	308°	TDZE	308
W31A		Apt Elev	310

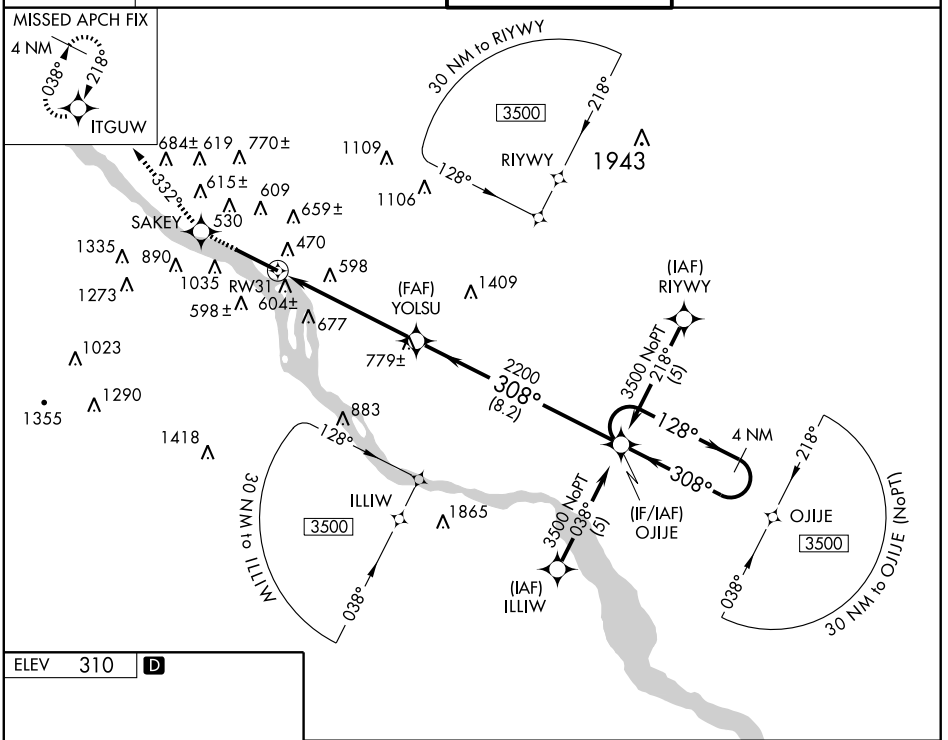
RNAV (GPS) RWY 31

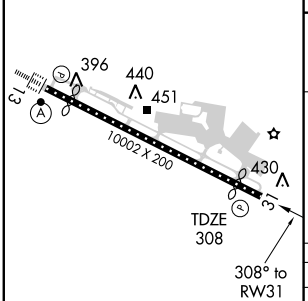
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

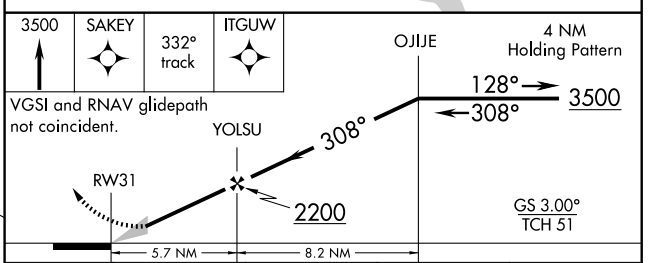
MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



CATEGORY	A	B	C	D
LPV DA	558/50	250 (300-1)		
LNAV/VNAV DA	921-2¼	613 (700-2¼)		
LNAV MDA	1100/50 792 (800-1)	1100/60 792 (800-1¼)	1100-2¼ 792 (800-2¼)	1100-2½ 792 (800-2½)
CIRCLING	1100-1 790 (800-1)	1100-1¼ 790 (800-1¼)	1100-2¼ 790 (800-2¼)	1100-2½ 790 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg	8132
117.3	290°	TDZE	308
Chan 120		Apt Elev	310

AL-188 (FAA)

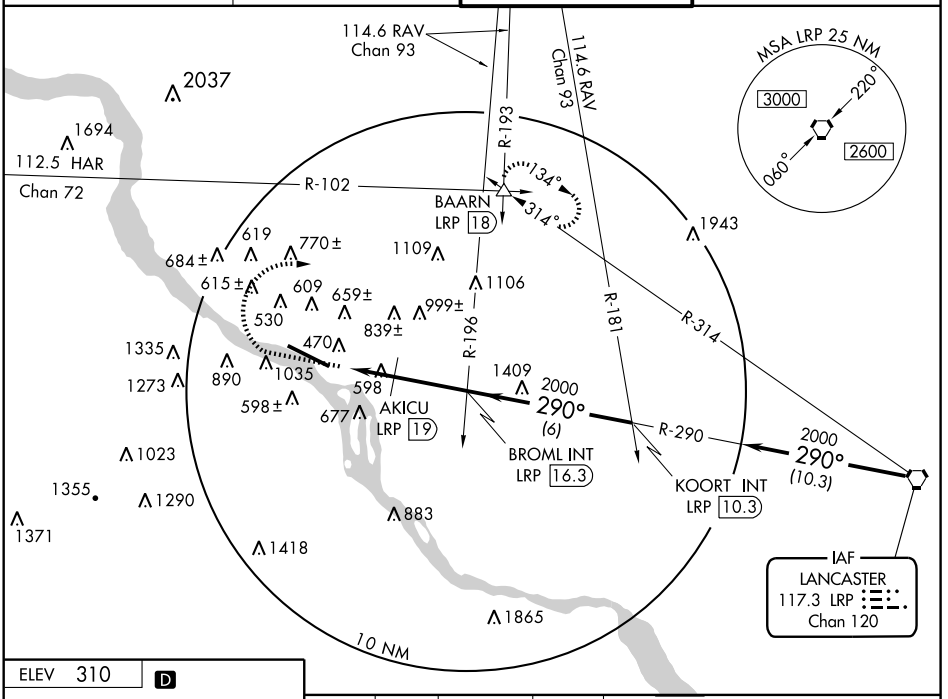
VOR RWY 31

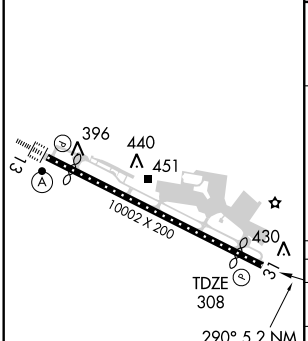
HARRISBURG INTL (MDT)

Circling NA south of Runway 13-31.

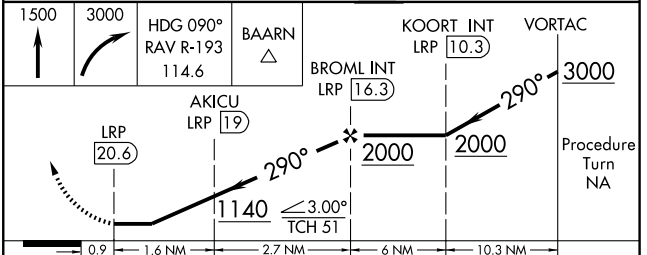
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS	HARRISBURG APP CON	HARRISBURG INTL TOWER	GND CON
118.8	124.1 273.525	124.8 269.35	121.7 348.6





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-31	1140-1 832 (900-1)	1140-1¼ 832 (900-1¼)	1140-2½ 832 (900-2½)	1140-2¾ 832 (900-2¾)
CIRCLING	1140-1 830 (900-1)	1140-1¼ 830 (900-1¼)	1140-2½ 830 (900-2½)	1140-2¾ 830 (900-2¾)
AKICU FIX MINIMUMS				
S-31	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 770 (800-1)	1080-1¼ 770 (800-1¼)	1080-2¼ 770 (800-2¼)	1080-2½ 770 (800-2½)

40°12'N - 76°46'W

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HARRISBURG INTL (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12J, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

RWY 13–31: H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

RWY 13: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–10001 TODA–10001 ASDA–9063 LDA–8070

RWY 31: TORA–10001 TODA–10001 ASDA–9122 LDA–8132

AIRPORT REMARKS: Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (717) 944–1372.

COMMUNICATIONS: ATIS 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)

HARRISBURG INTL TOWER 124.8 **GND CON** 121.7

AIRSPACE: CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

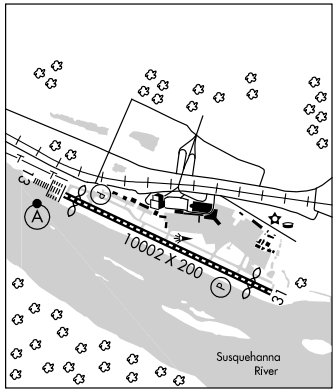
RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.

ENOLA NDB (LOM) 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.

ILS 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).

ILS 110.9 I–HQA Rwy 31. Class IB.



HAZLETON MUNI (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
RWY 10–28: H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

RWY 10: REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

RWY 28: MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 119.975 (570) 459–4901.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

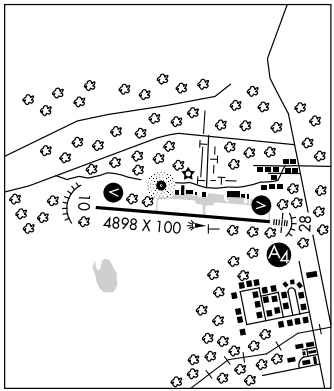
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.

(T) VORW 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.

HUMBOLT NDB (MHW) 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.

ILS 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.

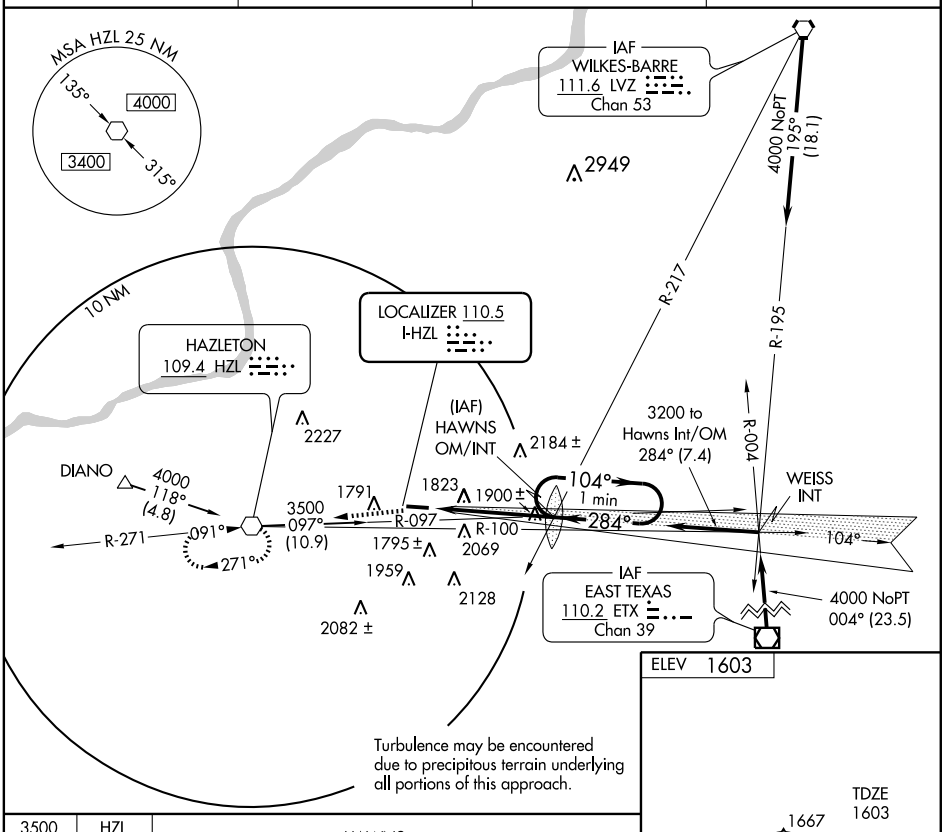


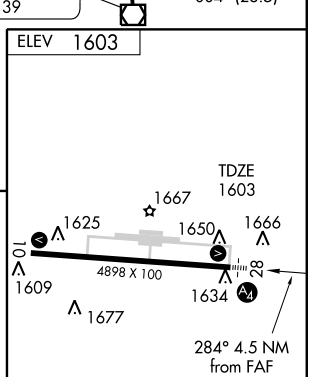
LOC I-HZL	APP CRS	Rwy Idg	4898
110.5	284°	TDZE	1603
		Apt Elev	1603

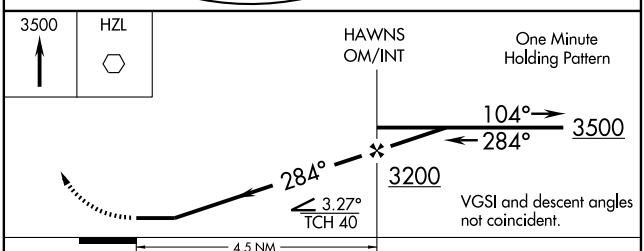
LOC RWY 28
HAZLETON MUNI (HZL)

Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.	MALSF	MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.	

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 28	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

REIL Rwy 10 L
MIRL Rwy 10-28 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90127 W10A	APP CRS 104°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

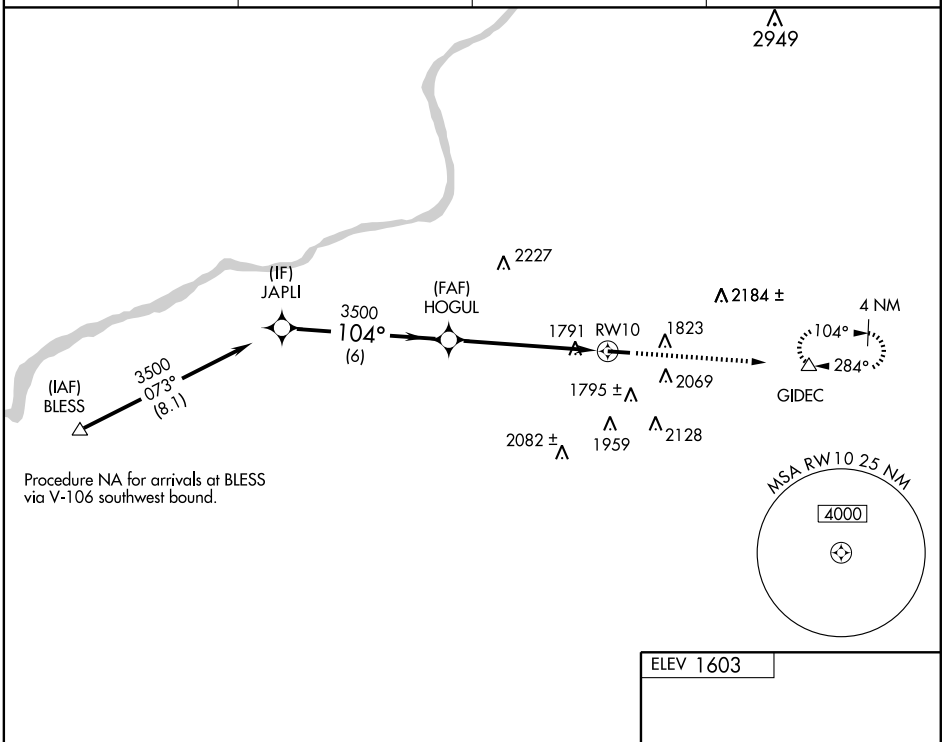
RNAV (GPS) RWY 10

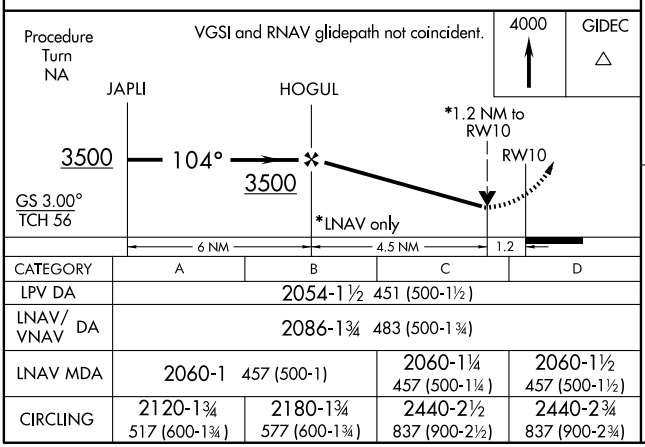
HAZLETON MUNI (HZL)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

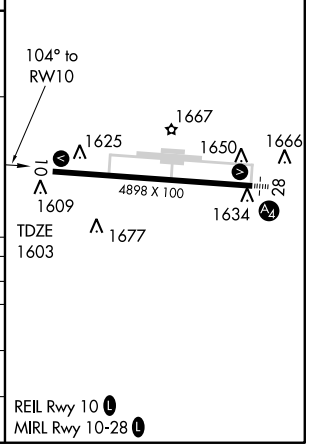
MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2054-1½ 451 (500-1½)			
LNAV/ VNAV DA	2086-1¾ 483 (500-1¾)			
LNAV MDA	2060-1 457 (500-1)		2060-1¼ 457 (500-1¼)	2060-1½ 457 (500-1½)
CIRCLING	2120-1¾ 517 (600-1¾)	2180-1¾ 577 (600-1¾)	2440-2½ 837 (900-2½)	2440-2¾ 837 (900-2¾)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR HZL	APP CRS	Rwy Idg	4898
109.4	091°	TDZE	1603
		Apt Elev	1603

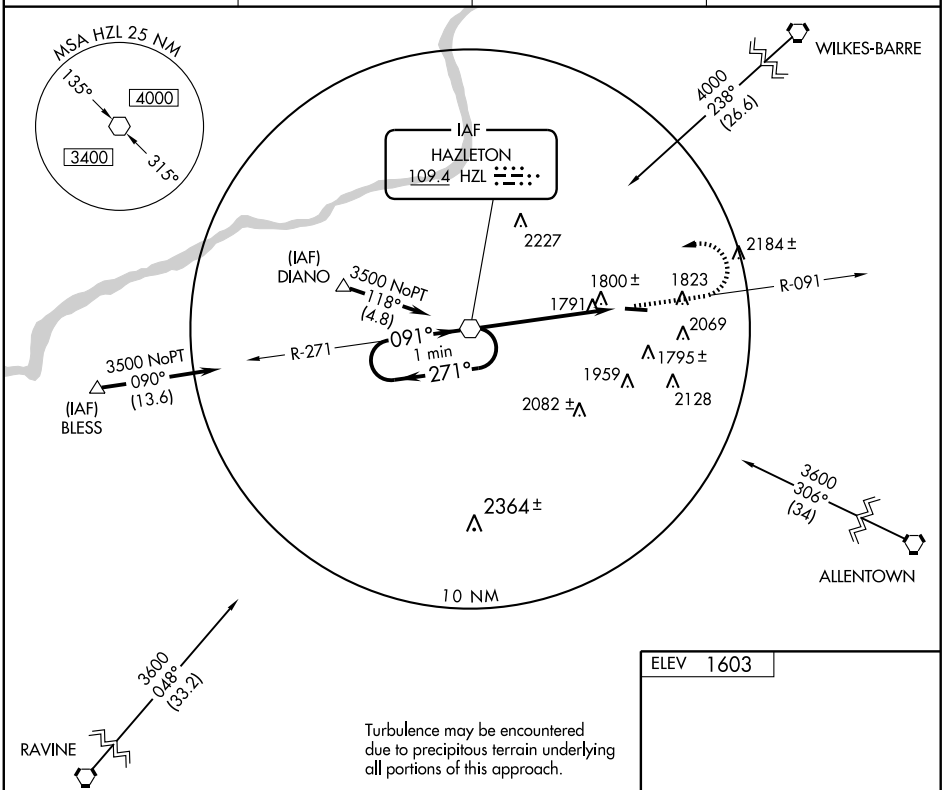
VOR RWY 10
HAZLETON MUNI (HZL)

When VGSI inoperative, Circling Rwy 28 NA at night.

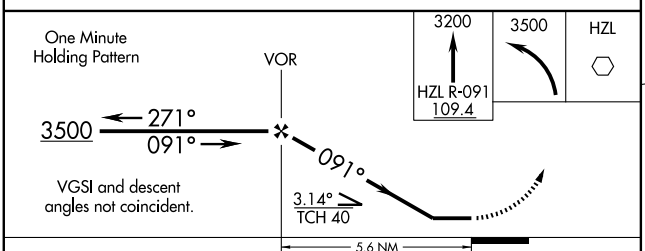
NA

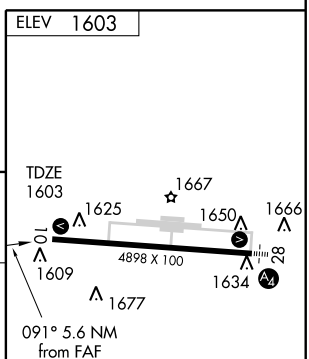
MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L



Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.





REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	2300-1	697 (700-1)	2300-2 697 (700-2)	2300-2¼ 697 (700-2¼)
CIRCLING	2300-1	697 (700-1)	2380-2¼ 777 (800-2¼)	2380-2½ 777 (800-2½)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 28

HAZLETON MUNI (HZL)

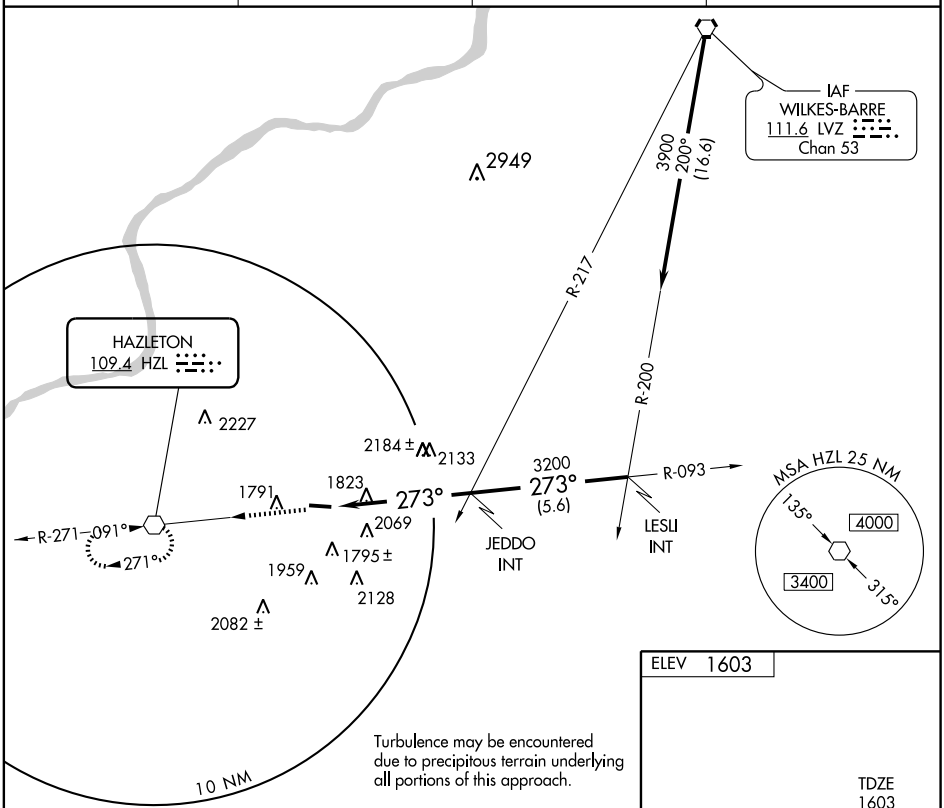
VOR HZL 109.4	APP CRS 273°	Rwy Idg 4898 TDZE 1603 Apt Elev 1603

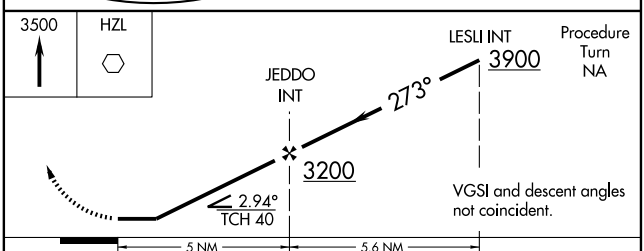
T NA — Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.

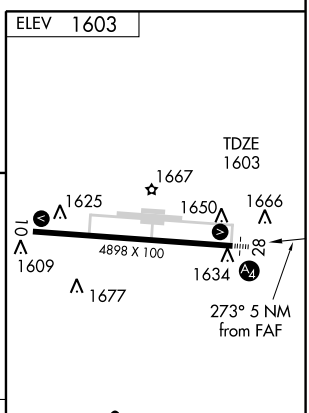
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3	WILKES-BARRE APP CON	CLNC DEL	UNICOM
119.975	126.3 256.7	121.7	123.0 (CTAF) L







REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28	2500-1¼	897 (900-1¼)	2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)
CIRCLING	2500-1¼	897 (900-1¼)	2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

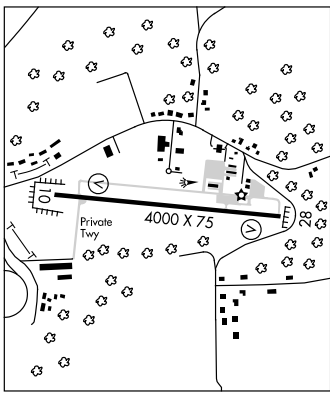
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



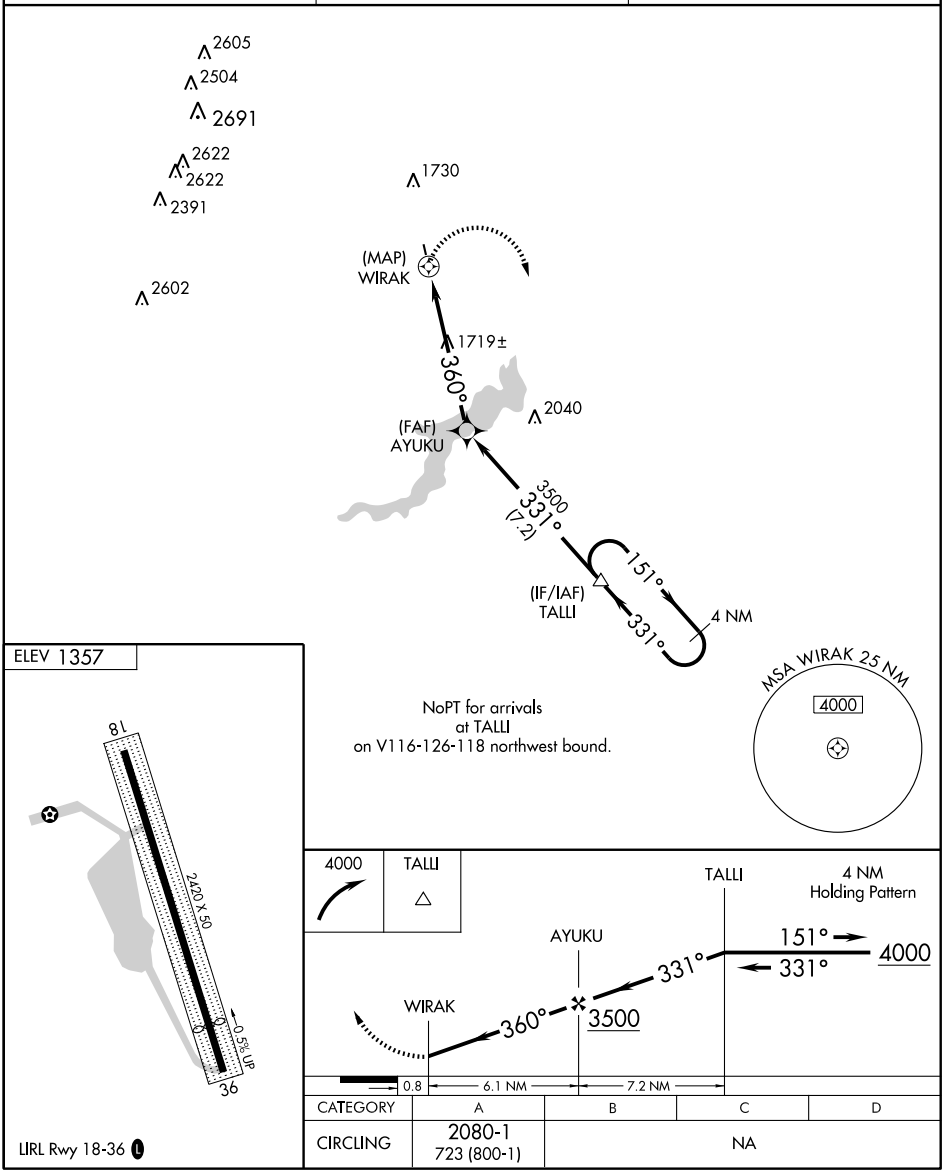
APP CRS		
360°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	1357

RNAV (GPS)-B

HONESDALE / CHERRY RIDGE (N30)

NA	DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.	MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L



CATEGORY	A	B	C	D
CIRCLING	2080-1 723 (800-1)	NA		

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LVZ	APP CRS	Rwy Idg	N/A
111.6	064°	TDZE	N/A
Chan 53		Apt Elev	1357

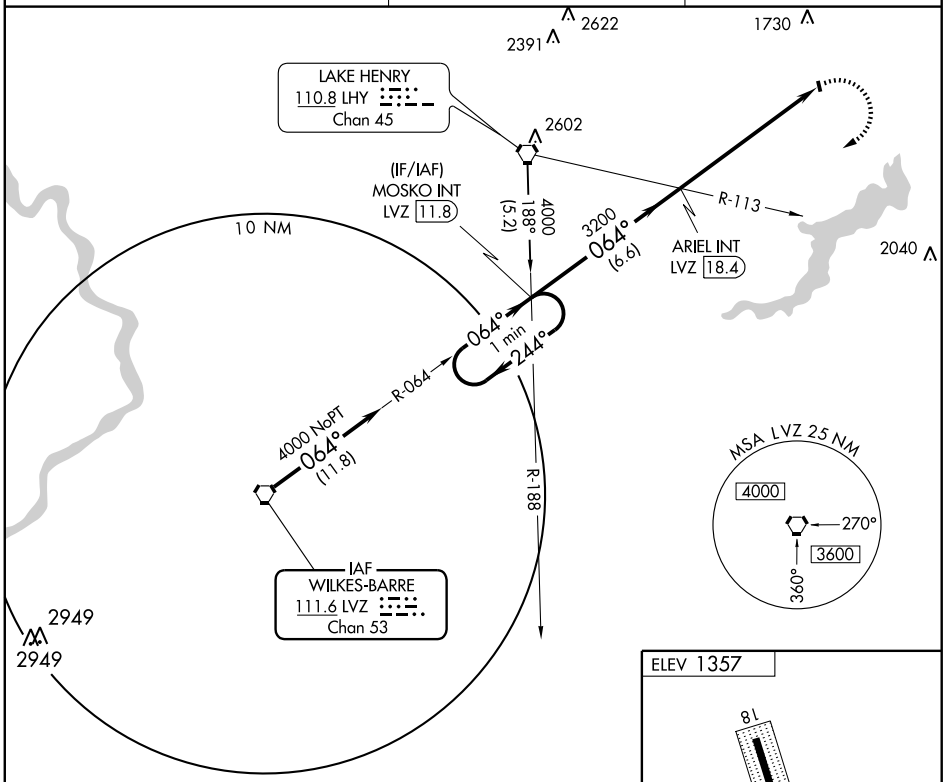
VOR-A

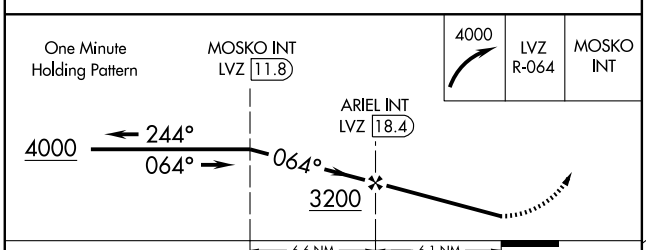
HONESDALE / CHERRY RIDGE (N30)

NA — Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

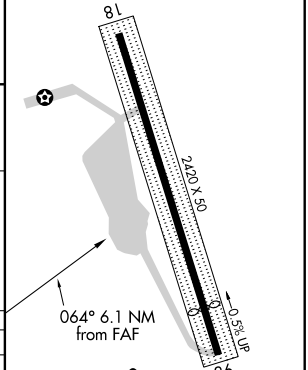
MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

WILKES-BARRE APP CON	UNICOM	
124.5 256.7	122.8 (CTAF)	122.75 L





4000	LVZ R-064	MOSKO INT



CATEGORY	A	B	C	D
CIRCLING	2180-1 823 (900-1)	NA		
WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS				
CIRCLING	2500-1¼ 1143 (1200-1¼)	NA		

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

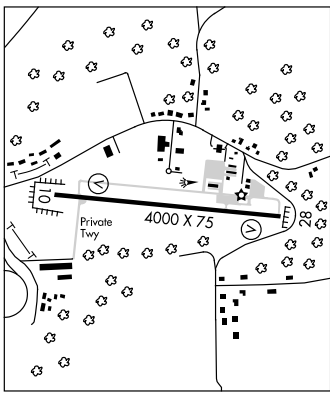
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



APP CRS	Rwy Idg	100
086°	TDZE	N/A
	Apt Elev	591

COPTER RNAV (GPS) 086°

HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

NA

Proceed VFR from MOMSE WP or conduct the specified missed approach.
Limit final, missed approach, and holding airspeed to 70 KIAS.
Use Reedsville/Mifflin County (RVL) altimeter setting.
Surface elevation 900' at MAP.

MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON	UNICOM	
124.1 273.525	123.05 (CTAF)	122.8 L

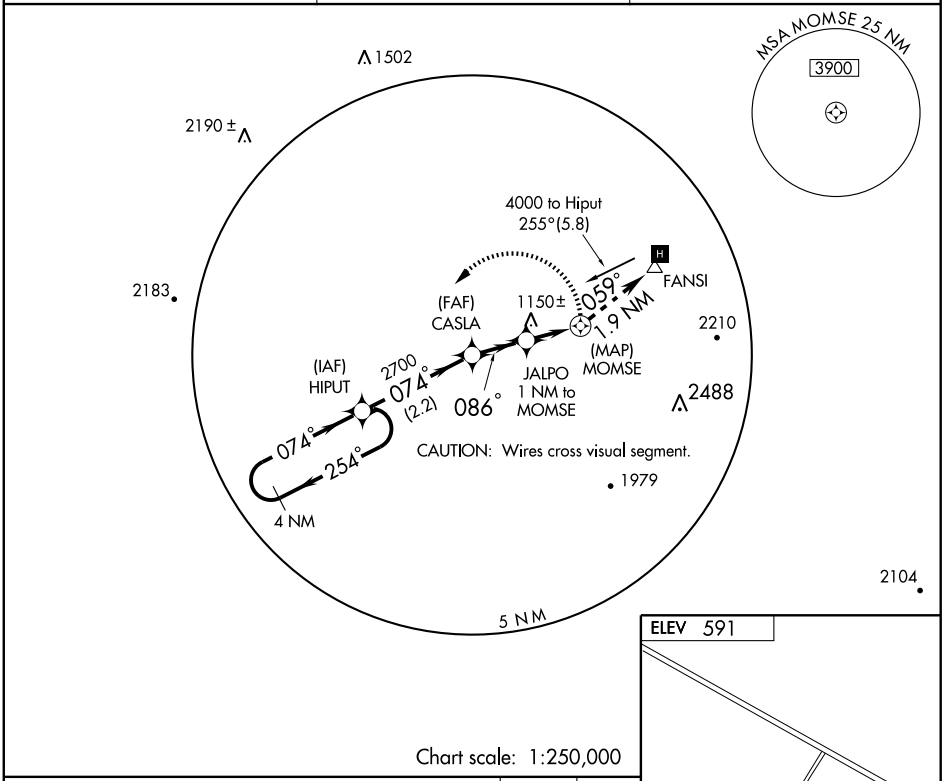
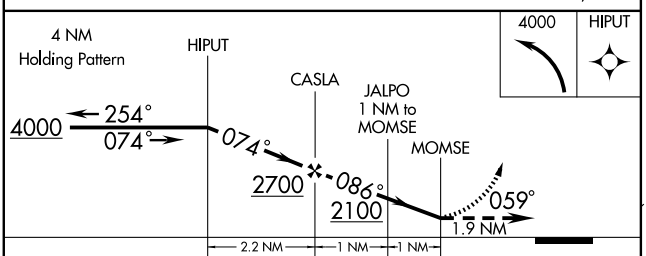
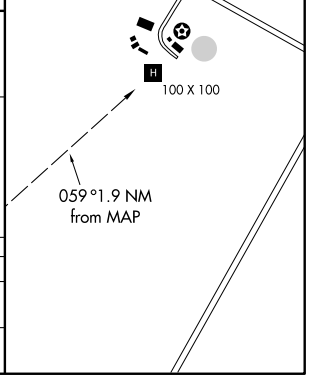


Chart scale: 1:250,000





CATEGORY	COPTER
H-086°	1500 - ¾ 600 (600-¾)
CIRCLING	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

HONESDALE

CHERRY RIDGE (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
RWY 18–36: H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
RWY 18: Trees. **RWY 36:** Thld dsplcd 417′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

HONEY GROVE

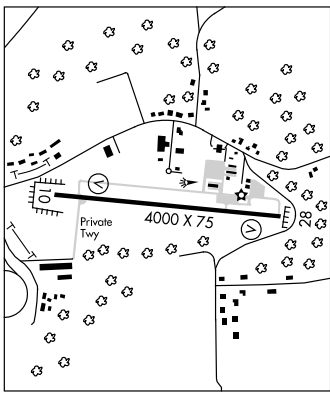
STOTTLE MEM HELIPORT (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
HELIPAD H1: 100X100 (TURF) **IAP**
HELIPORT REMARKS: Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
COMMUNICATIONS: CTAF/UNICOM 123.05
HARRISBURG APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.
HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H65X65 (ASPH)
HELIPAD H1: Tree.
HELIPORT REMARKS: Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
RWY 10–28: H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
AIRPORT REMARKS: Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 126.625 (724) 463–8551.
COMMUNICATIONS: CTAF/UNICOM 122.8
CLEVELAND CENTER APP/DEP CON 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
NDB (MHW) 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
ILS/DME 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



APP CRS	Rwy Idg	4000
274°	TDZE	1405
	Apt Elev	1405

GPS RWY 28

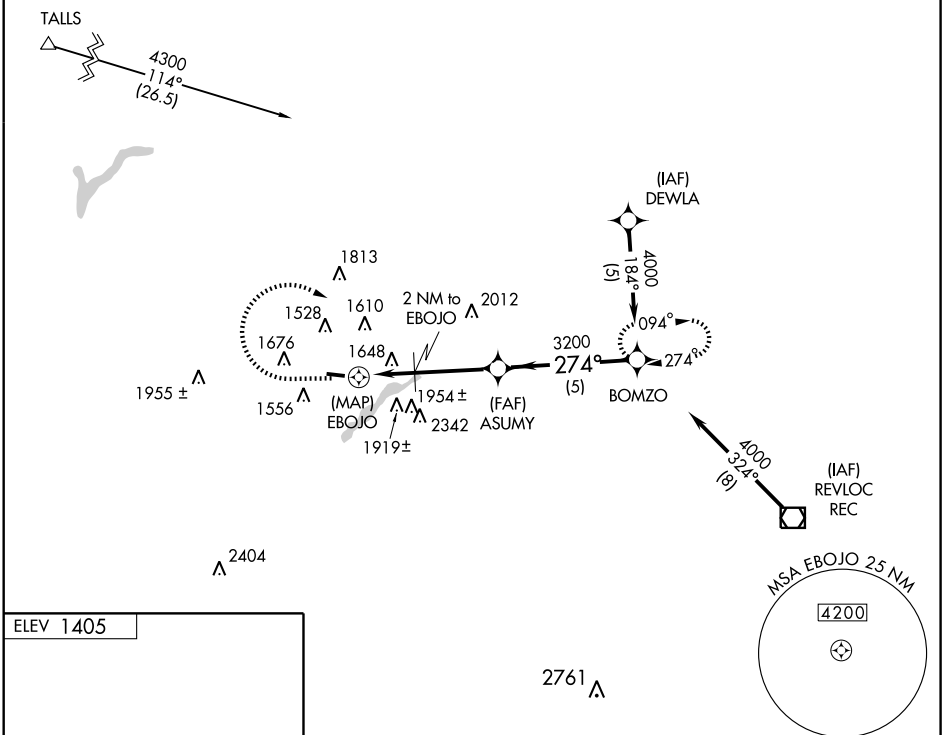
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

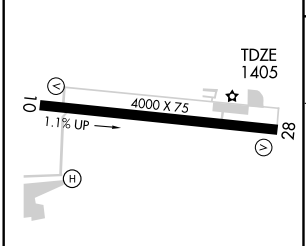
NA

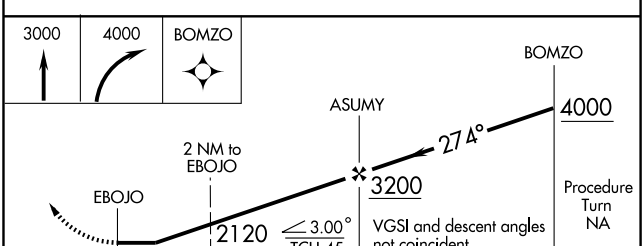
MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-28	1940-1 535 (600-1)		1940-1½ 535 (600-1½)	1940-1¾ 535 (600-1¾)
CIRCLING	1960-1 555 (600-1)	1980-1 575 (600-1)	2100-2 695 (700-2)	2220-2¾ 815 (900-2¾)

MIRL Rwy 10-28
REIL Rwys 10 and 28

INDIANA COUNTY/ JIMMY STEWART FIELD (IDI)

40°38'N - 79°06'W

GPS RWY 28

LOC/DME I-HDI	APP CRS	Rwy Idg	4000
109.5	284°	TDZE	1406
Chan 32		Apt Elev	1406

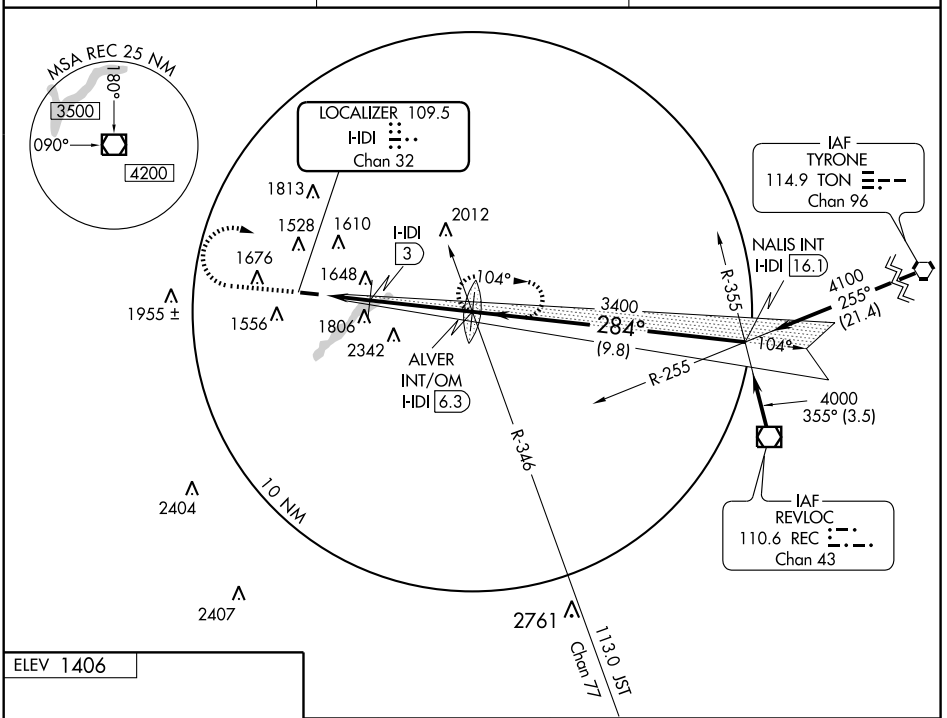
LOC RWY 28

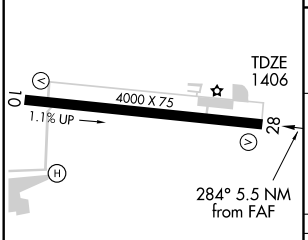
INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

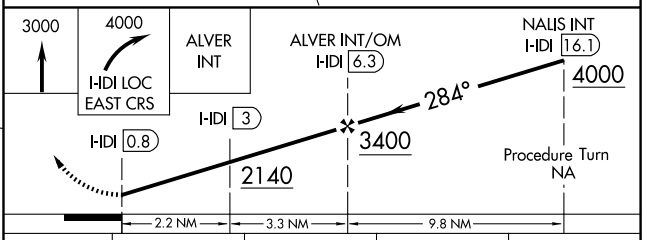
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
126.625	121.2 299.2	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2140-1	734 (800-1)	2140-2 734 (800-2)	2140-2¼ 734 (800-2¼)
CIRCLING	2140-1	734 (800-1)	2140-2 734 (800-2)	2220-2¾ 814 (900-2¾)
DME MINIMUMS				
S-28	1860-1	454 (500-1)	1860-1¼ 454 (500-1¼)	1860-1½ 454 (500-1½)
CIRCLING	1960-1 554 (600-1)	1980-1 574 (600-1)	2100-2 694 (700-2)	2220-2¾ 814 (900-2¾)

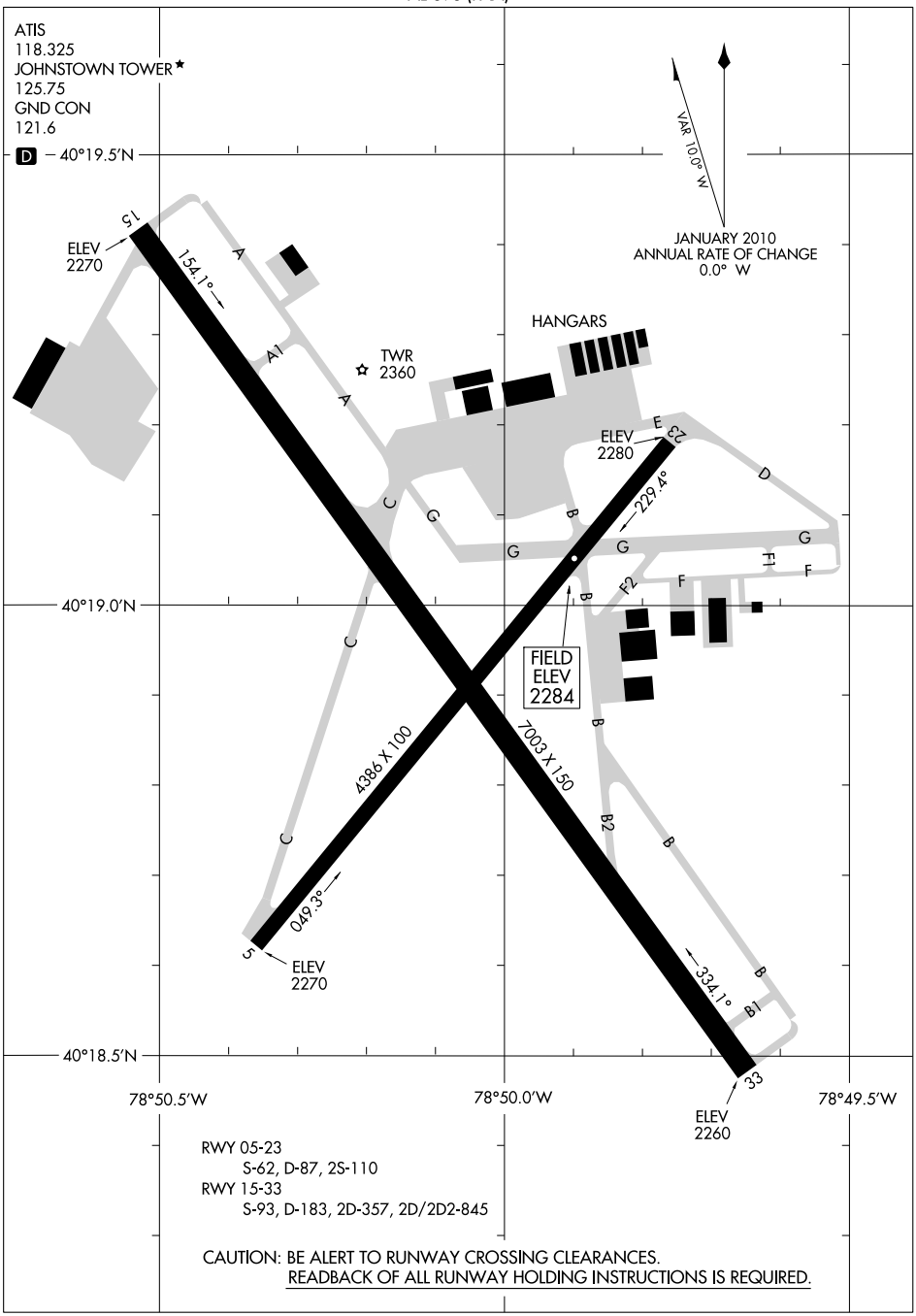
MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

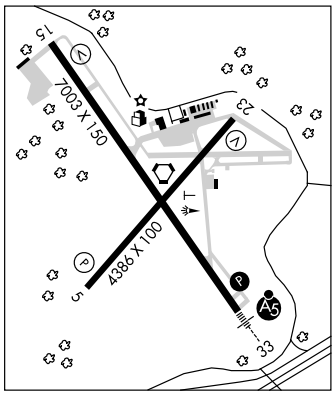
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN

JOHN MURTHA JOHNSTOWN–CAMBRIA CO (JST)(KJST) CIV/MIL/ANG/ARNG/AR 3 NE UTC−5(−4DT) **DETROIT**
N40°18.97′ W78°50.04′ **H–10H, 12I, L–29D**
2284 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JST **IAP, DIAP, AD**
RWY 15–33: H7003X150 (ASPH–GRVD) S–93, D–183, 2D–357, 2D/2D2–845 HIRL
RWY 15: VASI(V4L)—GA 3.0° TCH 52′. Trees.
RWY 33: MALSR. PAPI (P4R)—GA 3.0° TCH 53′. Antenna.
RWY 05–23: H4386X100 (ASPH) S–62, D–87, 2S–110 MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 41′.
RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 49′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–4386	TODA–4386	ASDA–4386	LDA–4386
RWY 15:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003
RWY 23:	TORA–4386	TODA–4386	ASDA–4386	LDA–4386
RWY 33:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003



AIRPORT REMARKS: Attended 1100–0500Z‡. Rwy 15 +6′ sign 70′ from thld 189′ left. Rwy 05 +6′ sign 73′ from thld 76′ left. Caution deer and birds on and in vicinity of arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats; call arpt manager 814–536–0002. When twr clsd ACTIVATE HIRL Rwy 15–33, MALSR Rwy 33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05–23 unavailable when twr clsd. Ldg fee.
MILITARY REMARKS: AR All fixed wing ramp use PPR ctc AR weekdays 1300–2130Z‡ C814–532–7600. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp pilot controlled lgt twy and parking, 143.3. **ARNG** All tfc to ARNG ramp weekdays 1300–2130Z‡ ctc Keystone OPS, other times PPR C814–532–7720. Ramp pilot controlled lgts 143.3.
WEATHER DATA SOURCES: ASOS 118.325 (C814) 535–3511.
COMMUNICATIONS: CTAF 125.75 **UNICOM** 122.95 **ATIS** 118.325
JOHNSTOWN RCO 122.65 122.1R 113.0T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 121.2 299.2
TOWER 125.75 (1100–0200Z‡) **GND CON** 121.6 **KEYSTONE OPS ARNG** 139.15 241.35 36.50
AIRSPACE: CLASS D svc 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE JST.
(L) VORTAC 113.0 JST Chan 77 N40°19.00′ W78°50.05′ at fld. 2280/6W.
VORTAC unusable 110°–135°
TACAN azimuth unusable 135°–175°
ILS 110.1 I–JST Rwy 33. Class IT. GS unusable byd 4° left of course. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 avbl for ground services only.

JOSEPH A. HARDY (See CONNELLSVILLE)

KAMPEL (See WELLSVILLE)

KEATING N41°12.90′ W78°08.57′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 116.0 ETG Chan 107 316° 20.1 NM to St. Marys Muni. 2250/10W. **H–10H, L–30I**
RCO 122.1R 116.0T (ALTOONA RADIO)

KELLER BROTHERS (See LEBANON)

KRALLTOWN

BERMUDIAN VALLEY AIRPARK (Ø7N) 2 W UTC−5(−4DT) N40°01.01′ W77°00.23′ **DETROIT**
470 S4 NOTAM FILE IPT
RWY 16–34: 2200X100 (TURF)
RWY 16: Thld dsplcd 370′. Trees. **RWY 34:** Thld dsplcd 100′. Trees.
AIRPORT REMARKS: Attended irregularly. Field soft after prolonged rain. Rwy 16–34 marked with white painted tires. Ultralight and glider activity on and invof arpt. Rwy 16 and 34 dsplcd thlds marked with orange cones each side of rwy and 2 white tires east side of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8

LAKE HENRY N41°28.55′ W75°28.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 110.8 LHY Chan 45 309° 14.1 NM to Seamans Fld. 2320/10W. **HIWAS. H–10I, 12J, L–30K, 33A, 34H**
VOR portion unusable 210°–265° byd 12 NM.

LAKE HILL (See MARS)

LOC I-JST	APP CRS	Rwy Idg	7003
110.1	334°	TDZE	2281
		Apt Elev	2284

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

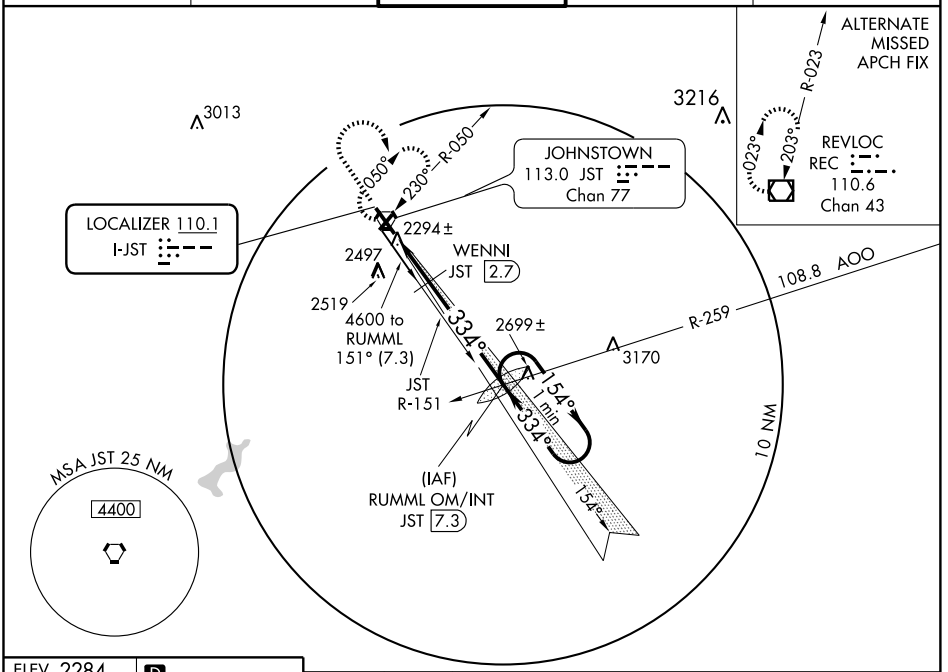
ILS or LOC RWY 33

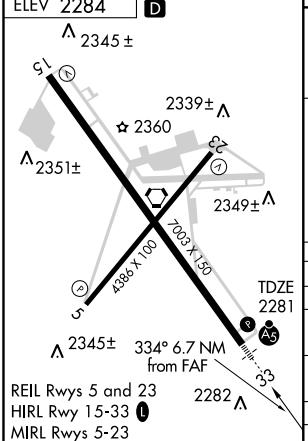
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

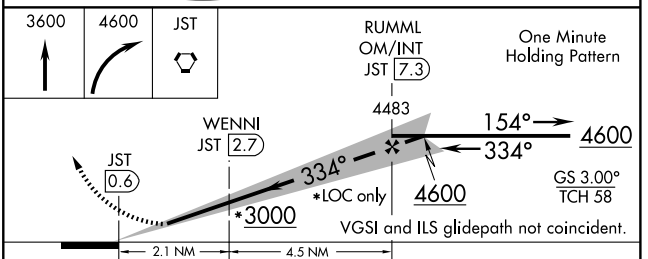
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

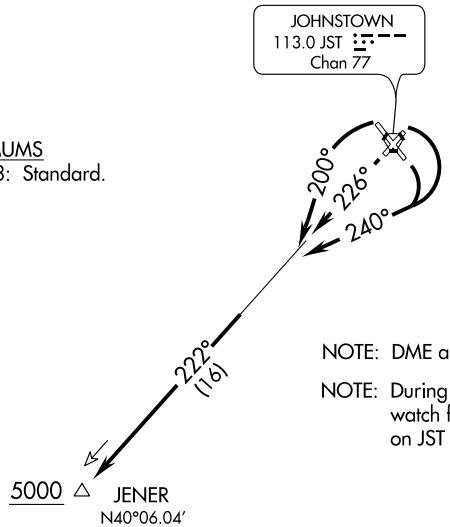


CATEGORY	A	B	C	D
S-ILS 33	2481-½ 200 (200-½)			
S-LOC 33	3000-½ 719 (800-½)		3000-1½ 719 (800-1½)	3000-1¾ 719 (800-1¾)
CIRCLING	3000-1 716 (800-1)		3000-2 716 (800-2)	3000-2¼ 716 (800-2¼)
WENNI FIX MINIMUMS				
S-LOC 33	2600-½ 319 (400-½)			2600-¾ 319 (400-¾)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JENER THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2



TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence . . . .
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence . . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

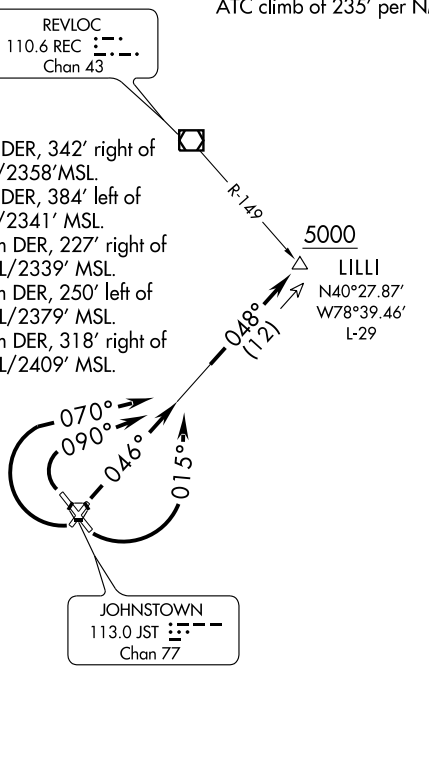
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.



NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . .

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).

APP CRS	Rwy Idg	4386
049°	TDZE	2283
	Apt Elev	2284

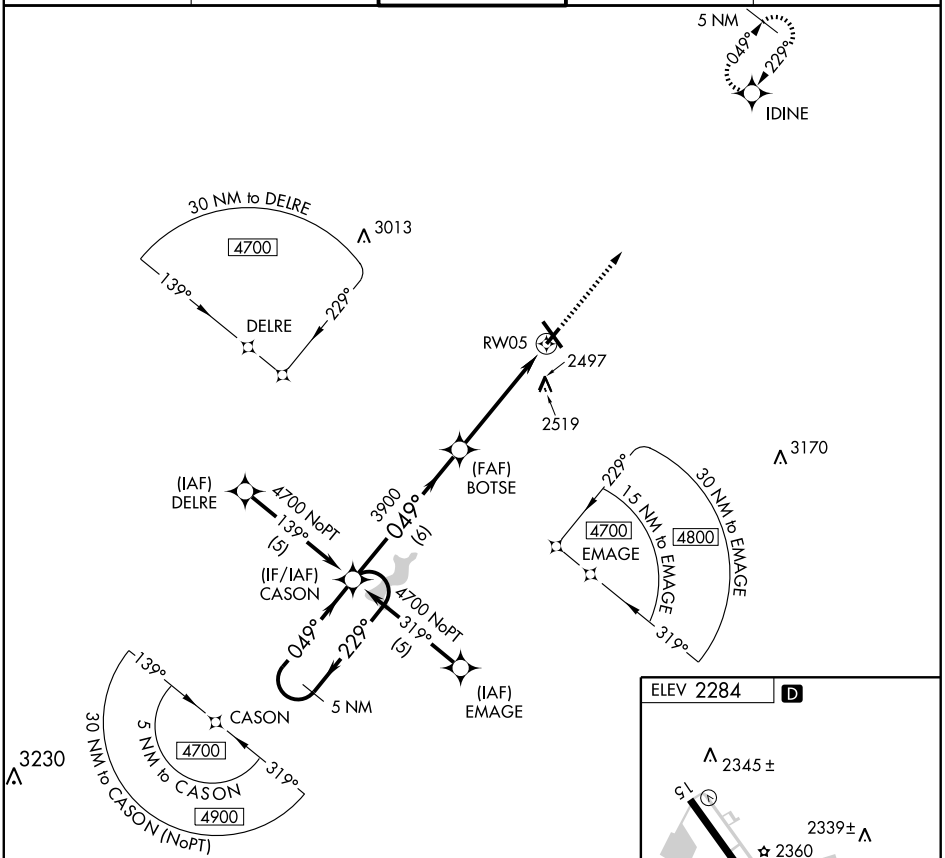
RNAV (GPS) RWY 5

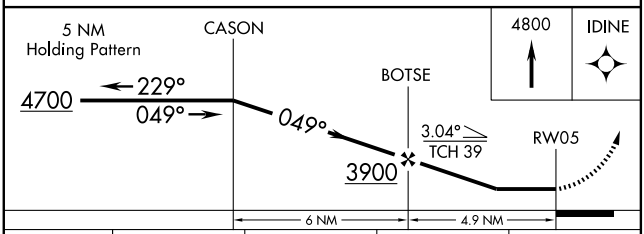
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

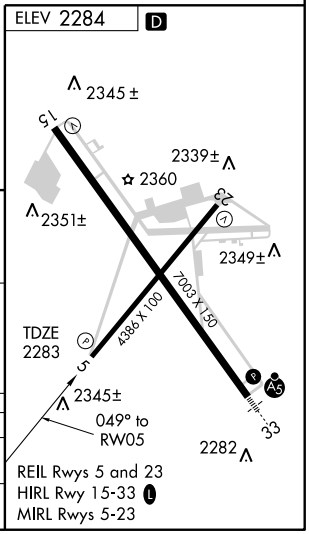
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2640-1 357 (400-1)			2640-1¼ 357 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53513	154°	TDZE	2276
W15A		Apt Elev	2284

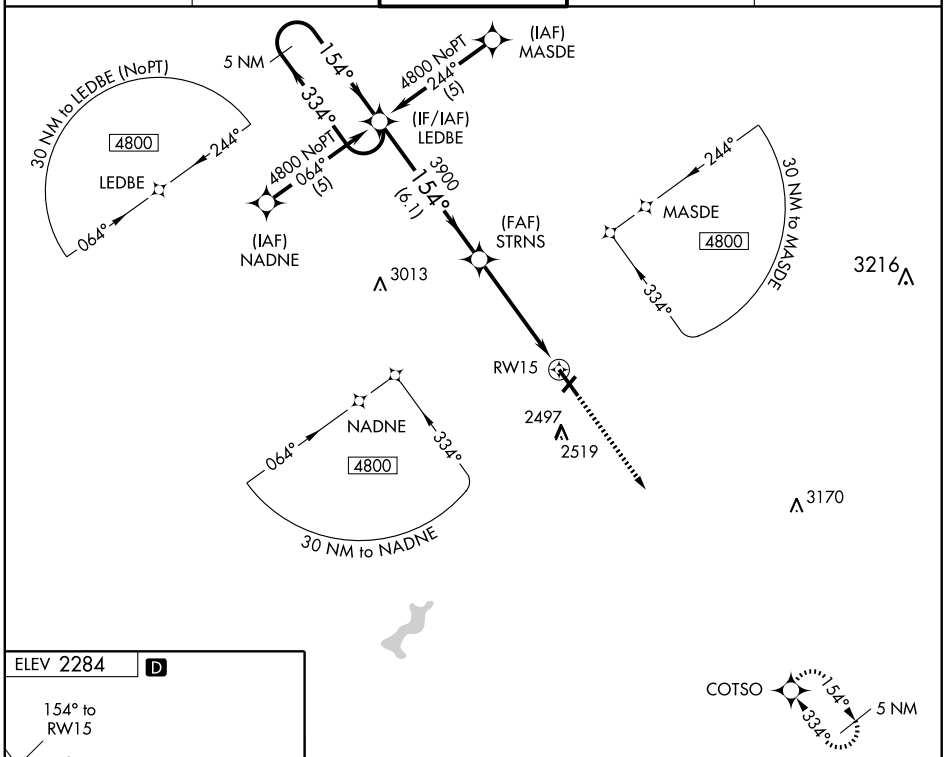
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

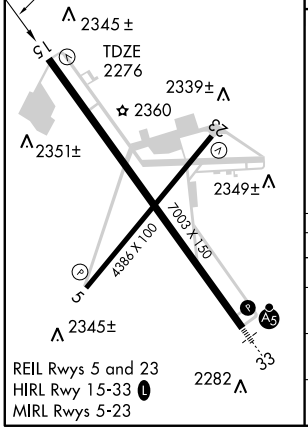
RNAV (GPS) RWY 15

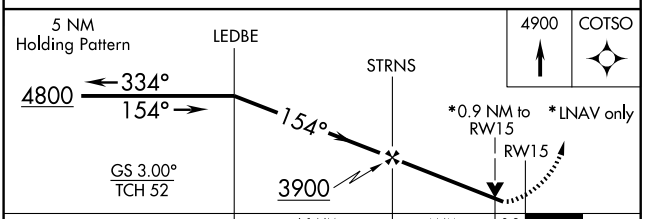
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2526-¾	250 (300-¾)		
LNAV/VNAV DA	2595-1	319 (400-1)		
LNAV MDA	2620-1	344 (400-1)		2620-1¼ 344 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4386
229°	TDZE	2284
	Apt Elev	2284

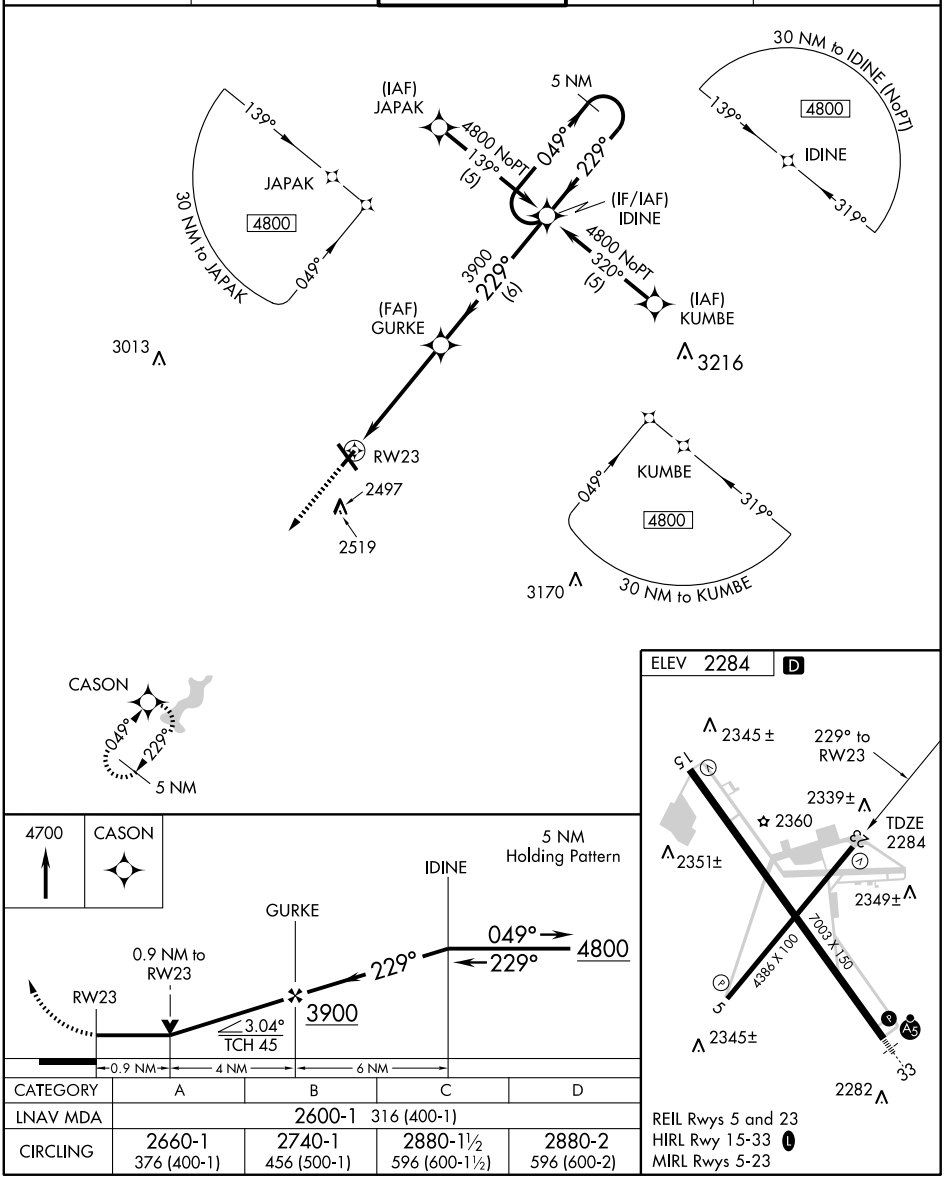
RNAV (GPS) RWY 23

JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 direct CASON and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 61113	334°	TDZE	2281
W33A		Apt Elev	2284

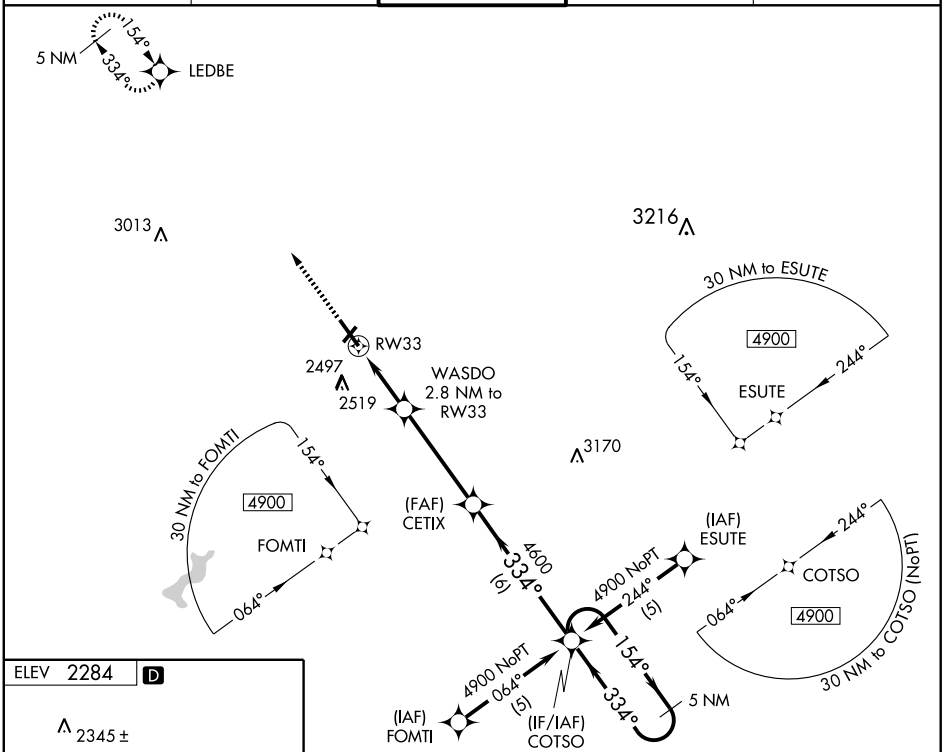
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
RNAV (GPS) RWY 33

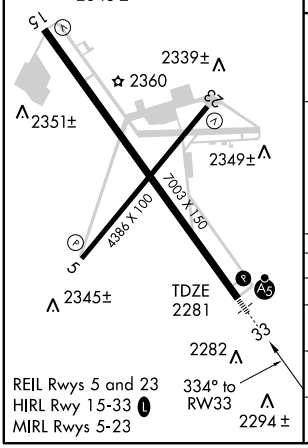
Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

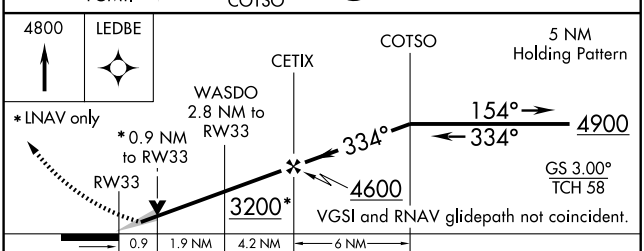
MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	2481-½ 200 (200-½)			
LNAV/VNAV DA	2552-½ 271 (300-½)			2552-¾ 271 (300-¾)
LNAV MDA	2600-½ 319 (400-½)			2600-1 319 (400-1)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 15

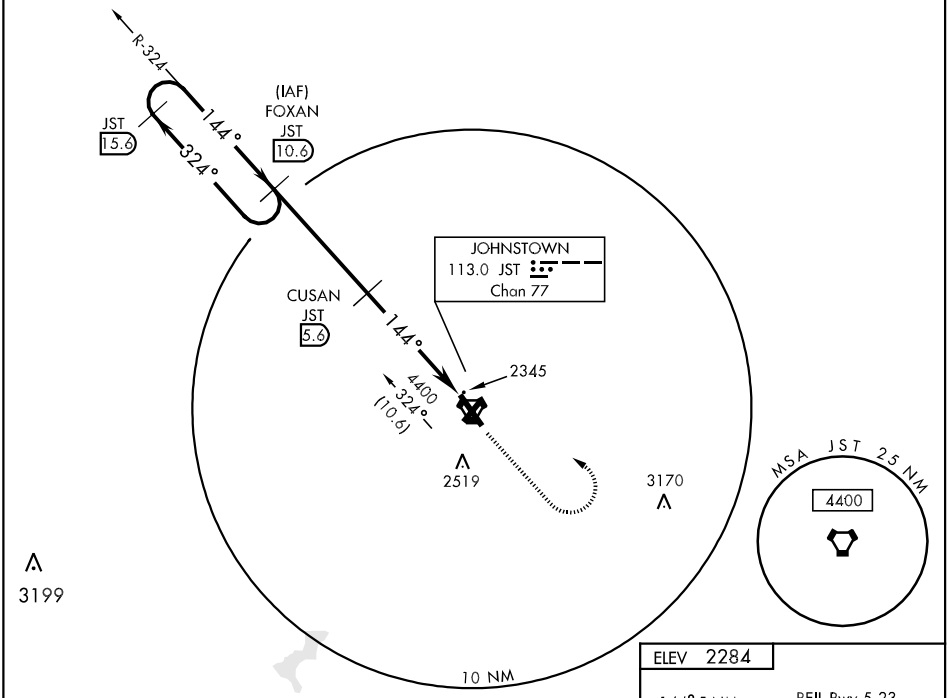
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

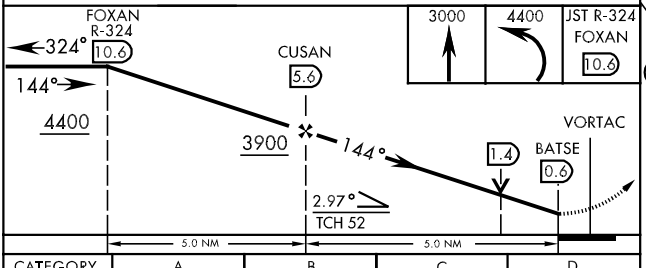
VORTAC JST 113.0 Chan 77	APCH CRS 144°	Rwy Idg 7003 TDZE 2276 Arpt Elev 2284	AL-898 [USAF]

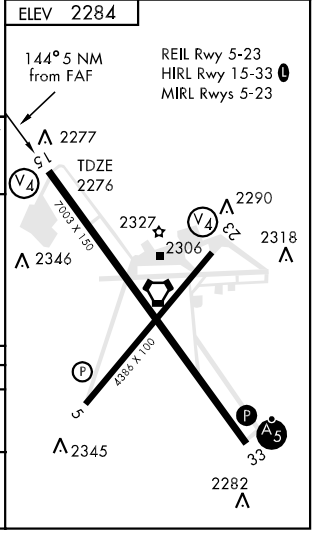
MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325

NE-4, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

40° 19′N-78° 50′W

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
TACAN RWY 15

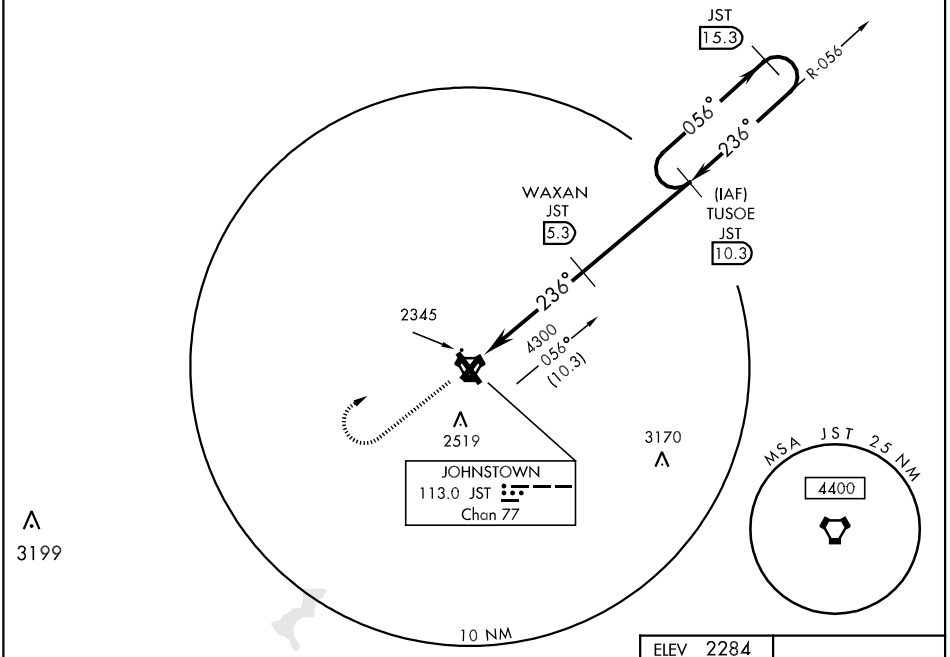
TACAN RWY 23

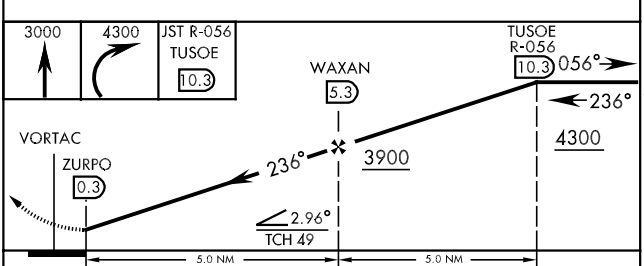
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

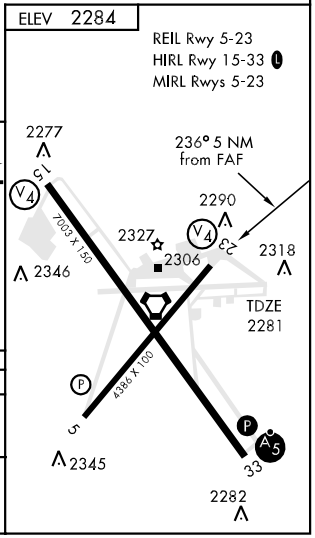
VORTAC JST 113.0 Chan 77	APCH CRS 236°	Rwy Idg 4386 TDZE 2281 Arpt Elev 2284	AL-898 [USAF]

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	ASOS
118.325	121.2 299.2	125.75 253.5 (CTAF) L	121.6	118.325







CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

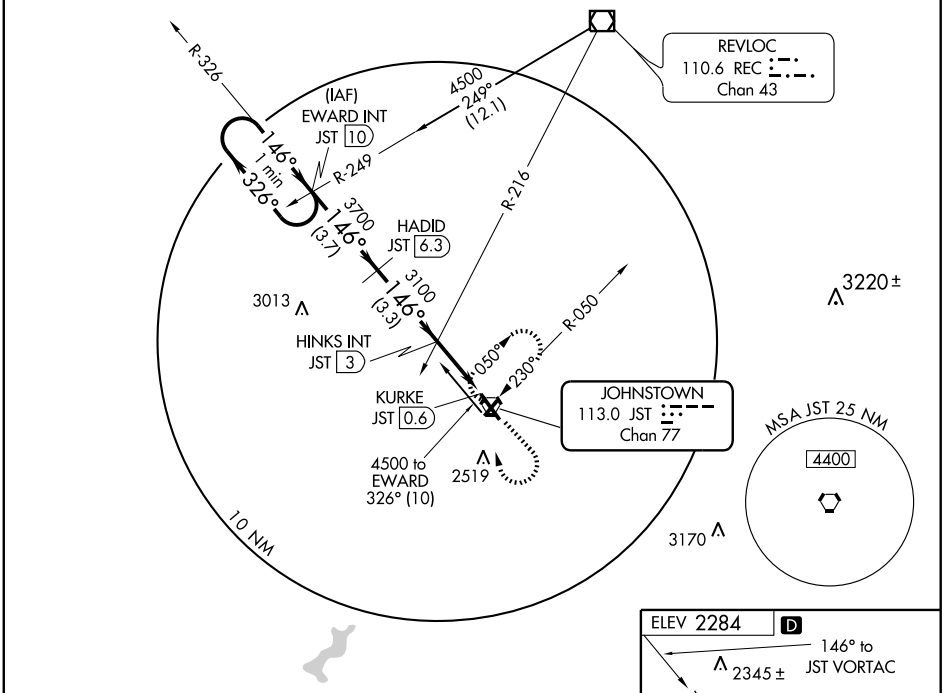
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

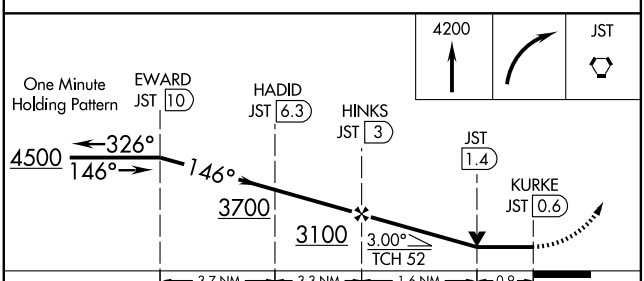
VORTAC JST 113.0 Chan 77	APP CRS 146°	Rwy Idg 7003 TDZE 2276 Apt Elev 2284

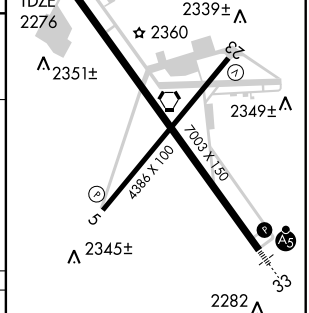
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) VOR/DME RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-15	2600-1 324 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23 and 10-28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

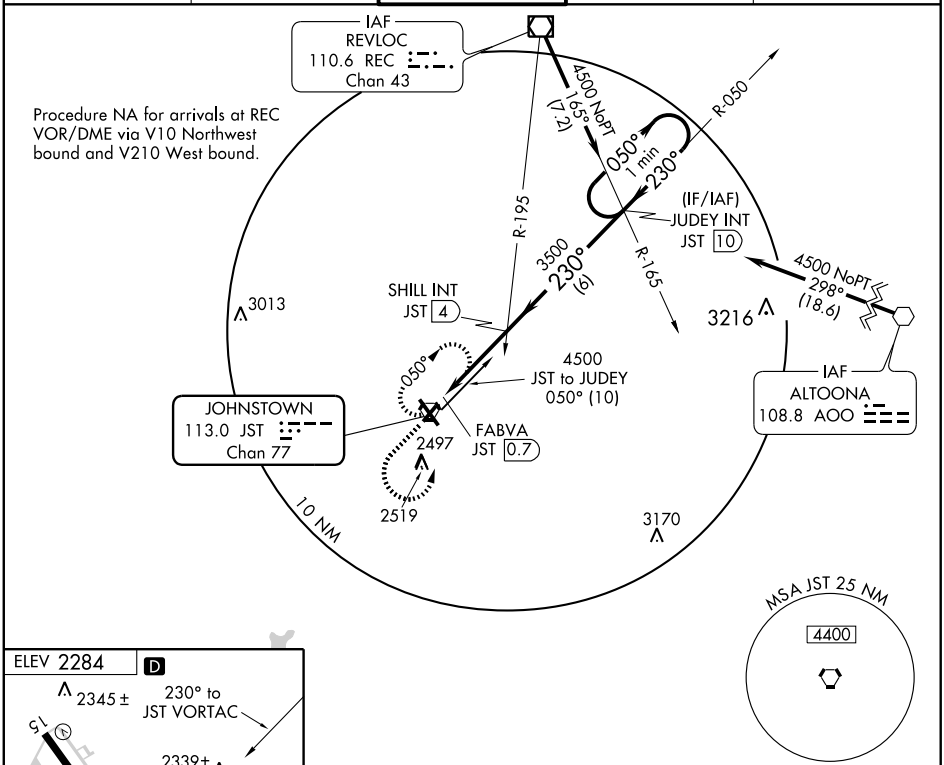
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

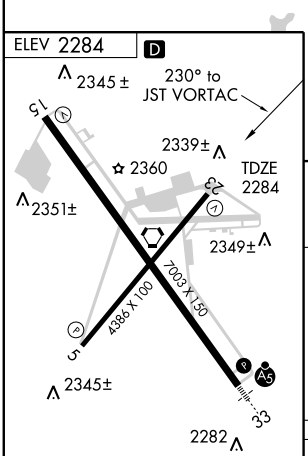
VOR/DME RWY 23

Visibility reduction by helicopters NA.

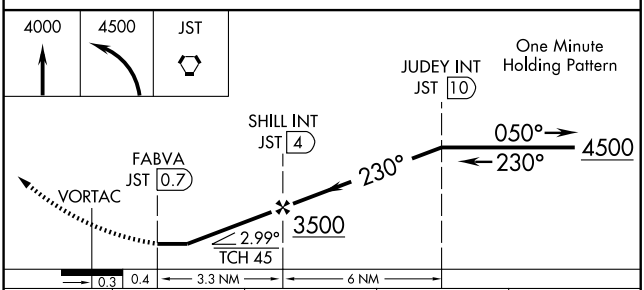
MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95





REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23



CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 042°	Rwy Idg 4386 TDZE 2283 Apt Elev 2284

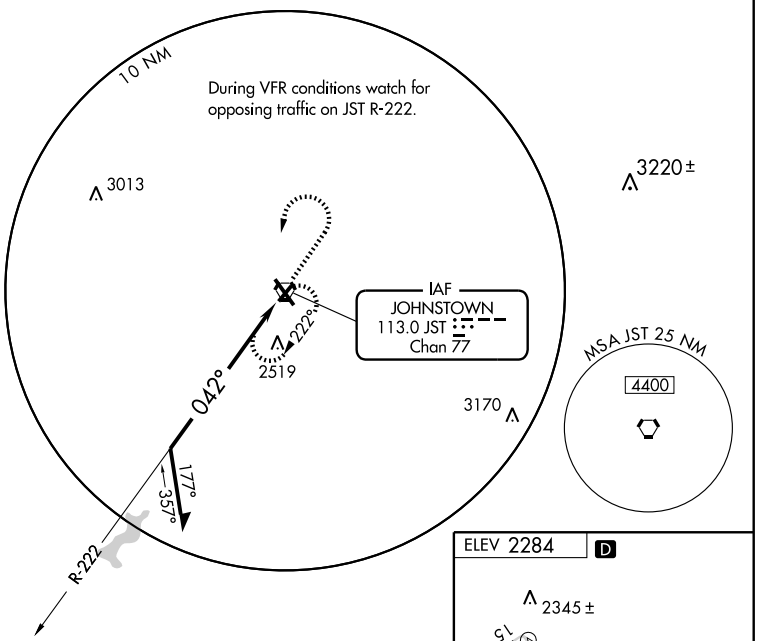
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

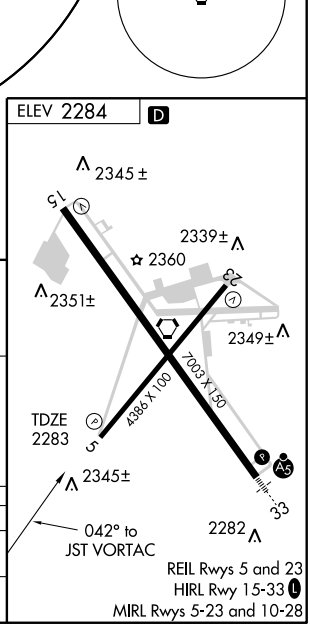
VOR RWY 5

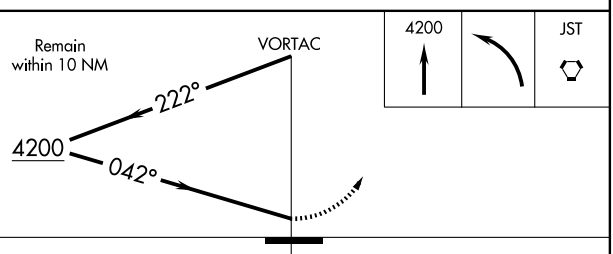
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-5	2880-1 597 (600-1)		2880-1½ 597 (600-1½)	2880-1¾ 597 (600-1¾)
CIRCLING	2880-1 596 (600-1)		2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

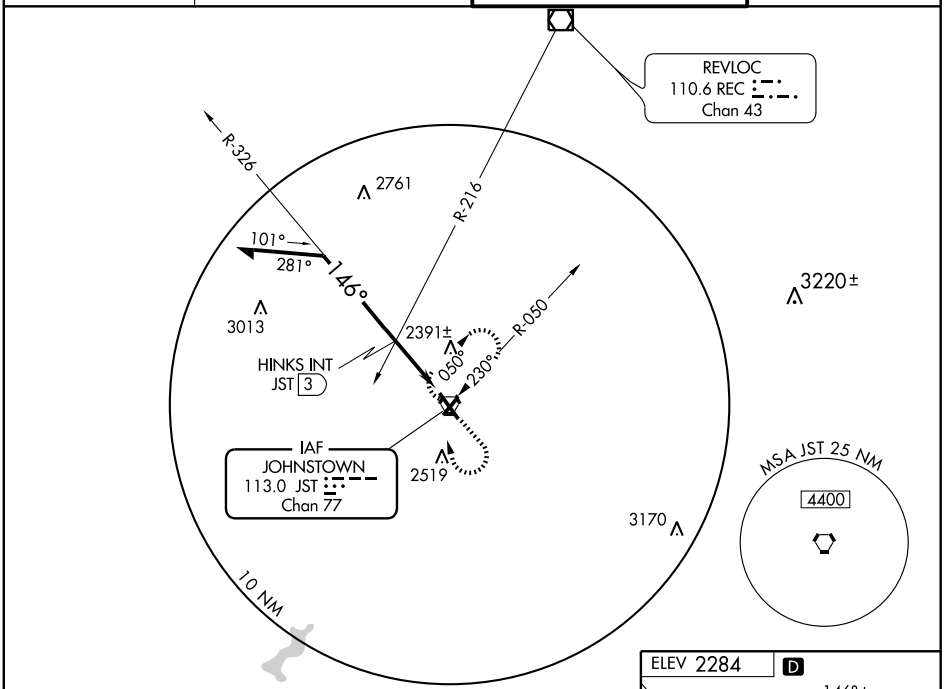
VORTAC JST	APP CRS	Rwy Idg	7003
113.0	146°	TDZE	2276
Chan 77		Apt Elev	2284

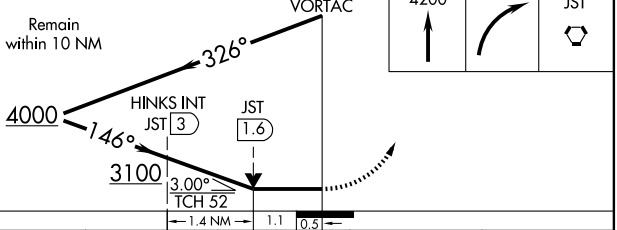
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

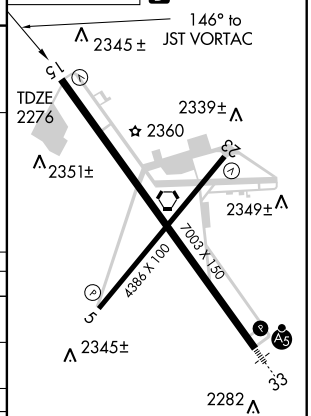
VOR RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER ★	GND CON
118.325	121.2 299.2	125.75 (CTAF) L	121.6







CATEGORY	A	B	C	D
S-15	3100-1 824 (900-1)	3100-1¼ 824 (900-1¼)	3100-2½ 824 (900-2½)	3100-2¾ 824 (900-2¾)
CIRCLING	3100-1 816 (900-1)	3100-1¼ 816 (900-1¼)	3100-2½ 816 (900-2½)	3100-2¾ 816 (900-2¾)
HINKS FIX MINIMUMS				
S-15	2660-1 384 (400-1)			2660-1¼ 384 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JST 113.0 Chan 77	APP CRS 230°	Rwy Idg 4386 TDZE 2284 Apt Elev 2284

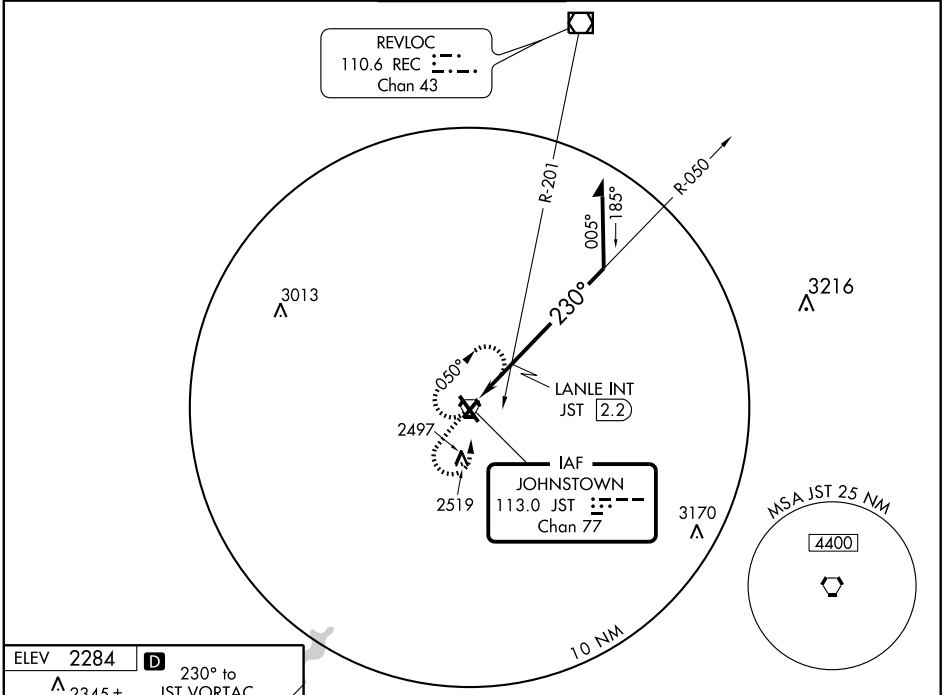
VOR RWY 23

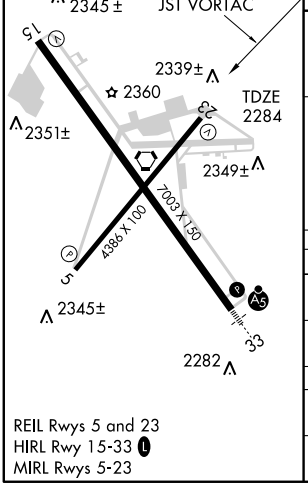
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

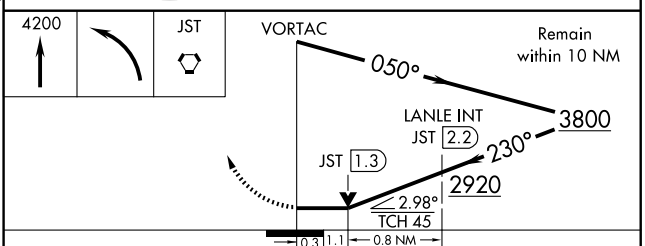
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS	CLEVELAND CENTER	JOHNSTOWN TOWER★	GND CON	UNICOM
118.325	121.2 299.2	125.75 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-23	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
CIRCLING	2920-1 636 (700-1)		2920-1¾ 636 (700-1¾)	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1¼ 376 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS
125.675
LANCASTER TOWER★
120.9 251.1
GND CON
121.8

D

RWY 08-26
S-65, D-92, 2S-117, 2D-146
RWY 13-31
S-65, D-92, 2S-117, 2D-146

76°18.0'W
76°17.5'W
76°17.0'W
40°07.5'N
40°07.0'N

TWR

ELEV 375
26
259.6°
0.3% UP

6934 X 150

13
130.8°
ELEV 394

LAHSO

079.6°
ELEV 395
8

4101 X 100

FIELD ELEV 403

310.8°
31
ELEV 399

TERMINAL
BCN
WEST RAMP
EAST RAMP

VAR 11.8° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Λ 492

AL-927 (FAA)

LANCASTER (LNS)
LANCASTER, PENNSYLVANIA

LANCASTER (LNS) 4 N UTC−5(−4DT) N40°07.34′ W76°17.66′ **NEW YORK**

403 B S4 **FUEL** 100LL, JET A OX 4 TPA–1403 (1000) Class II, ARFF Index A **H–10H, 12J, L–29E, 34G, A**

NOTAM FILE LNS **IAP, AD**

RWY 08–26: H6934X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146 HIRL 0.3% up W

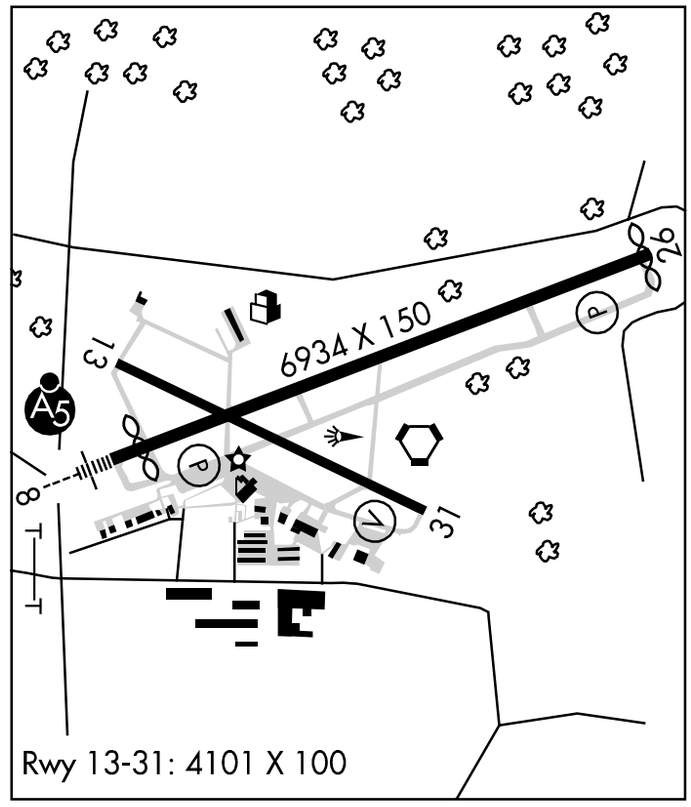
RWY 08: MALSR. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 358′. Road.

RWY 26: PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 59′.

RWY 13–31: H4101X100 (ASPH) S–65, D–92, 2S–117, 2D–146 MIRL

RWY 13: Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	13–31	5190

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 08: TORA–6934 TODA–6934 ASDA–6475 LDA–6117

RWY 13: TORA–4102 TODA–4102 ASDA–4102 LDA–4102

RWY 26: TORA–6934 TODA–6934 ASDA–6384 LDA–6325

RWY 31: TORA–4102 TODA–4102 ASDA–4102 LDA–4102

AIRPORT REMARKS: Attended Mon—Fri 1100–0300Z‡, Sat 1200–0100Z‡, Sun 1200–0300Z‡. AER 31 safety area unavbl due to reconstruction project. Rwy lgts and MALSR unmonitored when twr clsd. No edge lgts on Twy N, reflectors only. PPR 24 hours for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. When twr clsd ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, MIRL Rwy 13–31, REIL Rwy 31, and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS (717) 569–8860.

COMMUNICATIONS: CTAF 120.9 **ATIS** 125.675 **UNICOM** 122.95

RCO 122.1R 117.3T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 126.45

TOWER 120.9 (1100–0400Z‡) **GND CON** 121.8

AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

(L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ at fld. 399/09W.

VOR unusable:

195°–220° byd 25 NM blo 3000′

221°–273° byd 21 NM blo 4500′

320°–340° byd 18 NM blo 5000′

320°–340° byd 25 NM blo 6000′

DME unusable 331°–039° byd 30 NM.

ILS 108.7 I–LNS Rwy 08. Class IE ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance TF 800–932–0712.

LATLE N40°10.69′ W77°00.34′ NOTAM FILE CXY.

NDB (LOM) 219 CX 083° 7.5 NM to Capital City. Unmonitored when Capital City twr clsd.

ILS or LOC RWY 8

LANCASTER (LNS)

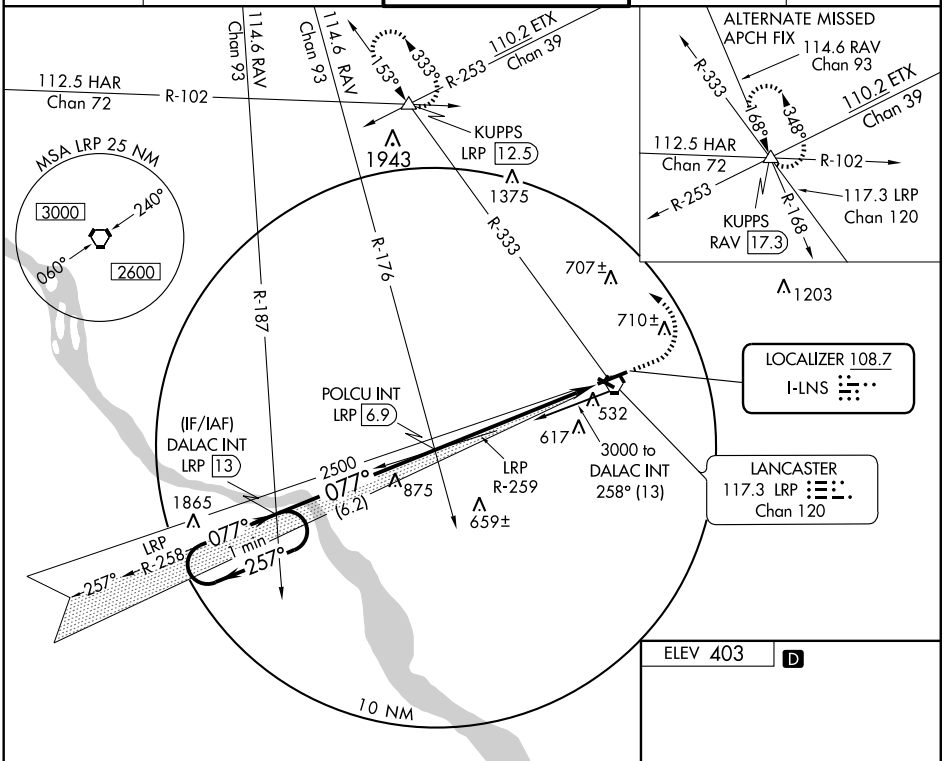
LOC I-LNS	APP CRS	Rwy ldg	6117
108.7	077°	TDZE	399
		Apt Elev	403

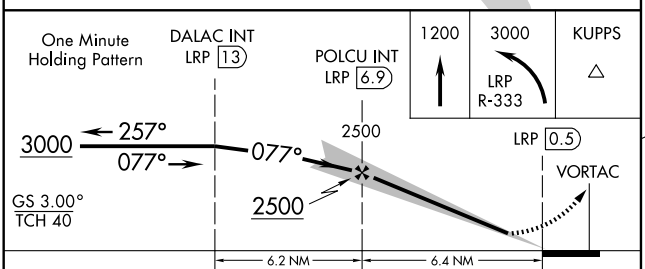
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

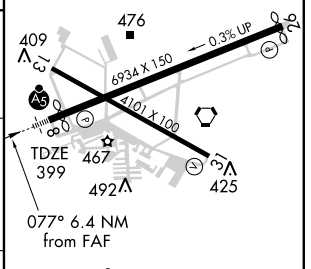
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 8	599-¾ 200 (200-¾)			
S-LOC 8	840-1 441 (500-1)		840-1¼ 441 (500-1¼)	840-1½ 441 (500-1½)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6117
CH 77915	077°	TDZE	399
W08A		Apt Elev	403

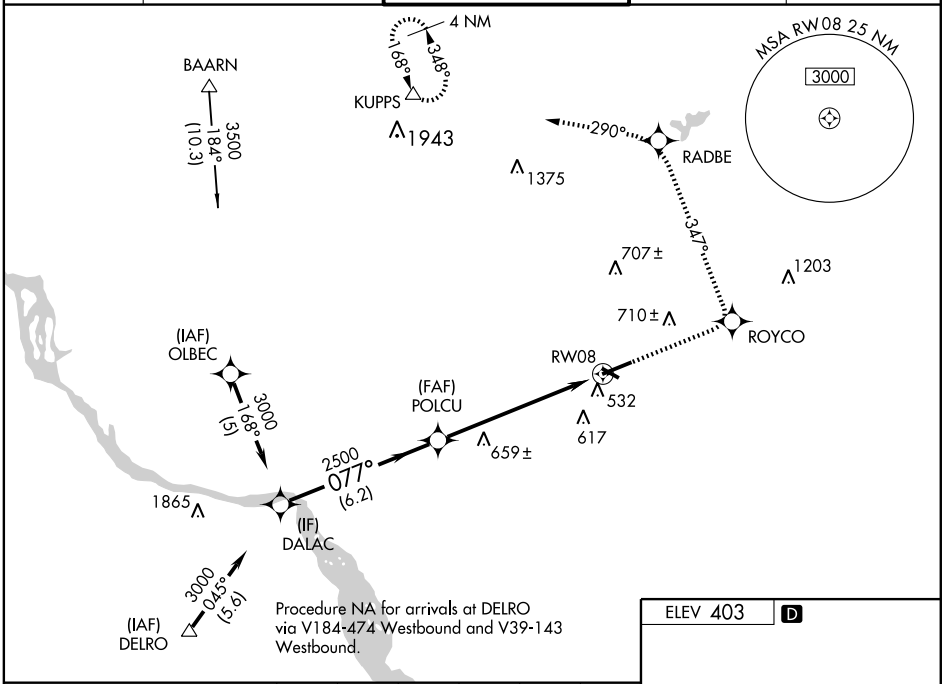
RNAV (GPS) RWY 8
LANCASTER (LNS)

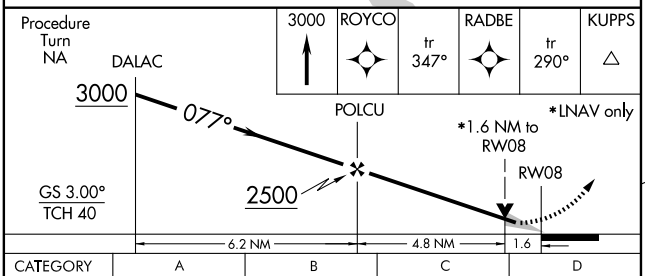
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

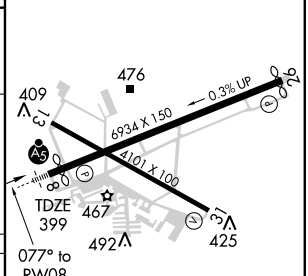
MALSR

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	649-1 250 (300-1)			
LNAV/VNAV DA	879-1¾ 480 (500-1¾)			
LNAV MDA	940-1 541 (600-1)		940-1½ 541 (600-1½)	940-1¾ 541 (600-1¾)
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

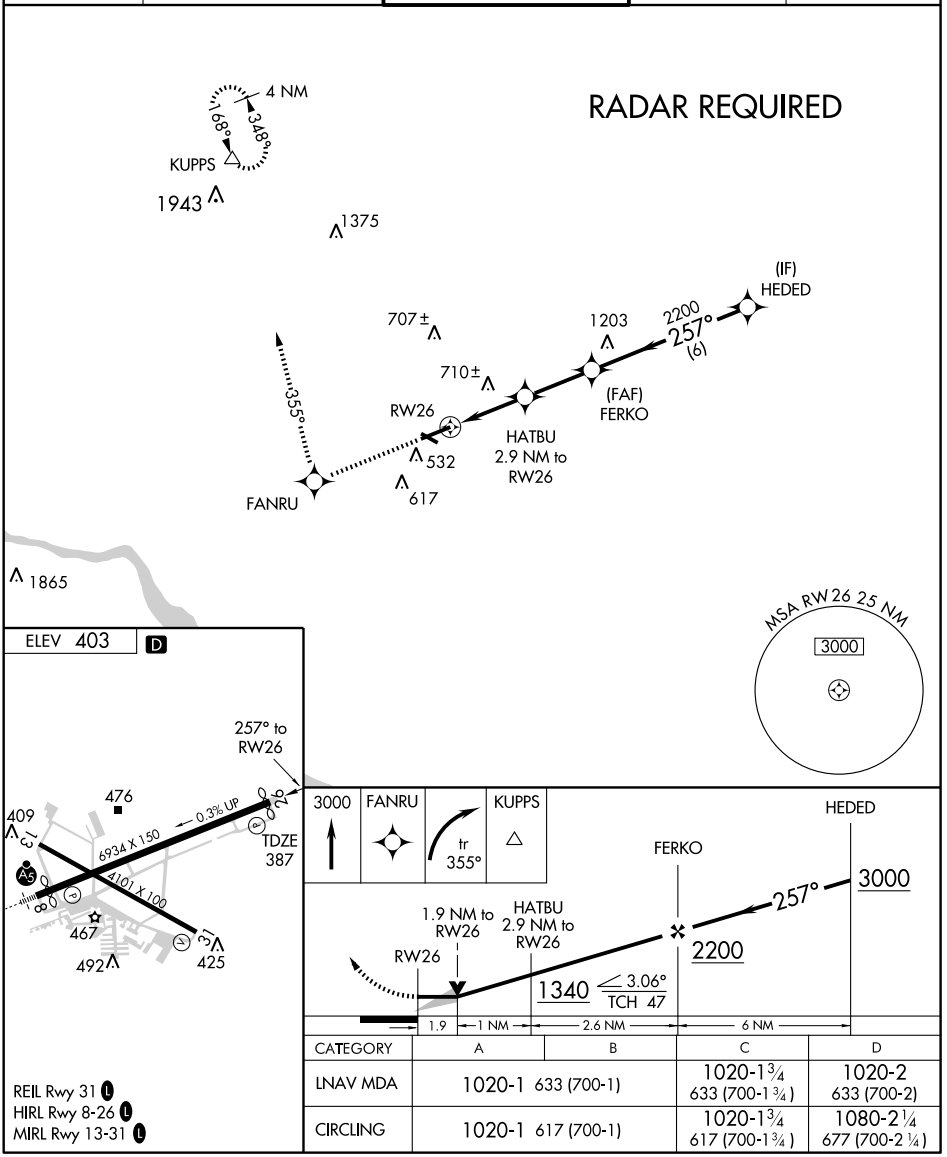
APP CRS	Rwy ldg	6325
257°	TDZE	387
	Apt Elev	403

RNAV (GPS) RWY 26
LANCASTER (LNS)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

RNAV (GPS) RWY 31
LANCASTER (LNS)

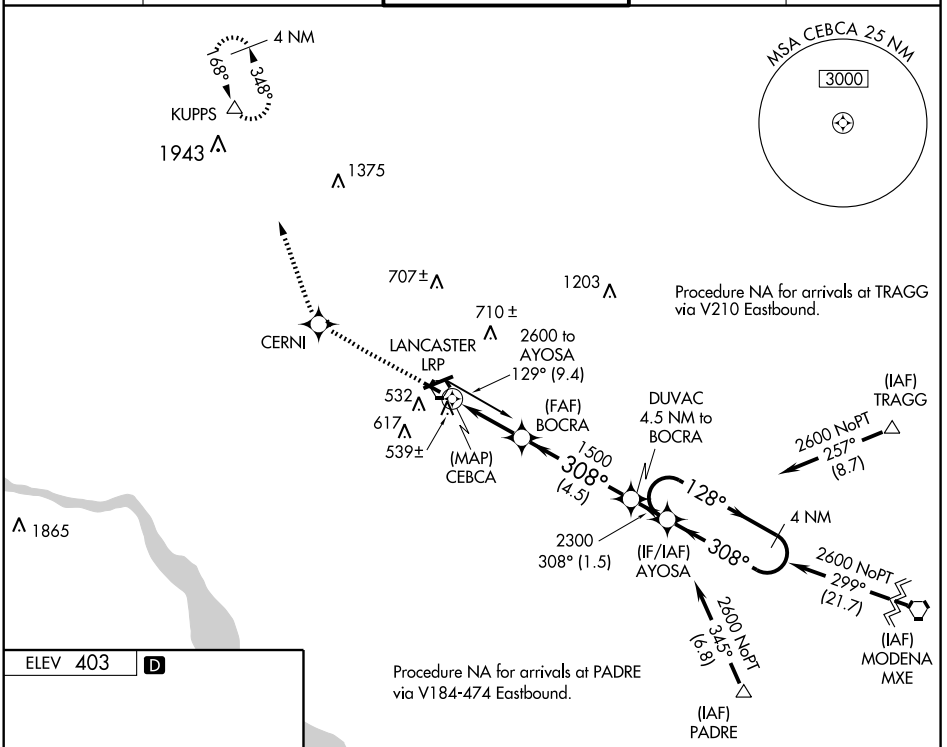
APP CRS	Rwy ldg	4102
308°	TDZE	403
	Apt Elev	403

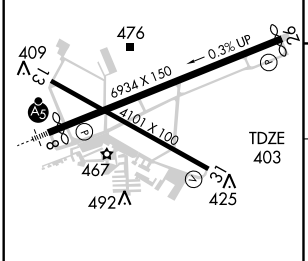
T
NA

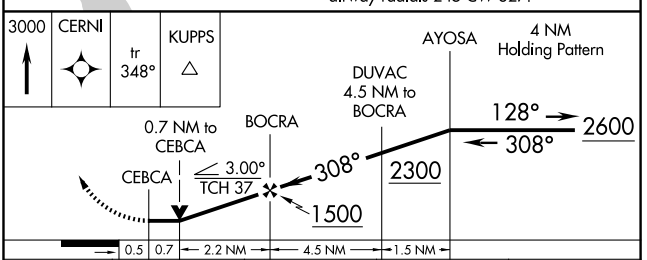
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 397 (400-1)			800-1¼ 397 (400-1¼)
CIRCLING	920-1 517 (600-1)		920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg 6117
117.3	090°	TDZE 399
Chan 120		Apt Elev 403

VOR/DME RWY 8

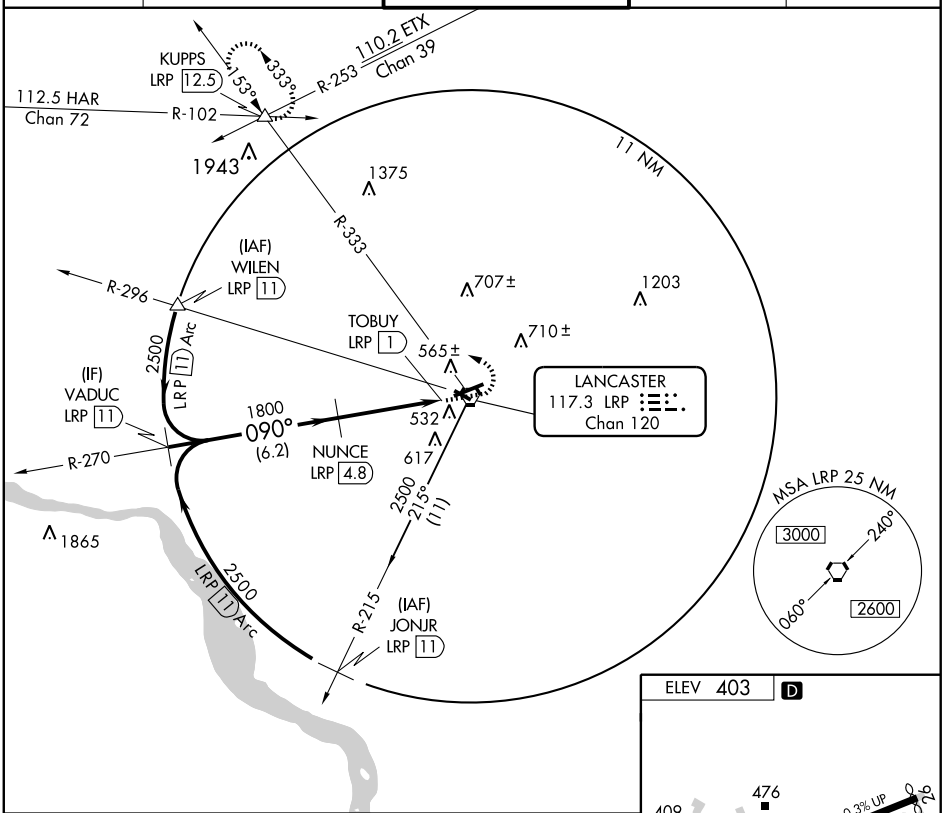
LANCASTER (LNS)

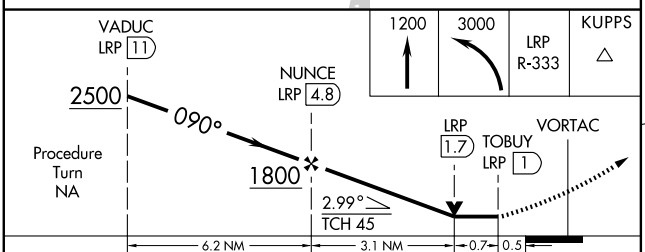
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility ¼ mile.

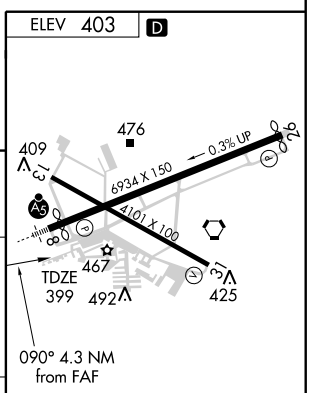
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	940-1 537 (600-1)		940-1½ 537 (600-1½)	1060-2 657 (700-2)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy ldg	6325
117.3	247°	TDZE	387
Chan 120		Apt Elev	403

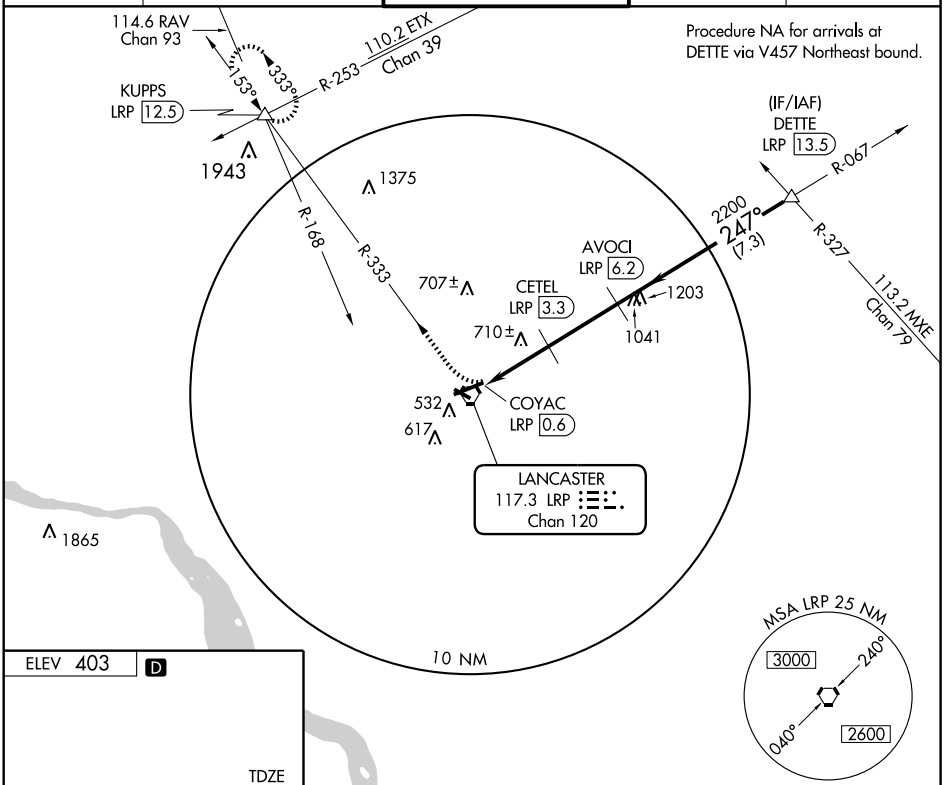
VOR/DME RWY 26

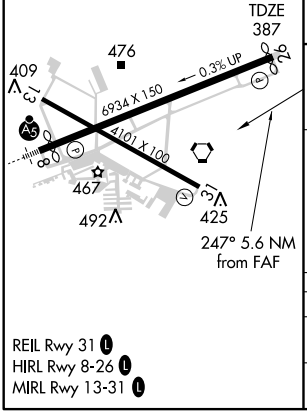
LANCASTER (LNS)

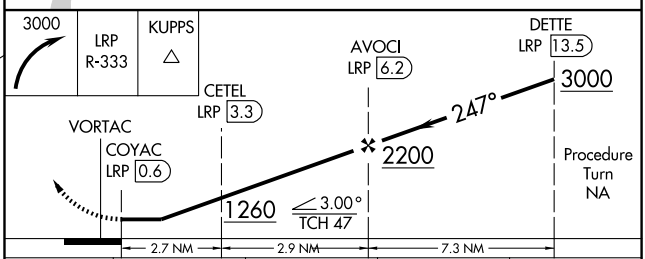
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON		LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45	281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-26	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

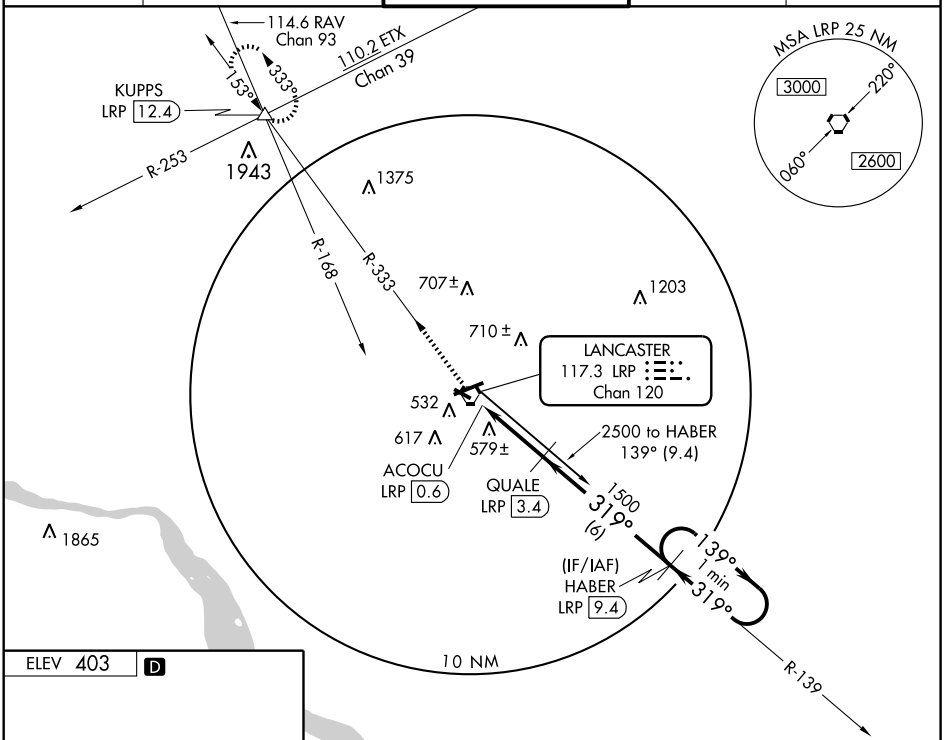
VORTAC LRP	APP CRS	Rwy ldg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

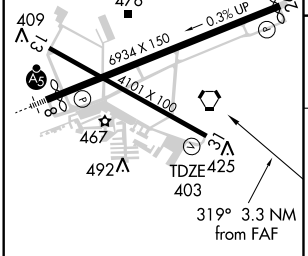
VOR/DME RWY 31
LANCASTER (LNS)

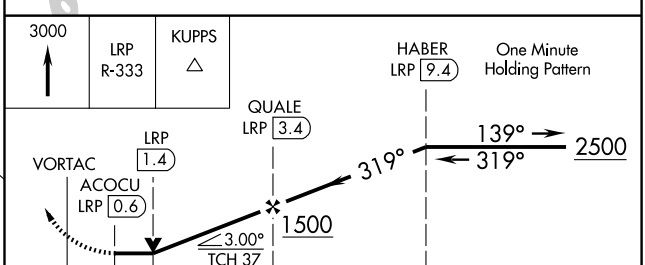
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR RWY 8

LANCASTER (LNS)

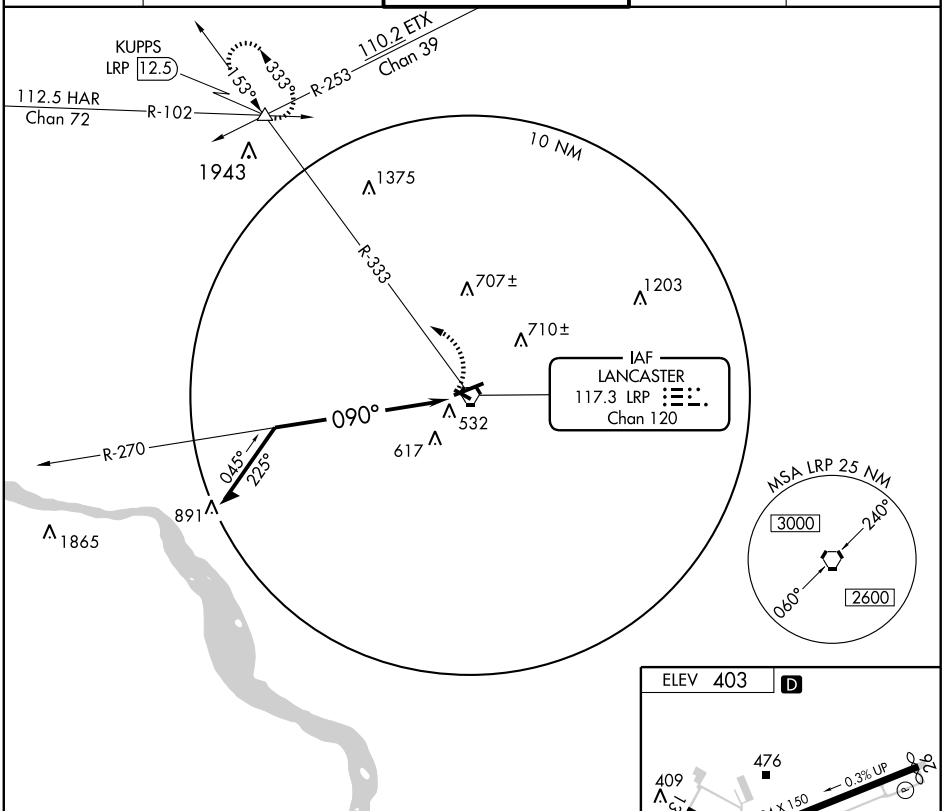
VORTAC LRP	APP CRS	Rwy Idg	6117
117.3	090°	TDZE	399
Chan 120		Apt Elev	403

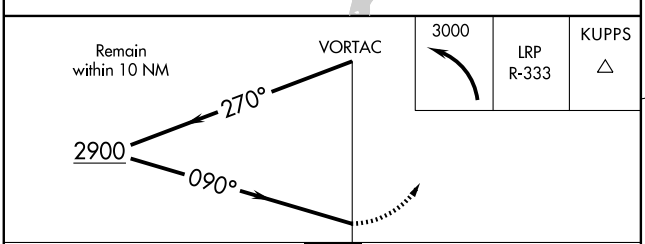
Inoperative table does not apply.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

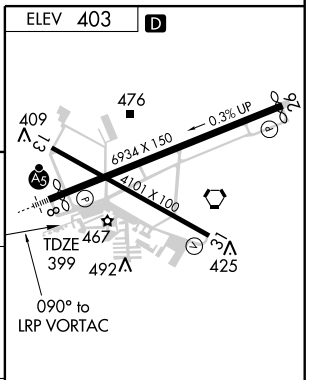
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3 1001 (1000-3)	
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3 997 (1000-3)	

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

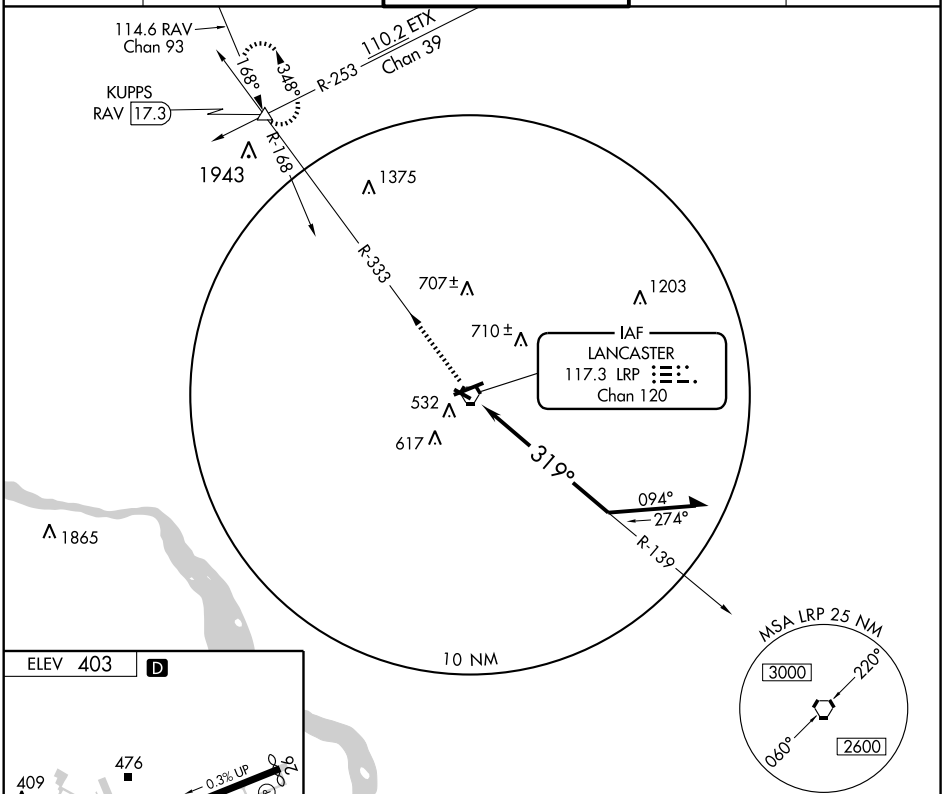
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

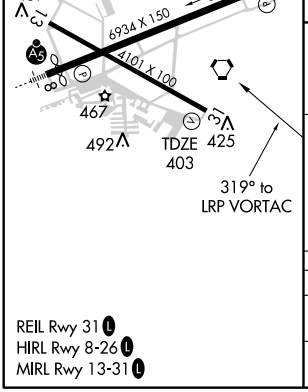
VORTAC LRP	APP CRS	Rwy Idg	4102
117.3	319°	TDZE	403
Chan 120		Apt Elev	403

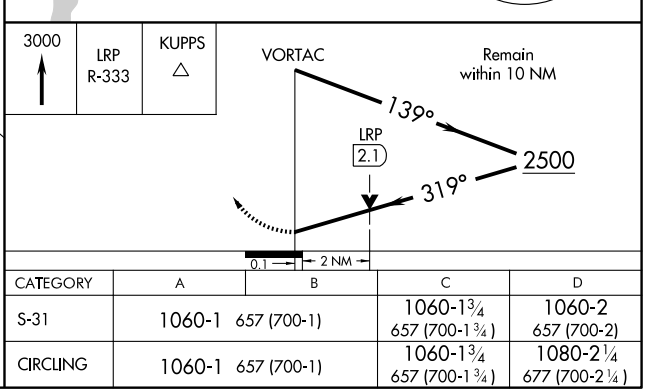
VOR RWY 31
LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

ATIS	HARRISBURG APP CON	LANCASTER TOWER★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) L 251.1	121.8	122.95







CATEGORY	A	B	C	D
S-31	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1060-2 657 (700-2)
CIRCLING	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1080-2¼ 677 (700-2¼)

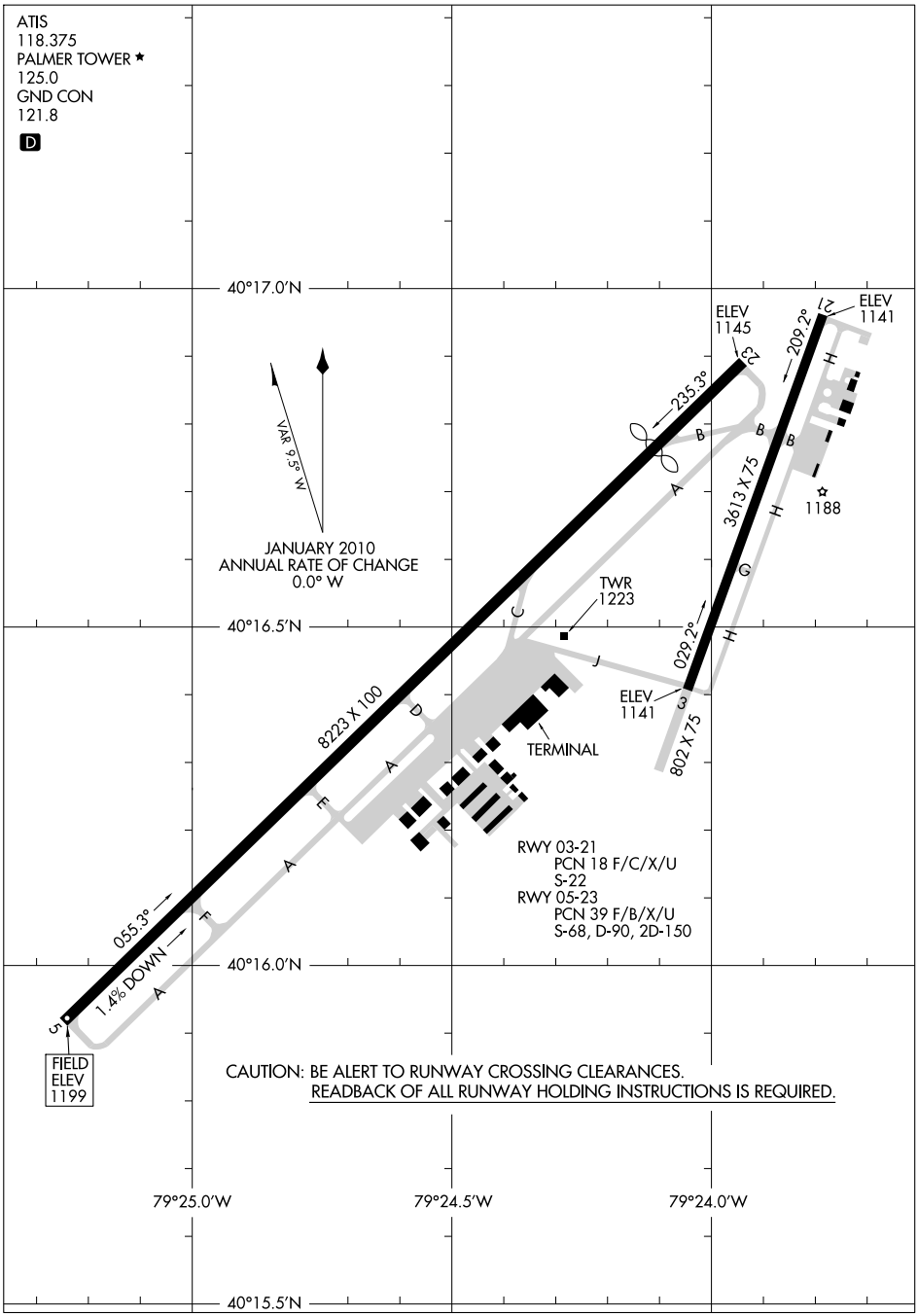
REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LATROBE, PENNSYLVANIA
LATROBE/ARNOLD PALMER RGNL (LBE)

10210

LATROBE

ARNOLD PALMER RGNL (LBE) 2 SW UTC−5(−4DT) N40°16.48′ W79°24.41′ **DETROIT**

1199 B S4 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index A. NOTAM FILE LBE **H–10H, 12I, L–29C**

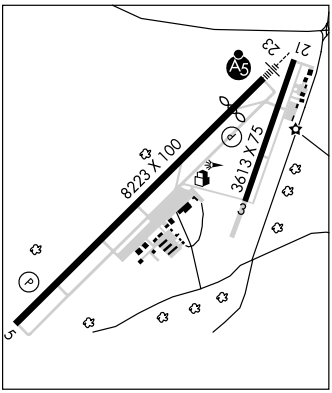
RWY 05–23: H8223X100 (ASPH–GRVD) S–68, D–90, 2S–114, 2D–150 PCN 39 F/B/X/U HIRL **IAP, AD**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees. 1.4% down.

RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 850′. Rgt tfc.

RWY 03–21: H3613X75 (ASPH) S–22 PCN 18 F/C/X/U MIRL

RWY 03: Pole.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–3609	TODA–3609	ASDA–3609	LDA–3609
RWY 05:	TORA–8223	TODA–8223	ASDA–8223	LDA–8223
RWY 21:	TORA–3609	TODA–3609	ASDA–3609	LDA–3609
RWY 23:	TORA–8223	TODA–8223	ASDA–8223	LDA–7373

AIRPORT REMARKS: Attended continuously. Rwy 03–21 CLOSED to air carrier acft. Deer and birds on and invof arpt. Twy J restricted to acft with a wingspan less than 49′. NSTD Rwy 03 thld bar located on blast pad and not in proper location; blast pad chevrons are incomplete. MIRL Rwy 03–21, Twys J, G, H and Twy B west of Rwy 03–21 unavailable when twr clsd. Rwy 23 MALSR OTS when twr open. When twr clsd ACTIVATE HIRL Rwy 05–23, REIL Rwy 05 and MALSR Rwy 23, Twy lgts A, B, C and D—CTAF. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 118.375 724–537–0671.

COMMUNICATIONS: CTAF 125.0 **ATIS** 118.375

CLEVELAND CENTER APP/DEP CON 124.4

PALMER TOWER 125.0 (1115–0300Z‡)

GND CON 121.8

AIRSPACE: CLASS D svc 1115–0300Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 359°18.1 NM to fld. 2820/06W.

BENJE NDB (NHW) 382 BHU N40°22.53′ W79°16.30′ 233° 8.7 NM to fld. NOTAM FILE LBE.

ILS 110.9 I–LBE Rwy 23. Class IE. ILS unmonitored when twr clsd.

LAZY B RANCH (See DOVER)

LEBANON

KELLER BROTHERS (Ø8N) 5 SE UTC−5(−4DT) N40°17.51′ W76°19.73′ **NEW YORK**

550 B NOTAM FILE IPT

RWY 07–25: 2635X120 (TURF) LIRL (NSTD)

RWY 07: Thld dsplcd 275′. Tree. **RWY 25:** Thld dsplcd 600′. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE rotating beacon and wind indicator lgt and LIRL Rwy 07–25—121.9. Rwy 07–25 NSTD LIRL; rwy ends identified by 2 strobe lgts and NSTD thld lgt fixtures. Rwy 07–25 outlined with lights and yellow panels. ACTIVATE rotating bcn and LIRL Rwy 07–25—121.9.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

LEEHI N40°35.15′ W75°32.97′ NOTAM FILE ABE.

NDB (LOM) 400 AB 061°6.4 NM to Lehigh Valley Intl.

LEHIGHTON

BELTZVILLE (14N) 3 E UTC−5(−4DT) N40°50.66′ W75°38.13′ **NEW YORK**

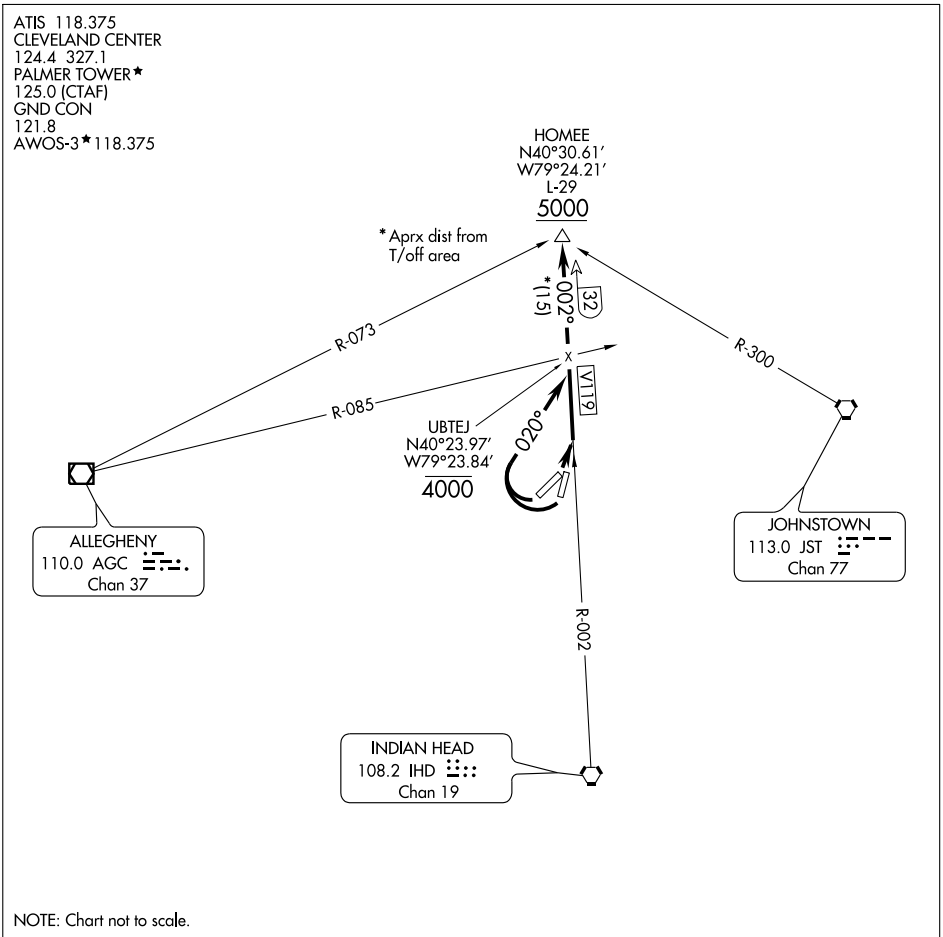
899 S2 **FUEL** 100LL NOTAM FILE IPT

RWY 08–26: 2020X100 (TURF) S–5

RWY 08: Thld dsplcd 360′. Road. **RWY 26:** Fence.

AIRPORT REMARKS: Attended irregularly. For svc call 610–377–4887. Ultralights on and invof arpt. Rwy 08–26 not plowed during winter months. Rwy 08–26 thlds marked with white markers; north side of rwy and dsplcd thlds marked with lime/paint.

COMMUNICATIONS: CTAF 122.9



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence . . . .

. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LBE	APP CRS	Rwy Idg	7373
110.9	233°	TDZE	1145
		Apt Elev	1199

ILS or LOC RWY 23

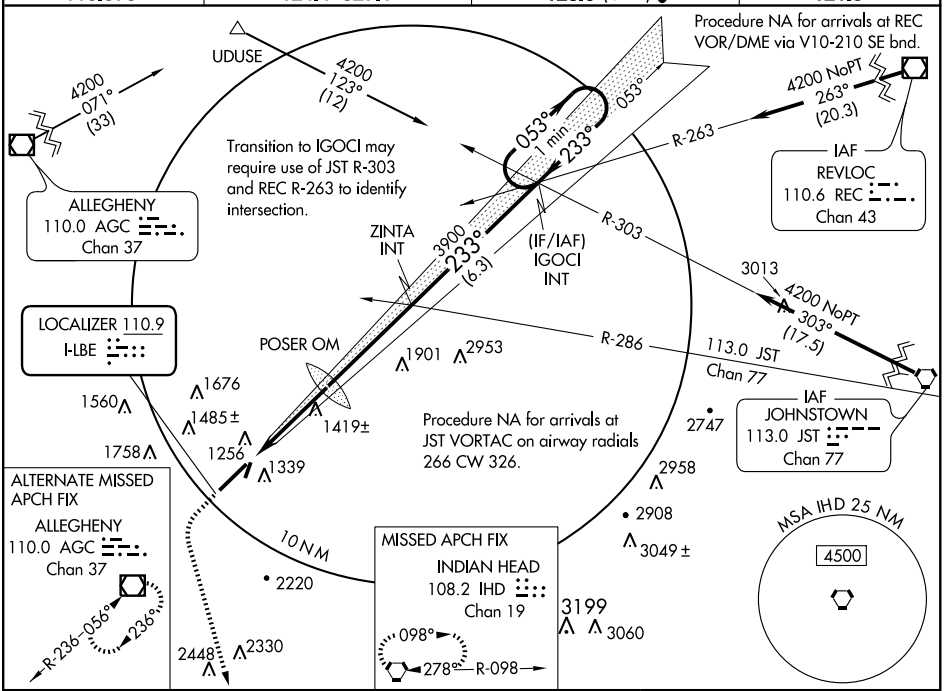
LATROBE/ARNOLD PALMER RGNL (LBE)

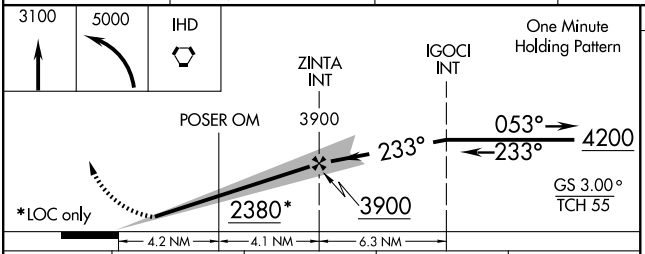
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

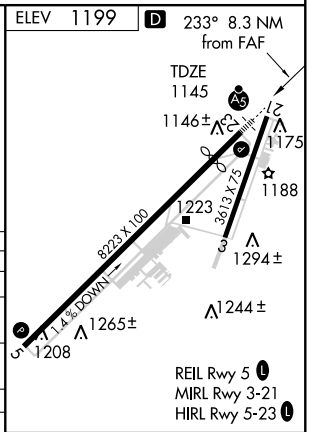
MALSR

MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-ILS 23	1345-½ 200 (200-½)			
S-LOC 23	2380-1¼ 1235 (1200-1¼)		2380-2½ 1235 (1200-2½)	
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 23	1680-½ 535 (500-½)		1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1 521 (600-1)		1780-1½ 581 (600-1½)	1800-2 601 (700-2)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NDB BHU	APP CRS	Rwy Idg	7373
382	233°	TDZE	1145
		Apt Elev	1199

NDB RWY 23

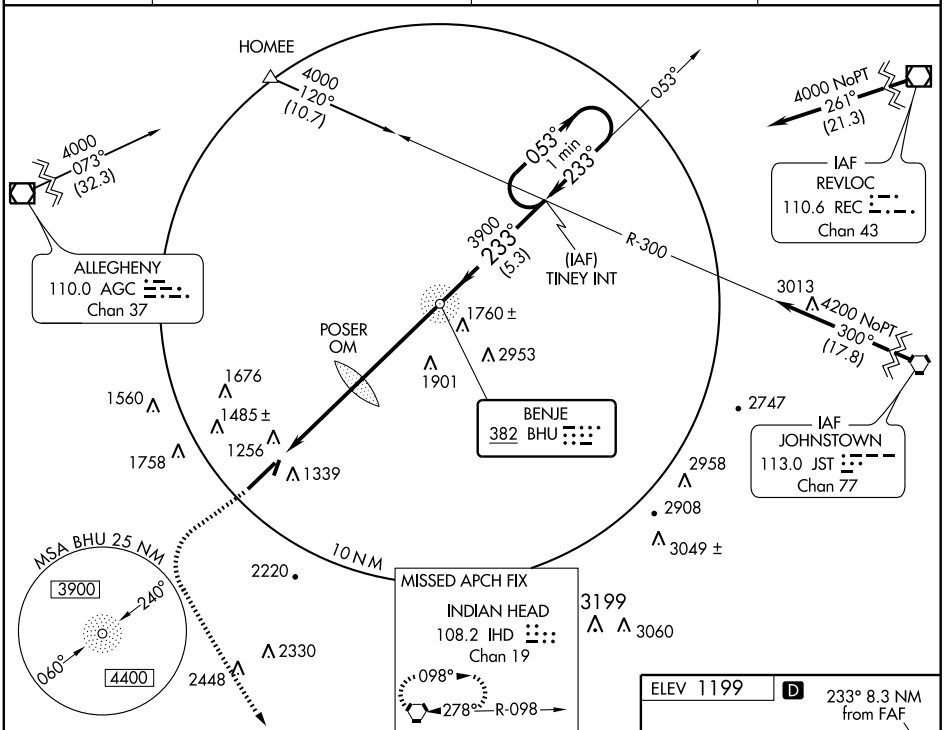
LATROBE/ ARNOLD PALMER RGNL (LBE)

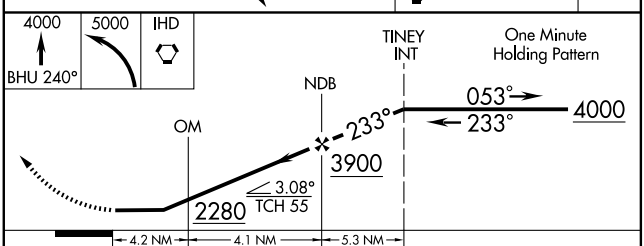
T Circling not authorized SE of Rwy 3-21.
A Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

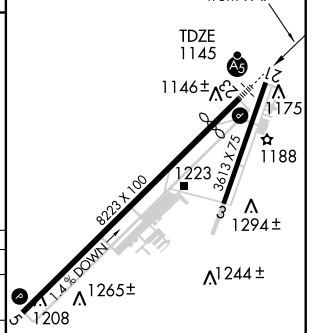
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8





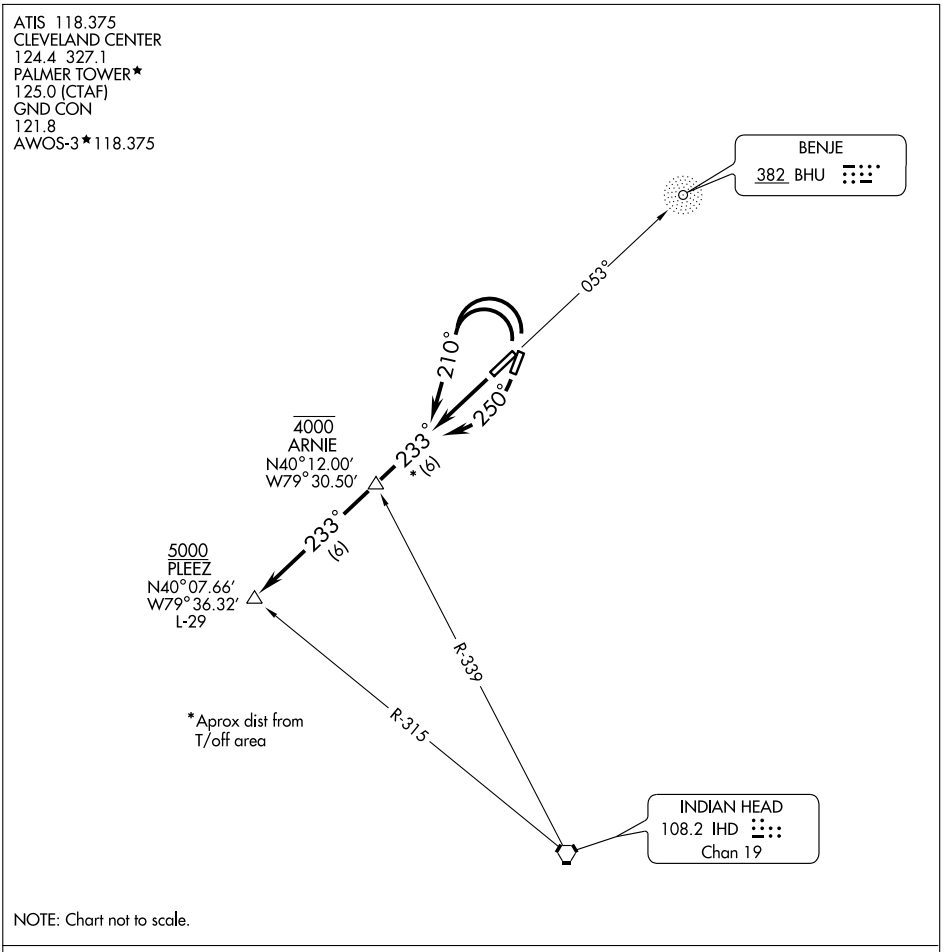


CATEGORY	A	B	C	D
S-23	2280-1¼ 1135 (1100-1¼)	2280-1½ 1135 (1100-1½)	2280-3 1135 (1100-3)	
CIRCLING	2280-1¼ 1081 (1100-1¼)	2280-1½ 1081 (1100-1½)	2280-3 1081 (1100-3)	
OM MINIMUMS				
S-23	2000-1 855 (900-1)	2000-1¼ 855 (900-1¼)	2000-2½ 855 (900-2½)	2000-2¾ 855 (900-2¾)
CIRCLING	2000-1 801 (900-1)	2000-1¼ 801 (900-1¼)	2000-2½ 801 (900-2½)	2000-2¾ 801 (900-2¾)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PLEEZ TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8223
053°	TDZE	1199
	Apt Elev	1199

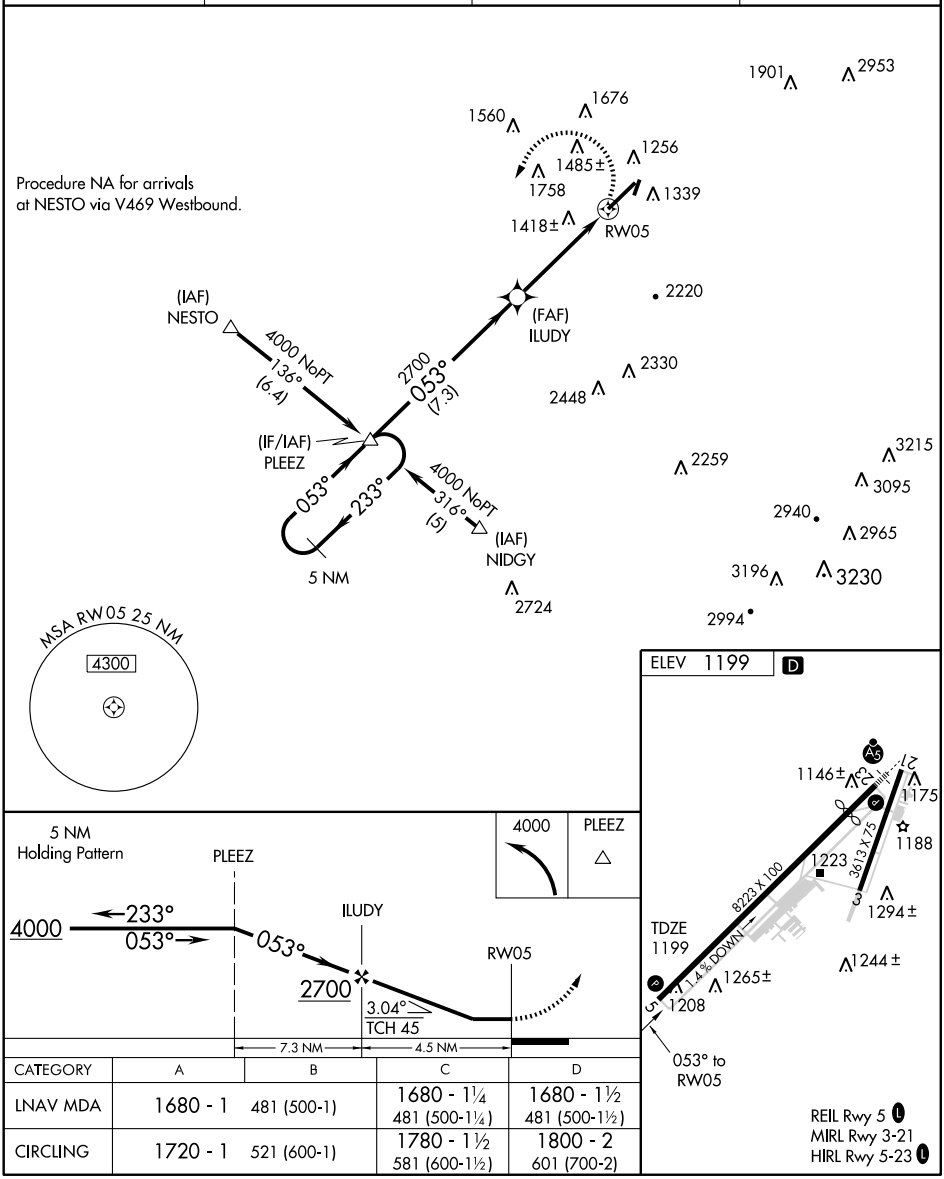
RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8



CATEGORY	A	B	C	D
LNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7373
CH 70499	233°	TDZE	1145
W23A		Apt Elev	1199

RNAV (GPS) RWY 23

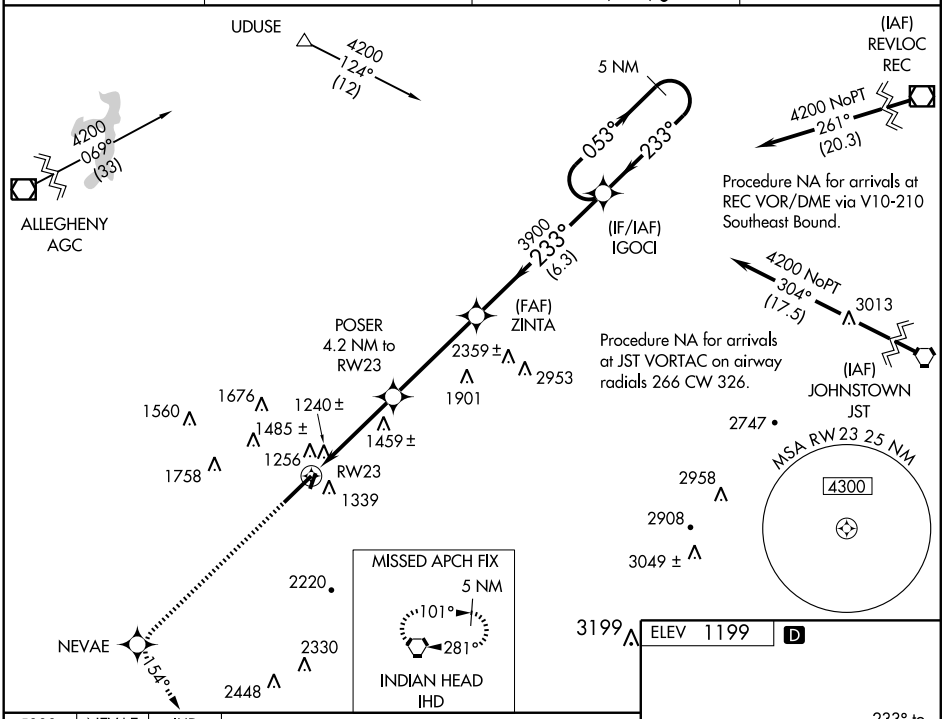
LATROBE/ARNOLD PALMER RGNL (LBE)

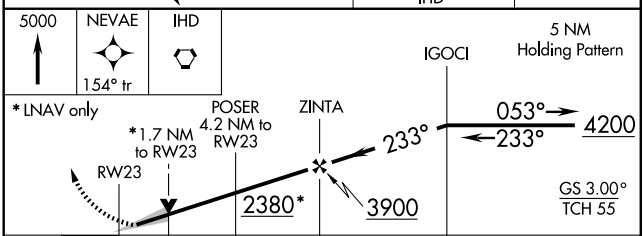
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

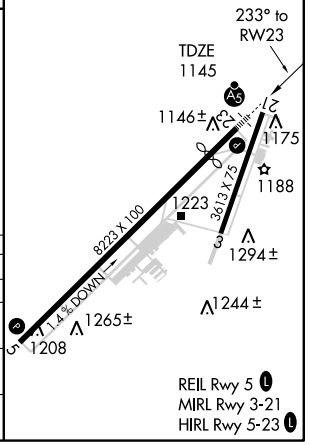
MALSR

MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS	CLEVELAND CENTER	PALMER TOWER ★	GND CON
118.375	124.4 327.1	125.0 (CTAF) L	121.8



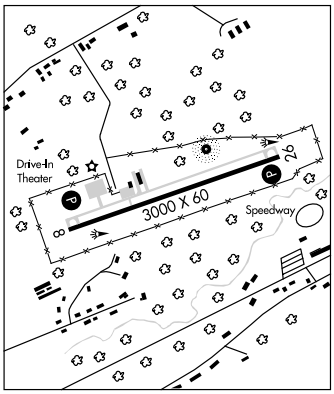




CATEGORY	A	B	C	D
LPV DA	1420 - ½ 275 (300-½)			
LNAV/VNAV DA	1544 - 1 399 (400-1)			
LNAV MDA	1720 - ½ 575 (600-½)		1720 - 1 575 (600-1)	1720 - 1¼ 575 (600-1¼)
CIRCLING	1720 - 1 521 (600-1)		1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

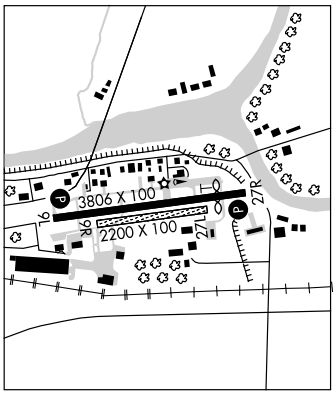
JAKE ARNER MEML (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
WEATHER DATA SOURCES: ASOS 119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.



LEHIGH VALLEY INTL (See ALLENTOWN)

LOCK HAVEN

WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
RWY 09L–27R: H3806X100 (ASPH) S–30 MIRL IAP
RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
RWY 09R–27L: 2200X100 (TURF)
RWY 27L: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



MARS

LAKEHILL (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dsplcd 366′. Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

McGINNESS (See COLUMBIA)

McKEESPORT N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

McVILLE (See FREEPORT)

LQX NDB	APP CRS	Rwy ldg	3000
339	070°	TDZE	534
		Apt Elev	534

NDB RWY 8

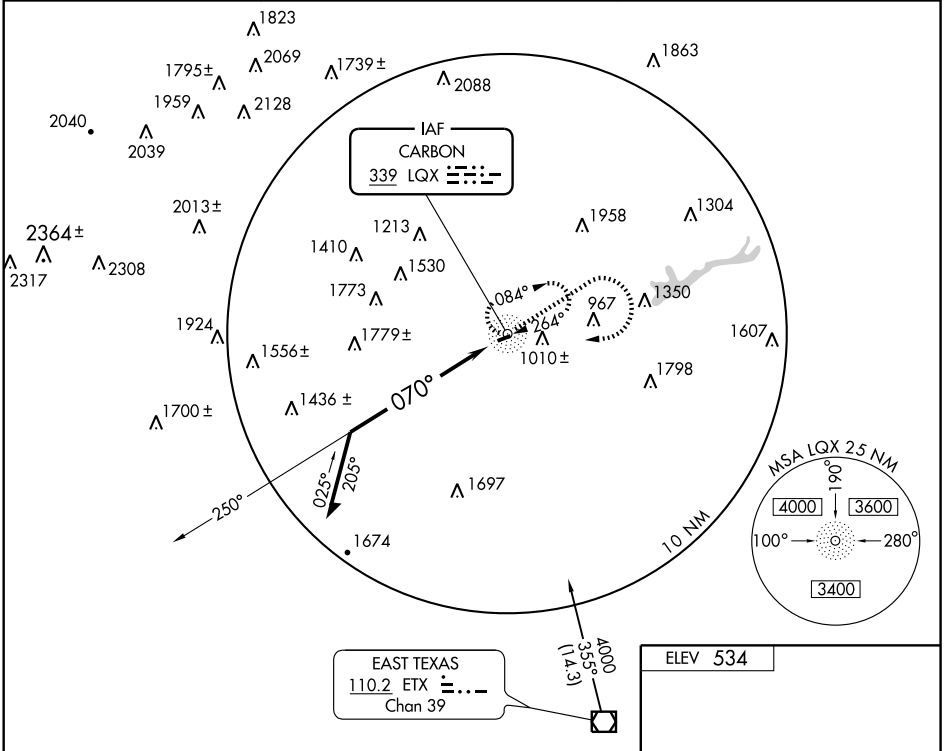
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

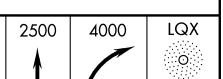
NA

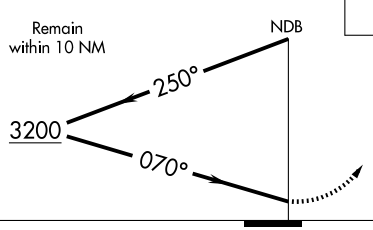
Use Allentown/Lehigh Valley Intl altimeter setting.

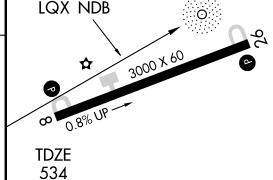
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

LQX NDB	APP CRS	Rwy Idg	3000
339	264°	TDZE	534
		Apt Elev	534

NDB RWY 26

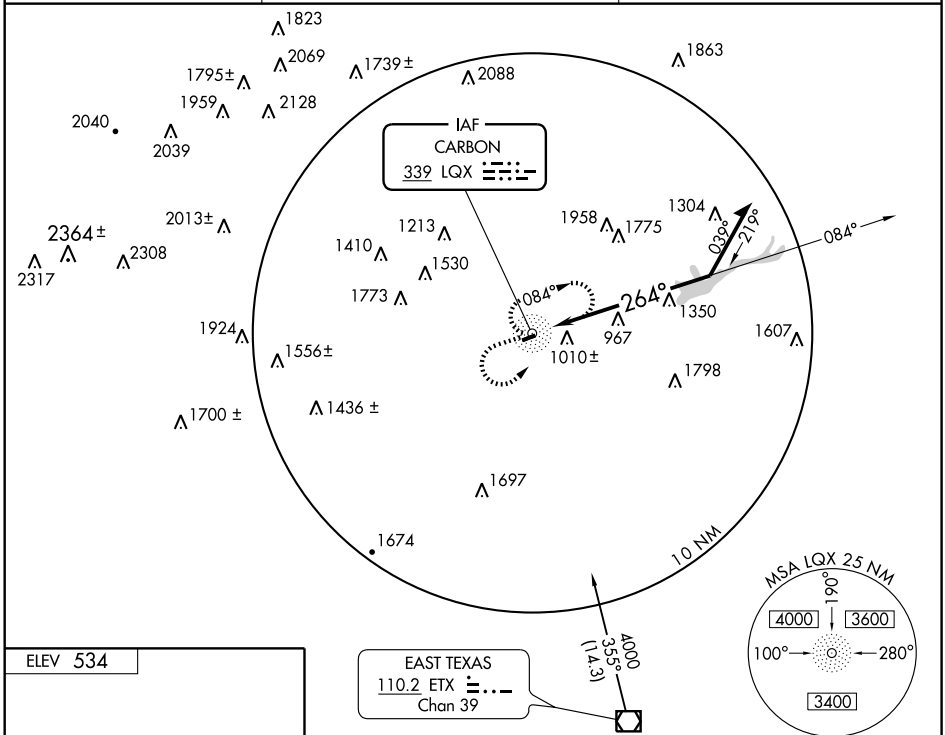
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

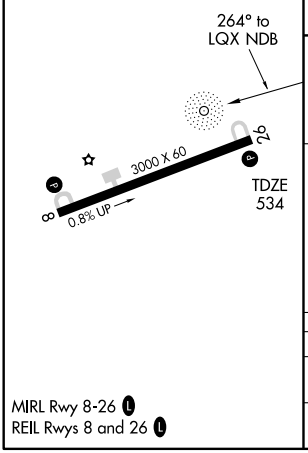
NA

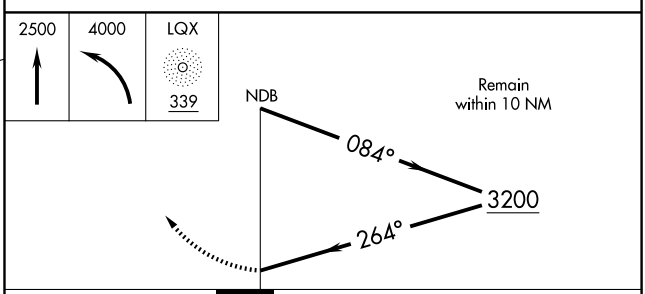
Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3000
081°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 8

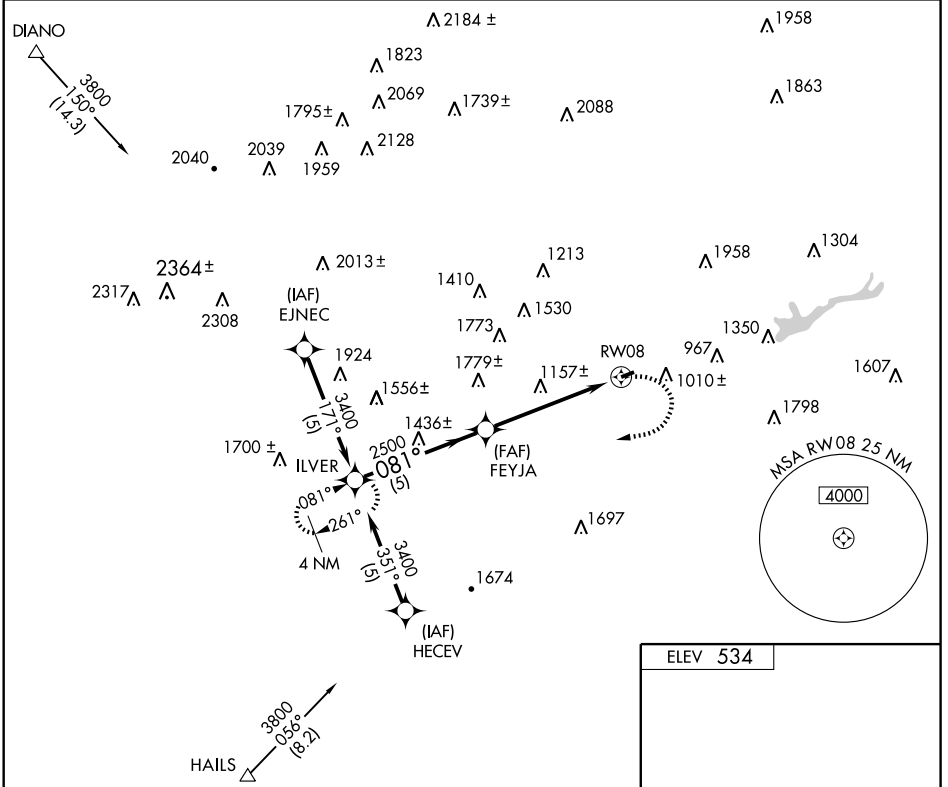
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

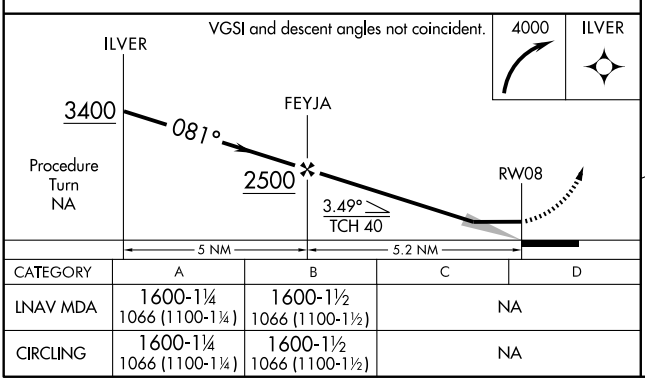
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

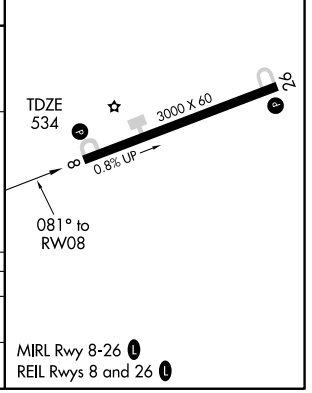
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	
CIRCLING	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	



NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
261°	TDZE	534
	Apt Elev	534

RNAV (GPS) RWY 26

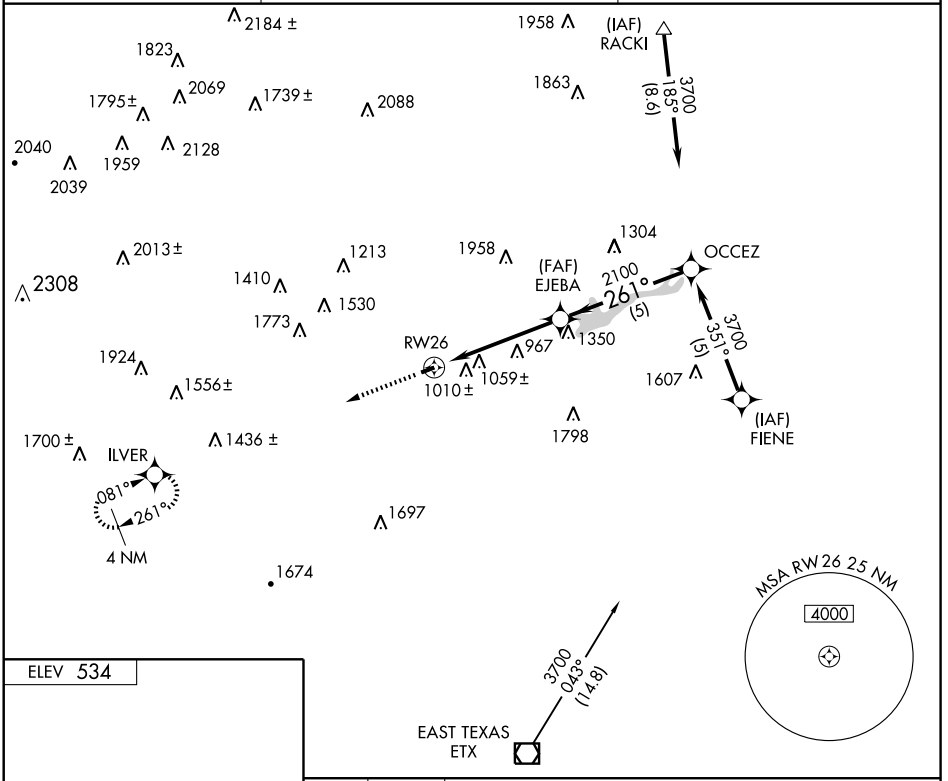
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

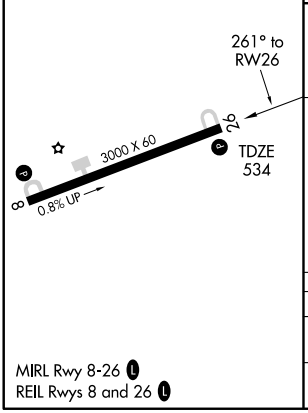
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

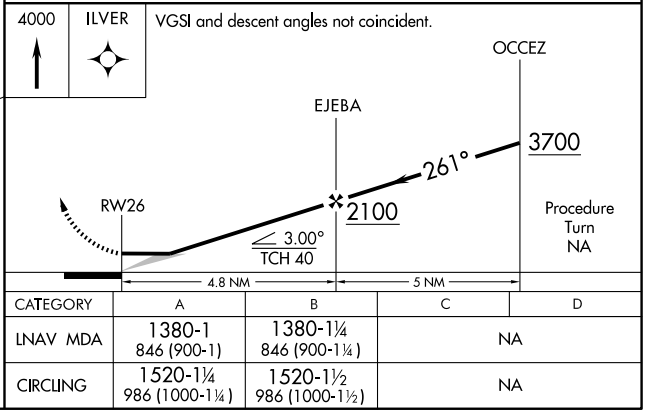
NA

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

ASOS	ALLENTOWN APP CON	UNICOM
119.350	119.65 397.9	123.05 (CTAF) L





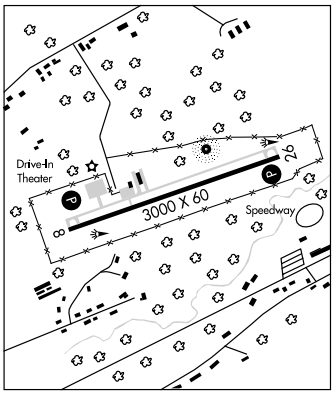


CATEGORY	A	B	C	D
LNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1520-1¼ 986 (1000-1¼)	1520-1½ 986 (1000-1½)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

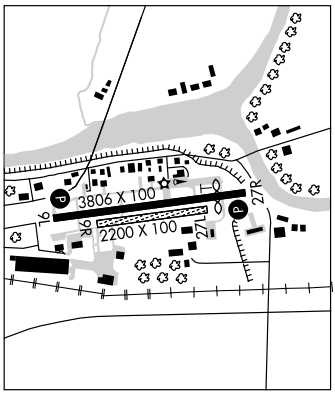
JAKE ARNER MEML (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
RWY 08–26: H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
WEATHER DATA SOURCES: ASOS 119.350 (570) 386–3423.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
CARBON NDB (MHW) 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.



LEHIGH VALLEY INTL (See ALLENTOWN)

LOCK HAVEN

WILLIAM T. PIPER MEMORIAL (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
RWY 09L–27R: H3806X100 (ASPH) S–30 MIRL IAP
RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
RWY 09R–27L: 2200X100 (TURF)
RWY 27L: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
COMM/NAV/WEATHER REMARKS: Local wx on CTAF (3 clicks).



MARS

LAKEHILL (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
RWY 05–23: 2850X75 (TURF)
RWY 05: Thld dsplcd 366′. Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

McGINNESS (See COLUMBIA)

McKEESPORT N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

McVILLE (See FREEPORT)

APP CRS	Rwy Idg	N/A
259°	TDZE	N/A
	Apt Elev	556

RNAV (GPS)-A

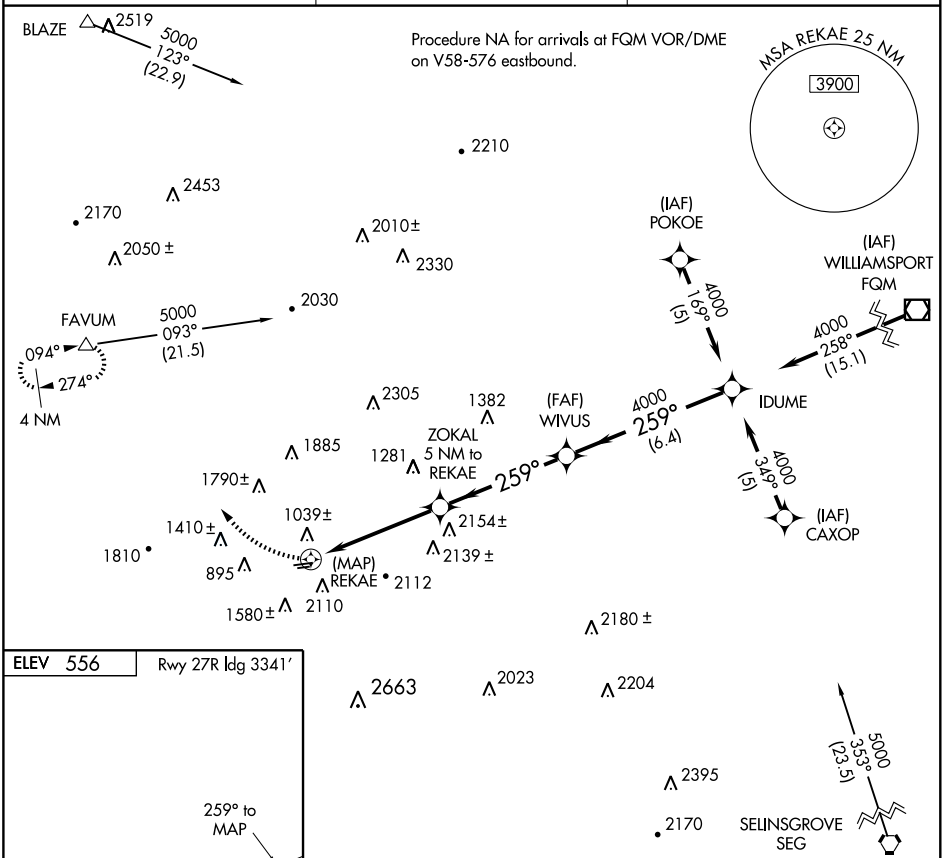
LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

WILLIAMSPORT ASOS	NEW YORK CENTER	UNICOM
125.225	134.8 338.3	122.8 (CTAF) L



ELEV 556 Rwy 27R ldg 3341′

REIL Rwys 9L and 27R
MIRL Rwy 9L-27R L

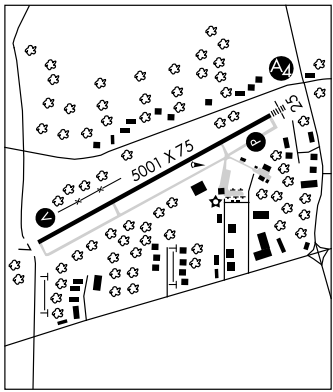
CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1884 (1900-1¼)	2440-1½ 1884 (1900-1½)	2440-3 1884 (1900-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0°TCH 60′. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
ILS 108.5 I–GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID–STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
RWY 08–26: H2627X50 (ASPH) LIRL **IAP**
RWY 08: Thld dsplcd 232′. **RWY 26:** Tree.
AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

MILTON N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

MODENA N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

LOC I-GKJ	APP CRS	Rwy Idg	5001
108.5	249°	TDZE	1400
		Apt Elev	1400

LOC RWY 25

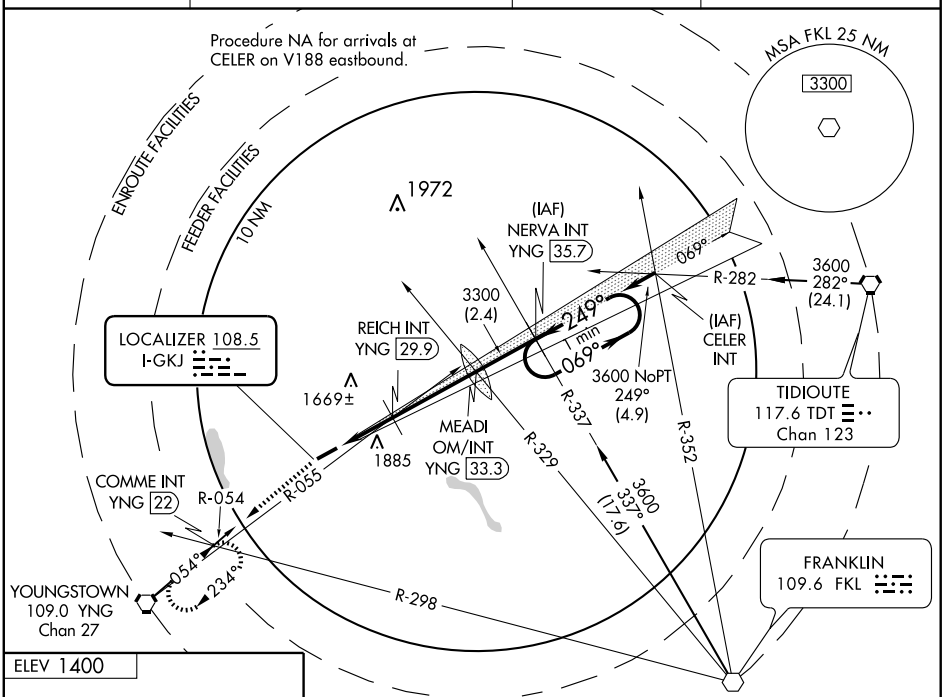
MEADVILLE / PORT MEADVILLE (GKJ)

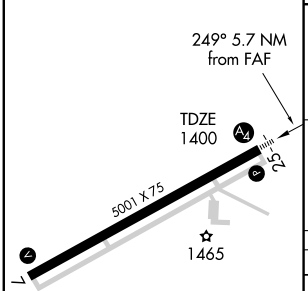
T
NA Inoperative table does not apply.

MALS

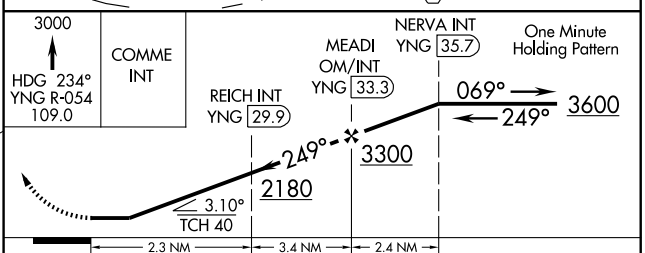
MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)
REICH FIX MINIMUMS				
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
069°	TDZE	1400
	Apt Elev	1400

RNAV (GPS) RWY 7

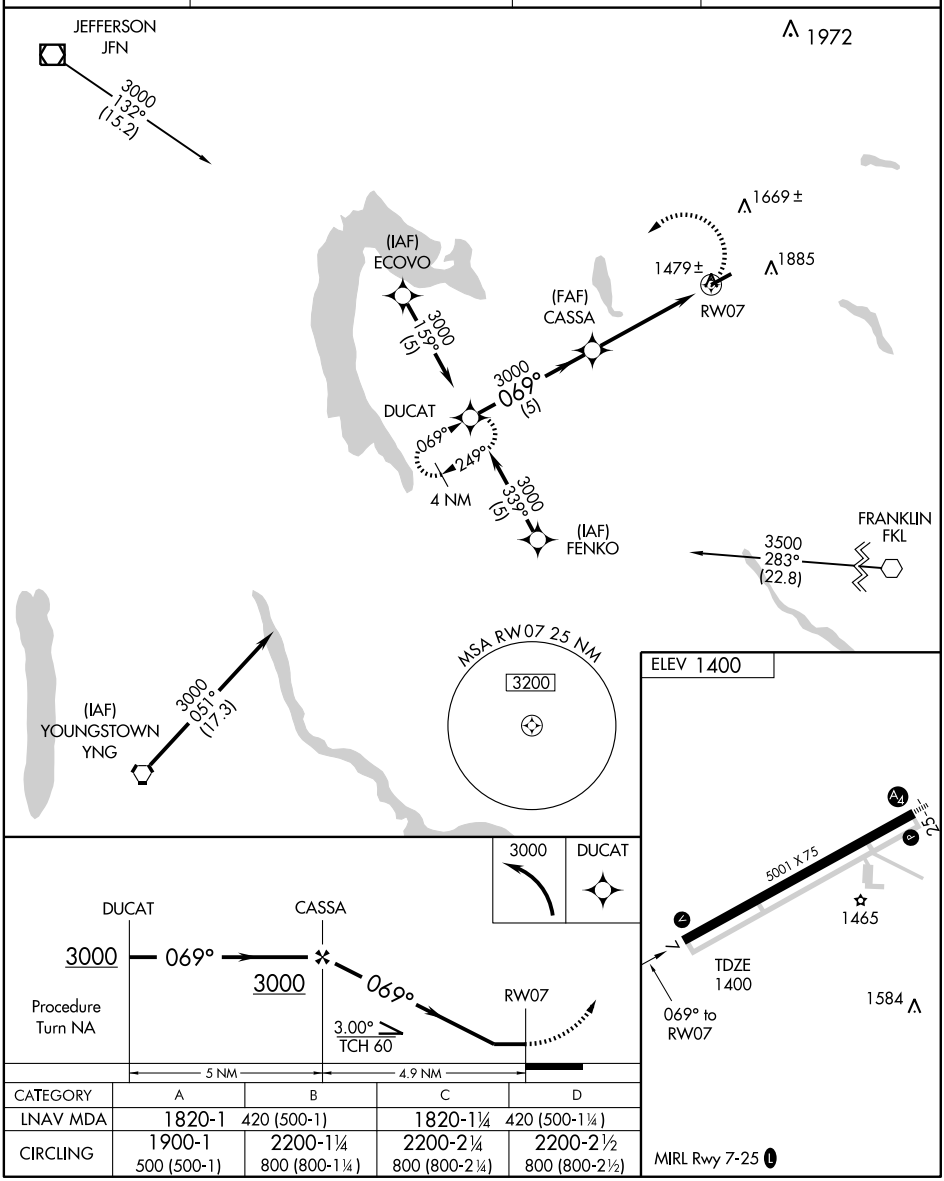
MEADVILLE / PORT MEADVILLE (GKJ)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1	420 (500-1)	1820-1¼	420 (500-1¼)
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

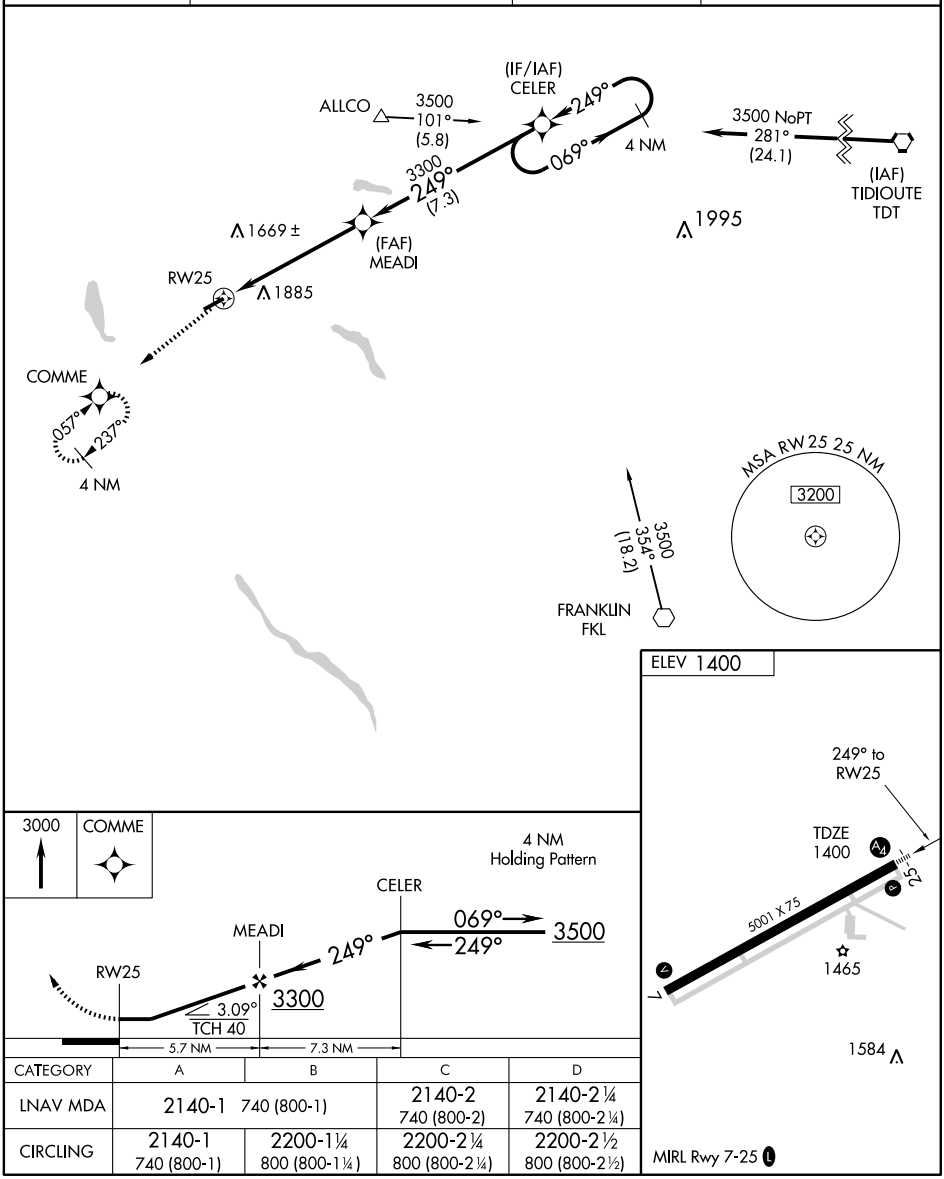
APP CRS	Rwy Idg	5001
249°	TDZE	1400
	Apt Elev	1400

RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 3000 direct COMME WP and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)		2140-2 740 (800-2)	2140-2¼ 740 (800-2¼)
CIRCLING	2140-1 740 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC YNG 109.0 Chan 27	APP CRS 054°	Rwy Idg 5001 TDZE 1400 Apt Elev 1400

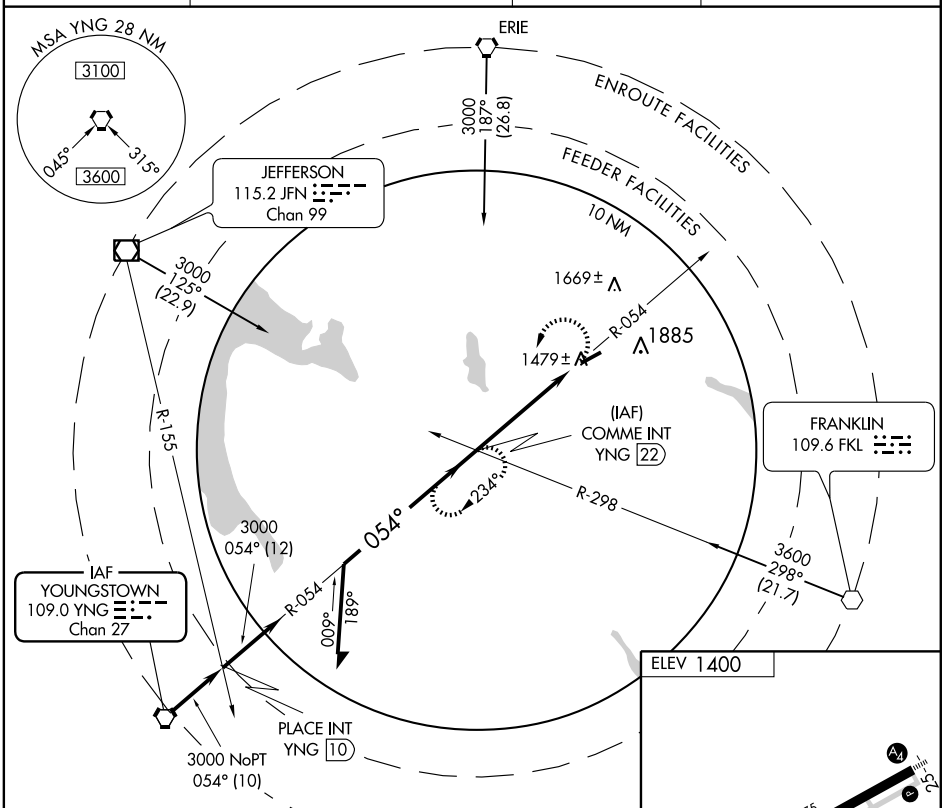
VOR RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)

NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

ASOS	YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

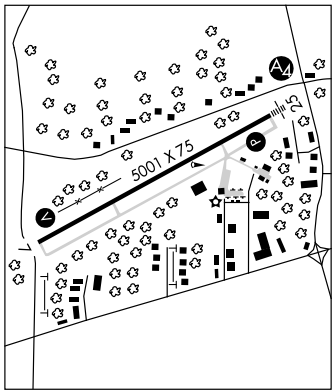
MIRL Rwy 7-25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
RWY 07–25: H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
RWY 07: VASI(V4L)—GA 3.0°TCH 60′. Trees.
RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
WEATHER DATA SOURCES: ASOS 121.425 (814) 337–2590.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
ILS 108.5 I–GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID–STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
RWY 08–26: H2627X50 (ASPH) LIRL **IAP**
RWY 08: Thld dsplcd 232′. **RWY 26:** Tree.
AIRPORT REMARKS: Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

MILTON N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

MODENA N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

APP CRS		
267°	Rwy Idg	2627
	TDZE	545
	Apt Elev	545

RNAV (GPS) RWY 26

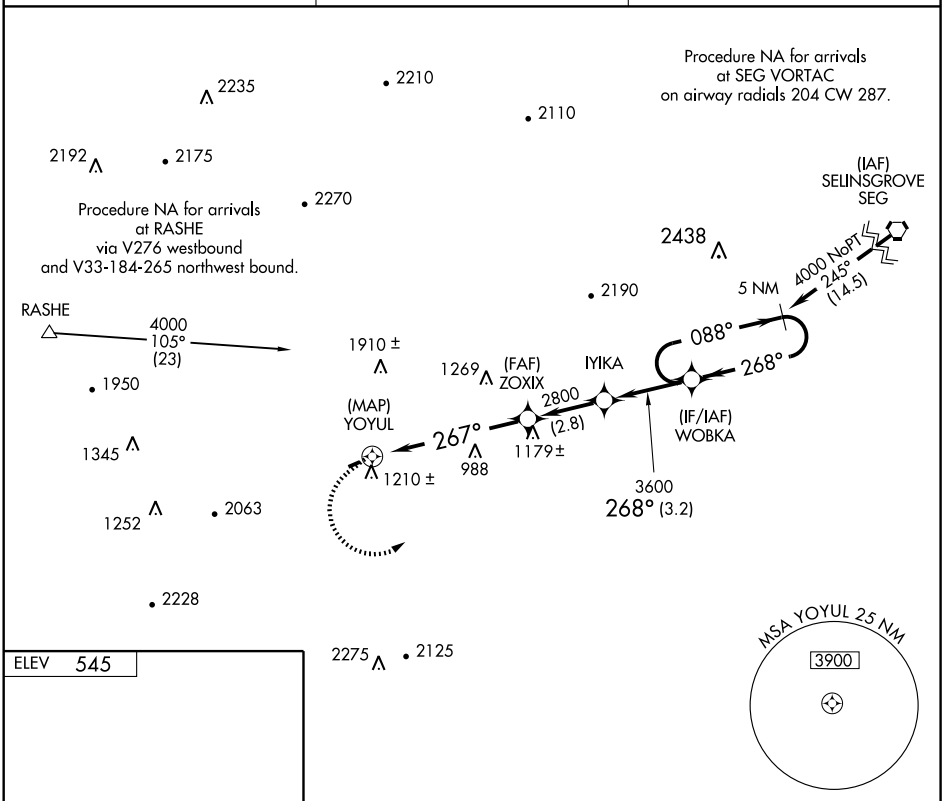
MIFFLINTOWN (P34)

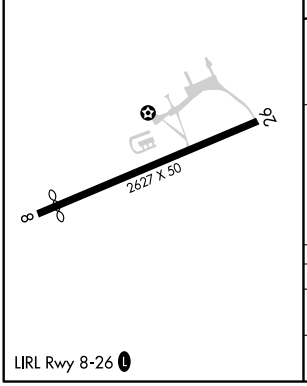
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

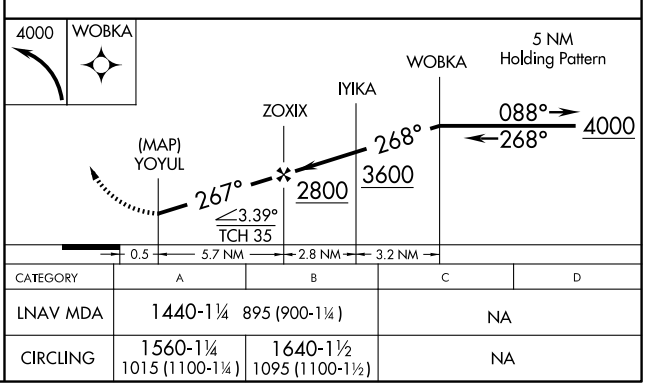
NA

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

PENN VALLEY ASOS	NEW YORK APP CON	UNICOM
119.275	134.8 338.2	122.8 (CTAF) L





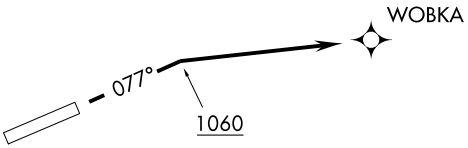


CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 895 (900-1¼)		NA	
CIRCLING	1560-1¼ 1015 (1100-1¼)	1640-1½ 1095 (1100-1½)	NA	

LIRL Rwy 8-26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

NOTE: Chart not to scale.

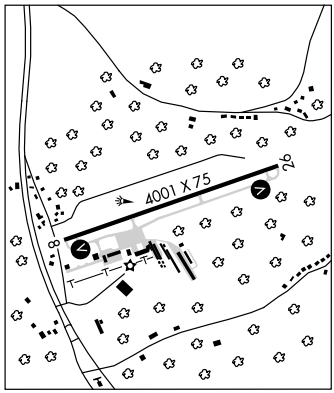
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MONONGAHELA

ROSTRAVER (FWQ) 5 E UTC−5(−4DT) N40°12.58′ W79°49.89′ **DETROIT**
1228 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–29C**
RWY 08–26: H4001X75 (ASPH–GRVD) S–26, D–30 MIRL **IAP**
RWY 08: REIL. VASI(V4R)—GA 3.0°TCH 53′. Brush.
RWY 26: REIL. VASI(V4L)—GA 3.0°TCH 50′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2000Z‡, On call after hrs ctc 724–640–6193/6349. Deer and birds on and invof arpt. Rwy 08 rgt tfc helicopter/ultralights. Rwy 26 Rgt tfc helicopter/ultralights. ACTIVATE MIRL Rwy 08–26; VASI Rwy 08 and Rwy 26, REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (724) 379–5815.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PITTSBURGH APP/DEP CON** 119.35
RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.
ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 122° 10.5 NM to fld. 1290/09W. **HIWAS.**



MONROEVILLE

PITTSBURGH–MONROEVILLE (4GØ) 1 N UTC−5(−4DT) N40°27.14′ W79°46.49′ **DETROIT**
1187 S2 TPA—1987(800) NOTAM FILE AOO
RWY 05–23: H2280X28 (ASPH)
RWY 05: Trees. **RWY 23:** Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Deer on and invof arpt. Rwy 05–23 extensive cracks and uneven patches.
COMMUNICATIONS: CTAF 122.9

MONTOUR N40°29.29′ W80°11.63′ NOTAM FILE PIT. **DETROIT**
(L) VORTAC 112.0 MMJ Chan 57 284° 1.8 NM to Pittsburgh Intl. 1200/08W. **L–29C**
VOR portion unusable 277°–010°.
DME unusable 272°–277°.
RCO 122.1R 112.0T (ALTOONA RADIO)

MONTROSE

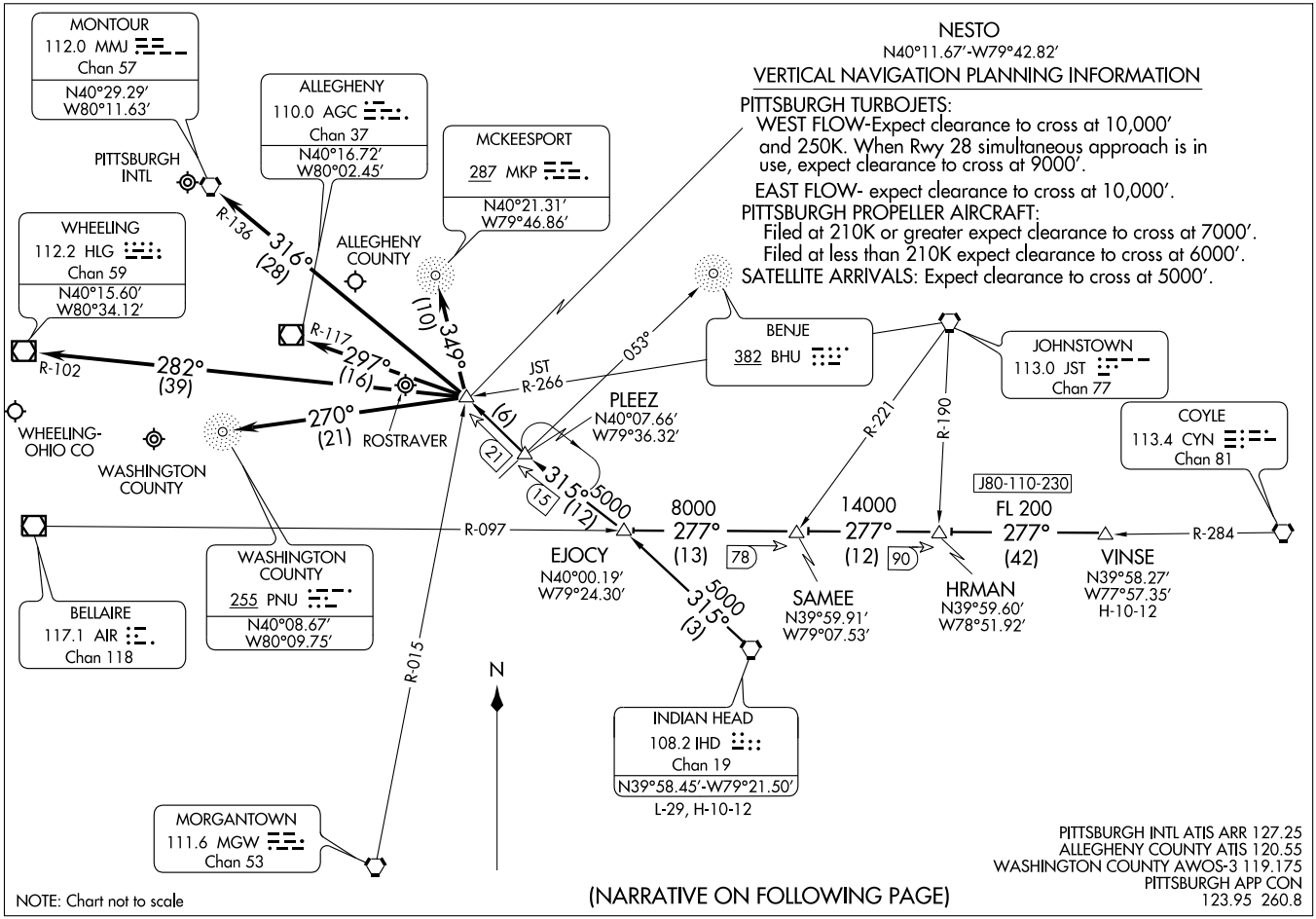
HUSKY HAVEN (P32) 3 S UTC−5(−4DT) N41°47.34′ W75°53.40′ **NEW YORK**
1670 NOTAM FILE IPT
RWY 10–28: 1900X100 (TURF)
AIRPORT REMARKS: Unattended. For evening ops call 516–790–9183. Ultralights on and invof arpt. Rwy 10–28 not plowed during winter months. Rwy 10–28 marked with tires painted yellow.
COMMUNICATIONS: CTAF 122.9

MORGANTOWN (OØ3) 1 E UTC−5(−4DT) N40°09.42′ W75°52.23′ **NEW YORK**
600 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: 2500X100 (TURF) LIRL
RWY 10: Thld dsplcd 435′. Road.
AIRPORT REMARKS: Attended irregularly. Glider activity on arpt. ACTIVATE LIRL Rwy 10–28 and windsock lgts—CTAF. Rwy 10–28 marked with yellow tires and lgts. Dsplcd thld Rwy 10 marked by lgt fixtures with yellow collars; 3 each side.
COMMUNICATIONS: CTAF 122.9

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 65608	076°	TDZE	1228
W08A		Apt Elev	1228

RNAV (GPS) RWY 8

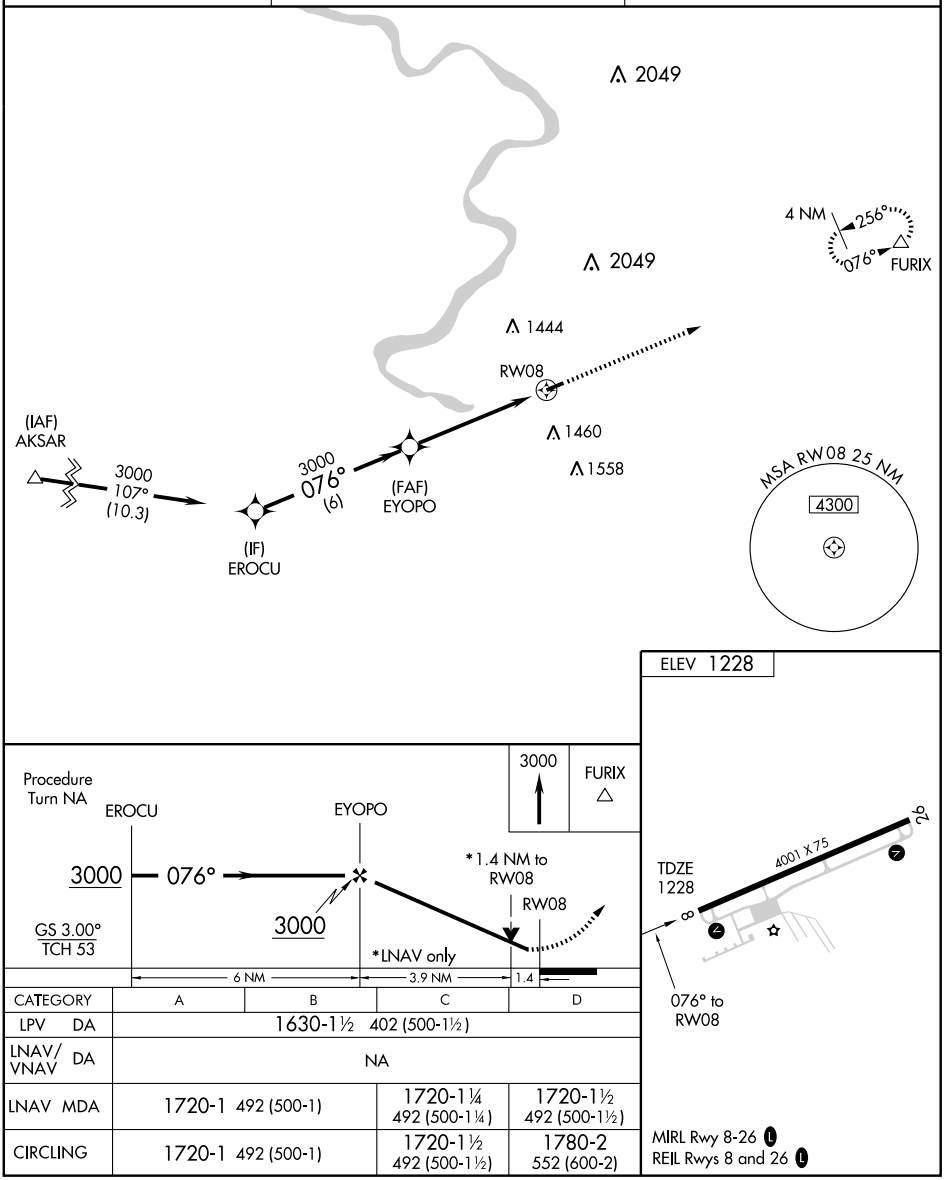
MONONGAHELA / ROSTRAVER (FWQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

NA

MISSED APPROACH: Climb to 3000 direct FURIX and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1630-1½ 402 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 492 (500-1)		1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)
CIRCLING	1720-1 492 (500-1)		1720-1½ 492 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56208 W26A	APP CRS 257°	Rwy Idg 4001 TDZE 1224 Apt Elev 1228

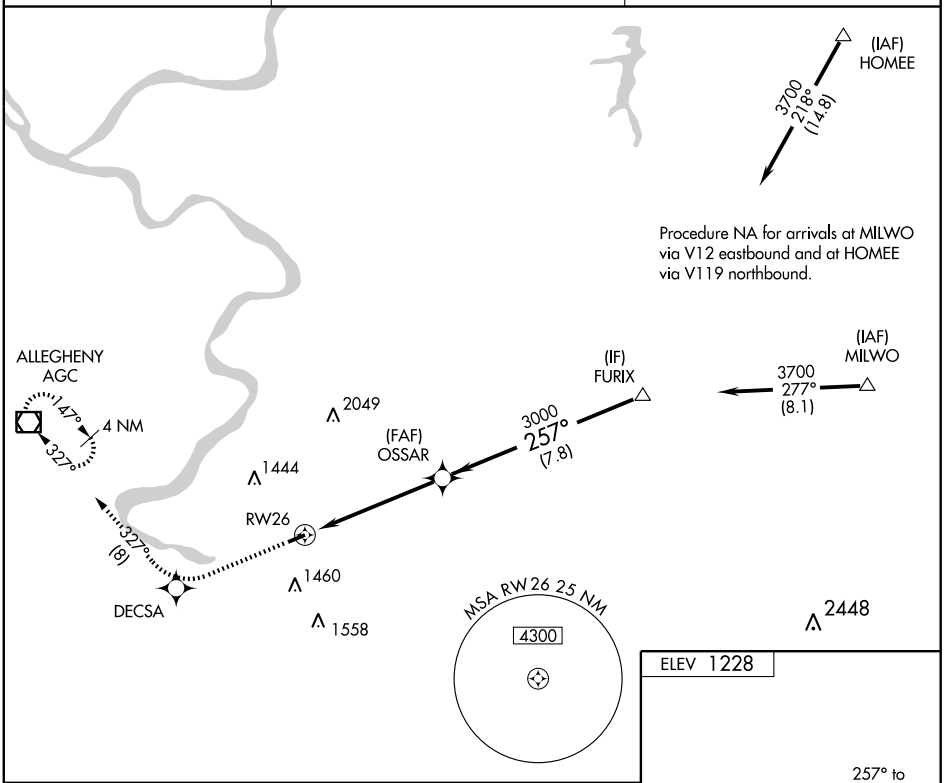
RNAV (GPS) RWY 26

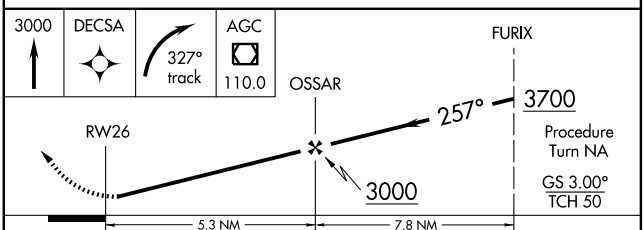
MONONGAHELA / ROSTRAVER (FWQ)

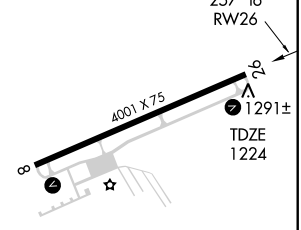
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	UNICOM
118.475	119.35 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1500-1 276 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 336 (400-1)			
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)	1780-2 552 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MOUNT JOY/MARIETTA

DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC−5(−4DT) N40°05.53′ W76°34.46′ **NEW YORK**

458 B S4 **FUEL** 100LL OX 2, 3 TPA—1258(800) NOTAM FILE IPT **L–29E, 34G, A**

RWY 10–28: H3250X50 (ASPH) S–12.5 MIRL **IAP**

RWY 10: Thld dsplcd 390′. Tree. **RWY 28:** Trees.

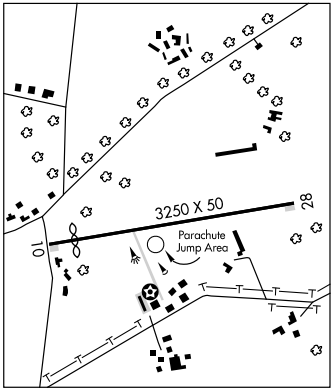
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat 1400–1900Z‡. Parachute Jumping. Rwy 10 dsplcd thld bar 300′ from rwy end, dsplcd thld lgts 390′ from rwy end. ACTIVATE MIRL Rwy 10–28 and rotating bcn between 0500Z‡–SR—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 **CLNC DEL** 127.05

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 272° 13.1 NM to fld. 399/09W.



MOUNT PLEASANT

MOUNT PLEASANT/SCOTTDALE (P45) 3 S UTC−5(−4DT) N40°06.50′ W79°32.49′ **DETROIT**

1160 NOTAM FILE AOO

RWY 06–24: 2188X161 (TURF)

RWY 06: Thld dsplcd 254′. Trees.

RWY 14–32: 1600X220 (TURF)

RWY 14: Road. **RWY 32:** Trees.

AIRPORT REMARKS: Unattended. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight acft use 500 ft AGL rgt tfc pattern for all rwys. Rwys unusable during spring thaw and wet periods. Rwy 14 road crosses centerline 128′ northwest, angling to the left side of thld. Rwy 14–32 marked with NSTD yellow boundary markers–barrels. Rwy 06–24 marked with nstd yellow boundary markers–barrels. Rwy 06 dsplcd thld marked with contrasting red boundary markers. Rwy 32 Boundary markers are rusting. Rwy 06–24 first 375 ft AER 06 has 7% gradient.

COMMUNICATIONS: CTAF 122.9

W.P.H.S. HELIPORT (P99) 3 S UTC−5(−4DT) N40°06.51′ W79°32.89′ **DETROIT**

1090 S4 **FUEL** JET A NOTAM FILE AOO

HELIPAD H1: H74X74 (CONC–ASPH)

HELIPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Helipad H1 CONC touchdown pad 42 ft by 42 ft; remainder of ldg area is asph. Fixed wing tfc adjacent at Mount Pleasant–Scottdale arpt. Helipad HI ingress 320°–050°, egress 140°–230°.

COMMUNICATIONS: CTAF 122.9

AL-6668 (FAA)

RNAV (GPS) RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

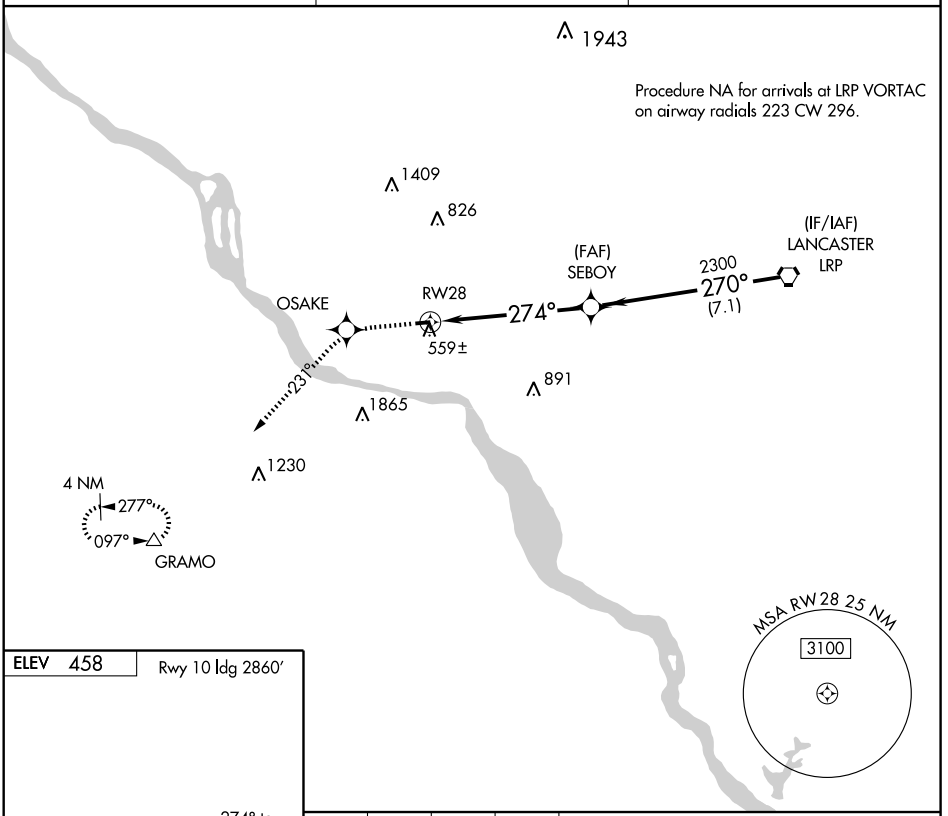
APP CRS	Rwy Idg	3250
274°	TDZE	458
	Apt Elev	458

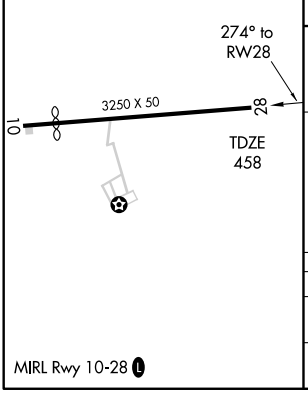
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

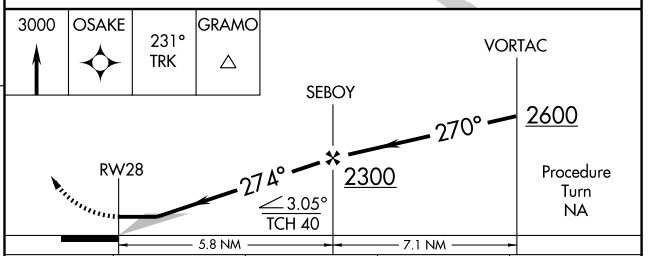
NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900 - 1	442 (500-1)	NA	
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LRP	APP CRS	Rwy Idg	3250
117.3	272°	TDZE	458
Chan 120		Apt Elev	458

VOR RWY 28

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON	HARRISBURG CLNC DEL	UNICOM
126.45 281.525	127.05	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

FAMAV
HAR 19.6

112.5 HAR
Chan 72

117.3 LRP
Chan 120

R-272

325°

145°

R-145

114.6 RAV
Chan 93

1943

IF/IAF
LANCASTER
117.3 LRP
Chan 120

1409

826

599±

R-176

2600
272°
(7)

FAMAV
HAR 19.6

R-204

272°

ESAAL INT
LRP 7

891

1865

1230

Procedure NA for arrivals at LRP VORTAC on airway radials 223 CW 296.

115.0 THS
Chan 97

R-095

275°

095°

GRAMO
THS 54

10 NM

MSA LRP 25 NM
3000
240°
060°
2600

ELEV 458

Rwy 10 ldg 2860′

272° 5.9 NM from FAF

3250 X 50

10

28

TDZE
458

MIRL Rwy 10-28 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2600

3000

GRAMO

RAV R-204
114.6

ESAAL INT
LRP 7

Procedure Turn NA

VORTAC

LRP
12.9

272°

2600

272°

2600

3.47°
TCH 40

5.9 NM

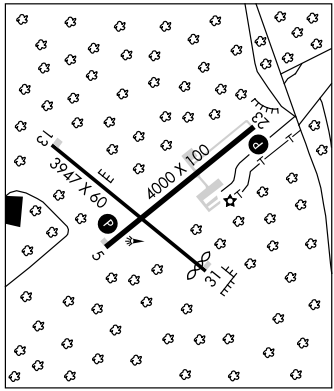
7 NM

CATEGORY	A	B	C	D
S-28	1120 - 1	662 (700-1)	NA	
CIRCLING	1120 - 1	662 (700-1)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ **NEW YORK**
1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO **L–30K, 33A, 34H**
RWY 05–23: H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE **IAP**
RWY 05: REIL. PAPI(P2L). Trees.
RWY 23: REIL. PAPI(P2L). Road.
RWY 13–31: H3947X60 (ASH) S–10 MIRL
RWY 13: REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.
AIRPORT REMARKS: Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.
WEATHER DATA SOURCES: ASOS 120.275 (570) 839–1584.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.7 (1300Z‡–dusk)
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
WILKES–BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) **NEW YORK**
N40°26.11′ W76°34.12′ **L–30J, 34G, A**
488 B TPA–See Remarks NOTAM FILE IPT Not insp. **DIAP**
RWY 07–25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E
RWY 07: Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.
MILITARY SERVICE: LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.
MILITARY REMARKS: Opr Jun–Aug Mon–Fri 1200–0500Z‡, Sep–May Mon–Fri 1300–0500Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.
WEATHER DATA SOURCES: ASOS 124.175 (717) 861–6493. DSN 491–6493.
COMMUNICATIONS: CTAF 126.2
Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45
TOWER 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)
GND CON 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9
AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
BELLGROVE NDB (MHW) BZJ 328 N40°26.16′ W76°33.18′ at fld.

WAAS	APP CRS		
CH **50311**	**050°**	Rwy Idg	**4000**
W05A		TDZE	**1906**
		Apt Elev	**1915**

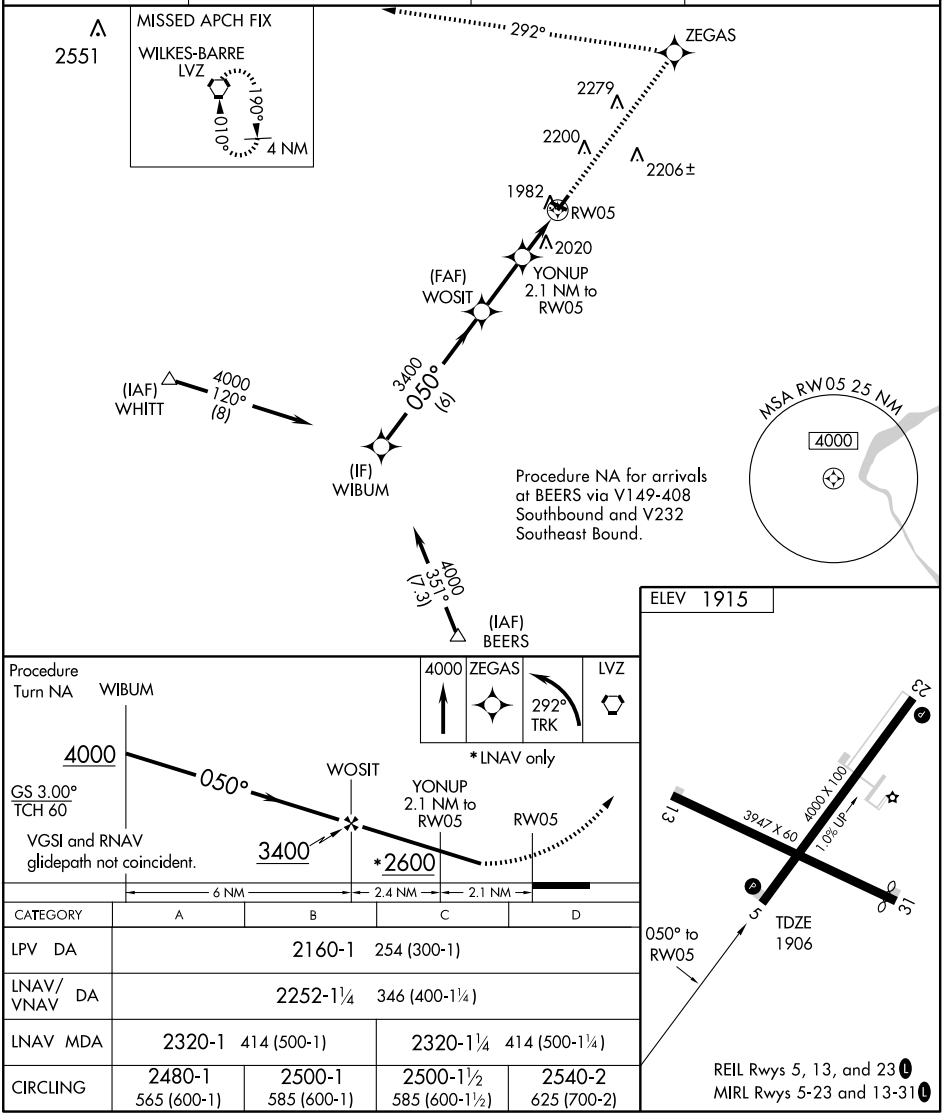
RNAV (GPS) RWY 5

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	**126.3 256.7**	**125.3**	**122.7** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2160-1 254 (300-1)			
LNAV/ VNAV DA	2252-1¼ 346 (400-1¼)			
LNAV MDA	2320-1 414 (500-1)		2320-1¼ 414 (500-1¼)	
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **48911**	**128°**	Rwy Idg	**3947**
W13A		TDZE	**1885**
		Apt Elev	**1915**

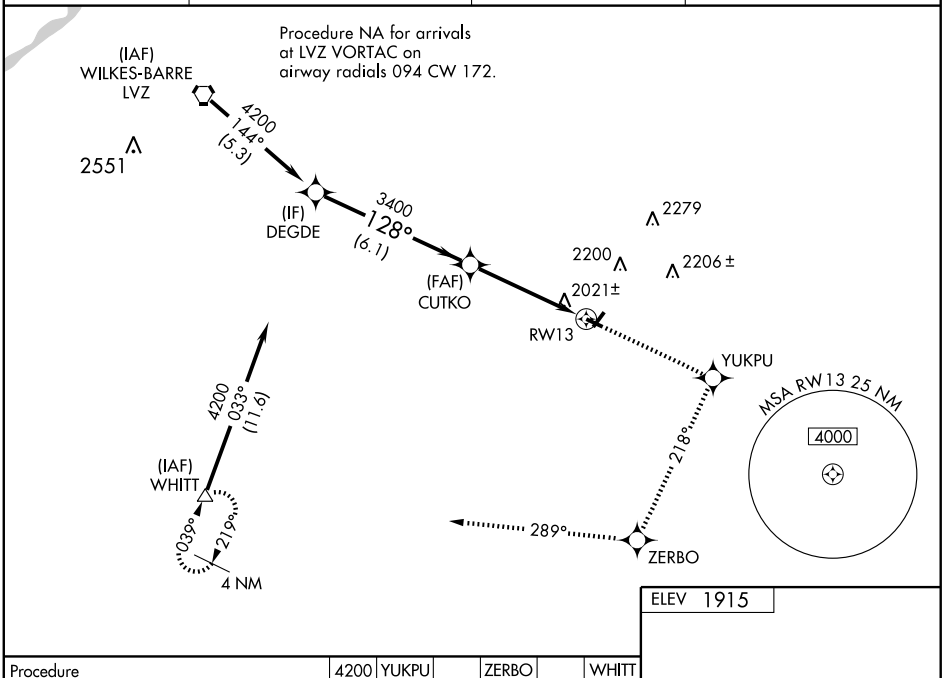
RNAV (GPS) RWY 13

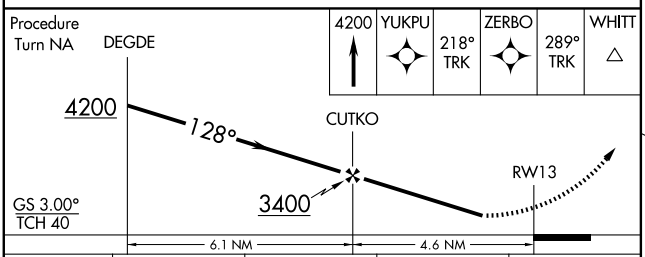
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

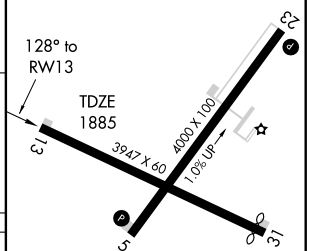
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	**126.3 256.7**	**125.3**	**122.7** (CTAF)







CATEGORY	A	B	C	D
LPV DA	2278-1½ 393 (400-1½)			
LNAV/VNAV DA	2315-1½ 430 (400-1½)			
LNAV MDA	2400-1 515 (500-1)		2400-1½ 515 (500-1½)	2400-1¾ 515 (500-1¾)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23
MIRL Rwys 5-23 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3767
308°	TDZE	1885
	Apt Elev	1915

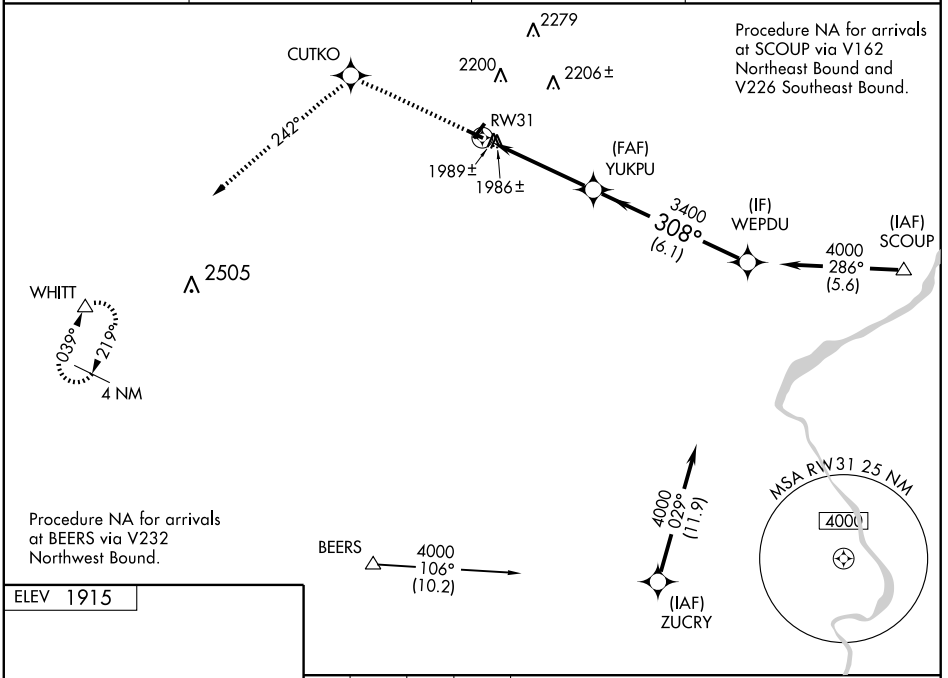
RNAV (GPS) RWY 31

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

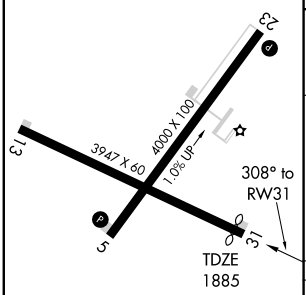
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

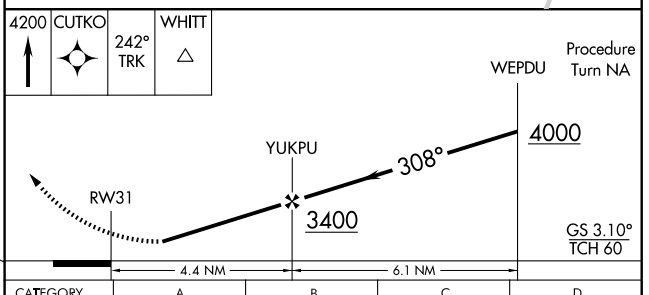
MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF) L



ELEV 1915





CATEGORY	A	B	C	D
LNAV/ VNAV DA	2286-1¼ 401 (400-1¼)			
LNAV MDA	2240-1 355 (400-1)			2240-1¼ 355 (400-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LVZ	APP CRS	Rwy Idg	3947
111.6	130°	TDZE	1884
Chan 53		Apt Elev	1916

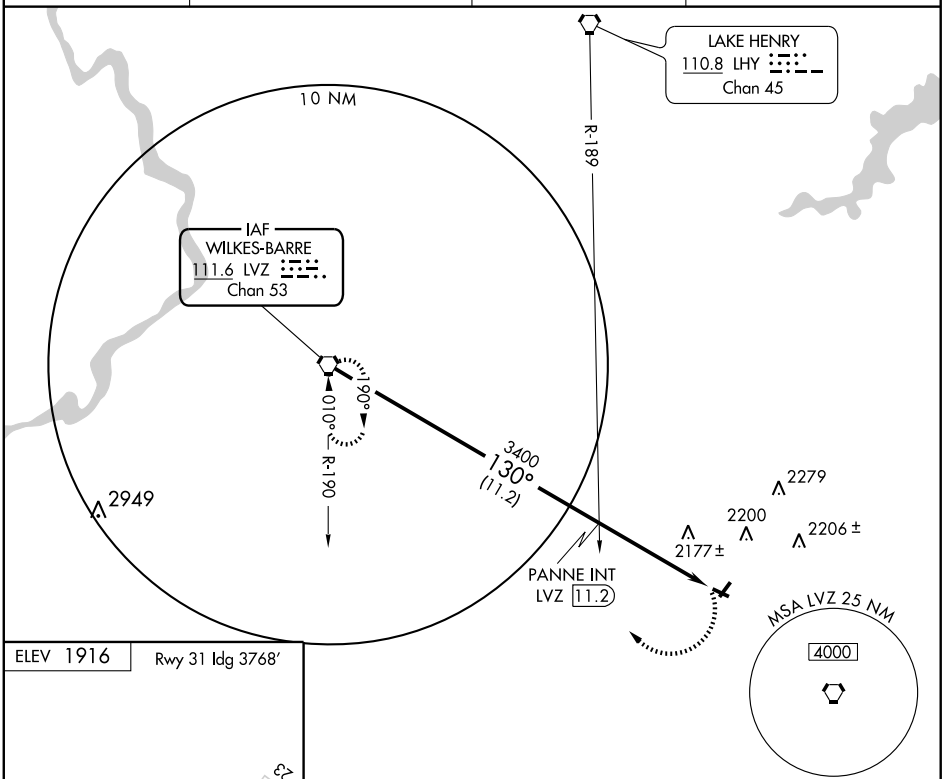
VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

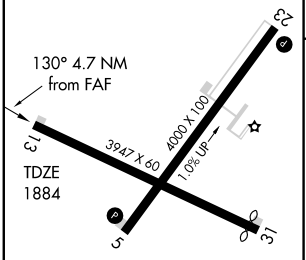
NA

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

ASOS	WILKES-BARRE APP CON	CLNC DEL	UNICOM
120.275	126.3 256.7	125.3	122.7 (CTAF)

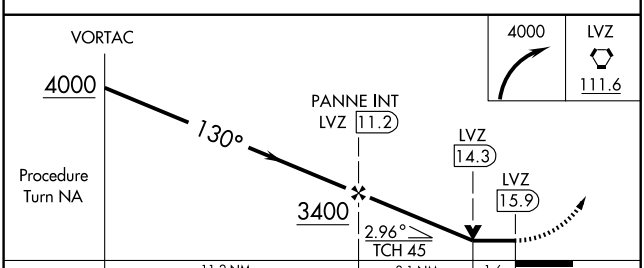


ELEV 1916 | Rwy 31 Idg 3768'



REIL Rwys 5, 13, and 23 (L)
MIRL Rwys 5-23 and 13-31 (L)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

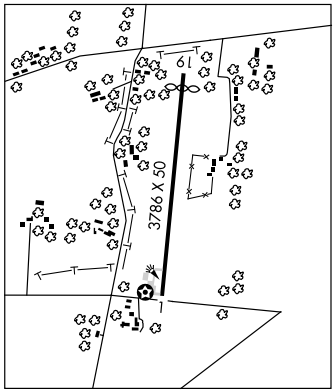


CATEGORY	A	B	C	D
S-13	2440-1 556 (600-1)		2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

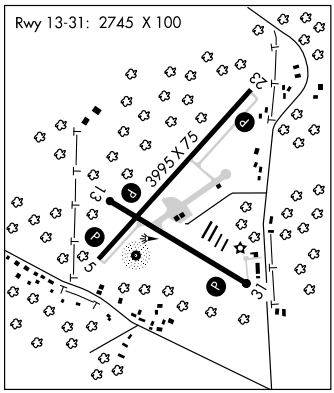
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MYERSTOWN

DECK (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
RWY 01: REIL(NSTD). Tree.
RWY 19: REIL(NSTD). Thld dsplcd 187′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 1–800–932–0712.



NEW CASTLE MUNI (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
RWY 13–31: H2745X100 (ASPH) S–12.5 2.0% up SE
RWY 13: PAPI(P2L)—GA 3.0° TCH 55′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
CASTLE NDB (MHW) 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.



NEW GARDEN (See TOUGHKENAMON)

NEWRY

BLUE KNOB VALLEY (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
COMMUNICATIONS: CTAF/UNICOM 122.8

NORTHEAST PHILADELPHIA (See PHILADELPHIA)

WAAS	APP CRS	Rwy Idg	3599
CH 73001	183°	TDZE	523
W19A		Apt Elev	523

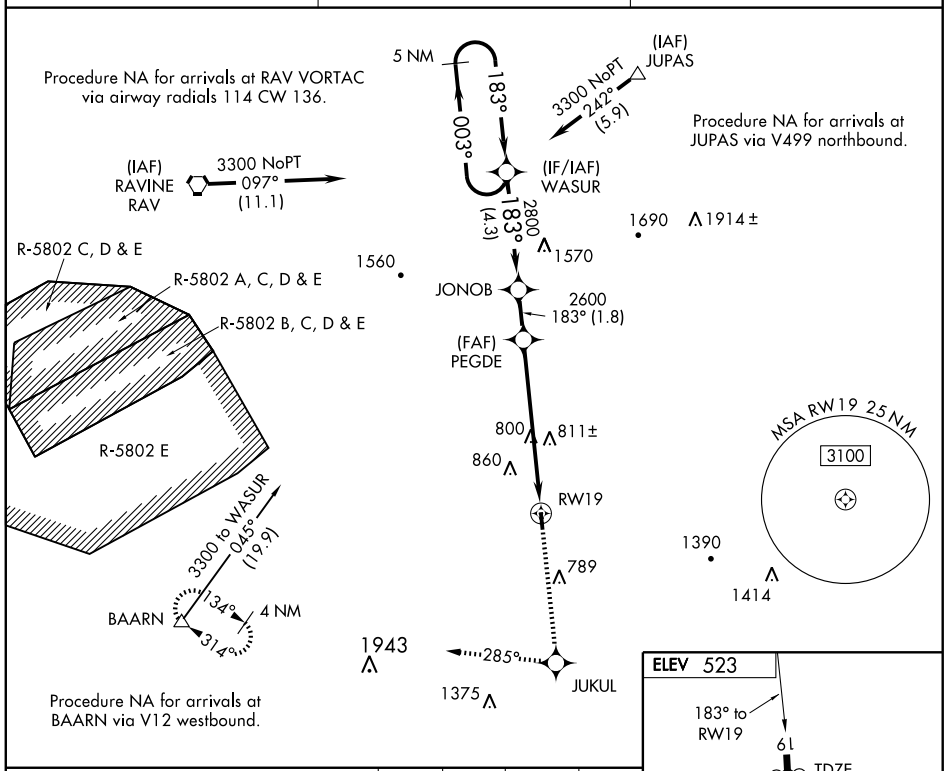
RNAV (GPS) RWY 19

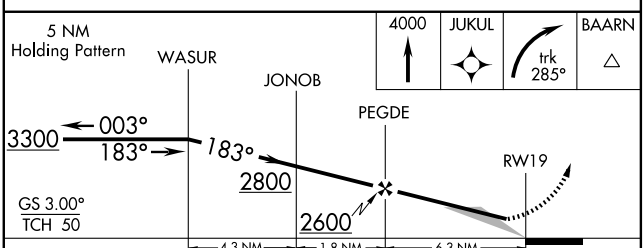
MYERSTOWN/ DECK (9D4)

T NA DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

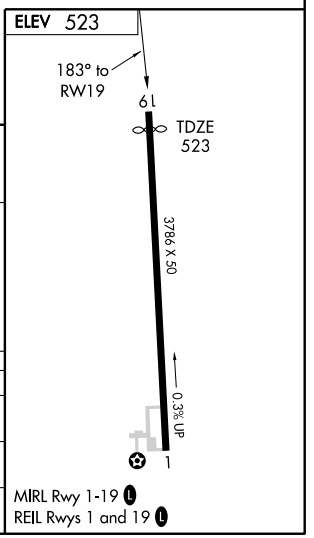
MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS	HARRISBURG APP CON	UNICOM
127.1	118.25 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	837 - 1	314 (400-1)		NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1¾ 657 (700-1¾)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RAV 114.6 Chan 93	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 522

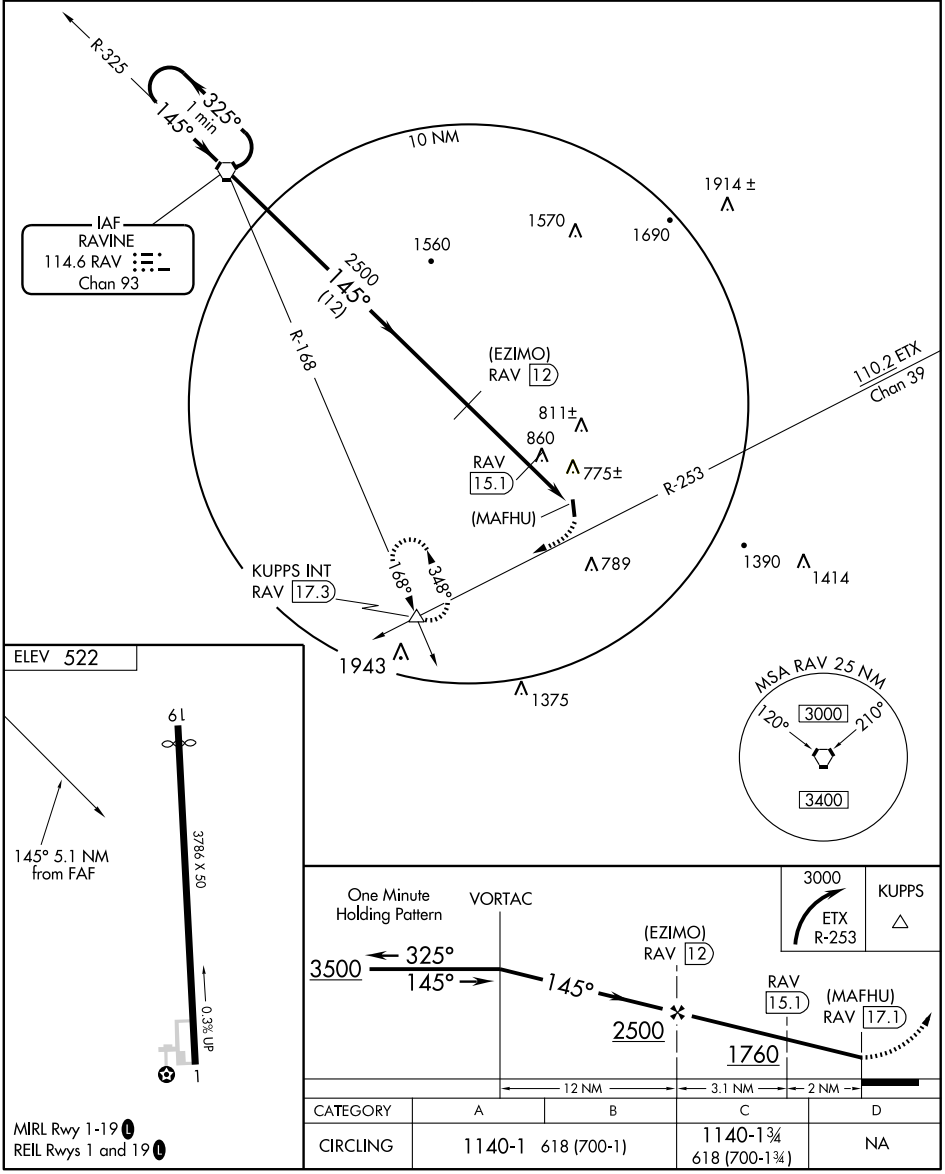
VOR/DME or GPS-A

MYERSTOWN/ DECK (9D4)

Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON	UNICOM
118.25 269.45	122.8 (CTAF) L

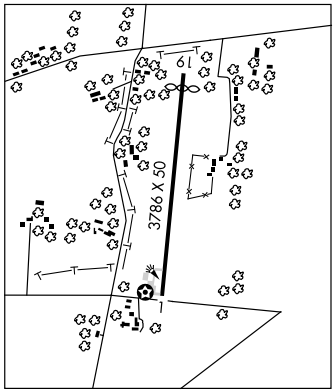


CATEGORY	A	B	C	D
CIRCLING	1140-1	618 (700-1)	1140-1¾ 618 (700-1¾)	NA

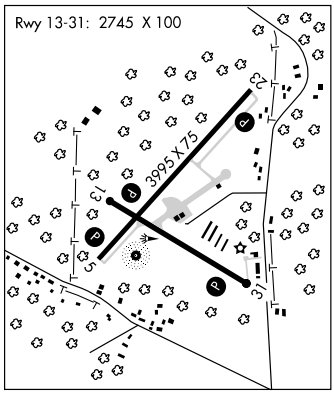
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MYERSTOWN

DECK (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
RWY 01–19: H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
RWY 01: REIL(NSTD). Tree.
RWY 19: REIL(NSTD). Thld dsplcd 187′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
COMMUNICATIONS: CTAF/UNICOM 122.8
HARRISBURG APP/DEP CON 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pick–up clearance TF 1–800–932–0712.



NEW CASTLE MUNI (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
RWY 05–23: H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
RWY 13–31: H2745X100 (ASPH) S–12.5 2.0% up SE
RWY 13: PAPI(P2L)—GA 3.0° TCH 55′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 57′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
CASTLE NDB (MHW) 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.



NEW GARDEN (See TOUGHKENAMON)

NEWRY

BLUE KNOB VALLEY (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
RWY 11–29: 3415X89 (GRVL)
RWY 11: Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
COMMUNICATIONS: CTAF/UNICOM 122.8

NORTHEAST PHILADELPHIA (See PHILADELPHIA)

NDB UCP	APP CRS	Rwy Idg	3995
272	225°	TDZE	1027
		Apt Elev	1070

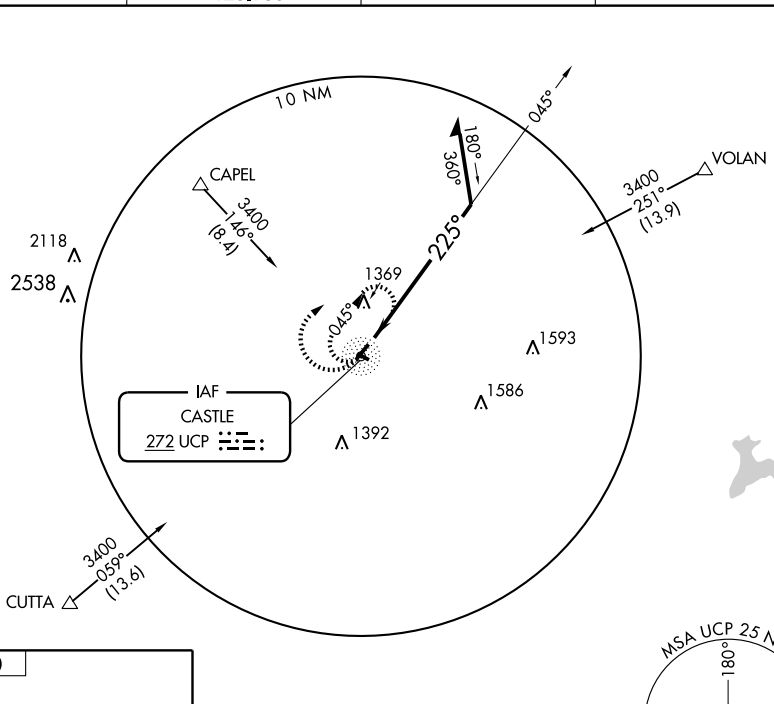
NDB RWY 23
NEW CASTLE MUNI (UCP)

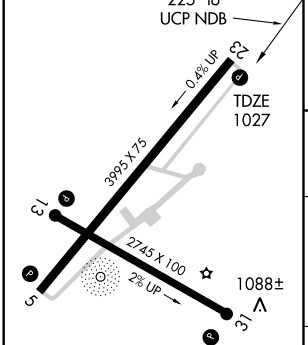
When local altimeter setting not received, use Youngstown/Warren altimeter setting.
When VGSI inop, Circling Rwy 31 NA at night.

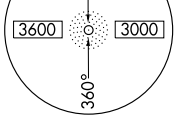
NA

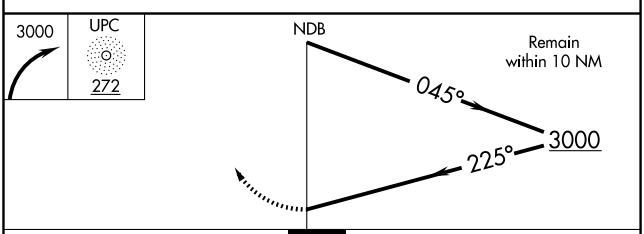
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3995
CH 78005	049°	TDZE	1027
W05A		Apt Elev	1070

RNAV (GPS) RWY 5

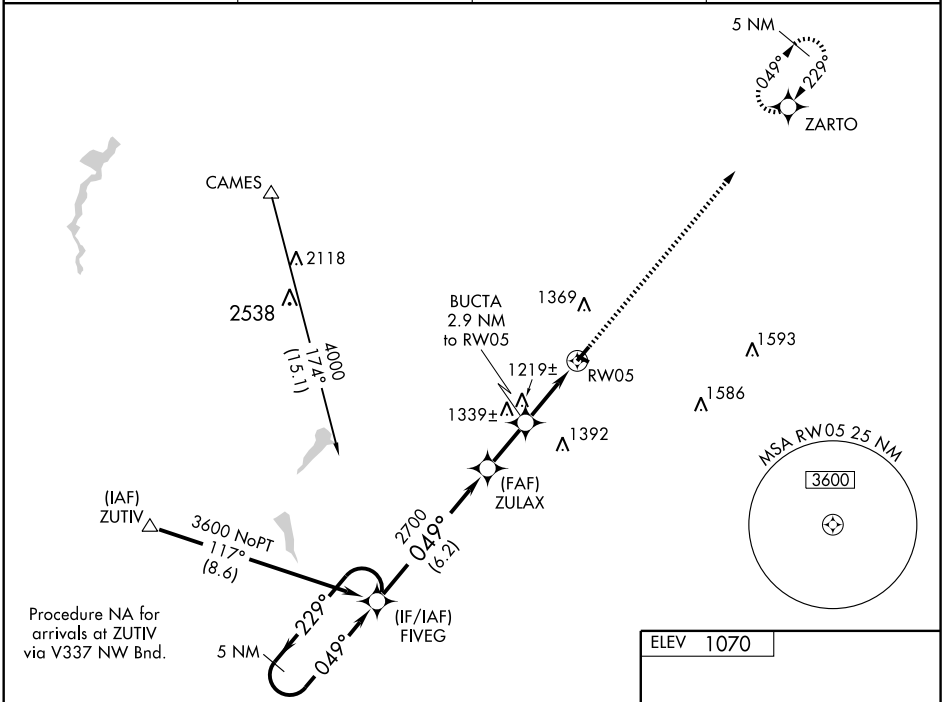
NEW CASTLE MUNI (UCP)

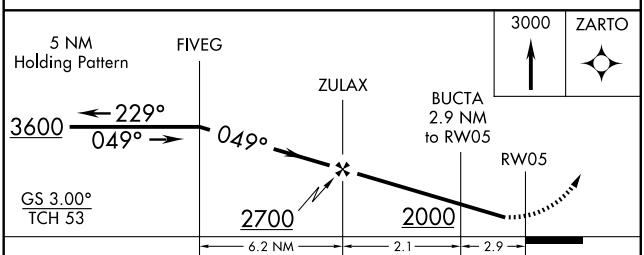
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

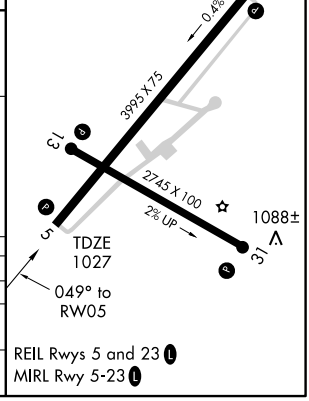
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-1 280 (300-1)			NA
LNAV MDA	1480-1 453 (500-1)		1480-1¼ 453 (500-1¼)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3995
CH 45605	229°	TDZE	1027
W23A		Apt Elev	1070

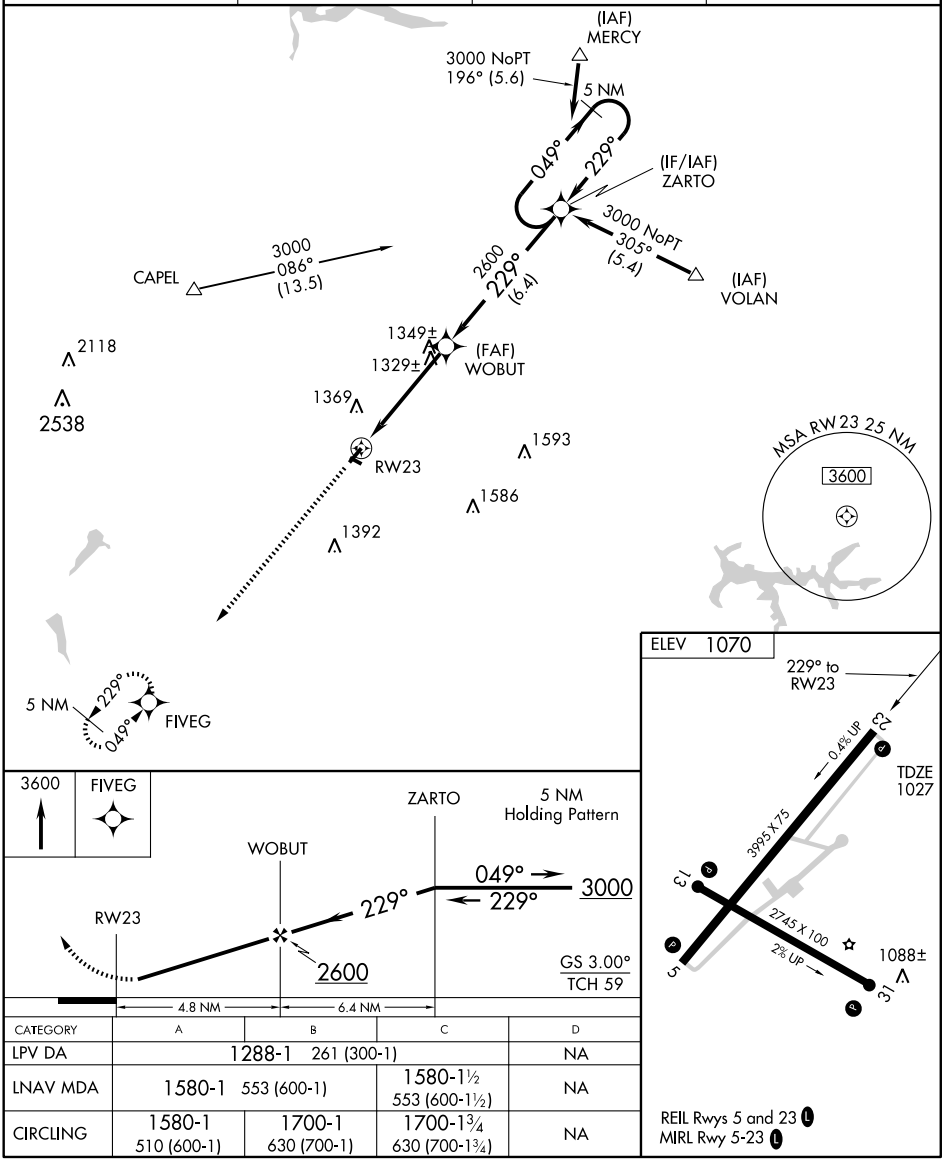
RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

ASOS	YOUNGSTOWN/ WARREN ASOS	YOUNGSTOWN APP CON ★	UNICOM
124.175	123.750	133.95 322.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1288-1 261 (300-1)			NA
LNAV MDA	1580-1 553 (600-1)		1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NORTH PHILADELPHIA N40°04.92′ W75°00.57′ NOTAM FILE PNE. NEW YORK L–34G, A
(T) VOR 112.0 PNE at Northeast Philadelphia.
VOR unusable
061°–090° byd 9 NM blo 6000′ 246°–359° byd 6 NM blo 6000′
091°–199°
RCO 122.6 122.2 (WILLIAMSPORT RADIO)

NORTHUMBERLAND CO (See SHAMOKIN)

PALMYRA

REIGLE FLD (58N) 2 S UTC−5(−4DT) N40°17.26′ W76°34.65′ NEW YORK
489 B S4 **FUEL** 100LL NOTAM FILE IPT
RWY 13–31: H1950X40 (ASPH) S–12.5 LIRL (NSTD)
RWY 13: Tree. **RWY 31:** Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 Rwy 13 first 110 ft unlgtd; Rwy 31 first 60 ft unlgtd; 1780 ft of rwy lgtd. Rwy 13–31 NSTD LIRL; lgts located 125 ft left and right of centerline. Rwy 31 dsplcd thld identified at ngt by one green lgt each side of rwy. ACTIVATE LIRL Rwy 13–31 and rotating beacon—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For pickup clearance, TF 800–932–0712.

PENN VALLEY (See SELINSGROVE)

PENNRIDGE (See PERKASIE)

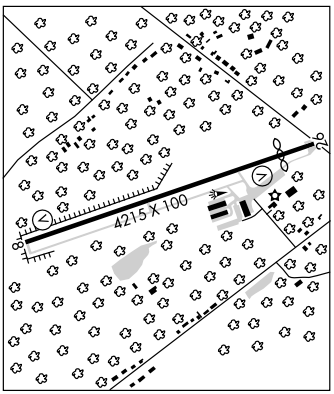
PENNS CAVE (See CENTRE HALL)

PENN'S LANDING HELIPORT (See PHILADELPHIA)

PENUE N40°54.62′ W77°44.51′ NOTAM FILE UNV.
NDB (LOM) 388 UN 242° 6.2 NM to University Park.

PERKASIE

PENNRIDGE (CKZ) 1 N UTC−5(−4DT) N40°23.35′ W75°17.43′ NEW YORK L–33A, 34G, A
568 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT IAP
RWY 08–26: H4215X100 (ASPH–PFC) D–26 MIRL 1.1% up E
RWY 08: REIL. SAVASI(S2L). GA 4.0° TCH 21′. Trees.
RWY 26: REIL. SAVASI(S2L). GA 4.0° TCH 21′. Thld dsplcd 360′. Trees.



AIRPORT REMARKS: Attended daylight hours. For svc after hrs ctc 267–718–4254. Parachute Jumping. Occasional deer and wild turkeys on and invof rwy. Skydiving activities daily dawn to dusk. Rwy 08–26 CLOSED to touch and go ldgs. TPA for light acft 1368(800); TPA for turbo prop and jets 1768(1200). PPR for acft operating over 26,000 lbs ctc arpt mgr at 215–257–0166 prior to arrival.
WEATHER DATA SOURCES: AWOS–3 126.325 (215) 257–7291.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 21.4 NM to fld. 742/9W.
QUAKERTOWN NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 184°2.2 NM to fld. Monitored dalgt hours only. Unusable by 10 NM.

PERKIOMEN VALLEY (See COLLEGEVILLE)

NDB UKT 208	APP CRS 181°	Rwy Idg N/A TDZE N/A Apt Elev 568

NDB or GPS-A

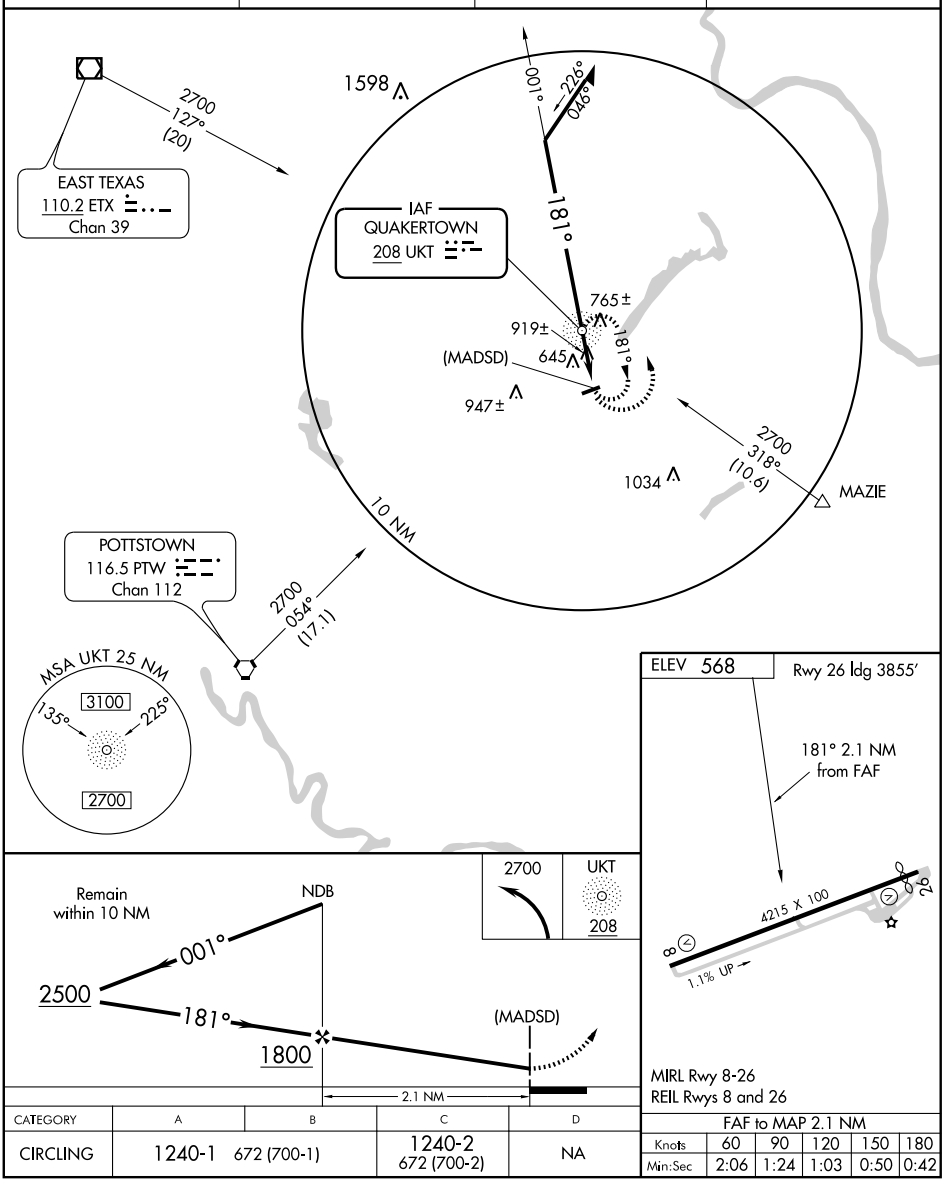
PERKASIE/ PENNRIDGE (CKZ)

▼ If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1240-1	672 (700-1)	1240-2 672 (700-2)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4215
082°	TDZE	557
	Apt Elev	568

RNAV (GPS) RWY 8

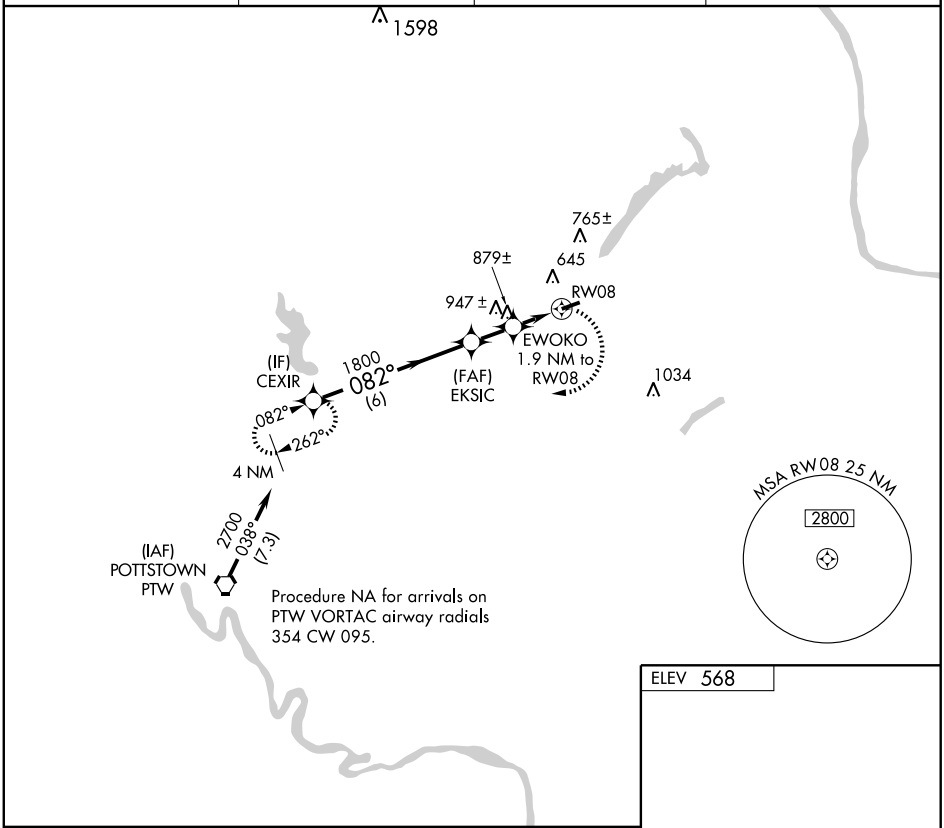
PERKASIE/ PENNRIDGE (CKZ)

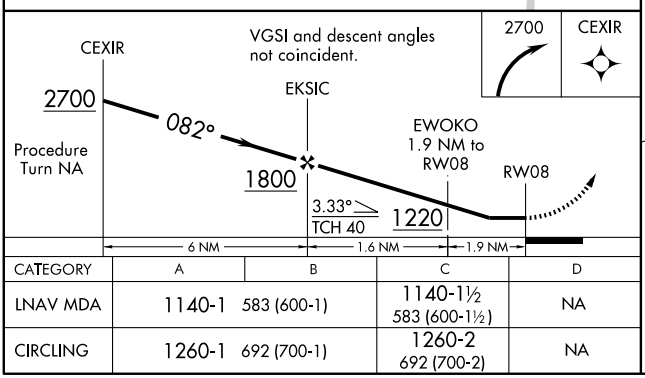
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

NA

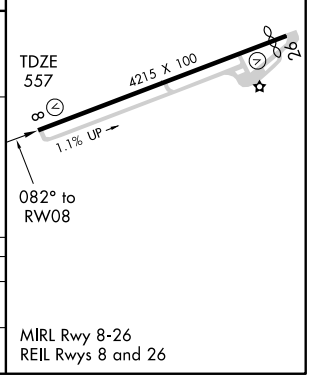
MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

AWOS-3	PHILADELPHIA APP CON		CLNC DEL	UNICOM
126.325	123.8	291.7	118.55	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 583 (600-1)		1140-1½ 583 (600-1½)	NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA



MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3855
262°	TDZE	564
	Apt Elev	568

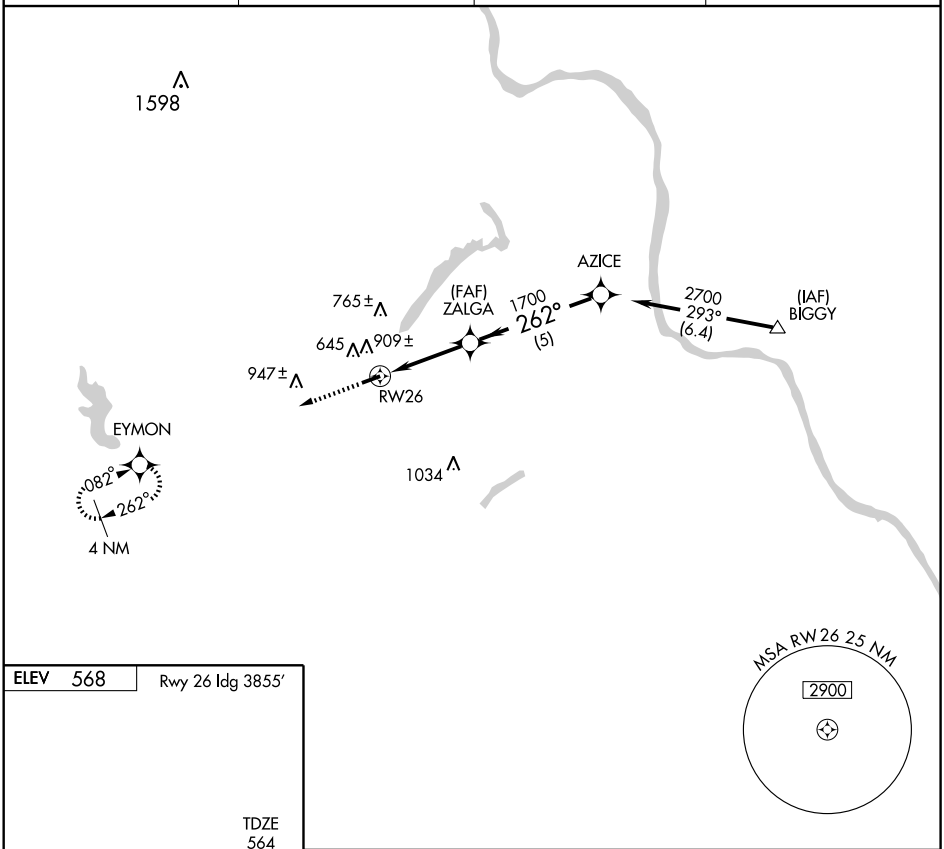
RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)

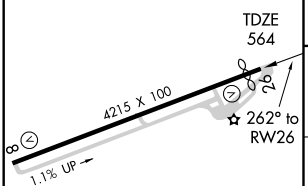
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

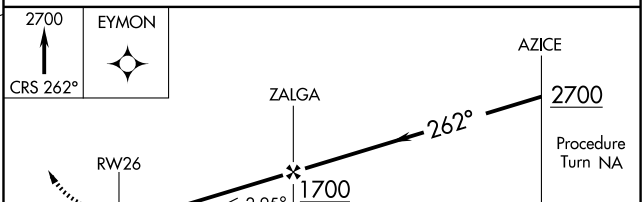
MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
126.325	123.8 291.7	118.55	123.0 (CTAF)



ELEV 568 Rwy 26 Idg 3855'



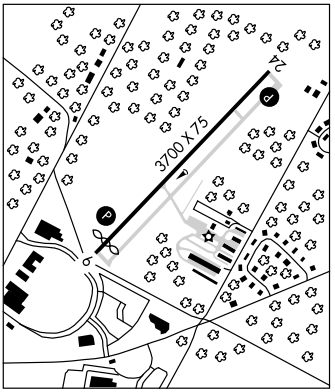


CATEGORY	A	B	C	D
LNAV MDA	960-1 396 (400-1)			NA
CIRCLING	1260-1 692 (700-1)		1260-2 692 (700-2)	NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WINGS FLD (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (215) 646–1068.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
AMBLER NDB (MHW) 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



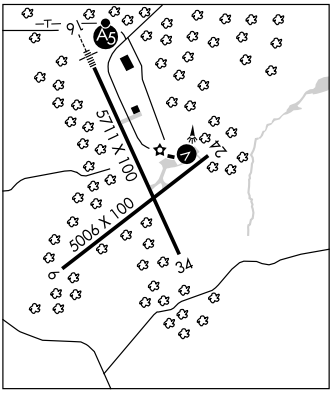
PHILADELPHIA SPB (See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
RCO 122.1R 115.5T (ALTOONA RADIO)
RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
RWY 11–29: 3350X125 (TURF–GRVL)
RWY 11: Trees. **RWY 29:** Thld dsplcd 205′. Sign.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
RWY 16: MALSR. Trees. **RWY 34:** Trees.
RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
RWY 06: Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.525 (814) 343–4531.
COMMUNICATIONS: CTAF 122.9
PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
ILS 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



WAAS	APP CRS	Rwy Idg	3523
CH 42719	065°	TDZE	301
W06A		Apt Elev	302

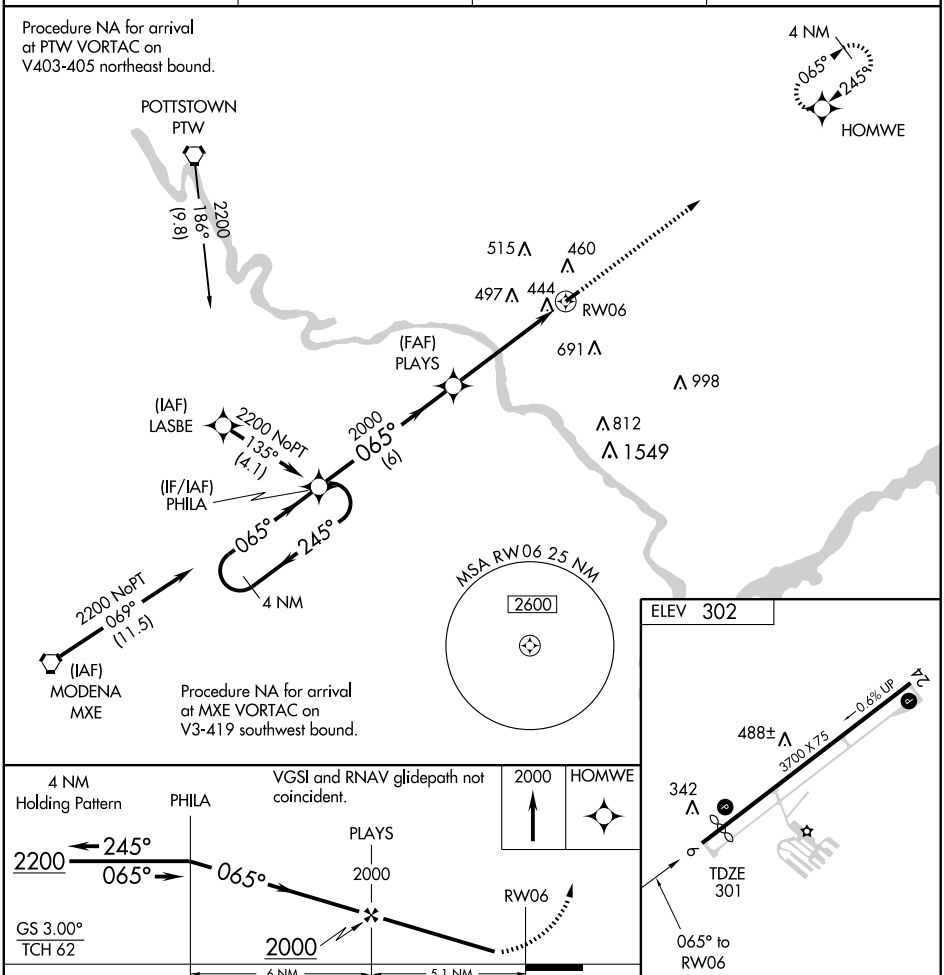
RNAV (GPS) RWY 6

PHILADELPHIA / WINGS FIELD (LOM)

Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOMWE and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	614-1	313 (400-1)	NA	
LNAV/VNAV DA	788-1¾	487 (500-1¾)	NA	
LNAV MDA	720-1	419 (500-1)	NA	
CIRCLING	780-1	478 (500-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3700
CH 90419	245°	TDZE	295
W24A		Apt Elev	302

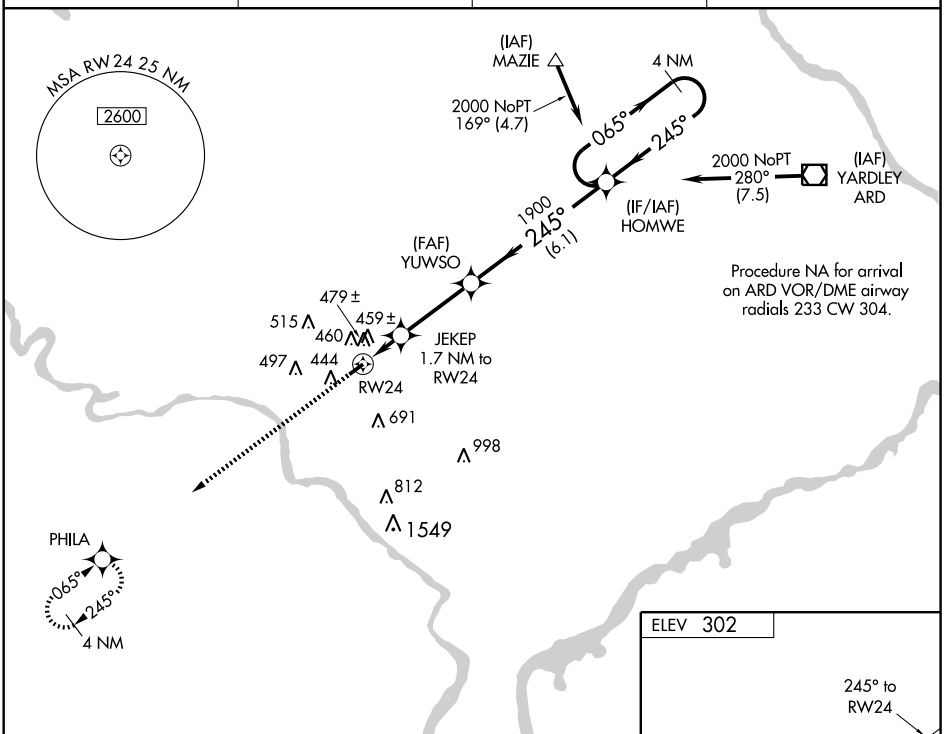
RNAV (GPS) RWY 24

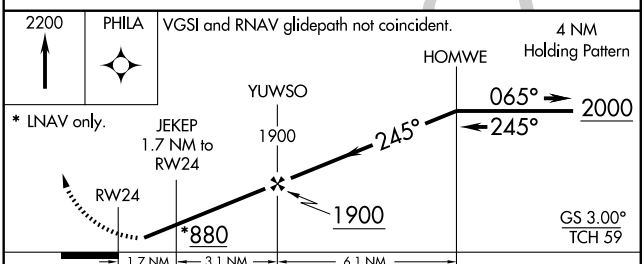
PHILADELPHIA / WINGS FIELD (LOM)

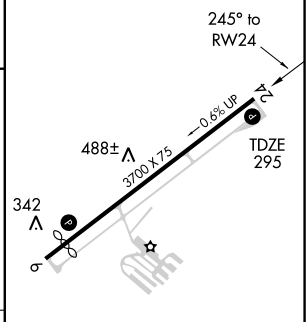
Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2200 direct PHILA and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
118.925	126.85 263.125	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	567-1	272 (300-1)	NA	
LNAV/VNAV DA	775-1¾	480 (500-1¾)	NA	
LNAV MDA	740-1	445 (500-1)	NA	
CIRCLING	780-1	478 (500-1)	NA	

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA TOWER
118.5 327.05
(RWYS 09L-27R, 08-26 and 17-35)
135.1 327.05
(RWY 09R-27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

RWY 08-26
PCN 27 F/A/X/T
D-145
RWY 09L-27R
PCN 60 F/A/X/T
S-100, D-210, 2D-350
RWY 09R-27L
PCN 60 F/A/X/T
S-200, D-210, 2D-350
RWY 17-35
PCN 27 F/A/X/T
S-100, D-170, 2D-300

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

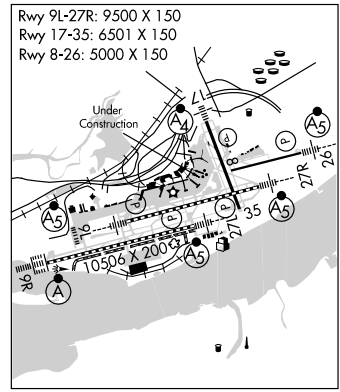
AIRPORT DIAGRAM

10266

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)

PHILADELPHIA INTL (PHL) 5 SW UTC−5(−4DT) N39°52.33′ W75°14.45′ **WASHINGTON**
36 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E **H–10I, 12J, L–34G, A**
NOTAM FILE PHL **IAP, AD**

RWY 09R–27L: H10506X200 (ASPH–GRVD) S–200, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
RWY 09R: ALSF2. TDZL. Trees.
RWY 27L: MALSR. PAPI(P4R)—GA 3.10° TCH 71′. Boat.
RWY 09L–27R: H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
RWY 09L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 71′. Ground.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0° TCH 81′. Boat.
RWY 17–35: H6501X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL
RWY 17: MALSF. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
RWY 35: REIL. Boat.
RWY 08–26: H5000X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T HIRL CL 0.5% up E
RWY 08: Bldg.
RWY 26: MALSR. PAPI(P4R)—GA 3.15° TCH 50′. Fence.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09L	17–35	7350
RWY 17	09–27R	4400

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Airport is located in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used. Unlgtd stack 288 ft MSL (271 ft AGL) 2.3 NM SW of arpt. TCAS equipped acft—TCAS alert may be caused by transponder equipped ships located PHL Naval Base 3 NM E. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189 ft. Rwy 26 ship channel (Schuylkill) max height of ships 149′. Possible unmarked ship obstruction transiting east or westbound along the Delaware River reaching heights of 189′—be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other rwys. Pilots can expect to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. ASDE–X surveillance system in use, pilots should operate mode C on all twys and rwys. Only nose-in parking permitted on North and East remote aprons. PPR from arpt ops for all acft parking on North and East remote aprons; ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Rwy 09 rollout RVR used for Rwy 09L midpoint RVR. Rwy 09L touchdown RVR avbl. Rwy 27R touchdown RVR avbl. Rwy 09R rollout RVR avbl. Rwy 27L touchdown, and rollout RVR avbl. Rwy 17 touchdown RVR avbl. Rwy 35 touchdown RVR avbl. Rwy 08 touchdown, rollout RVR avbl. Rwy 26 touchdown, rollout RVR avbl. Rough, uneven pavement on Twy S between Twy L and Twy S1. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (215) 492–9617. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 133.4 **D–ATIS DEP** 135.925 **UNICOM** 122.95

Ⓡ **APP CON** 124.35 128.4 (270°–089° above 5000′) 126.6 (090°–269° above 5000′) 127.35 (090°–269° at or below 5000′) 126.85 (270°–360° at or below 5000′) 123.8 (001°–089° at or below 5000′)

Ⓡ **DEP CON** 119.75 (090°–269°) 124.35 (270°–089°)

TOWER 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) **GND CON** 121.9 121.65 **CLNC DEL** 118.85

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILG.

DUPONT (L) VORTAC 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 065° 20.6 NM to fld. 70/10W.
ILS/DME 108.75 I–MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 15° left of course.
ILS/DME 108.95 I–VII Chan 26(Y) Rwy 09L. Class IB.
ILS/DME 109.3 I–GLC Chan 30 Rwy 27L. ILS unusable inbound from 0.6 NM to thld.
ILS/DME 109.3 I–PHL Chan 30 Rwy 09R. Class IIIE. DME also serves Rwy 27L.
ILS/DME 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IE. DME unusable within 0.3 NM from thld.
ILS/DME 111.55 I–LLH Chan 52(Y) Rwy 26.

COMM/NAV/WEATHER REMARKS: Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM approaches. Rwy 26 monitor 123.6 and Rwy 27L monitor 120.425.

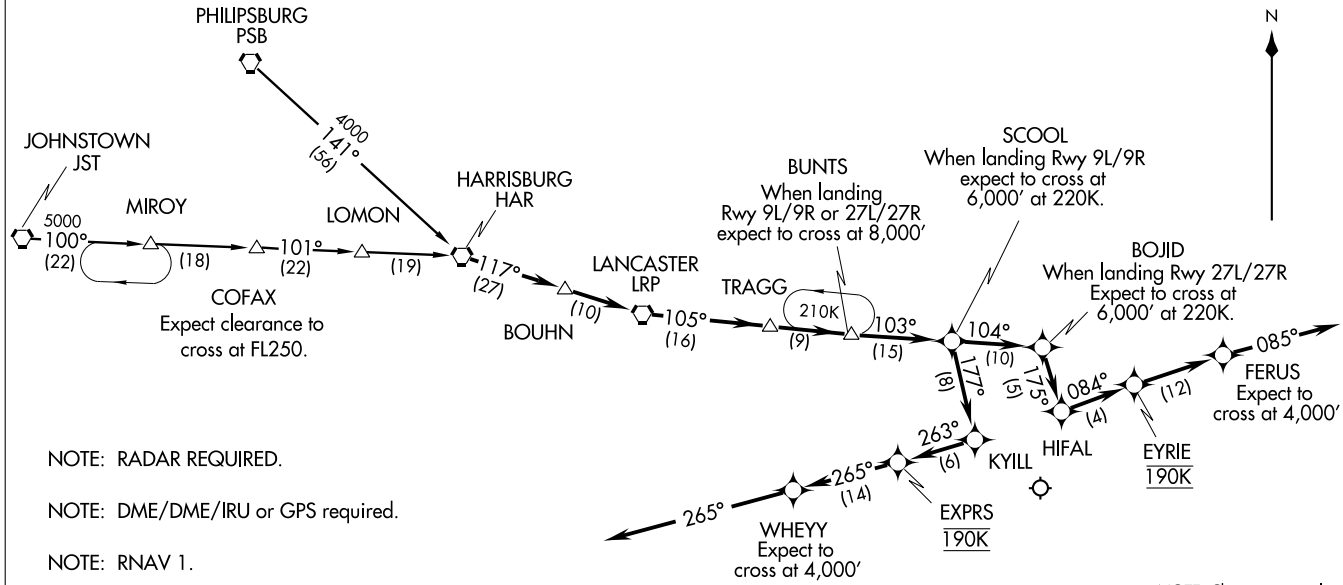
BOJID ONE ARRIVAL (RNAV)

(BOJID.BOJID1) 07298

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

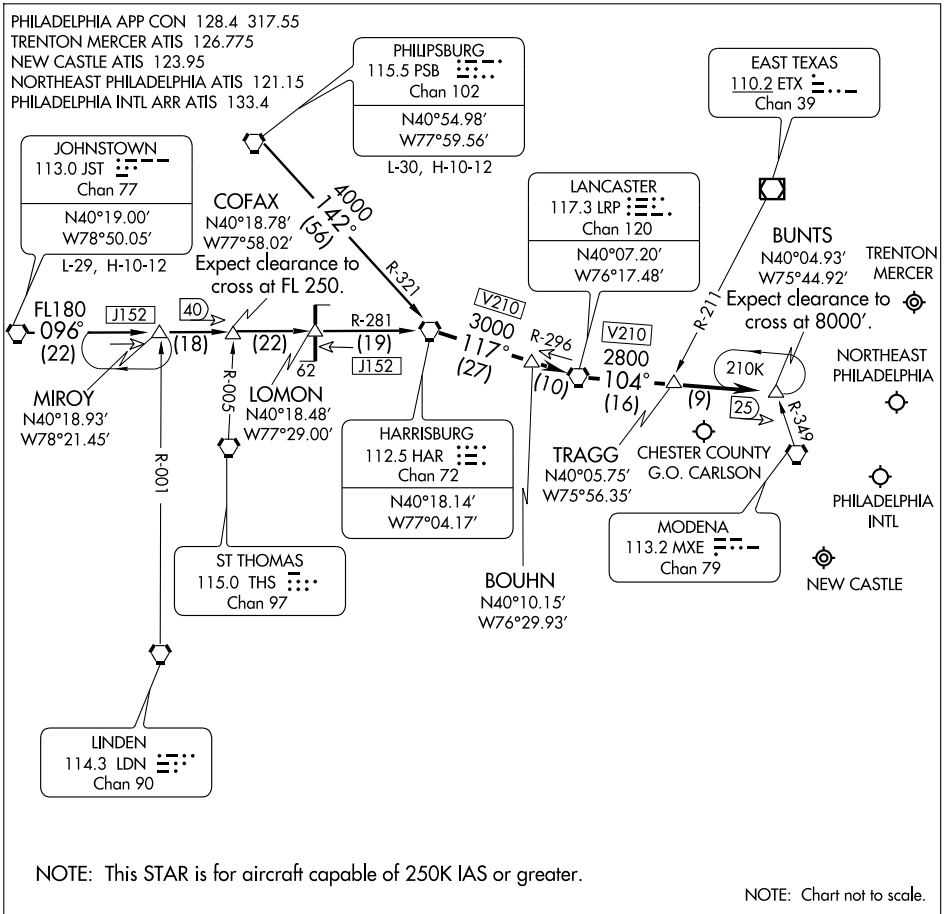
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

ST-320 (FAA)

BOJID ONE ARRIVAL (RNAV)
(BOJID.BOJID1) 07298
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

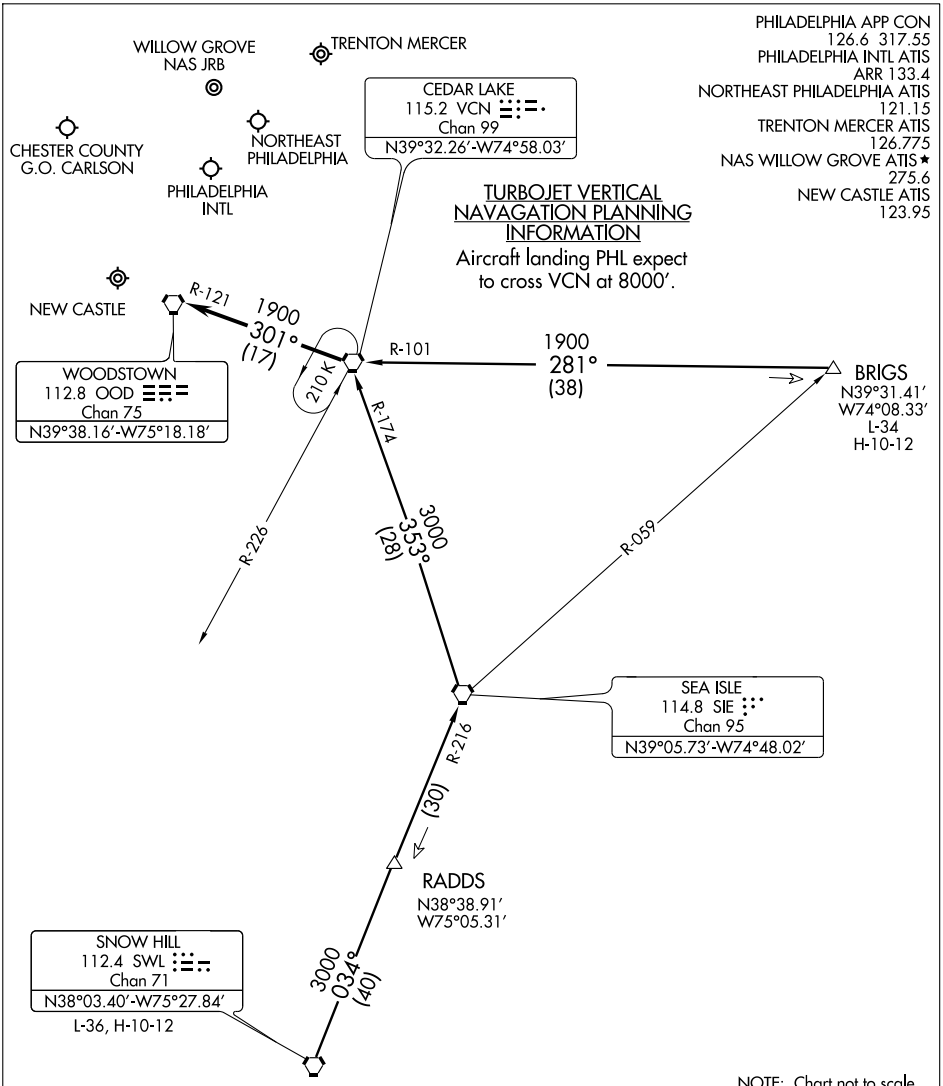
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	22
Chan 30		Apt Elev	38

CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

Simultaneous converging approaches authorized with Rwy 17.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

* 3000 when authorized by ATC.

IAF MODENA 113.2 MXE Chan 79

IAF DUPONT 114.0 DQO Chan 87

BWINE INT I-PHL 15.4

ASOCI INT I-PHL 11.5

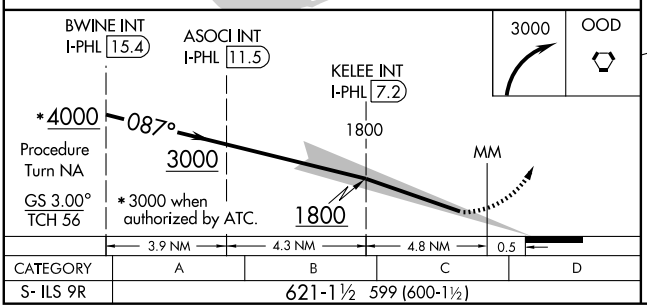
KELEE INT I-PHL 7.2

WOODSTOWN 112.8 OOD Chan 75

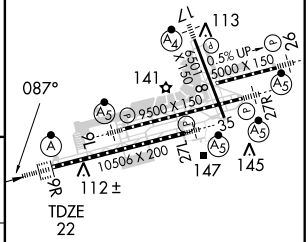
LOCALIZER 109.3 I-PHL Chan 30

NAAS Mustin (Abandoned)

MSA OOD 25 NM 2600



CATEGORY	A	B	C	D
S- ILS 9R	621-1½ 599 (600-1½)			



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply.
Visibility reduction by helicopters NA.
NA Simultaneous converging approaches authorized with Rwy 9R.

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

IAF POTTSTOWN 116.5 PTW Chan 112

IAF YARDLEY 108.2 ARD Chan 19

3000 137° (13)

3000 254° (22)

349°

169°

(IF) COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

R-254 R-137 R-087 R-049

2000 (7)

1549 913 1004 417 301 191 185 216 130 270 270 618 206 246 154± 278 285 276

113.2 MXE Chan 79

NAAS Mustin (Abandoned)

10 NM

LOCALIZER 108.75 I-MYY Chan 24(Y)

ALTERNATE MISSED APCH FIX

109° 289° R-109

YARDLEY 108.2 ARD Chan 19

MISSED APCH FIX

049° 229° R-049

NORTH PHILADEPHIA PNE 112.0

MSA OOD 25 NM

2600

1049

WOODSTOWN 112.8 OOD Chan 75

RADAR REQUIRED

ELEV 36

169°

TDZE 10

17 113 141 9 9500 X 150 0.5% UP 5000 X 150 26 27R 35 27L 10506 X 200 9R 112± 147 145

COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

3000 169° 2000 2000

GS 3.00° TCH 52

7 NM 6 NM

3000 PNE

CATEGORY	A	B	C	D
S-ILS 17	650-2 640 (700-2)			690-2¼ 680 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

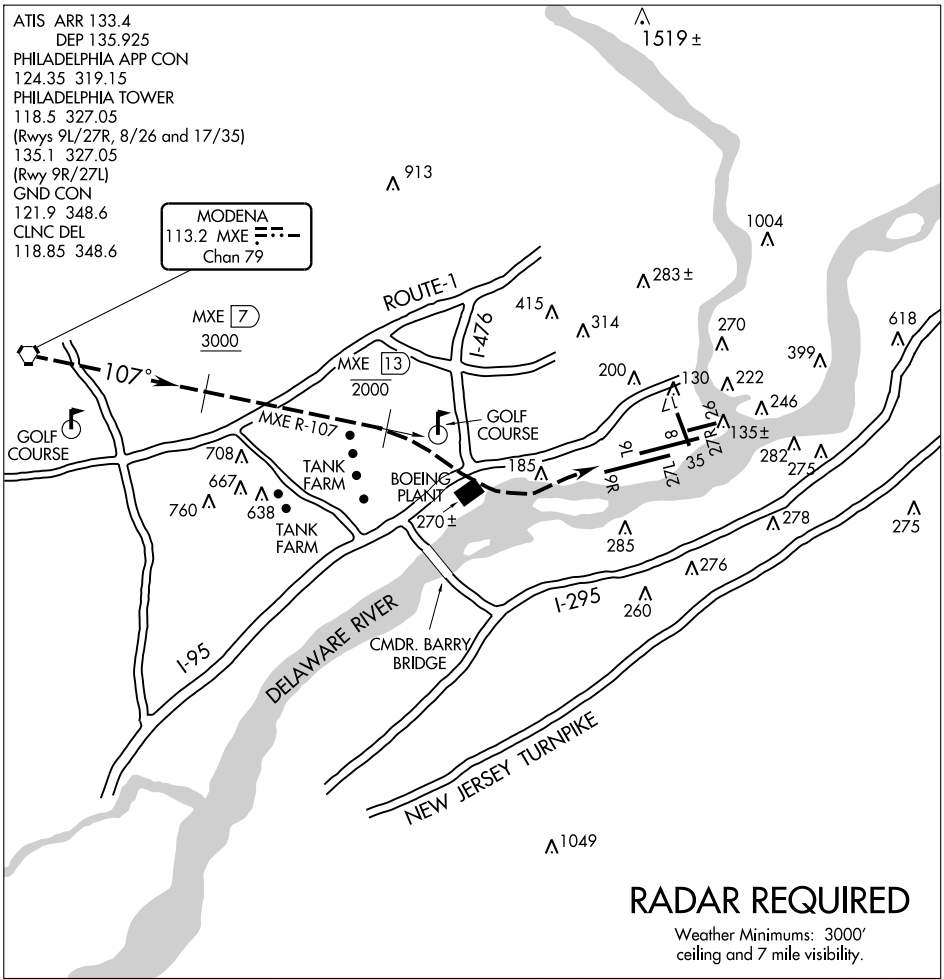
DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

FREEDOM VISUAL RWY 9L

AL-320 (FAA)



FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

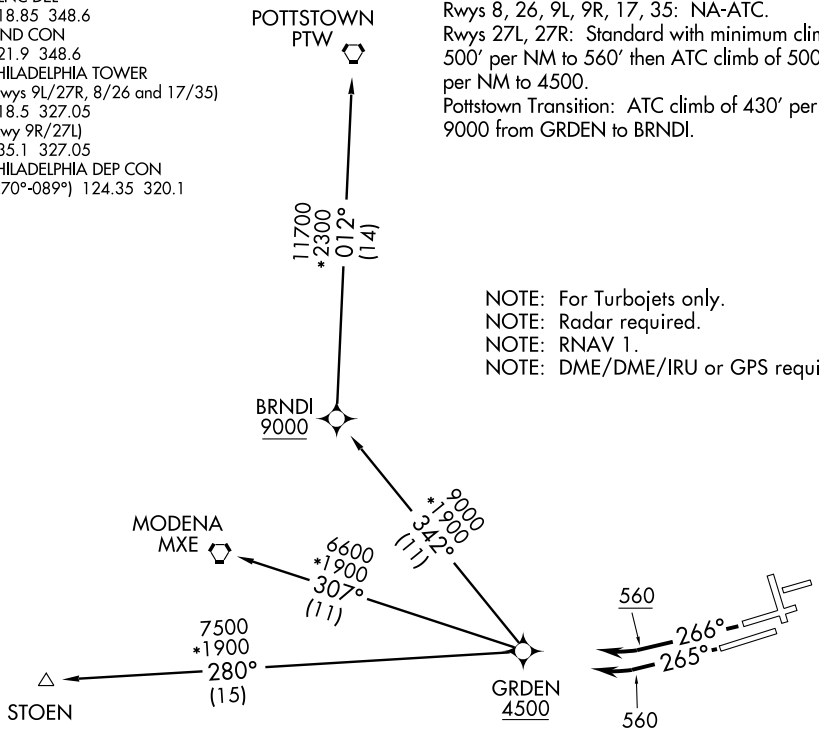
Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRDEN ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1

TAKE-OFF MINIMUMS:
Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560' then ATC climb of 500' per NM to 4500.
Pottstown Transition: ATC climb of 430' per NM to 9000 from GRDEN to BRNDI.



TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence....
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence....

....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (GRDEN1.MXE):
POTTSTOWN TRANSITION (GRDEN1.PTW):
STOEN TRANSITION (GRDEN1.STOEN):

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GUNNI TWO ARRIVAL (RNAV)

(GUNNI.GUNNI2) 10154

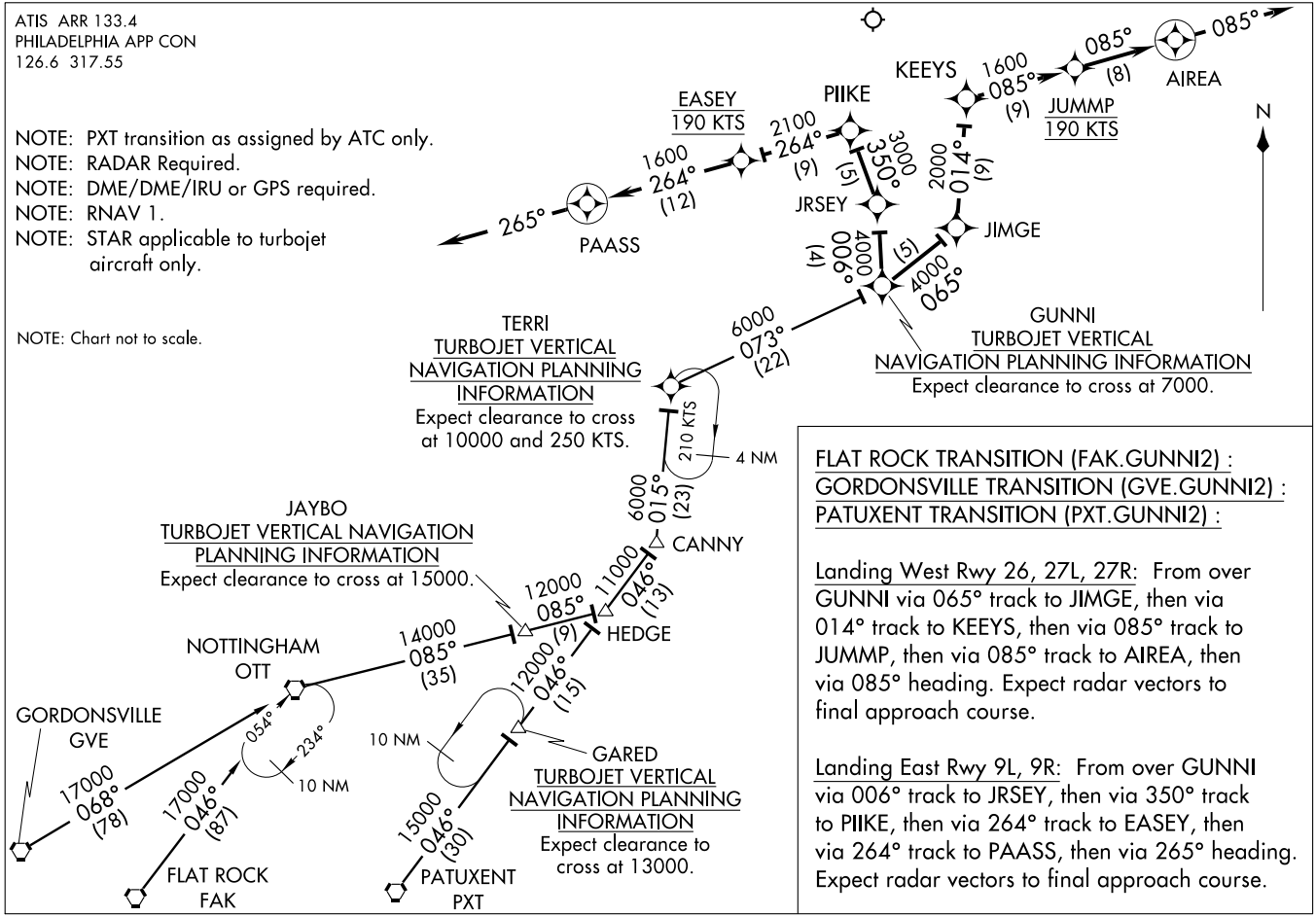
PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55

NOTE: PXT transition as assigned by ATC only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: STAR applicable to turbojet aircraft only.

NOTE: Chart not to scale.



FLAT ROCK TRANSITION (FAK.GUNNI2) :
GORDONSVILLE TRANSITION (GVE.GUNNI2) :
PATUXENT TRANSITION (PXT.GUNNI2) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

(GUNNI.GUNNI2) 10154

GUNNI TWO ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HARRISBURG, PA		
CAPITAL CITY (CXY)	HS 1	Rwy 26 LAHSO.
	HS 2	Rwy 08 ILS hold line.
	HS 3	Twy C at Rwy 30 and Twy B.
PHILADELPHIA, PA		
PHILADELPHIA INTL (PHL)	HS 1	Rwy 08 and Twy D.
	HS 2	Twy H and E int in close proximity of Rwy 17-35.
	HS 3	Twy Y and S int in close proximity of Rwy 09R-27L.

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

LOC/DME I-PDP	APP CRS		27R	27L
108.95	266°	Rwy Idg	9500	10506
Chan 26 (Y)		TDZE	11	10
		Apt Elev	36	36

▼ ▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) | 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

(IAF)
ENZEW
RBV 23.1
086°
266°
(5.5)

(IF)
MRTIN INT
I-PDP 11.3

JALTO
I-PDP 6.1

HADNI
I-PDP 2

MXE
R-115

R-200

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

1549 1004 417 301 216 270 130 270 388 618 2100 191 206 246 185 154± 285 282 278 276

10 NM

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

1500 | 3000 MXE R-115 | MXE

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
Procedure Turn NA
2100
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
*LOC only
VGSI and ILS glidepath not coincident.
0.2 | 2 NM | 4.1 NM | 5.1 NM

ELEV 36

266° 6.3 NM from FAF

CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VII	APP CRS	Rwy Idg 9500
108.95	085°	TDZE 13
Chan 26 (Y)		Apt Elev 36

ILS or LOC RWY 9L

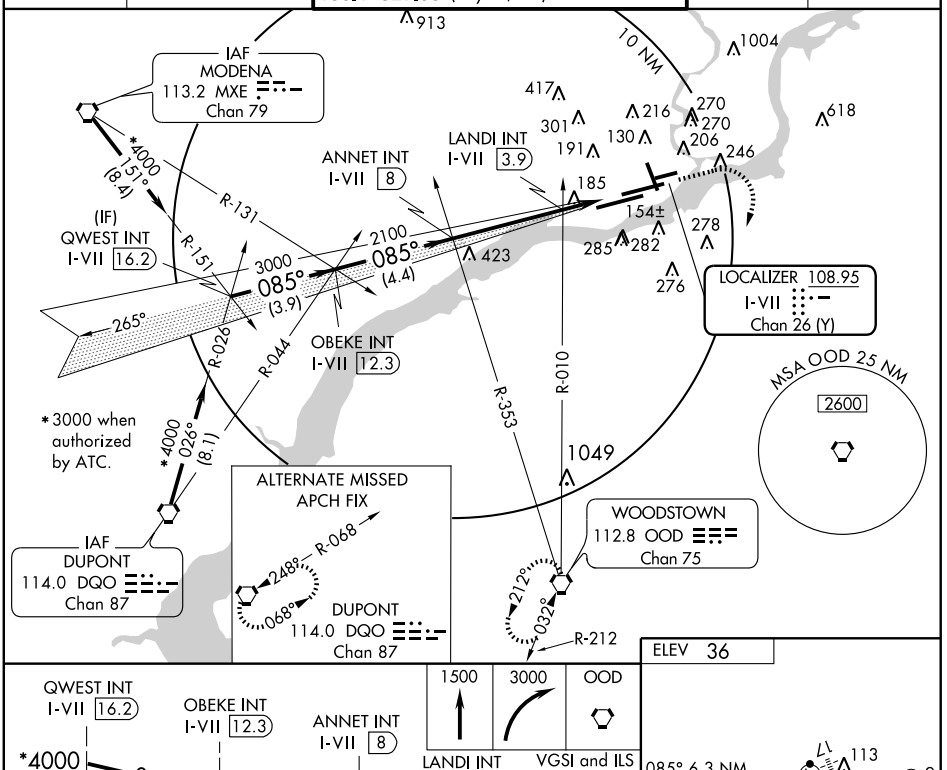
PHILADELPHIA INTL (PHL)

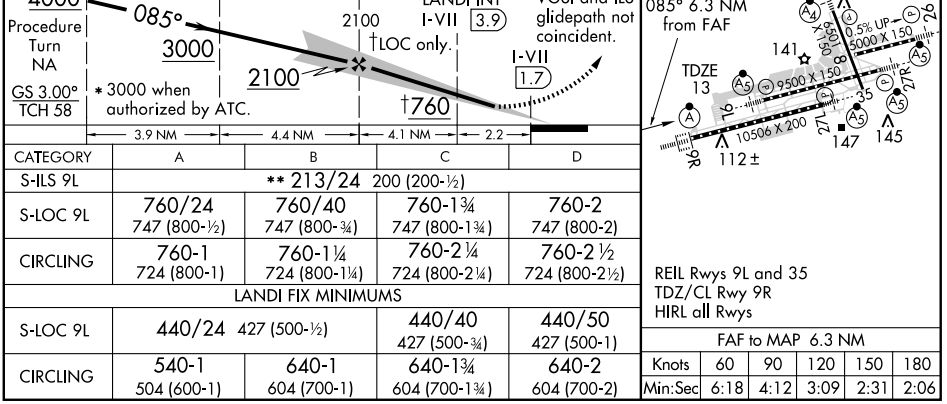
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

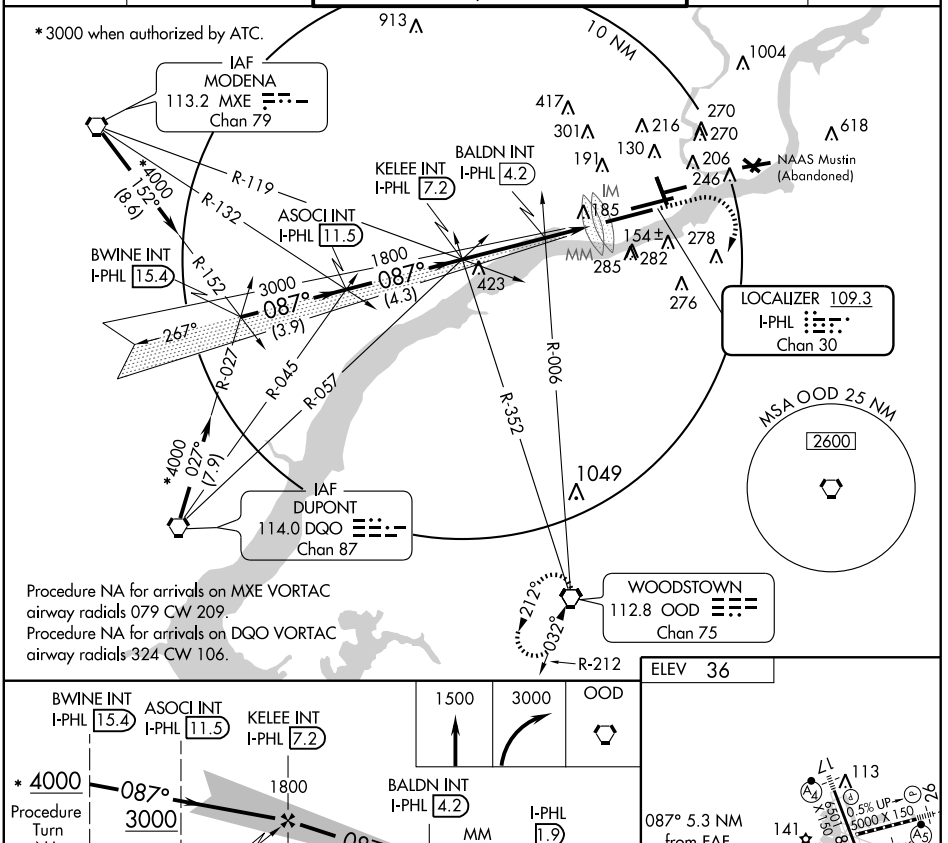
ILS or LOC RWY 9R

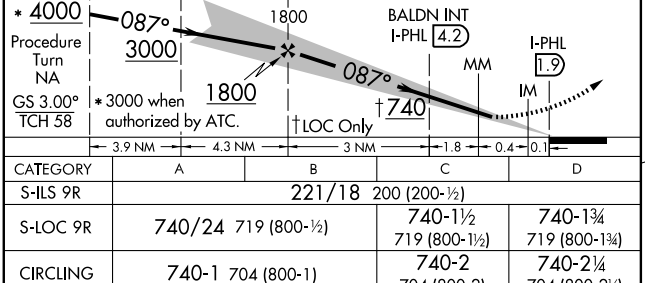
PHILADELPHIA INTL (PHL)

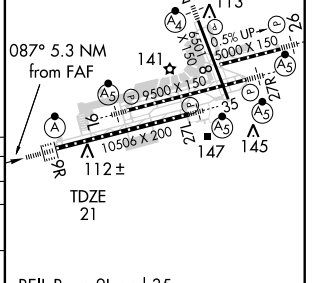
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYY	APP CRS	Rwy Idg	6501
108.75	169°	TDZE	10
Chan 24 (Y)		Apt Elev	36

ILS or LOC RWY 17

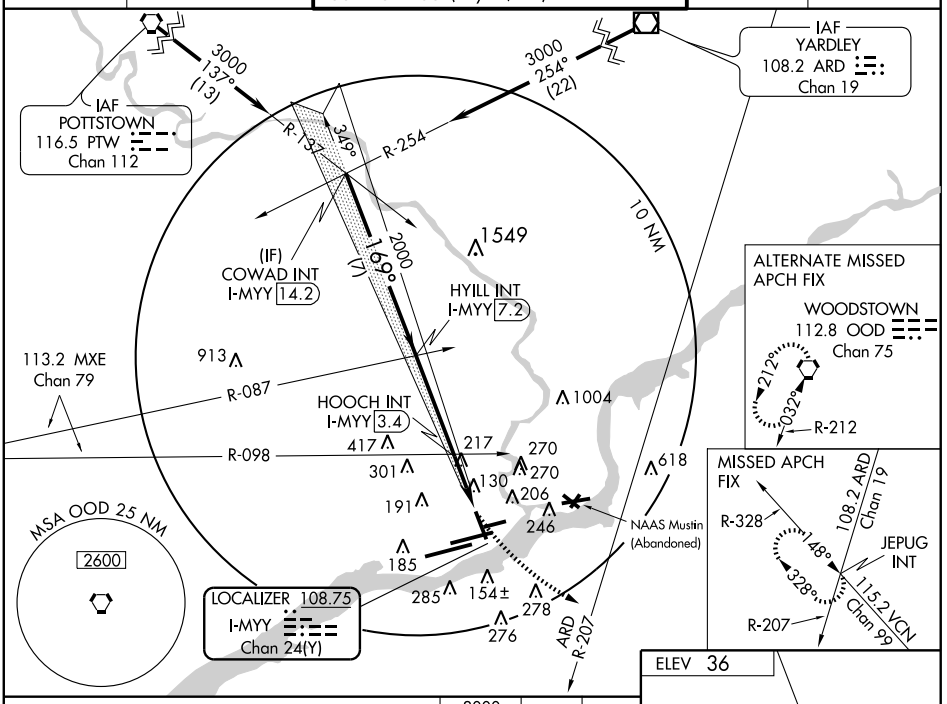
PHILADELPHIA INTL (PHL)

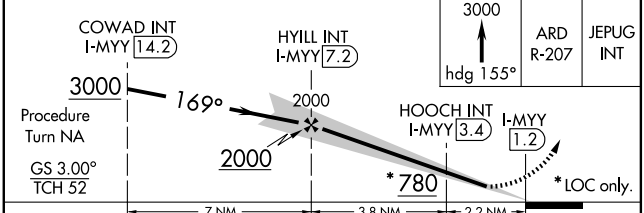
Inoperative table does not apply.
Visibility reduction by helicopter NA.

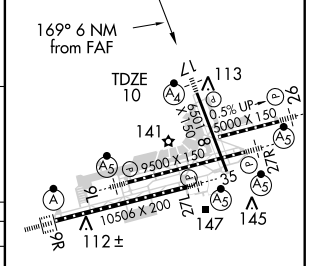
MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 17	260/50	250 (300-1)		
S-LOC 17	780/50 770 (800-1)	780/60 770 (800-1¼)	780-2¼ 770 (800-2¼)	780-2½ 770 (800-2½)
CIRCLING	780-1 744 (800-1)	780-1¼ 744 (800-1¼)	780-2¼ 744 (800-2¼)	780-2½ 744 (800-2½)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GLC	APP CRS	Rwy Idg	10506
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

ILS or LOC RWY 27L

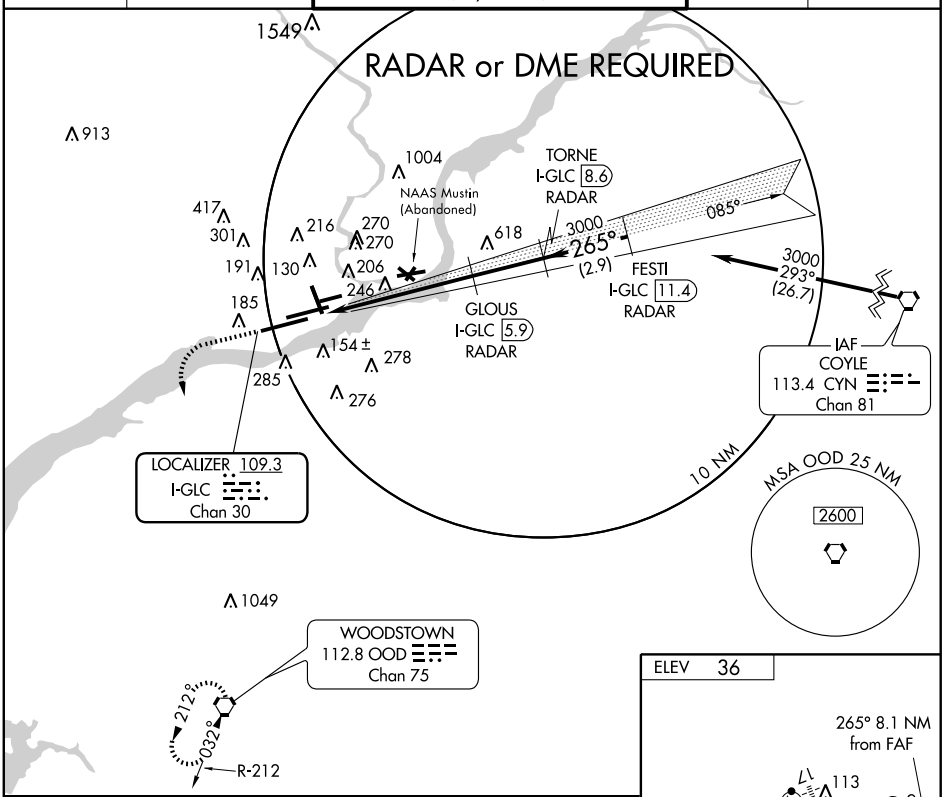
PHILADELPHIA INTL (PHL)

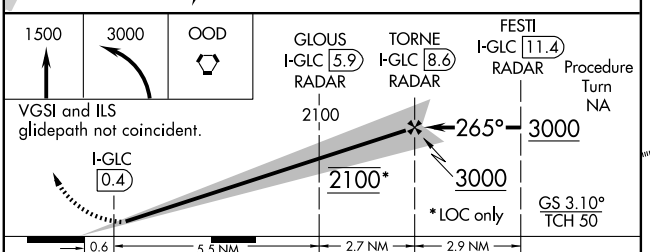
ILS unusable from .60 NM inbound to threshold.

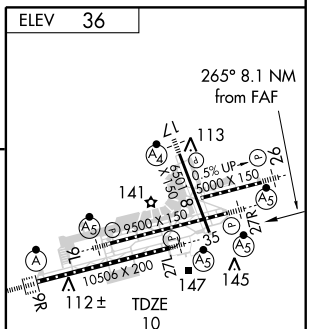
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 26
(SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-LLH	APP CRS	Rwy Idg 5000
111.55	263°	TDZE 36
Chan 52 (Y)		Apt Elev 36

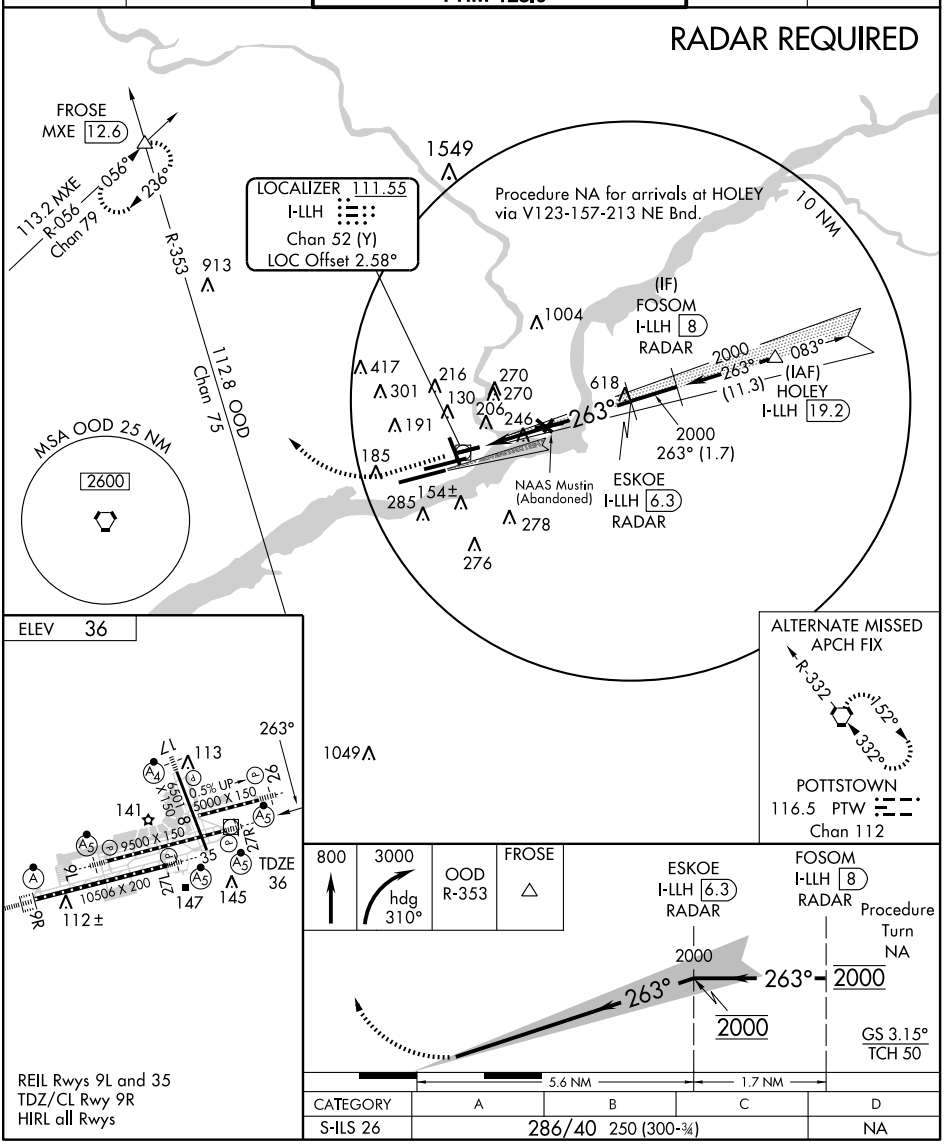
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L) PRM 123.6		

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 26	286/40	250 (300-¾)		NA

NE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

LOC/DME I-GLC	APP CRS	Rwy Idg 10506
109.3	265°	TDZE 10
Chan 30		Apt Elev 36

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		
		PRM 120.425		

RADAR REQUIRED

913 1004 417 301 216 130 206 270 270 246 388 618 191 185 154± 285 278 276 1049

NAAS Mustin (Abandoned)

(IF) FESTI I-GLC 11.4 RADAR

TORNE I-GLC 8.6 RADAR

3000 265° 085° (2.9)

ALTERNATE MISSED APCH FIX

R-248 248° 068°

DUPONT 114.0 DQO Chan 87

LOCALIZER 109.3 I-GLC Chan 30

10 NM

MSA OOD 25 NM 2600

WOODSTOWN 112.8 OOD Chan 75

R-212 212° 032°

ELEV 36

265° 113 141 112± 147 145 TDZE 10

9500 X 150 0.5% UP 5000 X 150 10506 X 200

1500 3000 OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

GLOUS I-GLC 5.9 RADAR

TORNE I-GLC 8.6 RADAR

FESTI I-GLC 11.4 RADAR

Procedure Turn NA

3000 265° 265° 3000 3000

GS 3.10° TCH 50

6.1 NM 2.7 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 27L	257/24	247 (300-½)		

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

NE-4, 21 OCT 2010 to 18 NOV 2010

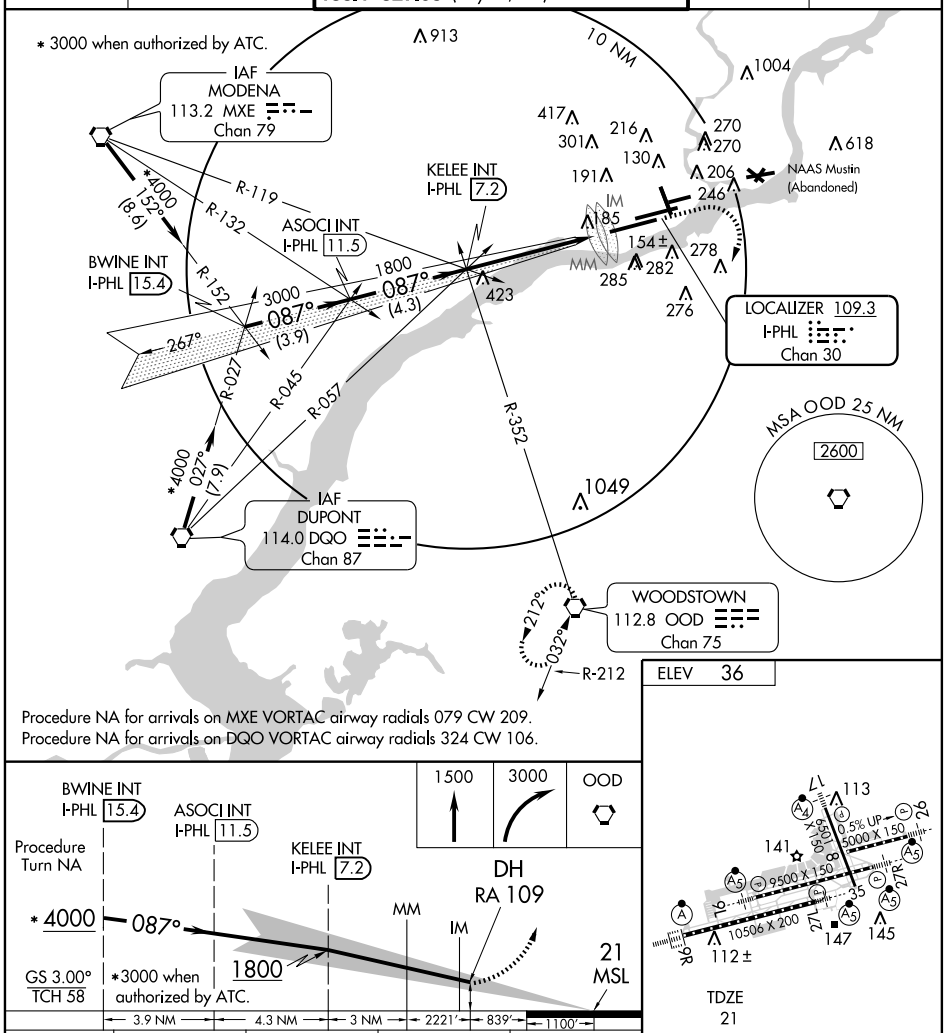
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

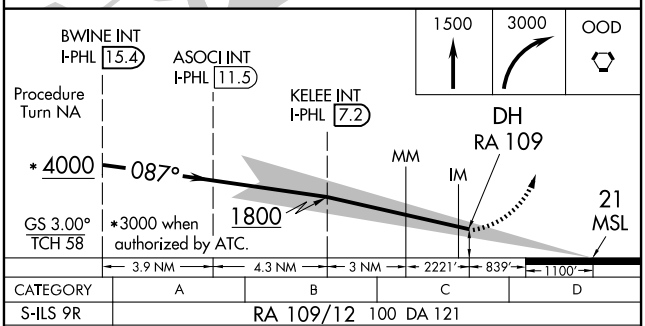
ILS RWY 9R (CAT II)
PHILADELPHIA INTL (PHL)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010

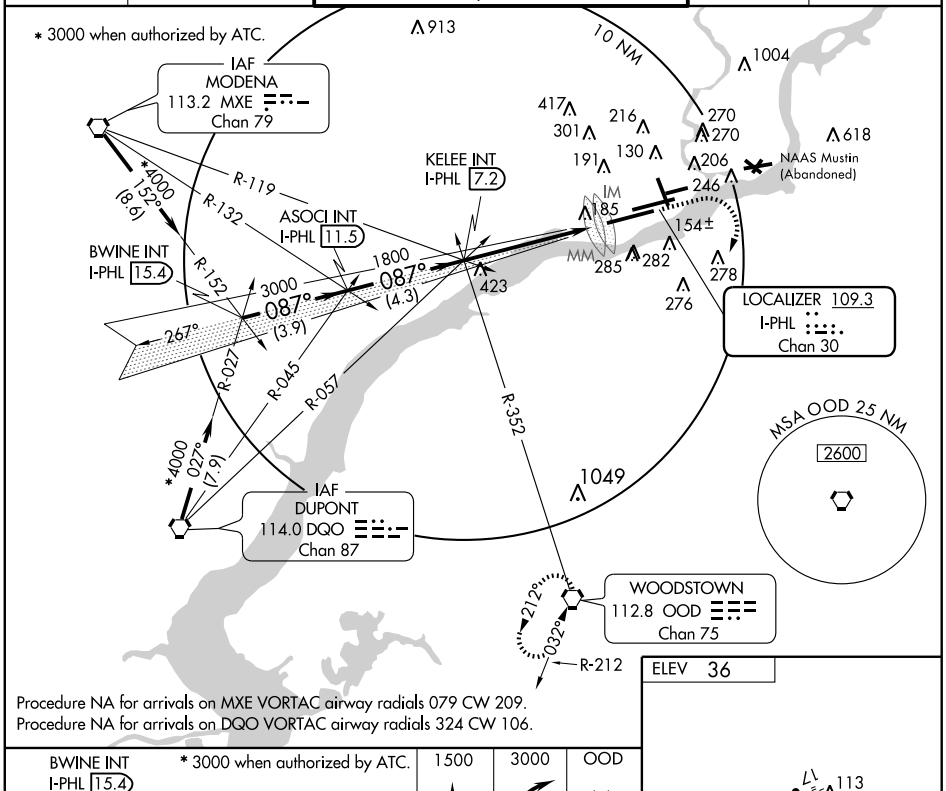
LOC/DME I-PHL	APP CRS	Rwy Idg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT III)
PHILADELPHIA INTL (PHL)

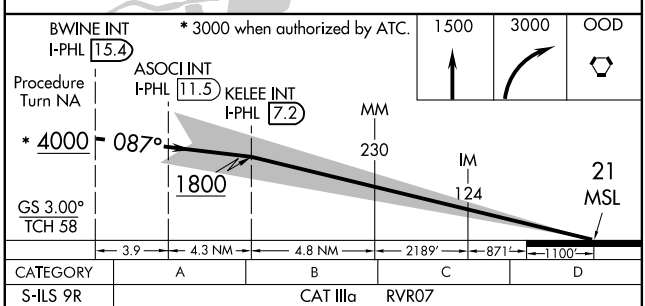
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



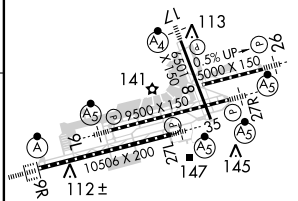
Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR07	
S-ILS 9R		CAT IIIb	RVR06	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 36



TDZE
21

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LLH	APP CRS	Rwy Idg	5000
111.55	263°	TDZE	38
Chan 52 (Y)		Apt Elev	38

ILS RWY 26

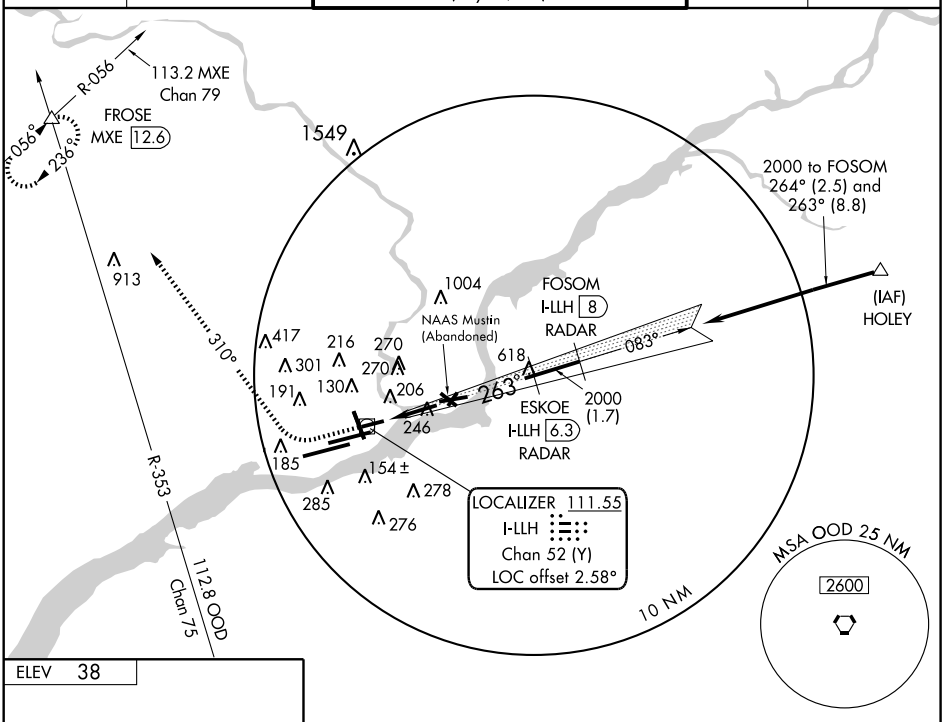
PHILADELPHIA INTL (PHL)

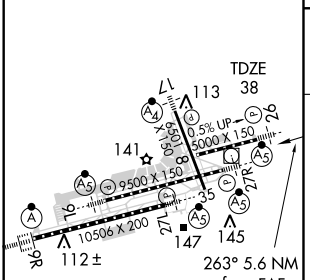
Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

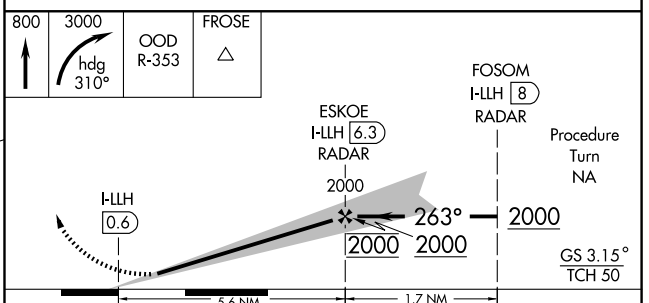
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 26	288/40 250 (300-¾)			NA
S-LOC 26	700/40 662 (700-¾)		700/60 662 (700-1¼)	NA
CIRCLING	700-1 662 (700-1)		700-1¾ 662 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PDP	APP CRS	Rwy Idg	9500
108.95	266°	TDZE	11
Chan 26 (Y)		Apt Elev	36

ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

1549
1004
417
301
216
270
270
130
246
206
191
185
MXE
R-115
388
618
2100
266°
(5.1)
3000
200°
(5.1)
108.2 ARD
Chan 19
(IAF)
MENGE
ARD 15
R-200
JALTO
I-PDP 6.1
(IF)
MRTIN INT
I-PDP 11.3
(IAF)
ENZEW
RBV 23.1
086°
(5.5)
154±
285
282
278
276

Procedure NA for arrivals at MENGE via V479 northbound.

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

10 NM

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

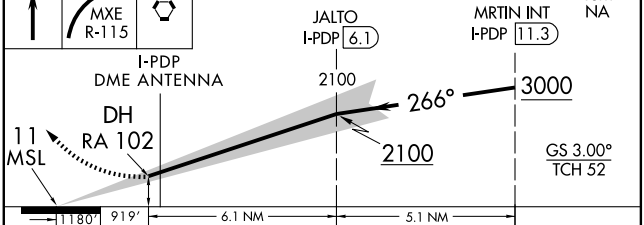
ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

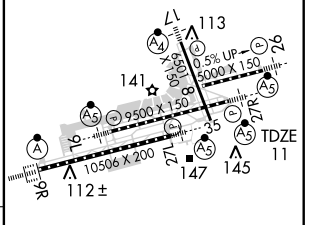
ELEV 36

1500	3000	MXE
	MXE R-115	

VGSI and ILS glidepath not coincident.

Procedure Turn NA



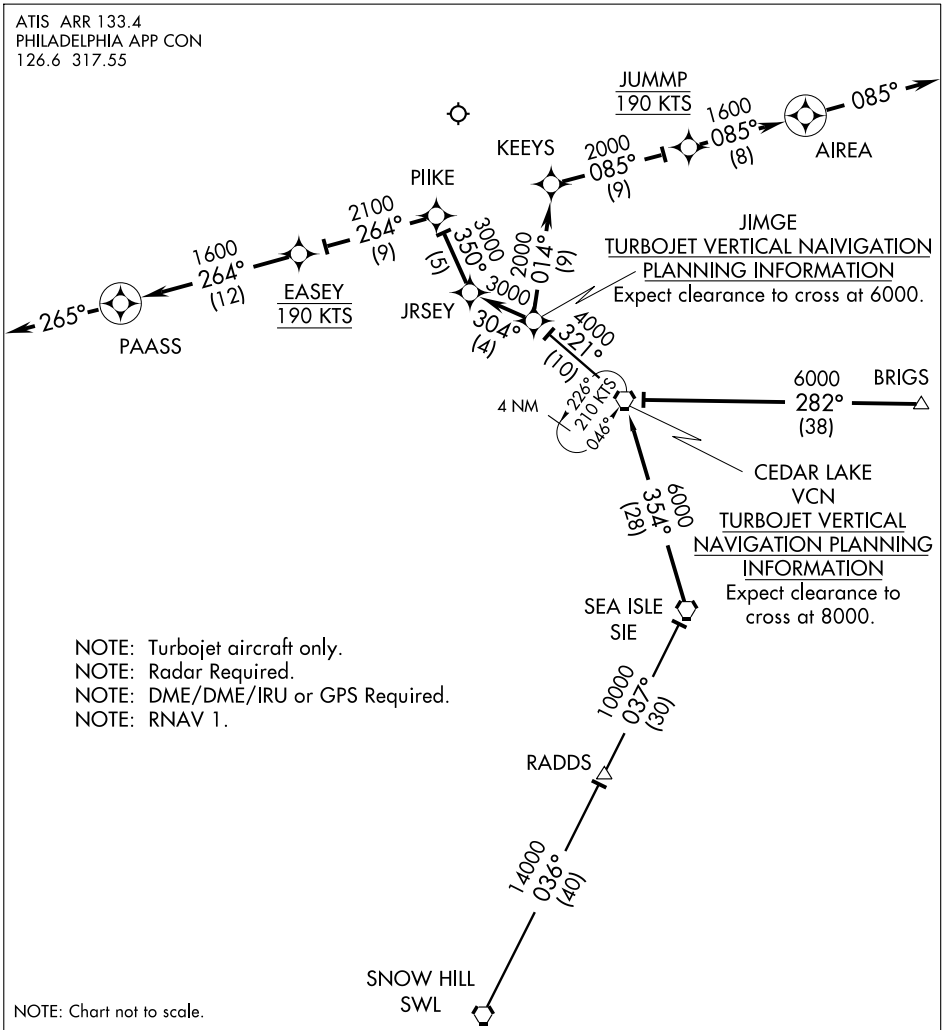


CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



BRIGS TRANSITION (BRIGS.JIMGE2):
SNOW HILL TRANSITION (SWL.JIMGE2):

Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

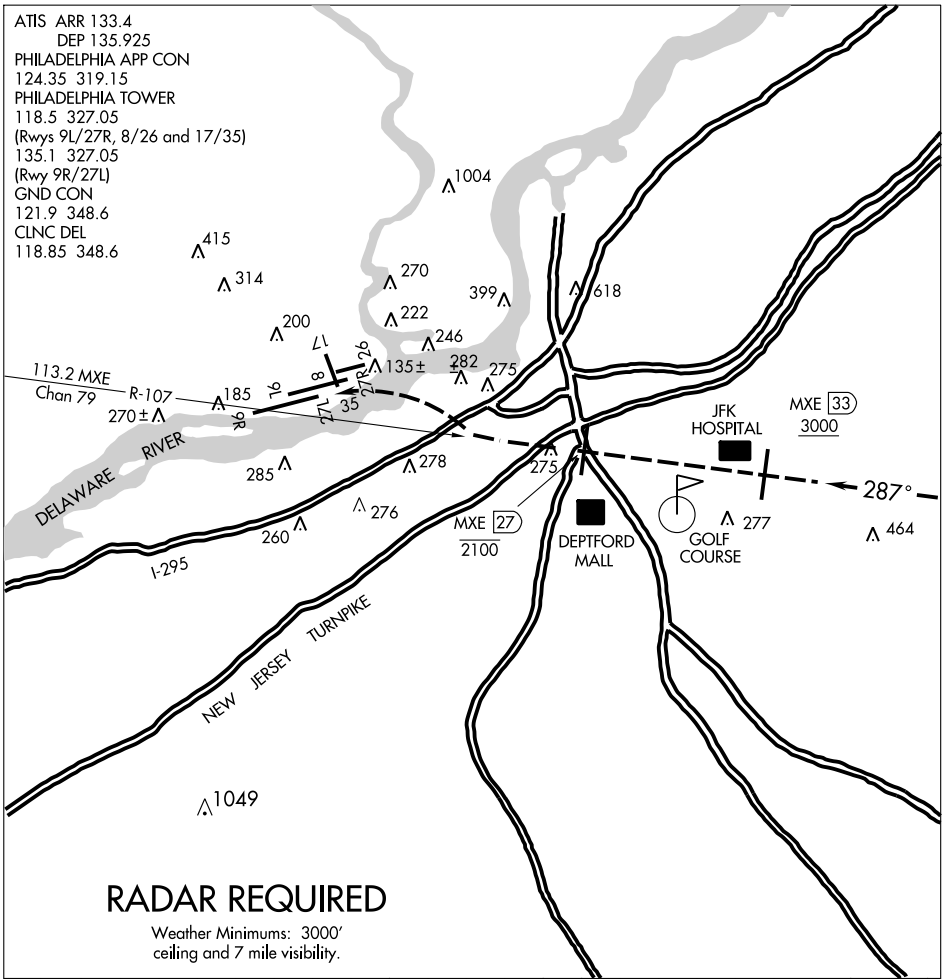
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA



LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

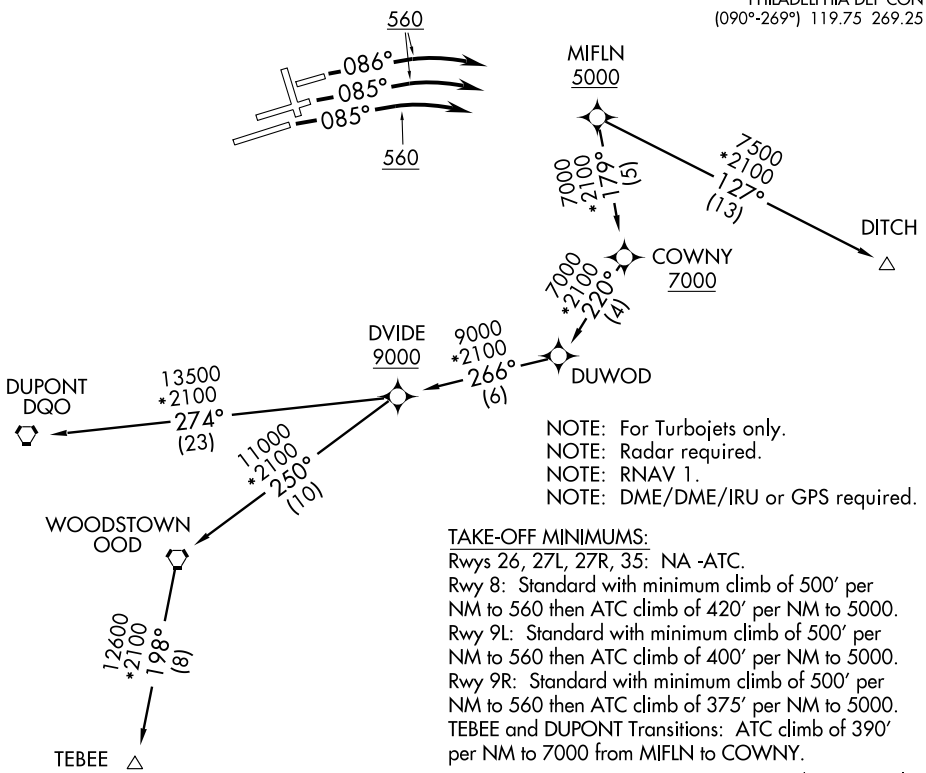
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MIFLN ONE DEPARTURE (RNAV)

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Crane 1 NM from DER, 868′ left of centerline, 197′ AGL/208′ MSL.
Multiple cranes beginning 5928′ from DER, 182′ right of centerline up to 210′ AGL/220′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline,12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25



NOTE: For Turbojets only.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKE-OFF MINIMUMS:
Rwys 26, 27L, 27R, 35: NA -ATC.
Rwy 8: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 420′ per NM to 5000.
Rwy 9L: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 400′ per NM to 5000.
Rwy 9R: Standard with minimum climb of 500′ per NM to 560 then ATC climb of 375′ per NM to 5000.
TEBEE and DUPONT Transitions: ATC climb of 390′ per NM to 7000 from MIFLN to COWNY.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

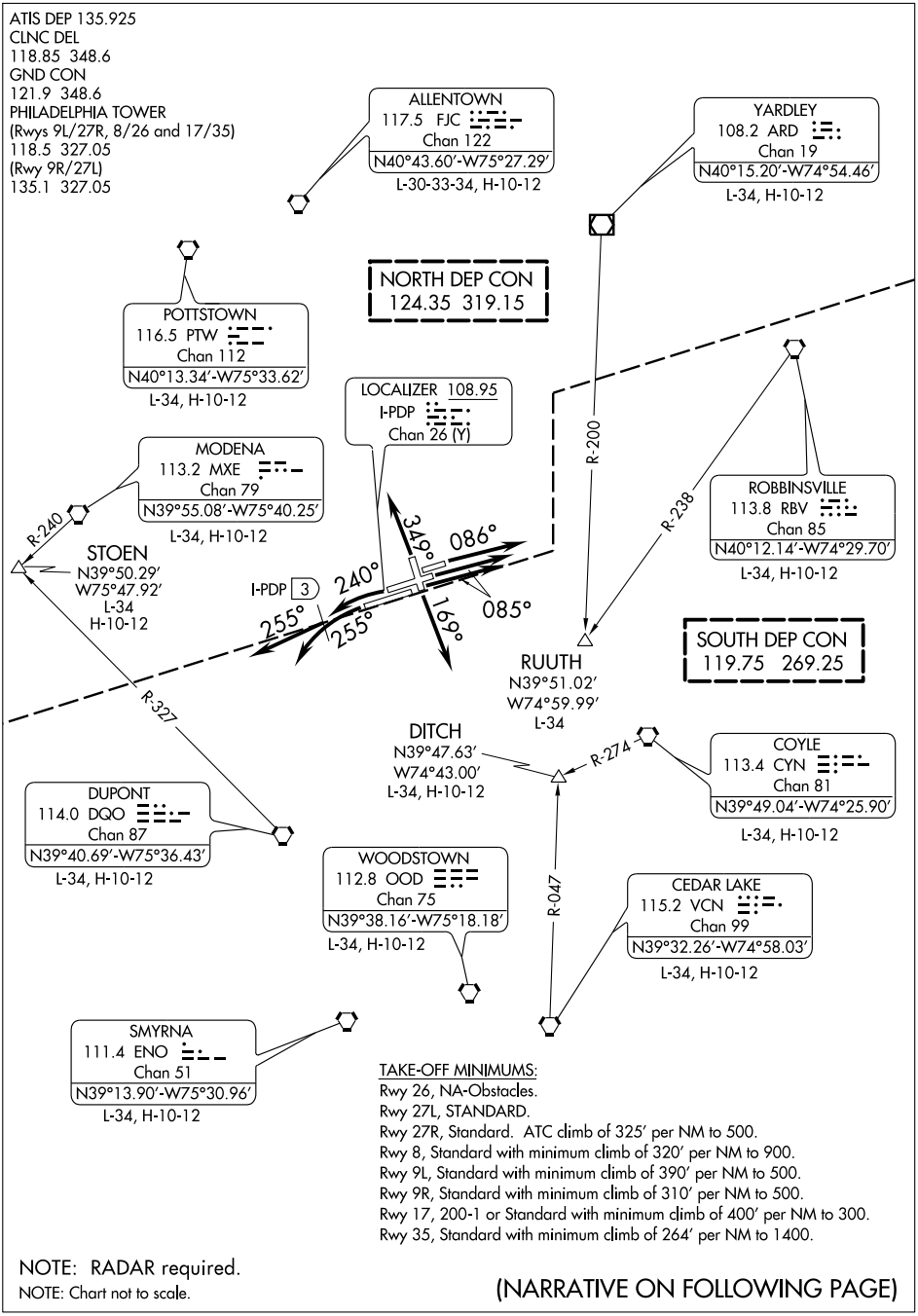
TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct MIFLN, thence....

....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (MIFLN1.DITCH):
DUPONT TRANSITION (MIFLN1.DQO):
TEBEE TRANSITION (MIFLN1.TEBEE):

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PHILADELPHIA EIGHT DEPARTURE



TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325' per NM to 500.
Rwy 8, Standard with minimum climb of 320' per NM to 900.
Rwy 9L, Standard with minimum climb of 390' per NM to 500.
Rwy 9R, Standard with minimum climb of 310' per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300.
Rwy 35, Standard with minimum climb of 264' per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010

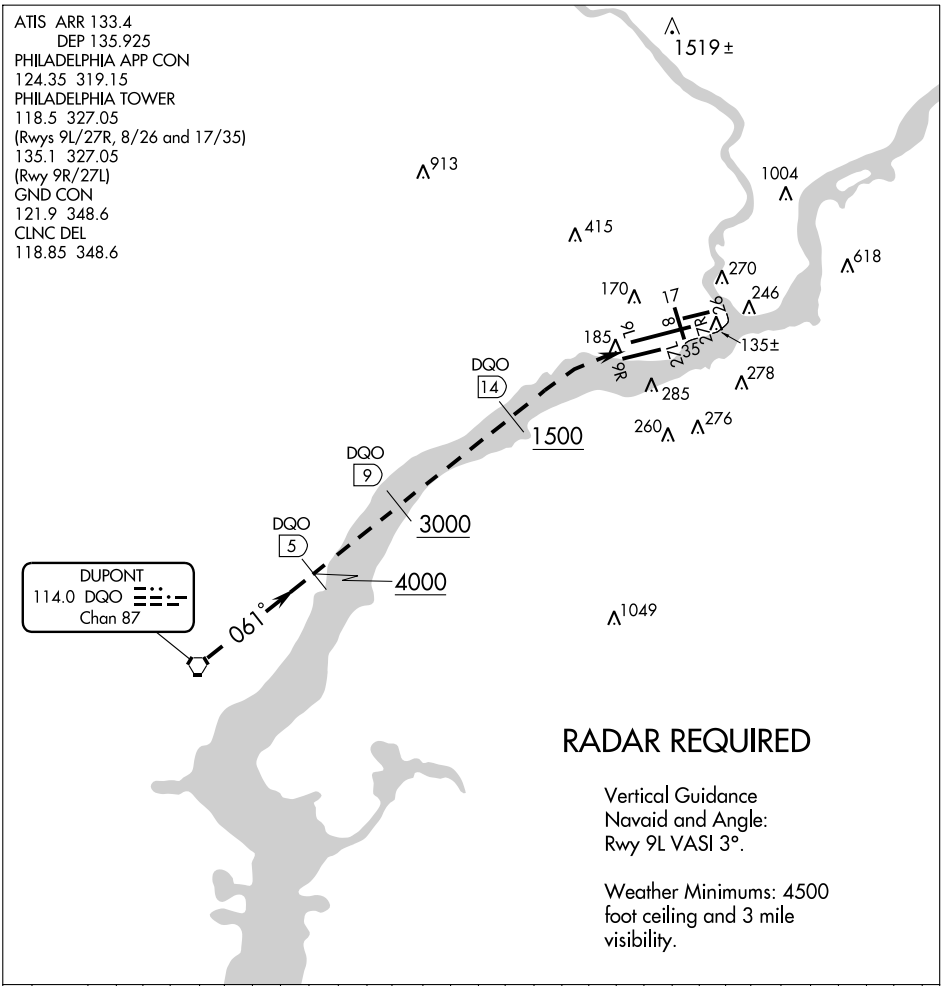
RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

WAAS	APP CRS	Rwy Idg	6501
CH 86222	169°	TDZE	10
W17A		Apt Elev	36

RNAV (GPS) RWY 17

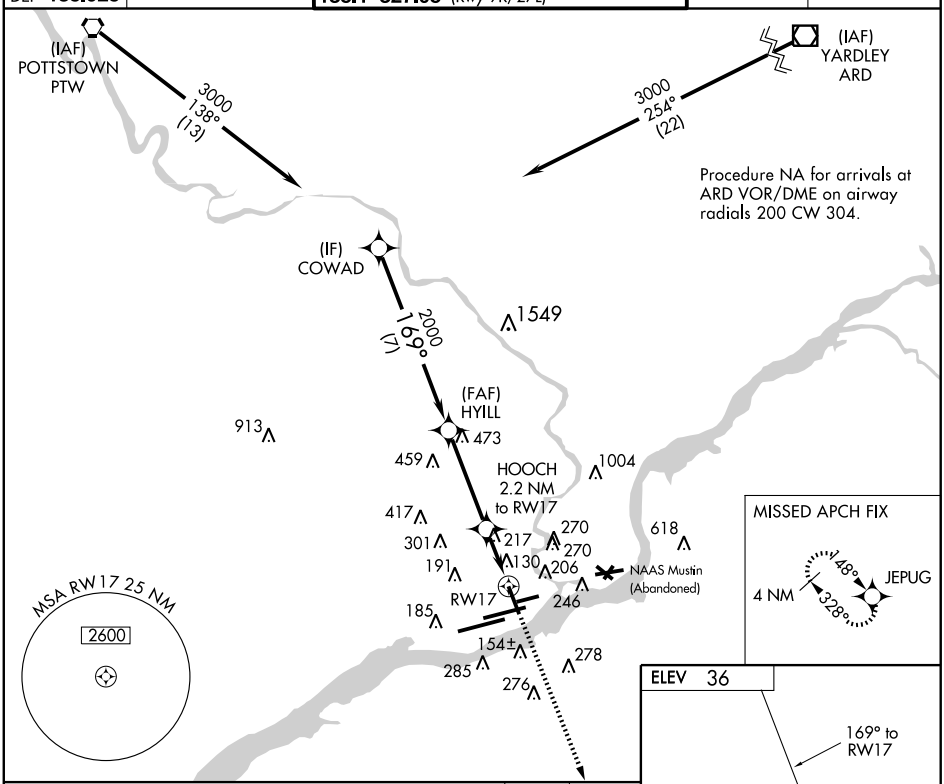
PHILADELPHIA INTL (PHL)

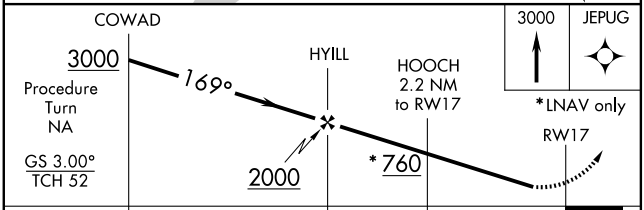
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
LPV DA	322/50	312 (300-1)		
LNAV/VNAV DA	634-2¼	624 (600-2¼)		
LNAV MDA	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE 057° 237° 4 NM

1549 913 1004 1049

(IAF) MENGE 3300 200° (4.8)

(IAF) ENZEW 3300 269° (5.4)

2000 266° (5.1)

417 301 216 270 399 618 130 206 191 334° 185 246

(FAF) KANKE

ZOKAR 3 NM to RW26

RW26

(IF) FERIN

FERTA 285 154± 278 276

3300 349° (9.6)

(IAF) ALBEK

MSA RW 26 25 NM 2600

ELEV 36

266° to RW26

TDZE 36

113 141 112± 147 145

10506 X 200 9500 X 150 8500 X 150 5000 X 150 0.5% UP

3000	FERTA	trk 334°	FROSE

KANKE FERIN 3300 266° 2000 1040 3.06° TCH 50

ZOKAR 3 NM to RW26 1.2 NM to RW26 RW26

Procedure Turn NA

1.2 1.8 2.9 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	500/40 464 (500-¾)			NA
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10506
CH 97322	266°	TDZE	10
W27A		Apt Elev	36

RNAV (GPS) RWY 27L

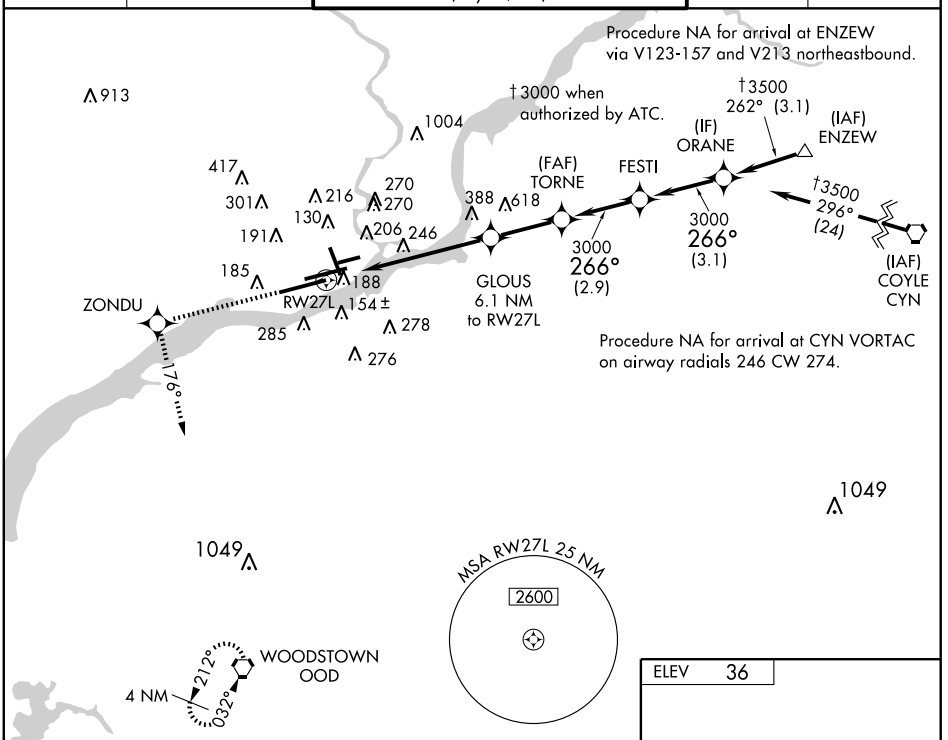
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

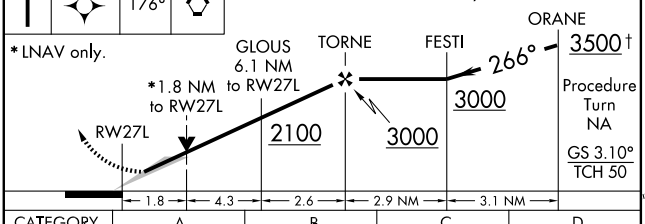
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		



3000	ZONDU	trk 176°	OOD

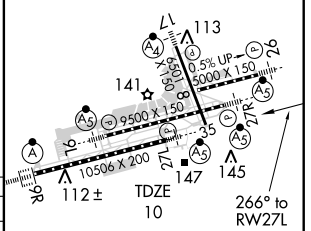
VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA	260/24 250 (300-½)			
LNAV/ VNAV DA	458/50 448 (500-1)			
LNAV MDA	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

ELEV 36



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9500
CH 90122	266°	TDZE	11
W27B		Apt Elev	36

RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

MISSED APCH FIX

MODENA

MXE

055° 235° 4 NM

†3000 when authorized by ATC.

1549 913 1004

3000 266° (2.8) †3500 267° (2.8) (IAF) ENZEW

(IF) DUCVA

2100 266° (5.1) MRTIN

(FAF) JALTO

RW27R

LANDI

292°

417 301 216 191 130 185 285 276 270 270 206 246 188 154± 278 399 618

Procedure NA for arrivals at ENZEW via V123-157 and V213 northeastbound.

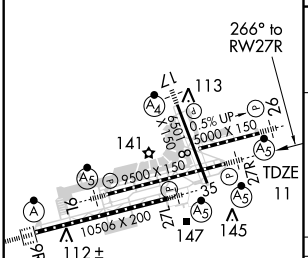
MSA RW27R 25 NM

2600

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 36

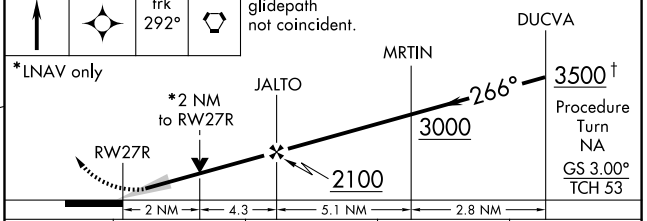


REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

3000	LANDI	trk 292°	MXE

VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24 709 (700-½)		720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1 684 (700-1)		720-2 684 (700-2)	720-2¼ 684 (700-2¼)

APP CRS	Rwy Idg	6501
349°	TDZE	14
	Apt Elev	36

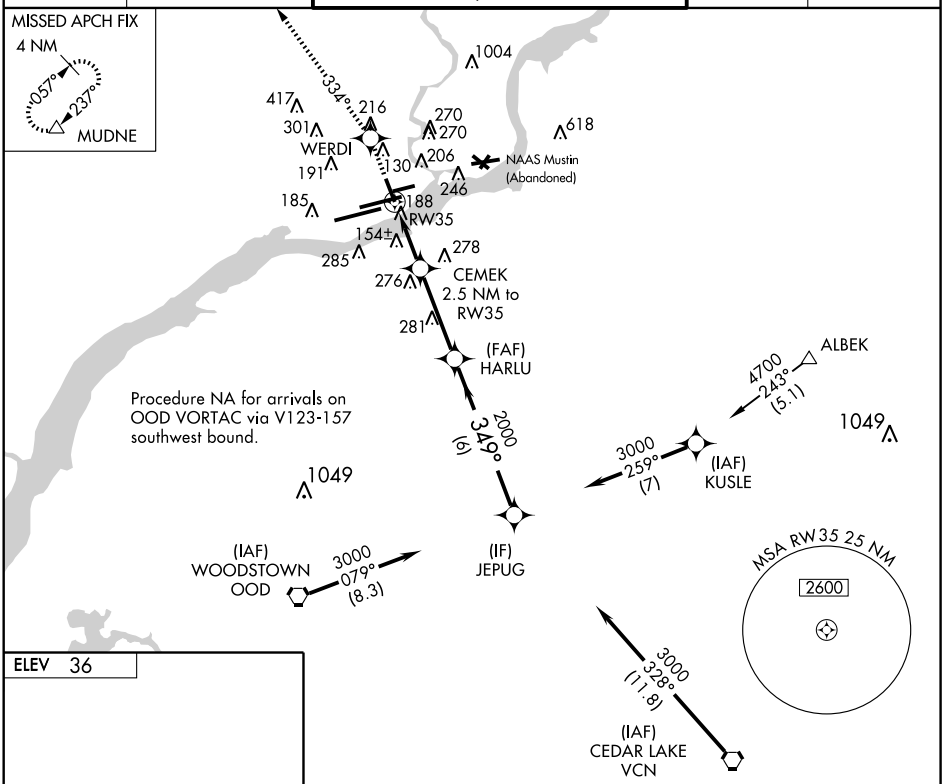
RNAV (GPS) RWY 35

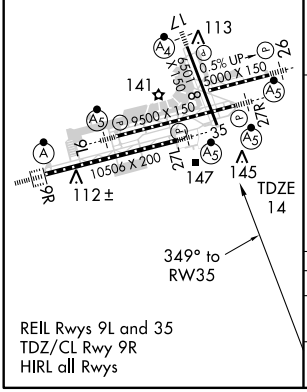
PHILADELPHIA INTL (PHL)

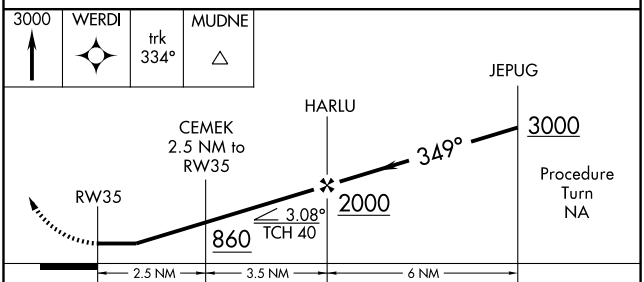
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







CATEGORY	A	B	C	D
LNAV MDA	440/50 426 (500-1)		440/60 426 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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RNAV (GPS) Y RWY 9L

PHILADELPHIA INTL (PHL)

WAAS	APP CRS		
CH 45523	085°	Rwy Idg	9500
W09B		TDZE	13
		Apt Elev	36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
*3000 when authorized by ATC.

(IAF) MODENA MXE
*4000
152° (8.4)

(IF) QWEST
3000
085° (3.9)

OBEKE
2100
085° (4.4)

(FAF) ANNET

LANDI
2.2 NM to RW09L

RW09L

JALTO

189°

ZURKU

252°

MSA RW09L 25 NM
2600

*4000
026° (8.1)

(IAF) DUPONT DQO

WOODSTOWN OOD

4 NM
212°
032°

Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

913 1004 417 301 216 270 270 618 191 130 206 246 185 285 154 ± 278 423 276 1049

NE-4, 21 OCT 2010 to 18 NOV 2010

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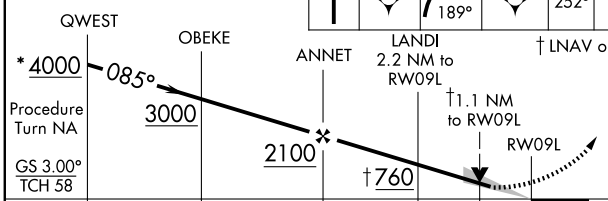
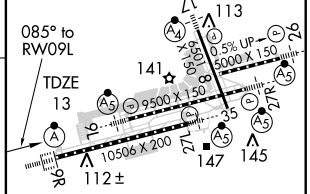
VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.

3000	JALTO	trk 189°	ZURKU	trk 252°	OOD

† LNAV only.





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	471/50 458 (500-1)			
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

WAAS	APP CRS	Rwy Idg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

(IAF) MODENA MXE

*4000 153° (8.6)

* 3000 when authorized by ATC.

(IF) BWINE

3000 085° (3.9)

ASOCI

1800 085° (4.3)

(FAF) KELEE

BALDN 2.3 NM to RW09R

RW09R

FENOR

ZURKU

180°

252°

(IAF) DUPONT DQO

*4000 027° (7.9)

MSA RW09R 25 NM

2600

WOODSTOWN OOD

4 NM 212° 032°

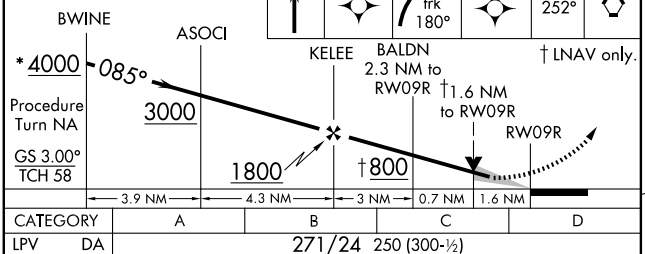
Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

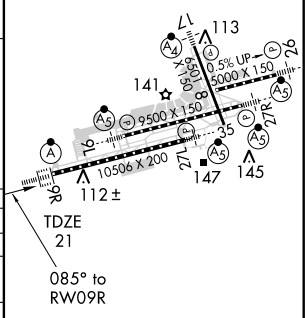
913 1004 417 301 216 270 270 618 191 130 206 246 185 270 154 ± 278 285 276 1049

ELEV 36

* 3000 when authorized by ATC.	3000	FENOR	trk 180°	ZURKU	trk 252°	OOD

† LNAV only.





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	271/24 250 (300-½)			
LNAV/VNAV DA	473/50 452 (500-1)			
LNAV MDA	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
085°	TDZE	13
	Apt Elev	36

RNAV (RNP) Z RWY 9L

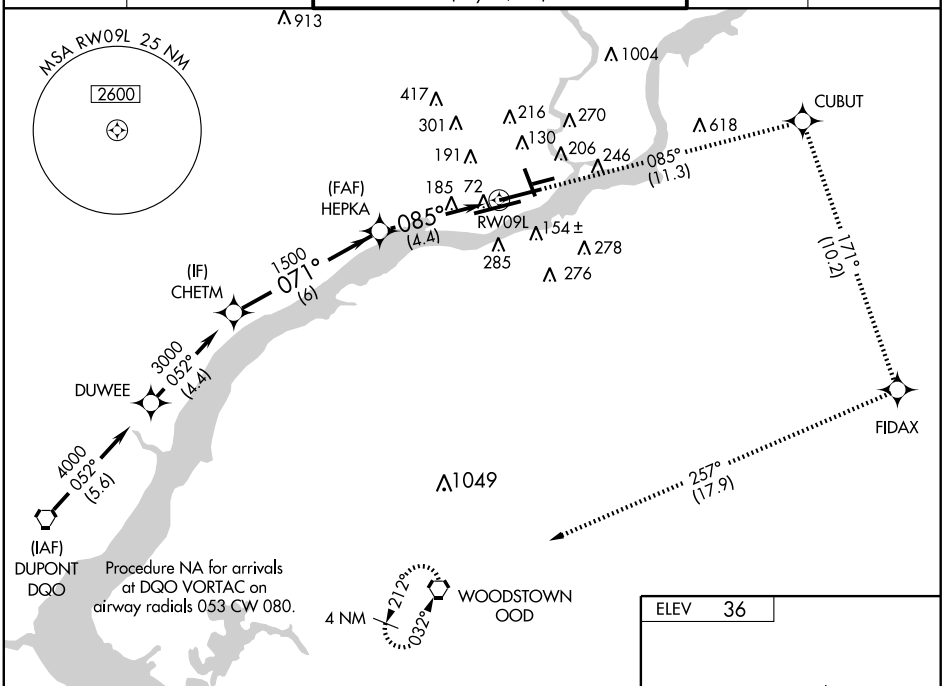
PHILADELPHIA INTL (PHL)

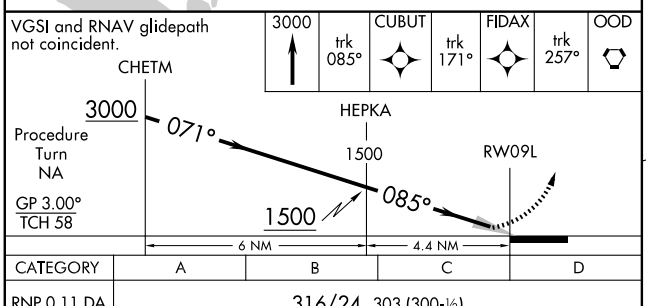
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

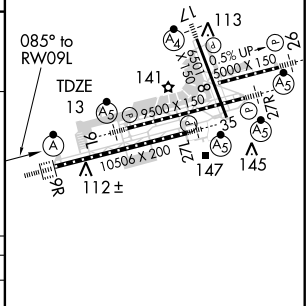
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
RNP 0.11 DA	316/24 303 (300-½)			
RNP 0.30 DA	394/40 381 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10506
085°	TDZE	21
	Apt Elev	36

RNAV (RNP) Z RWY 9R

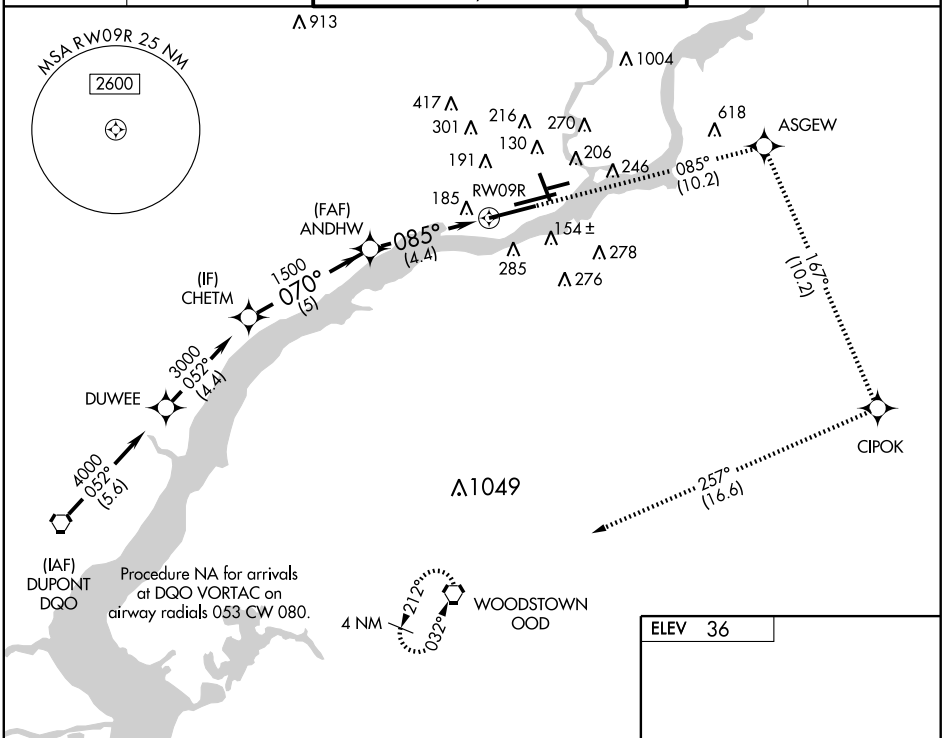
PHILADELPHIA INTL (PHL)

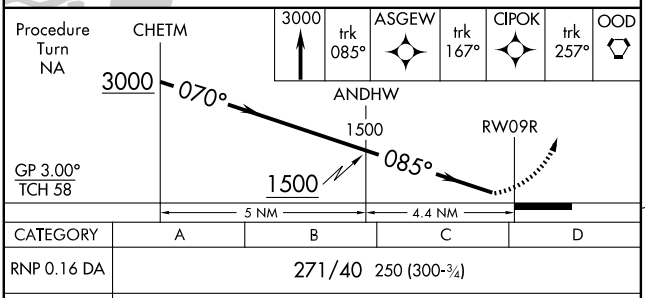
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

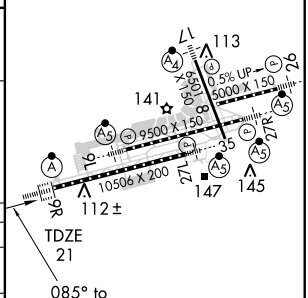
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		





CATEGORY	A	B	C	D
RNP 0.16 DA	271/40 250 (300-¾)			
RNP 0.30 DA	460/50 439 (500-1)			

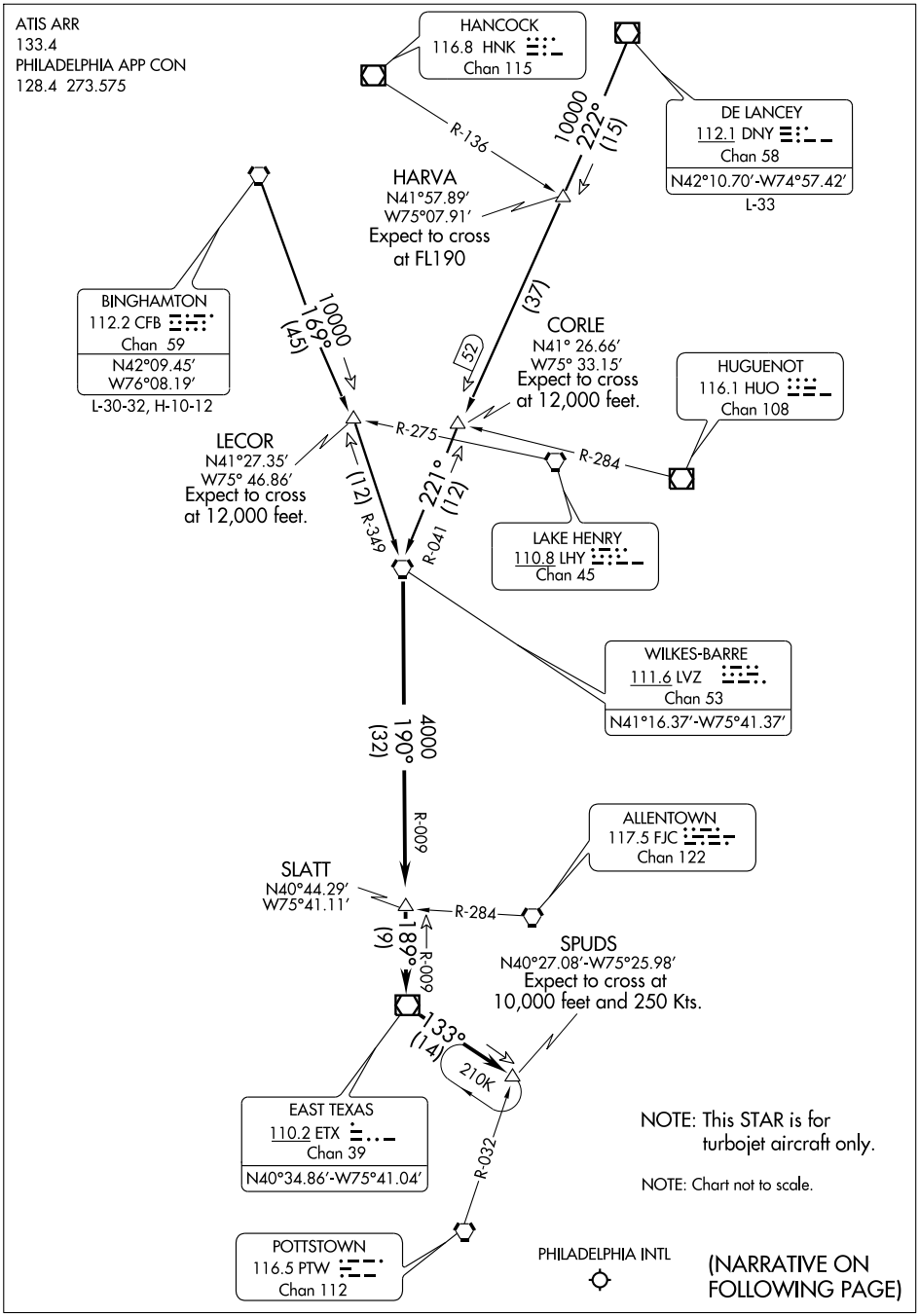
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SLATT THREE ARRIVAL



NE-4, 21 OCT 2010 to 18 NOV 2010

SLATT THREE ARRIVAL
(LVZ.SLATT3) 07354
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

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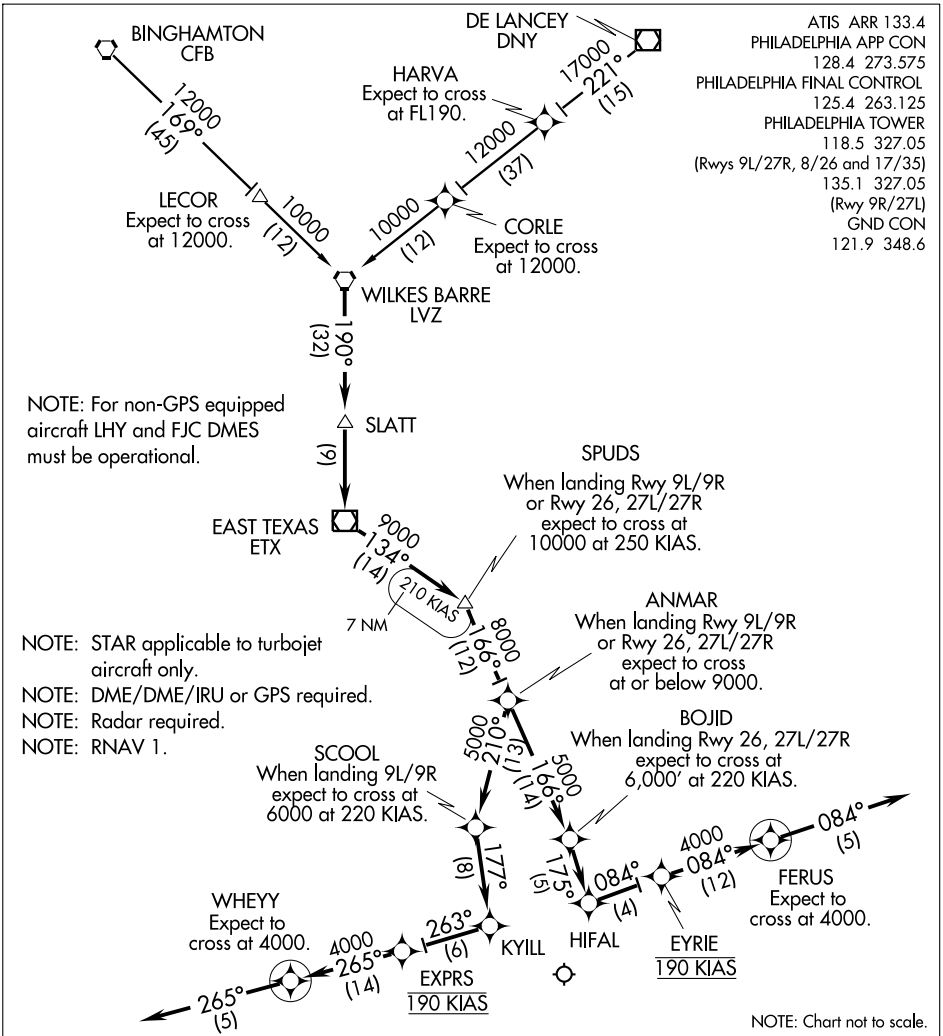
SPUDS TWO ARRIVAL (RNAV)



ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6

BINGHAMTON TRANSITION (CFB.SPUDS2):
DE LANCEY TRANSITION (DNY.SPUDS2):

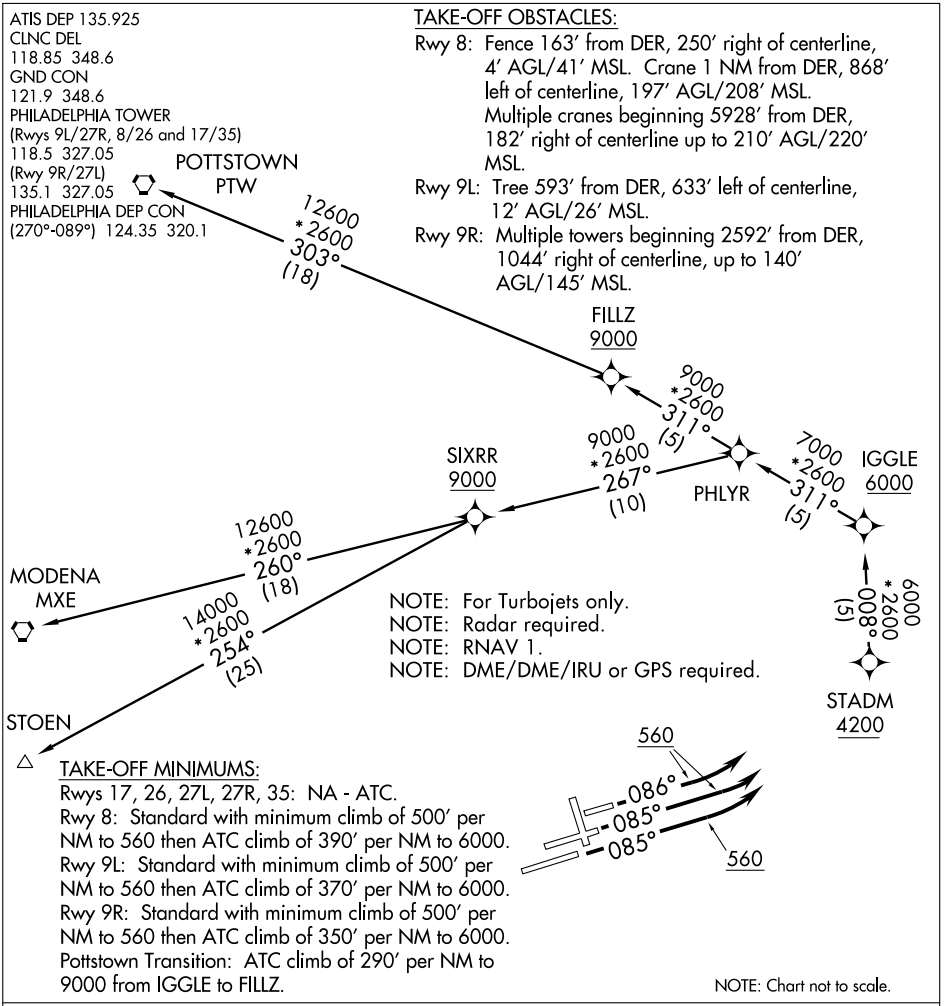
. . . . From LVC VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. Expect radar vectors to final approach course.

LANDING RWY 9L/9R: Then on track 209° to SCOOL, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010

STADM ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then left turn direct STADM, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then left turn direct STADM, thence....

.... (Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

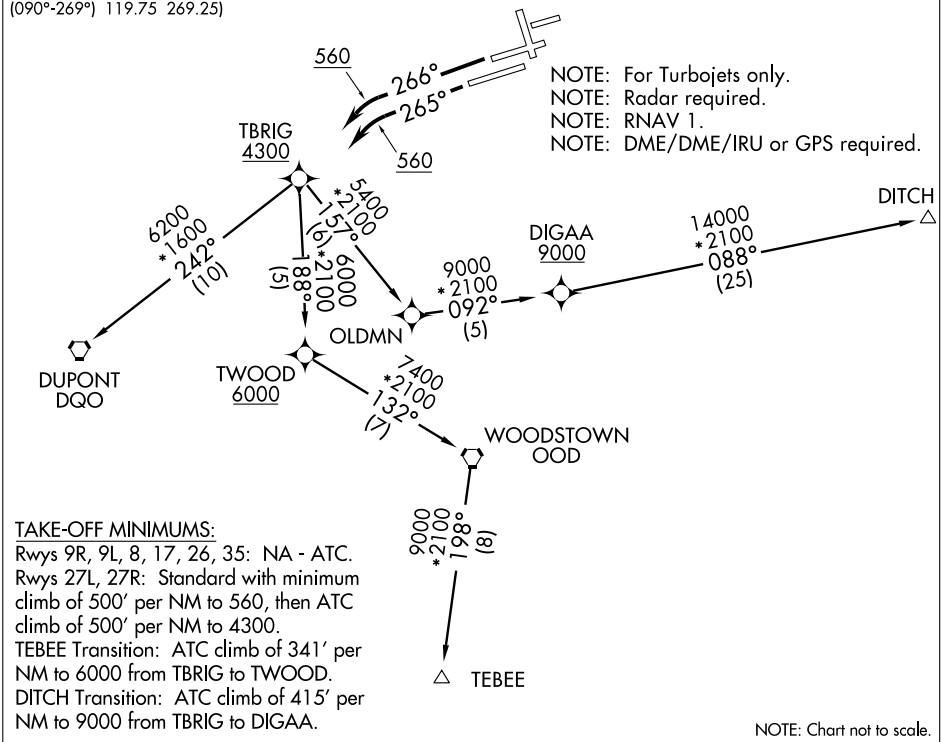
MODENA TRANSITION (STADM1.MXE):
POTTSTOWN TRANSITION (STADM1.PTW):
STOEN TRANSITION (STADM1.STOEN):

NE-4, 21 OCT 2010 to 18 NOV 2010

TBRIG ONE DEPARTURE (RNAV)

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25)

TAKE-OFF OBSTACLES:
Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.



TAKE-OFF MINIMUMS:
Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300.
TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD.
DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence...
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence...

...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (TBRIG1.DITCH):
DUPONT TRANSITION (TBRIG1.DQO):
TEBEE TRANSITION (TBRIG1.TEBEE):

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

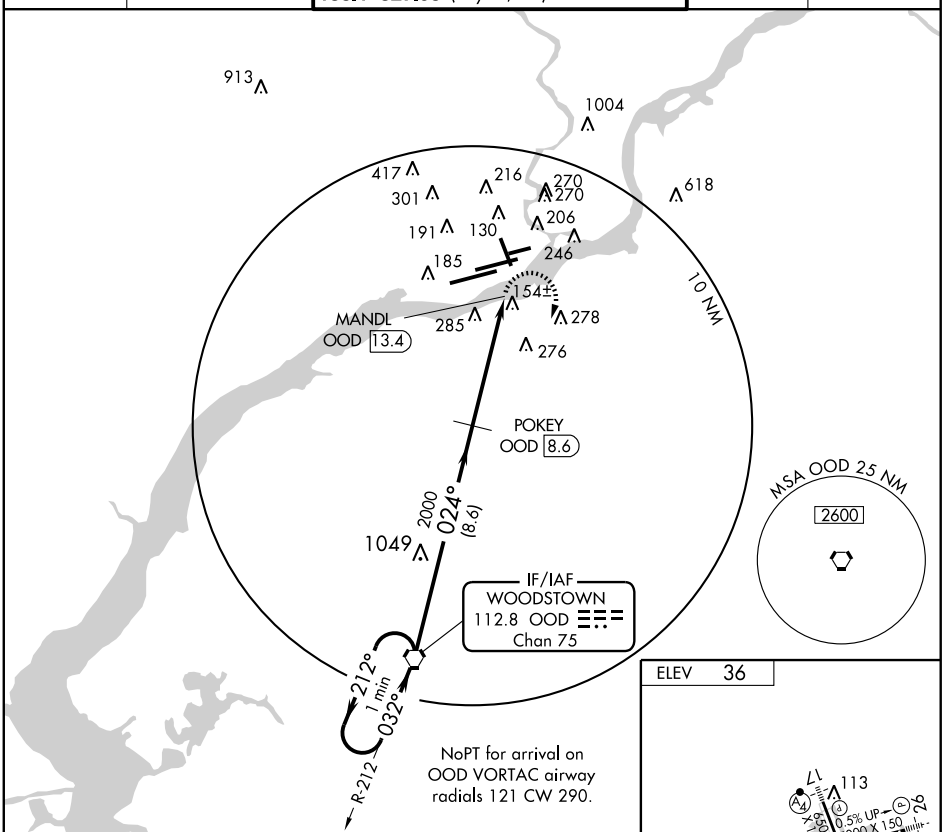
VORTAC OOD	APP CRS	Rwy Idg	N/A
112.8	024°	TDZE	N/A
Chan 75		Apt Elev	36

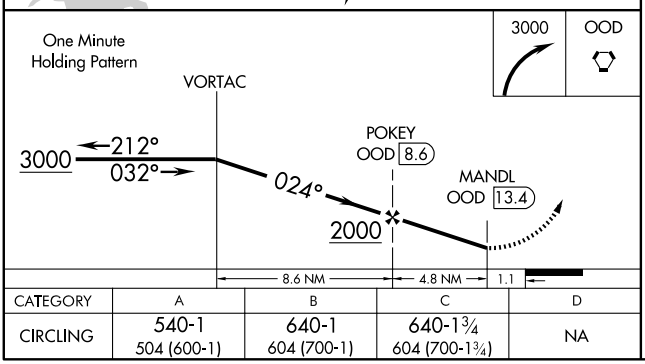
VOR/DME-A

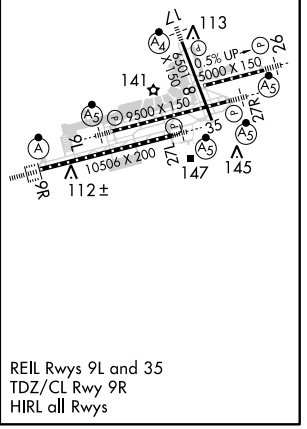
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		







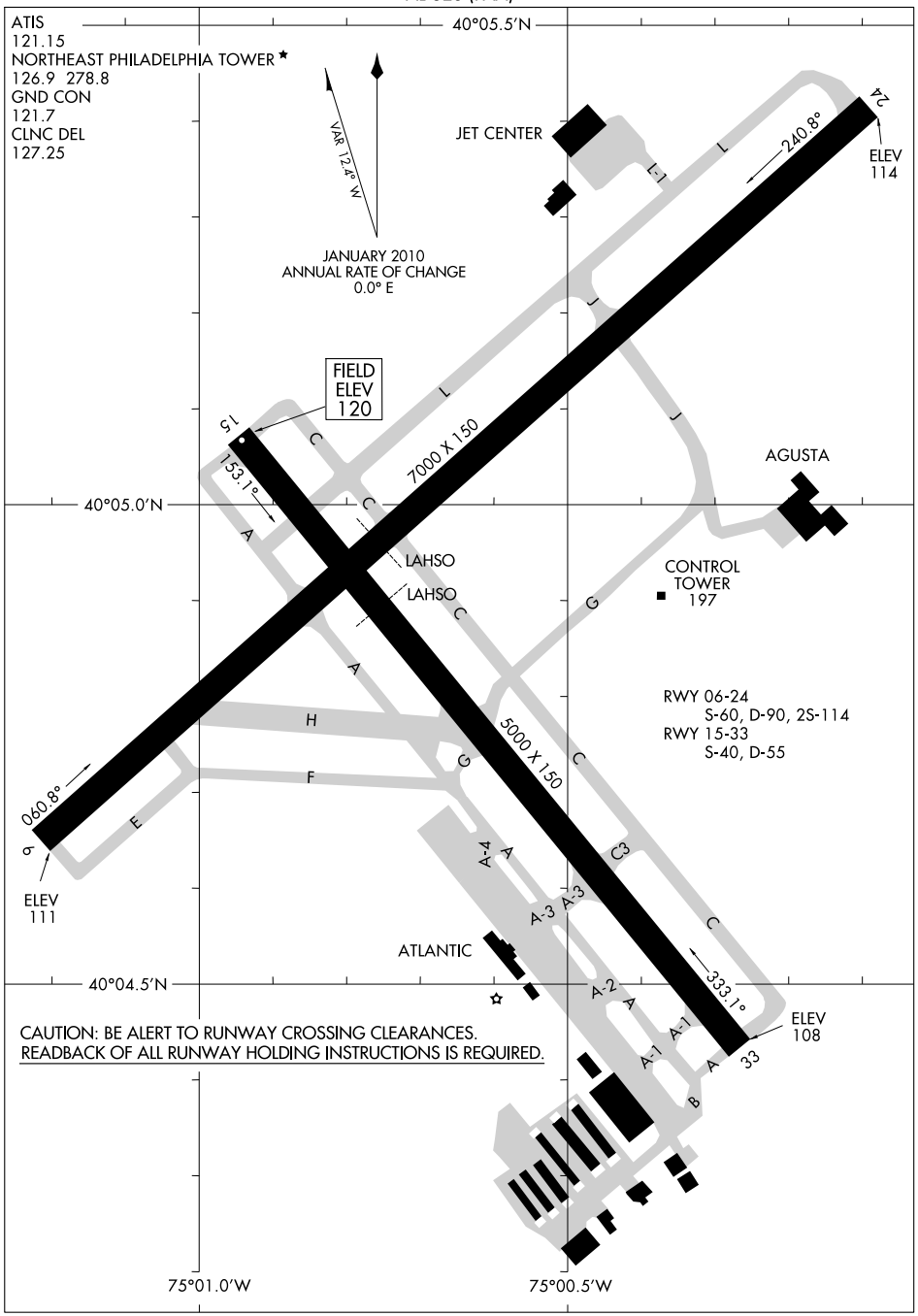
CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

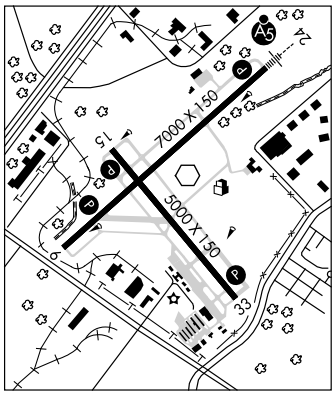
10210

PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE) 10 NE UTC−5(−4DT) N40°04.92′ W75°00.64′ NEW YORK H–10I, 12J, L–34G, A IAP, AD

120 B S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—See Remarks LRA
NOTAM FILE PNE

RWY 06–24: H7000X150 (ASPH–GRVD) S–60, D–90, 2S–114 HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.
RWY 24: MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Trees.
RWY 15–33: H5000X150 (ASPH–GRVD) S–40, D–55 MIRL
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	15–33	4150
RWY 33	06–24	3600

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to Part 121 air carrier and Part 135 scheduled service. Deer and birds on and invof arpt. Be alert for arpt vehicles when twr clsd. No military practice approaches without prior approval. TPA aircraft less than 12,500 lbs 1119(999), aircraft 12,500 lbs or more & all turbojet and turbine powered aircraft 1619(1499), rotary wing aircraft 919(799). Turbojet aircraft are confined to full length Rwy 06–24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive; unless winds are 110°–190° at 8 knots or more, this runway will not be assigned. Rwy 15 arrivals are requested to fly at or above glide path. Twys C and C3 to the AER 33 and Twy C3 restricted to design group 1 and 2 acft only. When twr clsd HIRL Rwy 06–24 preset on medium ints; ACTIVATE MALSR Rwy 24 and PAPI Rwy 06 and Rwy 15 and Rwy 24 and Rwy 33—CTAF. Ldg fee. U. S. Customs user fee arpt; 24 hr PPR notification by calling 215–698–3100.

WEATHER DATA SOURCES: ASOS (215) 677–0146.

COMMUNICATIONS: CTAF 126.9 **ATIS** 121.15 **UNICOM** 122.95
NORTH PHILADELPHIA RCO 122.6 122.2 (WILLIAMSPORT RADIO)
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** TF 800–354–9884
TOWER 126.9 (1100–0400Z‡) **GND CON** 121.7 **CLNC DEL** 127.25

AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 215° 11.3 NM to fld. 300/10W.
NORTH PHILADELPHIA (T) VOR 112.0 PNE N40°04.92′ W75°00.57′ at fld. NOTAM FILE PNE.
VOR unusable
061°–090° byd 9 NM blo 6000′ 246°–330° byd 6 NM blo 6000′
091°–199°
ILS 111.1 I–PNE Rwy 24. Class IA. (ILS unmonitored when tower closed). LOC backcourse unusable 15° left and right side of course.

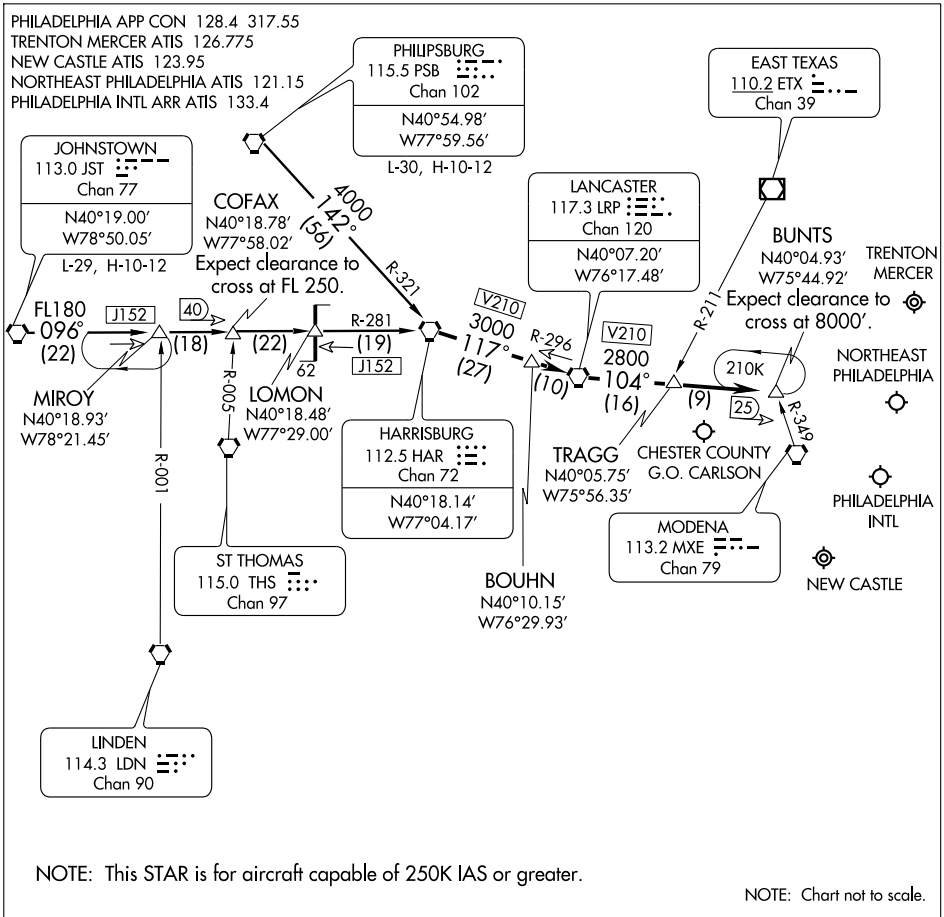
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

PENN'S LANDING HELIPORT (P72) 0 N UTC−5(−4DT) N39°56.24′ W75°08.48′ WASHINGTON

15 B S4 **FUEL** JET A NOTAM FILE IPT
HELIPAD H1: H68X68 (ASPH) PERIMETER LIGHTS (NSTD)
HELIPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2100Z‡, Sun on call. ACTIVATE NSTD perimeter lgts—123.025. Rwy H1 ingress 235°/315°, egress 055°/135°. Rwy H1 shallow surface depressions. Lgtd building 660′ north of pad. Helipad H1 yellow lgts on east and south sides only. Ldg fee.
COMMUNICATIONS: CTAF 122.9
PHILADELPHIA CLNC DEL TF 800–354–9884.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

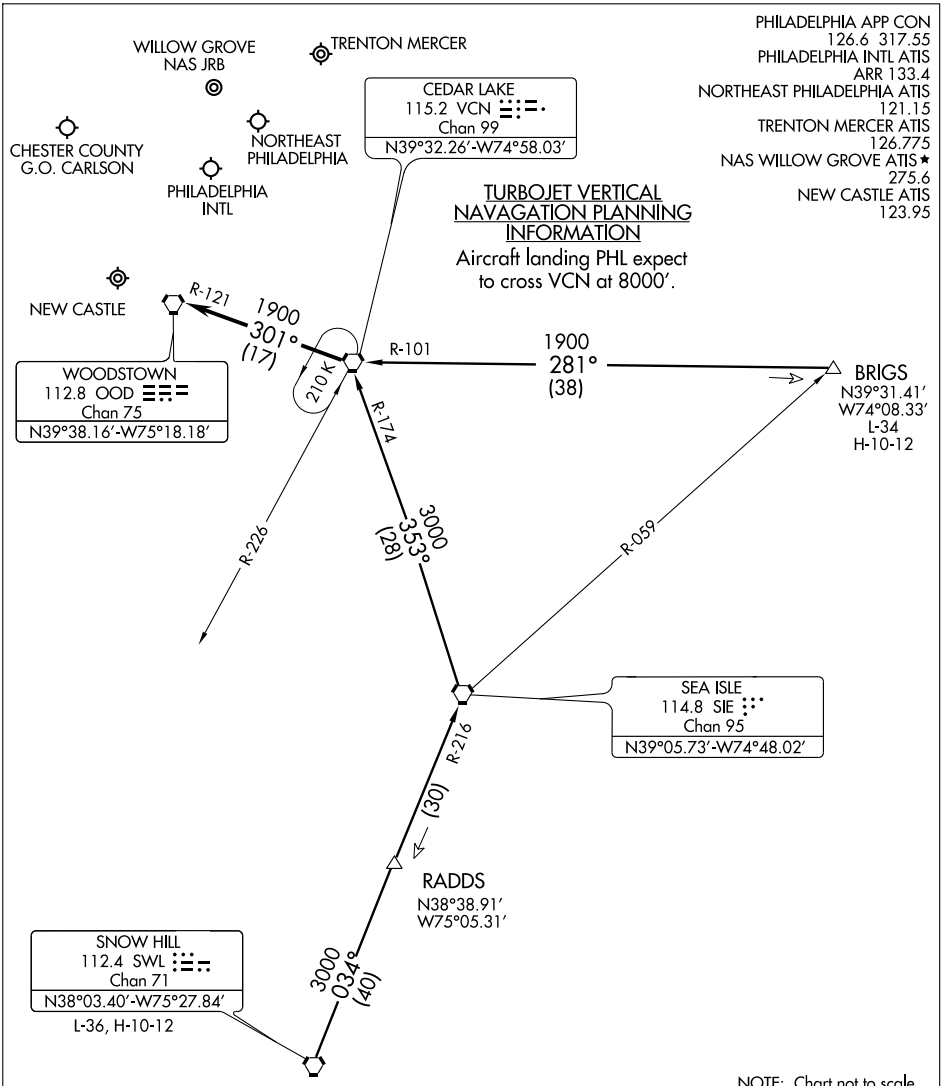
PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	240°	TDZE	116
		Apt Elev	121

ILS or LOC RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25

ALTERNATE MISSED APCH FIX
POTTSTOWN
116.5 PTW
Chan 112
R-290 110° 290°

IAF
ROBBINSVILLE
113.8 RBV
Chan 85

YARDLEY
108.2 ARD
Chan 19

10 NM

109° 289° R-109 060° 1 min 240° 060°

2100
125° (4.9)

2000
240°
(6)

R-125

R-284

2100 NoPT
284°
(14.6)

(IF/IAF)
FLITS INT

BORDA
INT

315

R-191
ARD

Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.

1049 590 400 409 380 329 246 289 210 315 998 589

NORTH PHILADELPHIA
112.0 PNE

LOCALIZER 111.1
I-PNE

MSA PNE 25 NM
180°
2600
2100
360°

ELEV 121
240° 5.7 NM from FAF
TDZE 116
252 194 149 140 180 154 142 172 200±
7000 X 150
5000 X 150
15
6
33
197

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

800 3000 ARD 108.2

BORDA 2000 240° 2000

FLITS One Minute Holding Pattern
060° 2100
240°

GS 3.00°
TCH 53

5.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 24	316-½ 200 (200-½)			
S-LOC 24	560-½ 444 (500-½)		560-¾ 444 (500-¾)	560-1 444 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOC I-PNE	APP CRS	Rwy Idg	7000
111.1	060°	TDZE	116
		Apt Elev	121

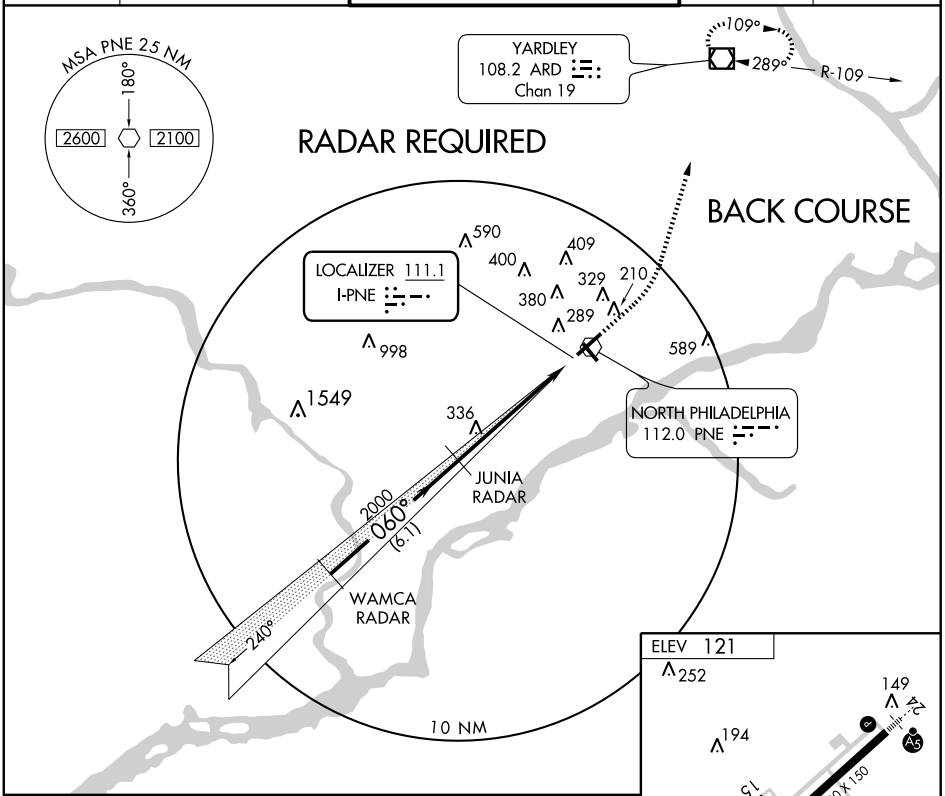
LOC BC RWY 6

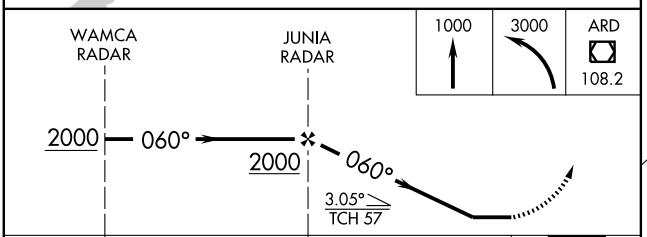
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

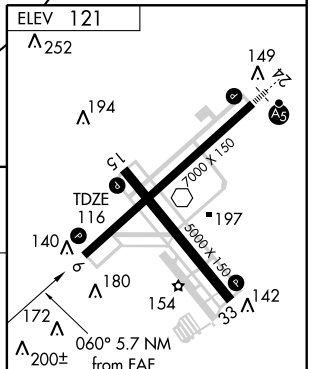
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 65622	060°	TDZE	116
W06A		Apt Elev	121

RNAV (GPS) RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25

RADAR REQUIRED

4 NM
061°
241°
FLITS

590 400 409 380 329 289 210 998 589 RW06 315 241± 1549 336

(FAF)
JUNIA
2000
060°
(6.1)

(IF)
WAMCA

MSA RW 06 25 NM
2600

ELEV 121
252 194 180 154 172 200± 142 197 140 116 TDZE 15 33 7000 X 150 5000 X 150 149 A5

060° to RW06

WAMCA JUNIA 2100 FLITS
2000 060° 2000 060°
*1.4 NM to RW06
* LNAV only
RW06
GS 3.00°
TCH 57
6.1 NM 4.3 NM 1.4

CATEGORY	A	B	C	D
LPV DA	490-1¼ 374 (400-1¼)			
LNAV/VNAV DA	540-1½ 424 (500-1½)			
LNAV MDA	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
153°	TDZE	121
	Apt Elev	121

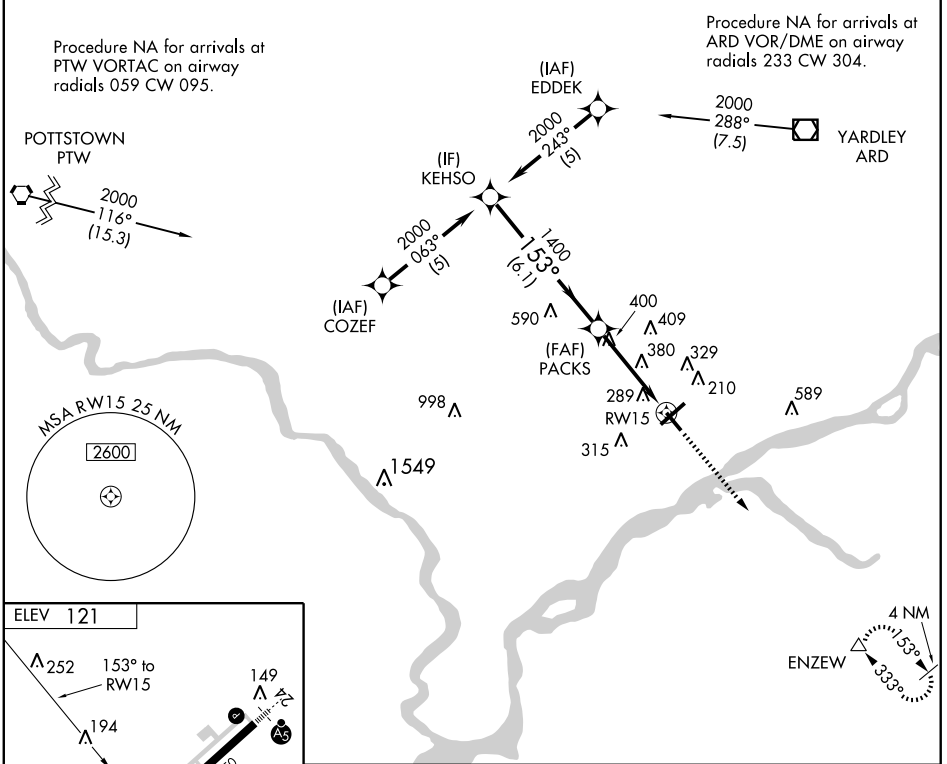
RNAV (GPS) RWY 15

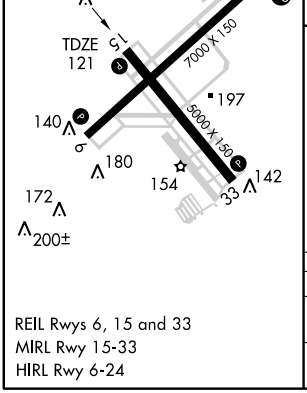
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

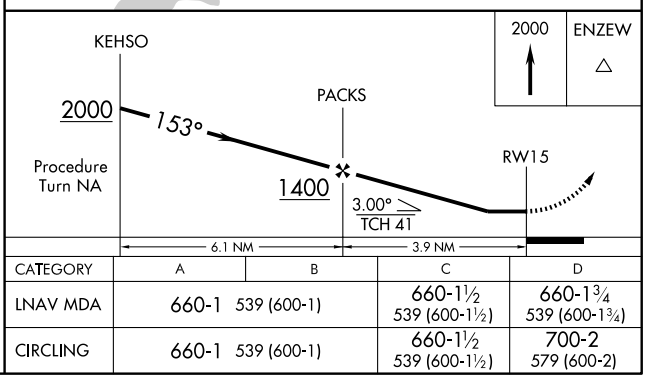
MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	660-1 539 (600-1)		660-1½ 539 (600-1½)	660-1¾ 539 (600-1¾)
CIRCLING	660-1 539 (600-1)		660-1½ 539 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
Ch 45504	240°	TDZE	116
W24A		Apt Elev	121

RNAV (GPS) RWY 24

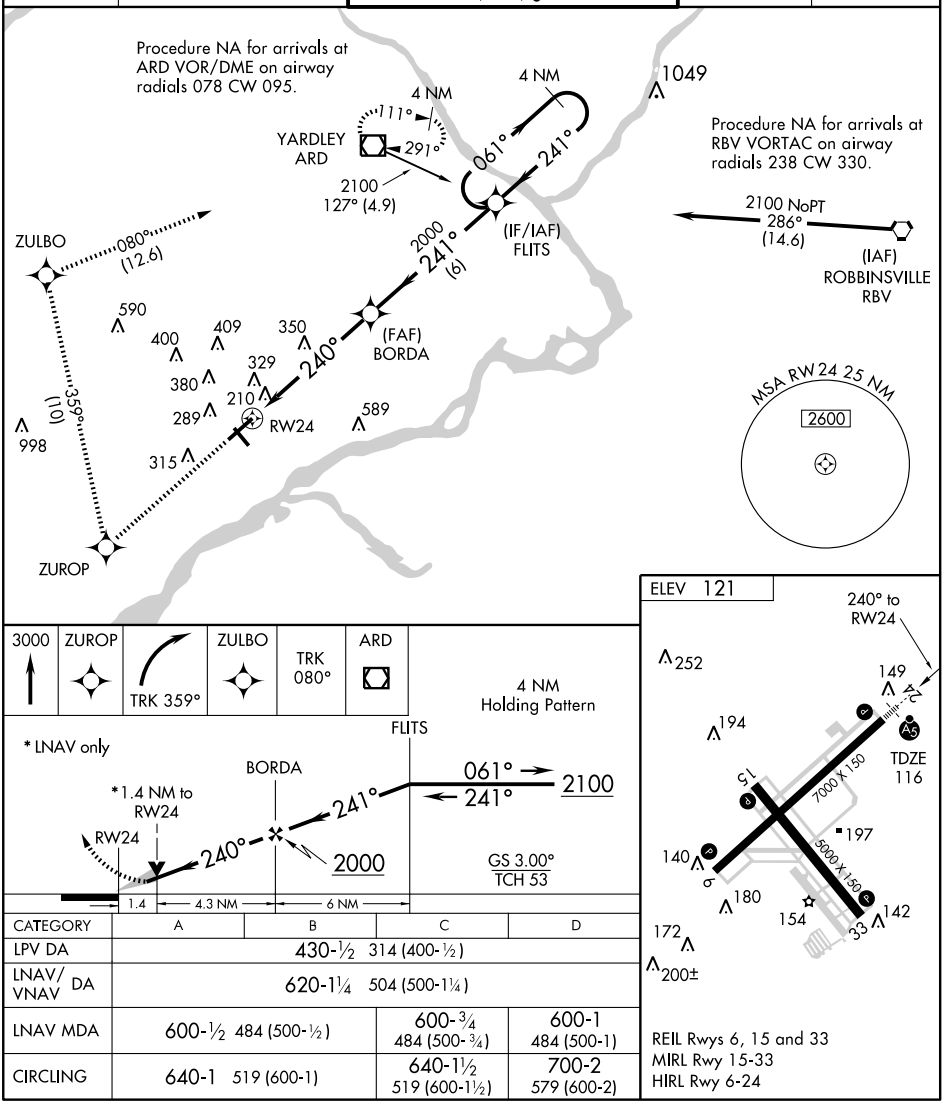
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) Ⓒ 278.8	121.7	127.25



CATEGORY	A	B	C	D
LPV DA	430-½ 314 (400-½)			
LNAV/ VNAV DA	620-1¼ 504 (500-1¼)			
LNAV MDA	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
333°	TDZE	109
	Apt Elev	121

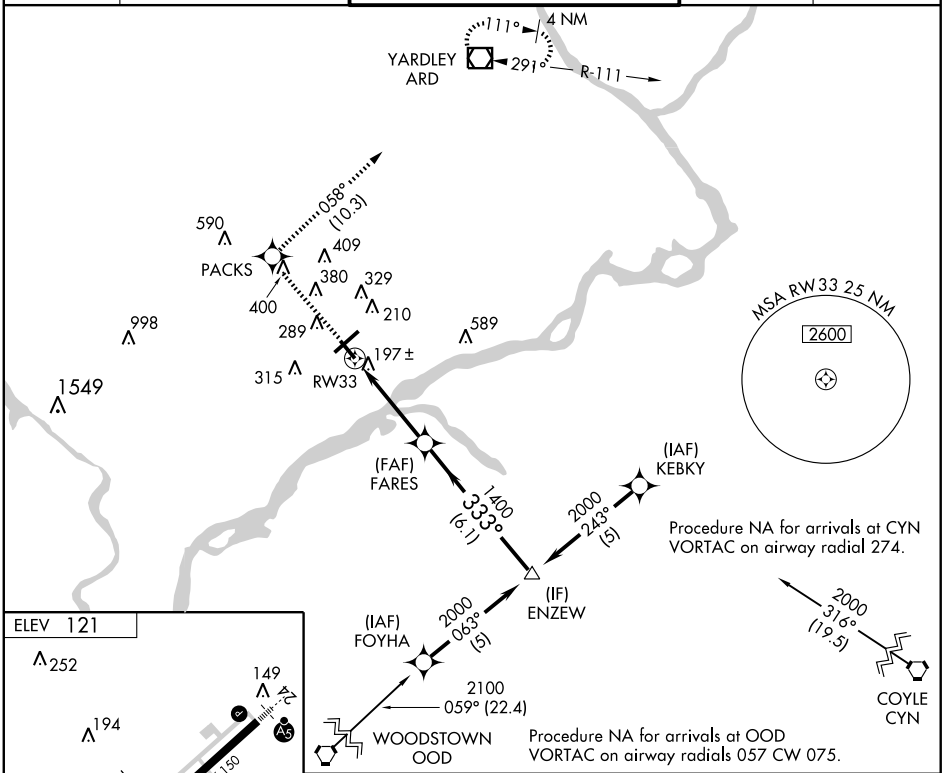
RNAV (GPS) RWY 33

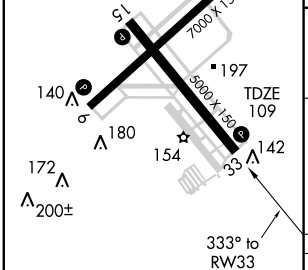
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

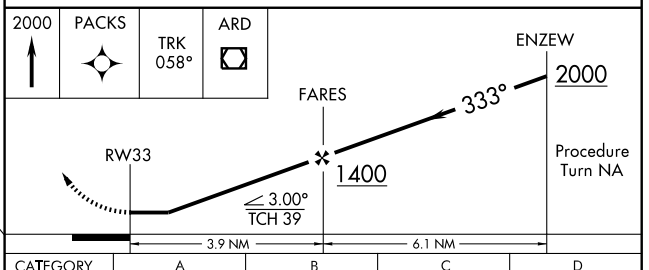
MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
LNAV MDA	480-1 371 (400-1)			480-1¼ 371 (400-1¼)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR PNE 112.0	APP CRS 065°	Rwy Idg 7000 TDZE 111 Apt Elev 121

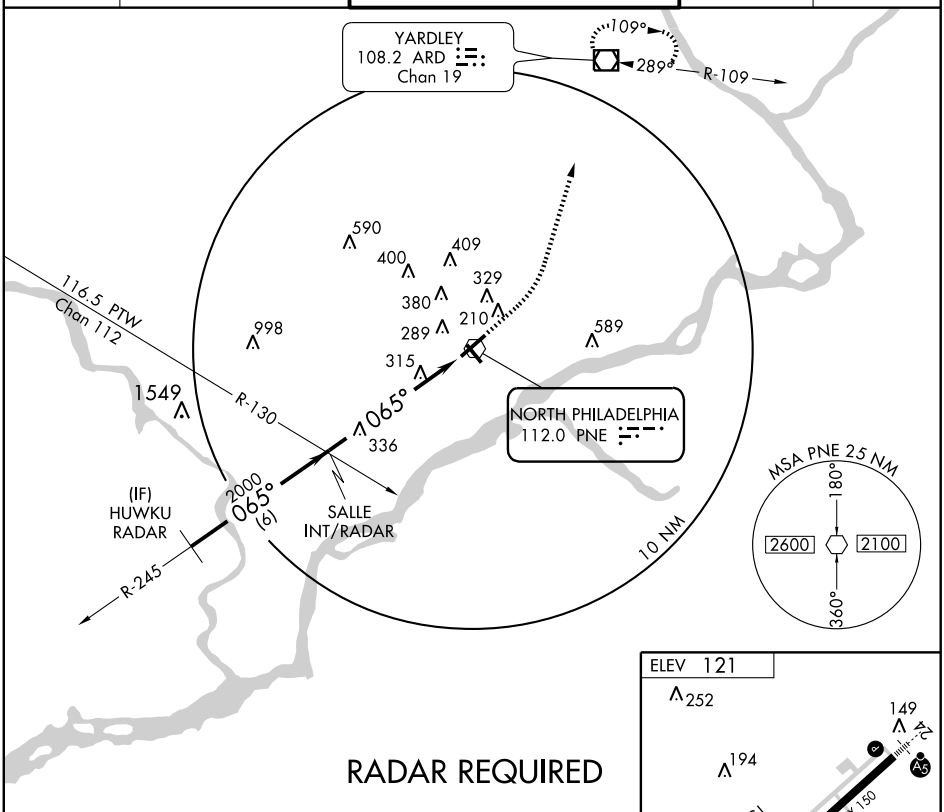
VOR RWY 6

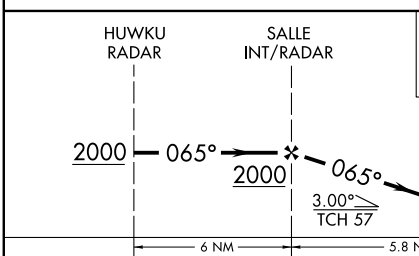
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

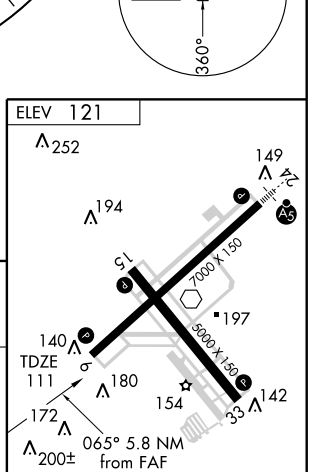
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) L 278.8	121.7	127.25







CATEGORY	A	B	C	D
S-6	600-1 484 (500-1)		600-1¼ 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR PNE 112.0	APP CRS 235°	Rwy Idg 7000 TDZE 116 Apt Elev 121

VOR RWY 24

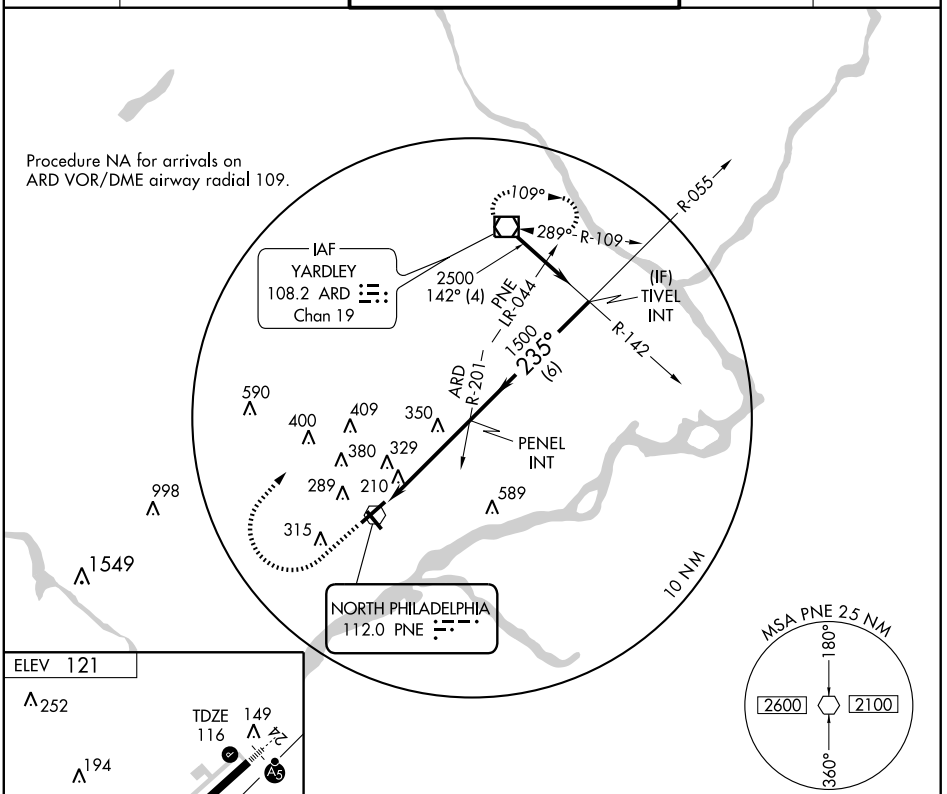
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

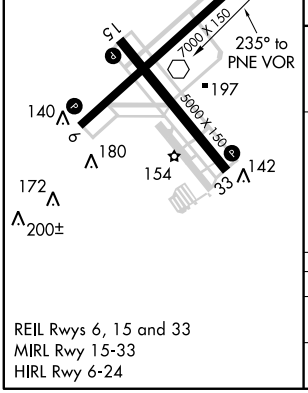
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALSR

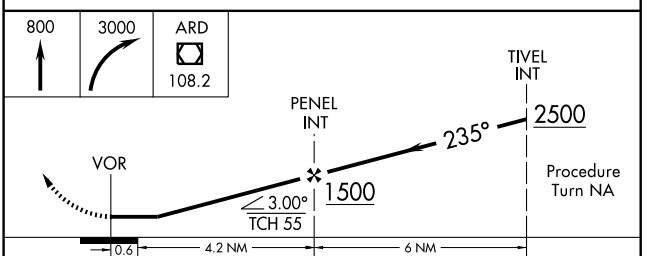
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER ★	GND CON	CLNC DEL
121.15	123.8 291.7	126.9 (CTAF) 278.8	121.7	127.25





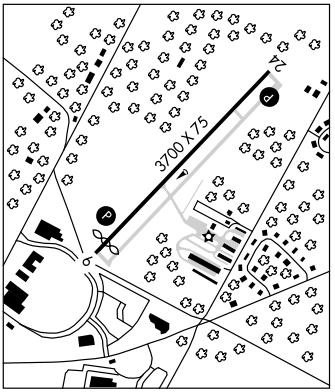
REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



CATEGORY	A	B	C	D
S-24	600-½ 484 (500-½)		600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WINGS FLD (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
RWY 06–24: H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (215) 646–1068.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
AMBLER NDB (MHW) 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



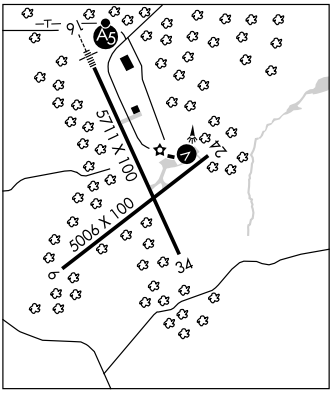
PHILADELPHIA SPB (See ESSINGTON)

PHILIPSBURG N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
RCO 122.1R 115.5T (ALTOONA RADIO)
RCO N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

PHILIPSBURG

ALBERT (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
RWY 11–29: 3350X125 (TURF–GRVL)
RWY 11: Trees. **RWY 29:** Thld dsplcd 205′. Sign.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
COMMUNICATIONS: CTAF 122.9

MID–STATE (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
RWY 16–34: H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
RWY 16: MALSR. Trees. **RWY 34:** Trees.
RWY 06–24: H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
RWY 06: Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.525 (814) 343–4531.
COMMUNICATIONS: CTAF 122.9
PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)
PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
PORTS NDB (LOM) 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
ILS 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



LOC I-PSB	APP CRS	Rwy Idg	5711
108.5	165°	TDZE	1948
		Apt Elev	1948

ILS or LOC RWY 16

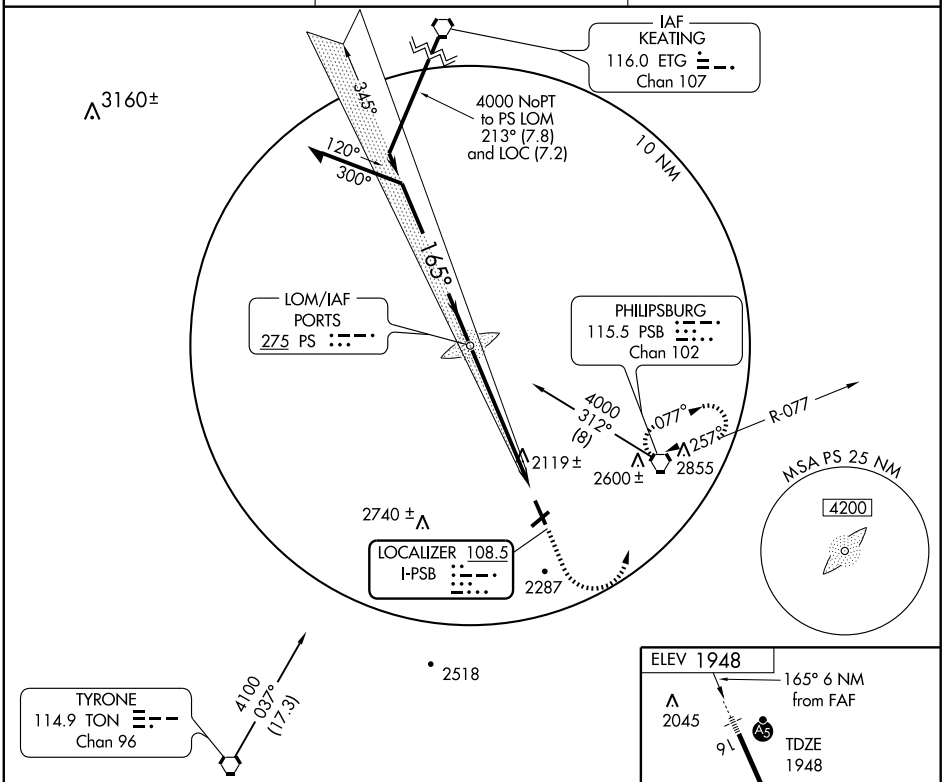
PHILIPSBURG /MID-STATE (PSB)

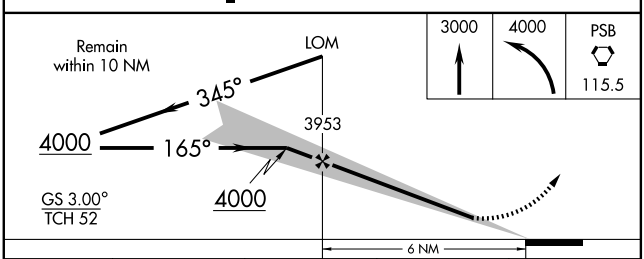
Use University Park altimeter setting; when not received, procedure not authorized.
NA
Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

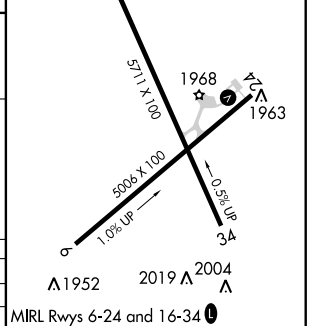
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-ILS 16	2325-1 377 (400-1)			
S-LOC 16	2500-1 552 (600-1)			2500-1¼ 552 (600-1¼)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2¼ 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOM	APP CRS	Rwy Idg	5711
PS	166°	TDZE	1948
275		Apt Elev	1948

NDB RWY 16

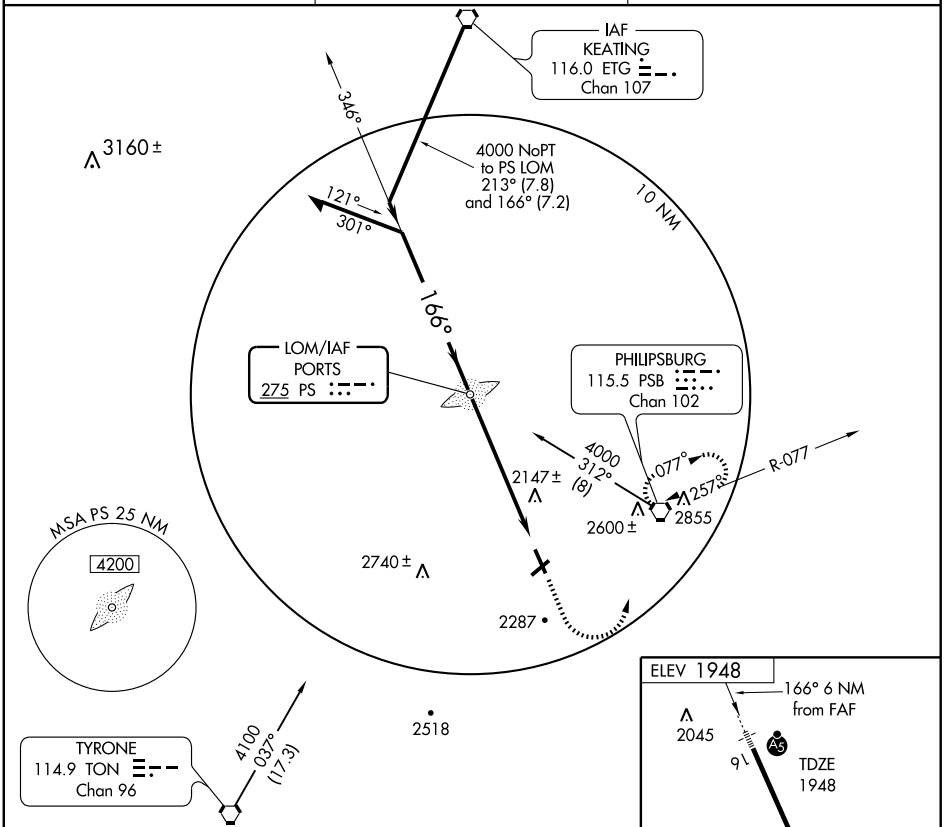
PHILIPSBURG/MID-STATE (PSB)

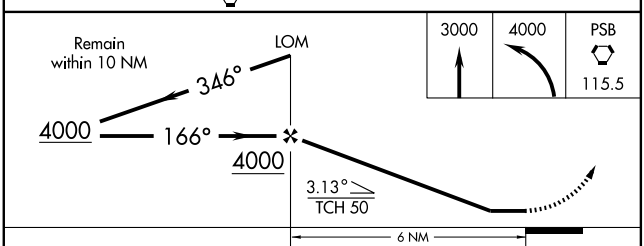
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-16 Cats A and B.

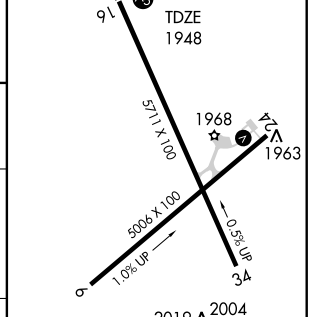
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 L







CATEGORY	A	B	C	D
S-16	2600-1 652 (700-1)		2600-1¼ 652 (700-1¼)	2600-1¾ 652 (700-1¾)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2 792 (800-2)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PSB	APP CRS	Rwy Idg	5006
115.5	257°	TDZE	1917
Chan 102		Apt Elev	1948

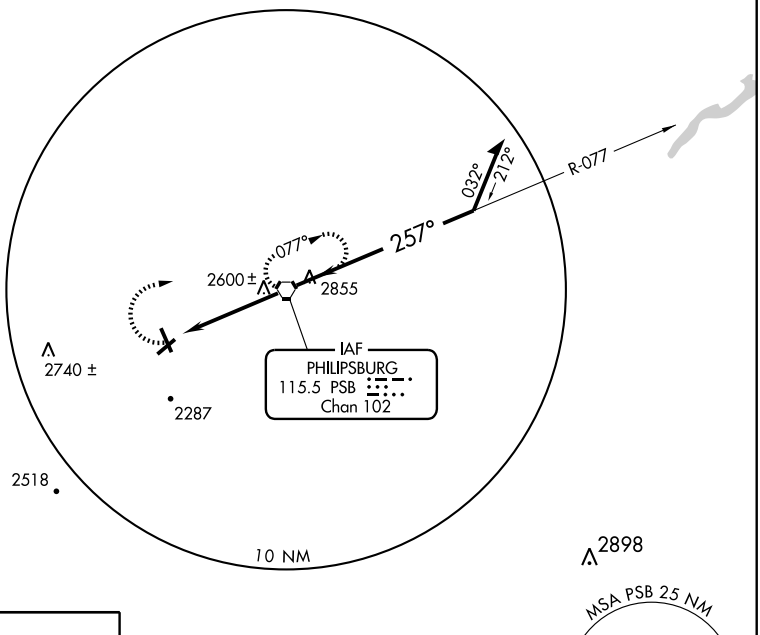
VOR RWY 24

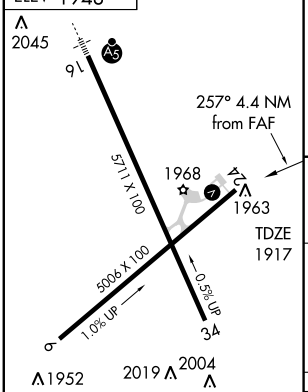
PHILIPSBURG/MID-STATE (PSB)

NA — Use University Park altimeter setting; when not received, procedure not authorized. Inoperative table does not apply.

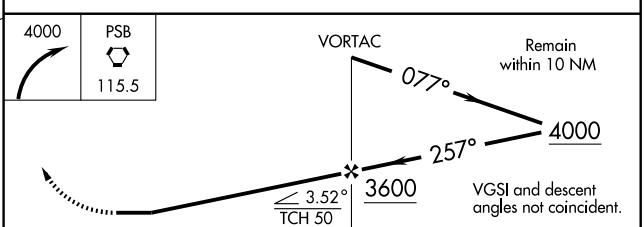
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CTAF
127.525	134.8 338.3	122.9 (L)



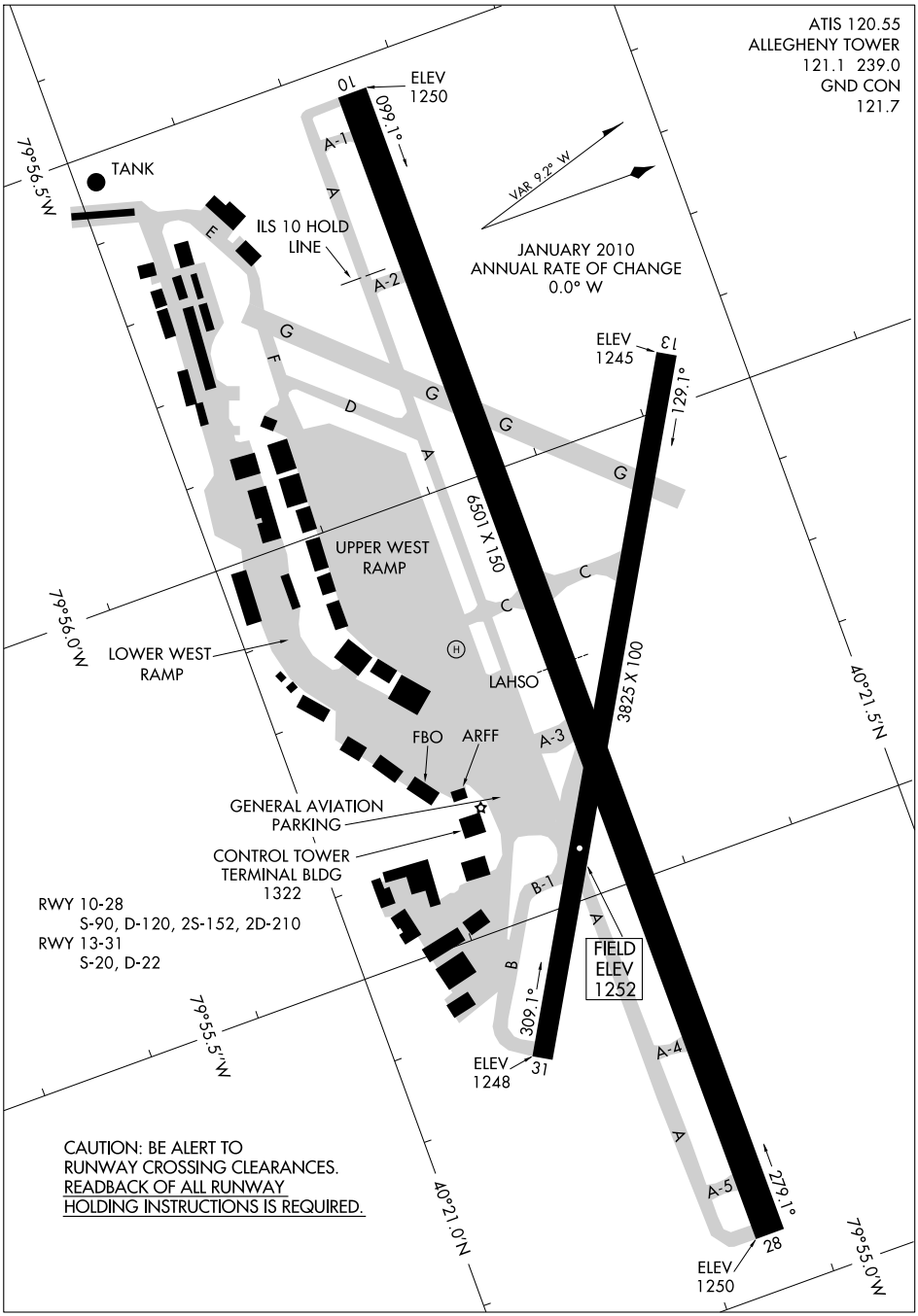


FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-24	2840-1¼ 923 (900-1¼)		2840-2¾ 923 (900-2¾)	2840-3 923 (900-3)
CIRCLING	2840-1¼ 892 (900-1¼)		2840-2¾ 892 (900-2¾)	2840-3 892 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

PICTURE ROCKS N41°16.61′ W76°42.61′ NOTAM FILE IPT. **NEW YORK**

NDB (MHW) 344 PIX 267° 9.8 NM to Williamsport Rgnl. **L–30J**

PITTSBURGH

ALLEGHENY CO (AGC) 4 SE UTC−5(−4DT) N40°21.26′ W79°55.81′ **DETROIT**

1252 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE AGC **H–10H, 12I, L–29C**

RWY 10–28: H6501X150 (CONC–GRVD) S–90, D–120, 2S–152, 2D–210 HIRL **IAP, AD**

RWY 10: REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.

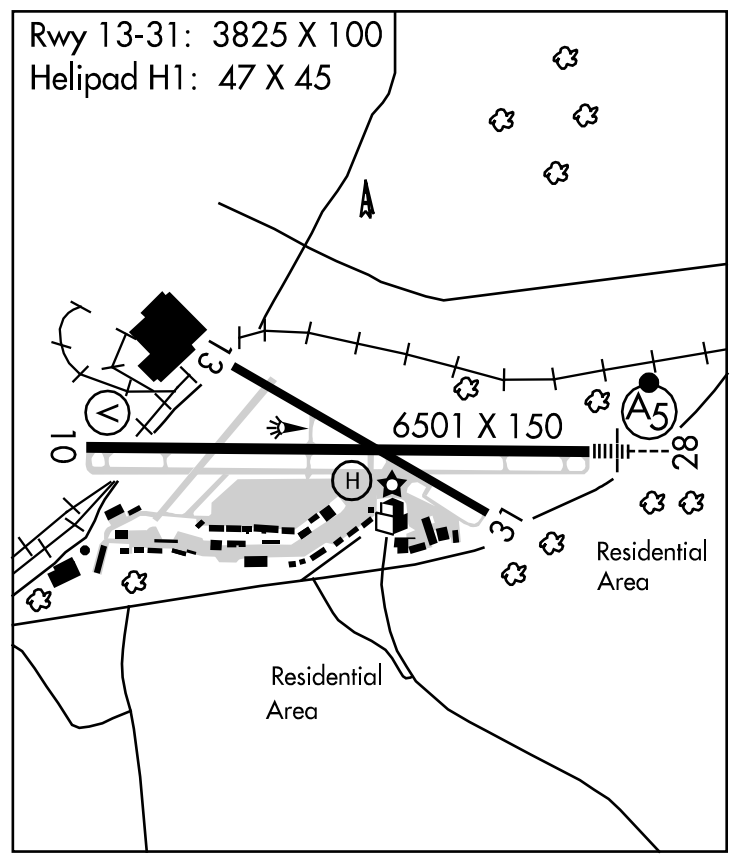
RWY 28: MALSR. Trees.

RWY 13–31: H3825X100 (CONC–GRVD) S–20, D–22 HIRL

RWY 13: REIL. Pole. **RWY 31:** REIL. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 10	13–31	3250



AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Uneven pavement intersection Rwys 10–28 and Twy G. Rwy 28 touchdown visual range avbl. Rwy 28 runway visual range OTS indef. Ldg fee for acft 5000 lbs and abv to include all helicopters.

WEATHER DATA SOURCES: ASOS (412) 466–8968. **HIWAS** 110.0 AGC.

COMMUNICATIONS: ATIS 120.55 **UNICOM** 122.95

RCO 122.1R 110.0T (ALTOONA RADIO)

RCO 122.4 122.2 (ALTOONA RADIO)

Ⓡ **PITTSBURGH APP/DEP CON** 119.35

TOWER 121.1 **GND CON** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

(L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′

057° 6.8 NM to fld. 1290/09W. **HIWAS.**

VOR unusable 036°–059° beyond 10 NM below 7000′ 226°–261° byd 10 NM.

McKEESPORT NDB (HW) 287 MKP N40°21.31′ W79°46.86′ 277° 6.8 NM to fld.

ILS 109.1 I–AGC Rwy 28.

ILS 109.1 I–SAQ Rwy 10. Class IE. Unmonitored.

HELIPAD H1: H47X45 (CONC)

HELIPORT REMARKS: Heliport H1 located on general aviation apron E of Twy C.

ALLEGHENY FIVE DEPARTURE

NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS 120.55
ALLEGHENY GND CON
121.7
ALLEGHENY TOWER
121.1 239.0
PITTSBURGH DEP CON
119.35
ASOS

ERIE
109.4 ERI
Chan 31
N42°01.04′-W80°17.56′
L-30, H-10

CLARION
112.9 CIP
Chan 76
N41° 08.78′-W79°27.48′
L-30, H-10-12

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86′-W80°40.48′
L-30, H-10

AKRON
114.4 ACO
Chan 91
N41°06.47′
W81°12.09′
L-30, H-10

FRANKLIN
109.6 FKL
N41°26.32′
W79°51.41′
L-30, H-10

BRIGGS
112.4 BSV
Chan 71
N40°44.44′-W81°25.93′
L-29, H-10

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′-W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40° 44.11′
W78°19.88′
L-30

WHEELING
112.2 HLG
Chan 59
N40°15.59′-W80°34.12′
L-29

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′- W80°11.63′
L-29

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

DILNE
N40°28.08′
W80°52.54′

HOMEE
N40°30.61′
W79°24.21′
L-29

R-092
R-276
R-073
R-319

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′-W80°02.45′
L-29

R-225
R-158

BURGS
N39°41.91′
W80°35.19′
L-29, H-10-12

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′-W81°28.59′
L-29, H-10

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

R-335

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′-W79°51.62′
L-29, H-10-12

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29

ELKINS
114.2 EKN
Chan 89
N38°54.87′-W80°05.96′
L-29, H-10-12

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
RWY 10, 13, 28, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-AGC	APP CRS	Rwy Idg	6501
109.1	281°	TDZE	1251
		Apt Elev	1252

ILS or LOC RWY 28

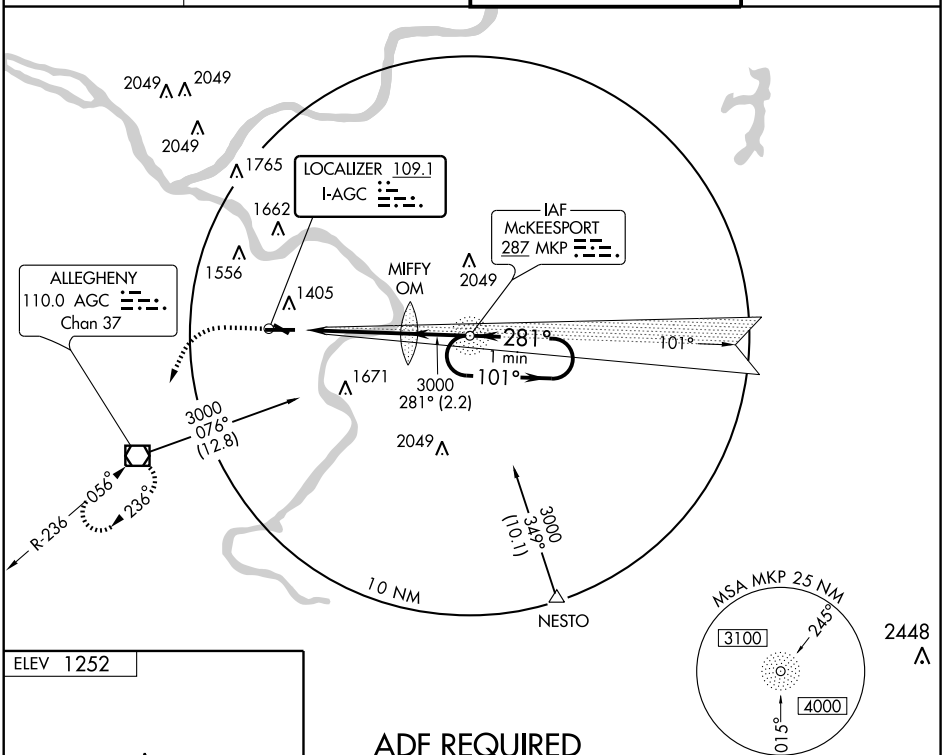
PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

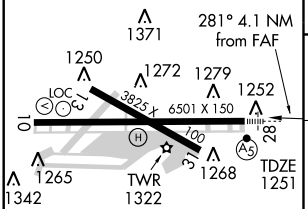
ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1252

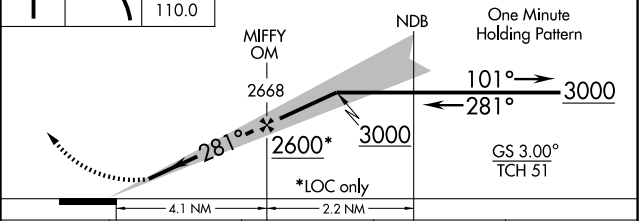


REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF REQUIRED

2000	3000	AGC
		110.0



CATEGORY	A	B	C	D
S-ILS 28	**1451/24 200 (200-½)			
S-LOC 28	1660/24 409 (500-½)		1660/40 409 (500-¾)	
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

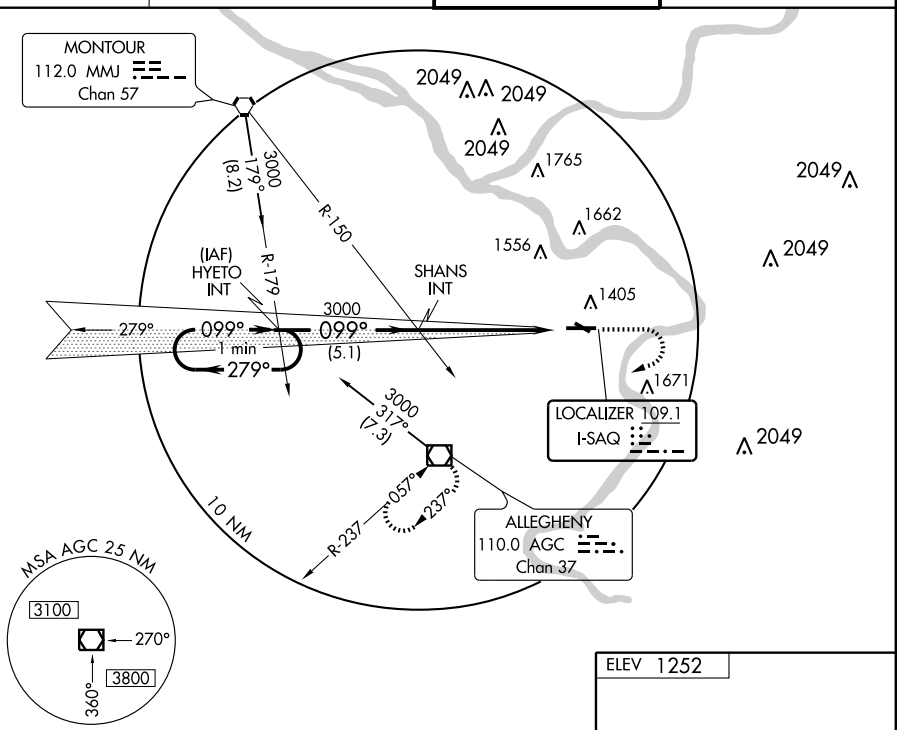
LOC I-SAQ	APP CRS	Rwy Idg	6501
109.1	099°	TDZE	1251
		Apt Elev	1252

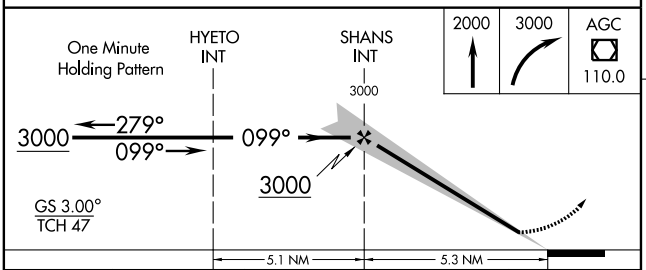
ILS RWY 10

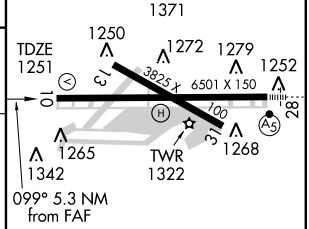
PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
S-ILS 10	1451-¾ 200 (200-¾)			
S-LOC 10	1740-1 489 (500-1)		1740-1¼ 489 (500-1¼)	1740-1½ 489 (500-1½)
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

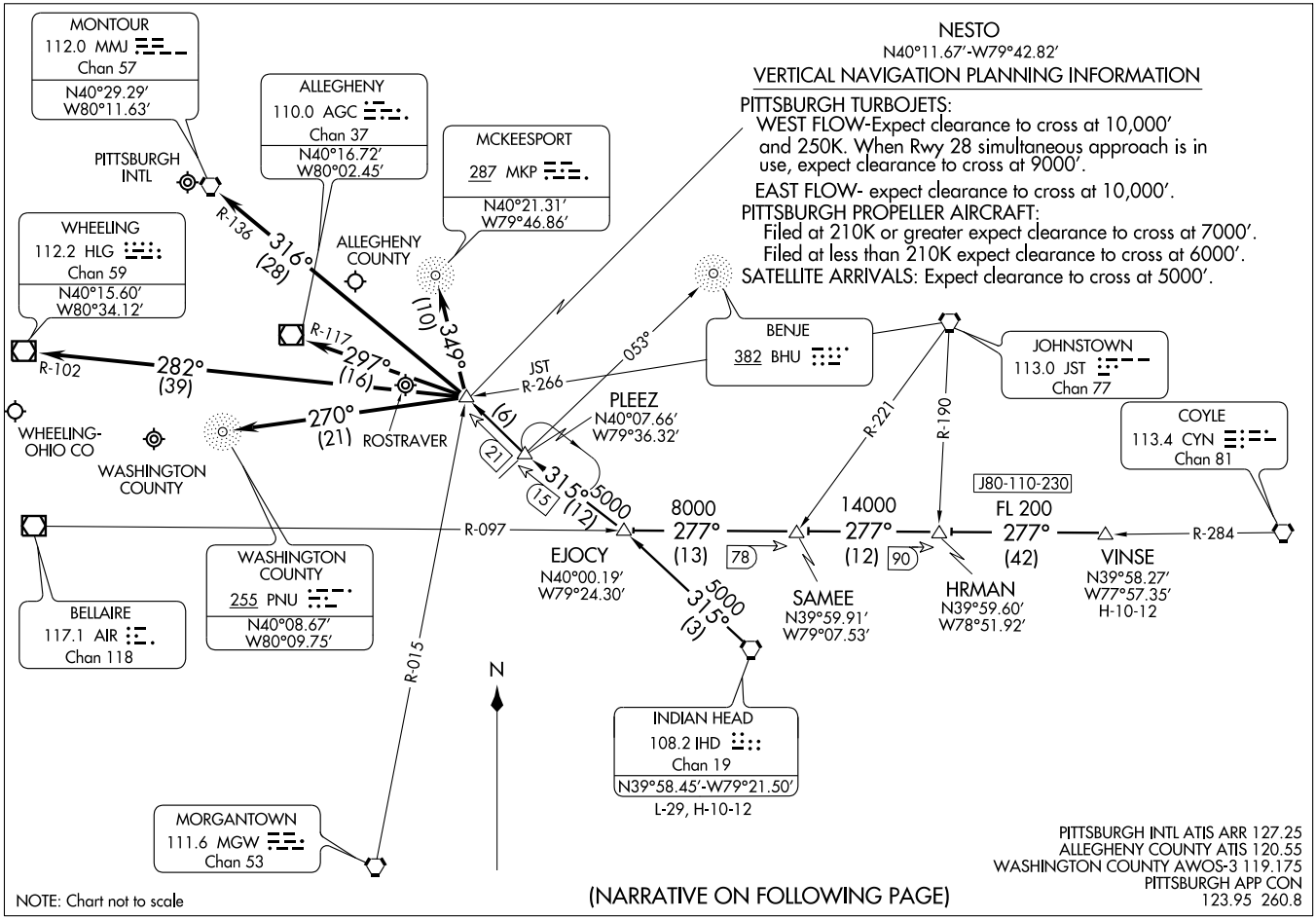
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 97325	099°	TDZE	1251
W10A		Apt Elev	1252

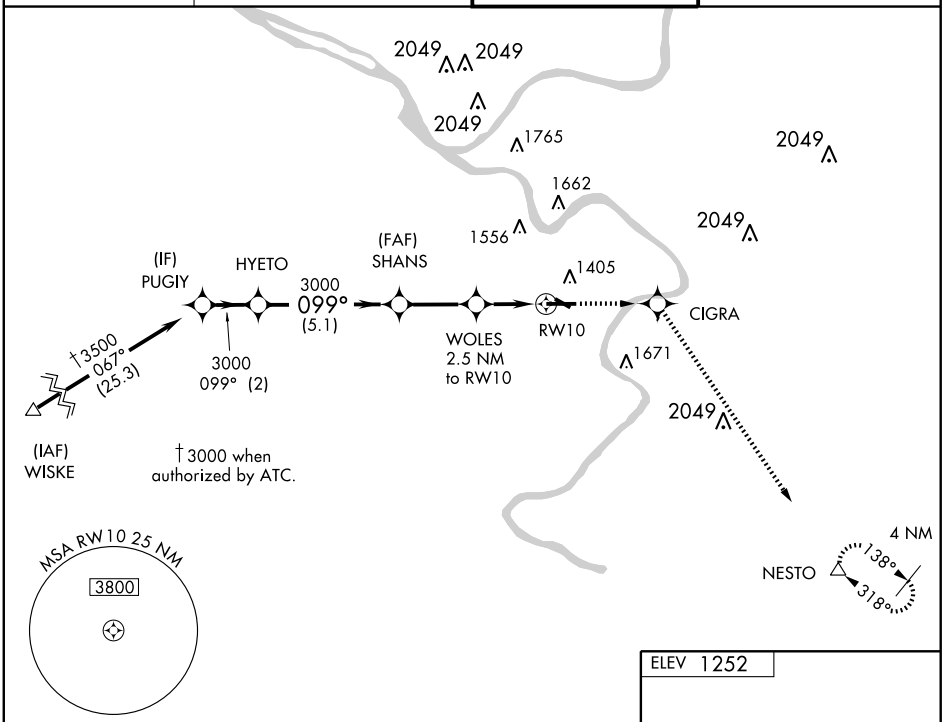
RNAV (GPS) RWY 10

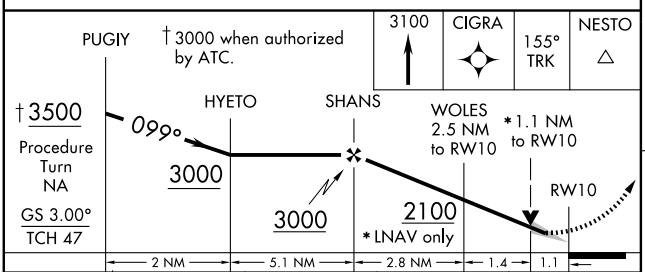
PITTSBURGH / ALLEGHENY COUNTY (AGC)

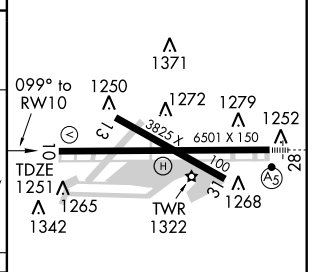
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
LPV DA	1501-¾ 250 (300-¾)			
LNAV/VNAV DA	1642-1¼ 391 (400-1¼)			
LNAV MDA	1660-1 409 (500-1)		1660-1¼ 409 (500-1¼)	
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6501
CH 65625	279°	TDZE	1251
W28A		Apt Elev	1252

RNAV (GPS) RWY 28

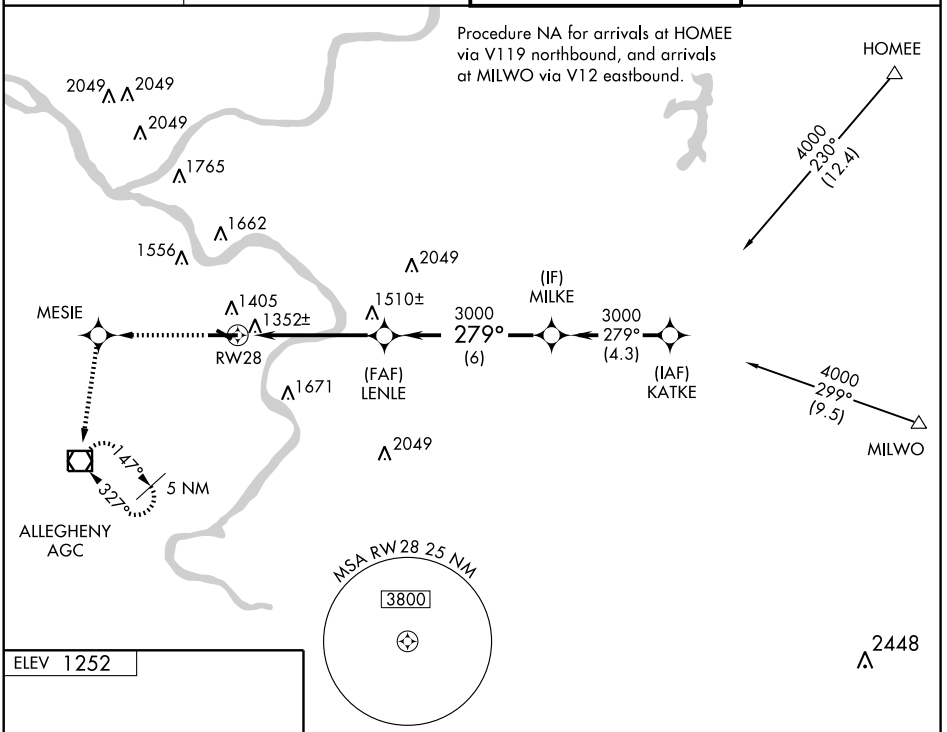
PITTSBURGH / ALLEGHENY COUNTY (AGC)

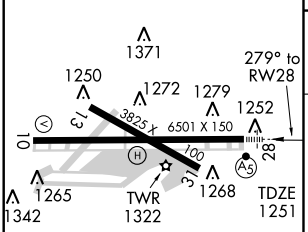
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

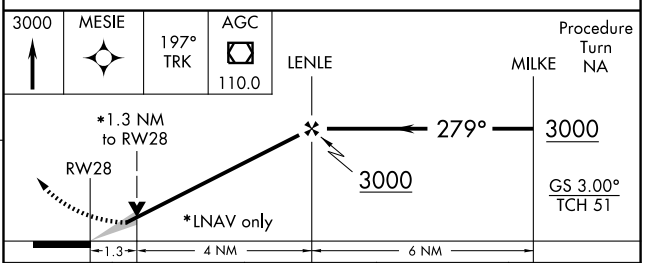
MALSR

MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)		1700/40 449 (500-¾)	1700/50 449 (500-1)
CIRCLING	1740-1¼ 488 (500-1¼)		1740-1½ 488 (500-1½)	1820-2 568 (600-2)

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME AGC 110.0 Chan 37	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 1252

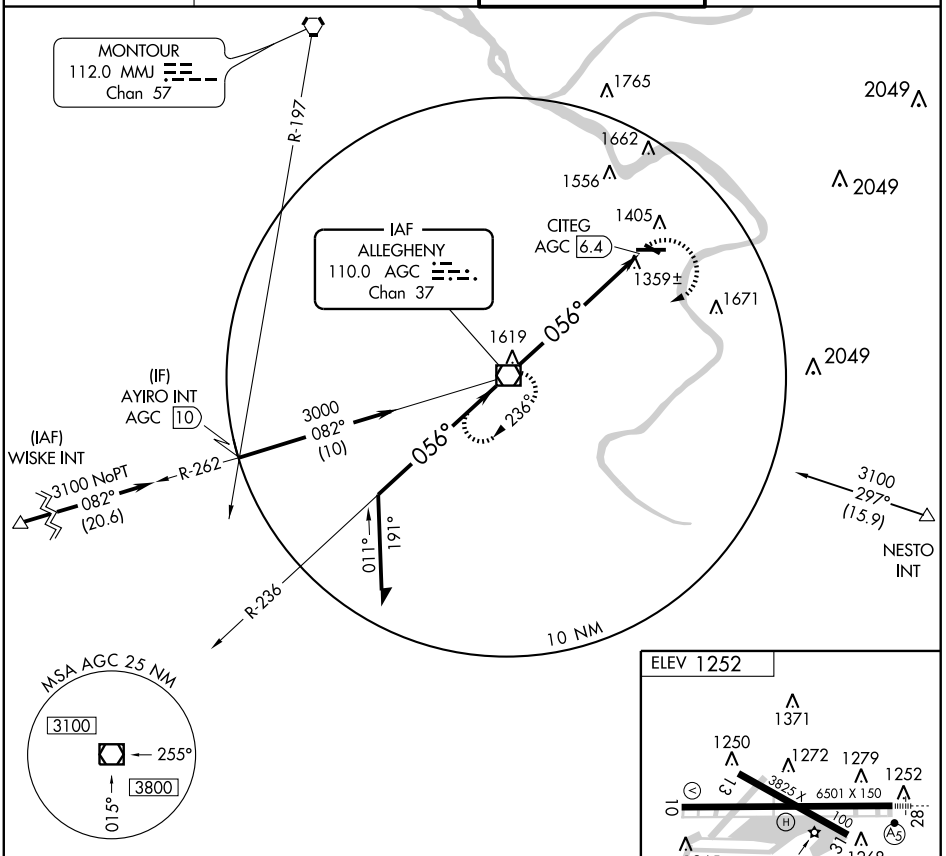
VOR-A

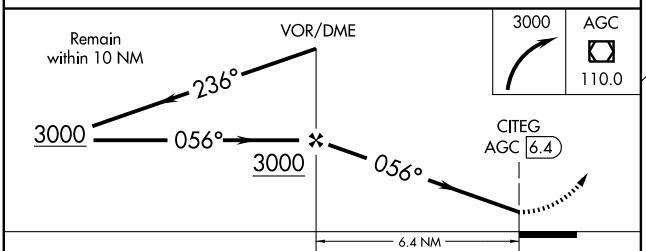
PITTSBURGH / ALLEGHENY COUNTY (AGC)

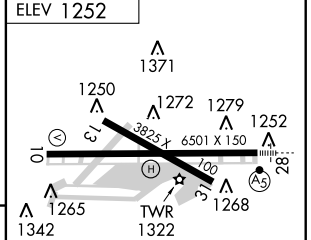
If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	ALLEGHENY TOWER	GND CON
120.55	119.35 285.57	121.1 239.0	121.7







REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

CATEGORY	A	B	C	D
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

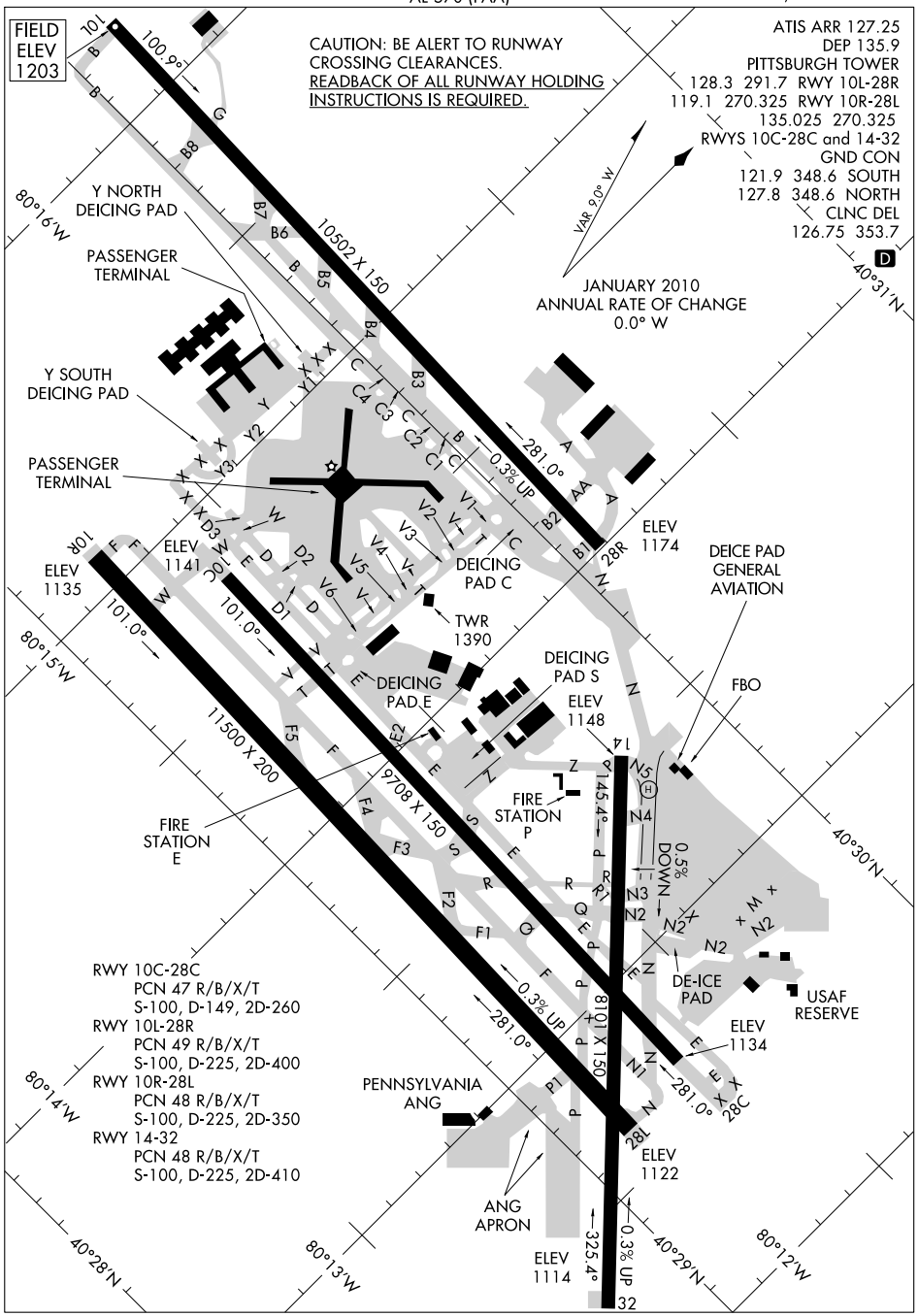
(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

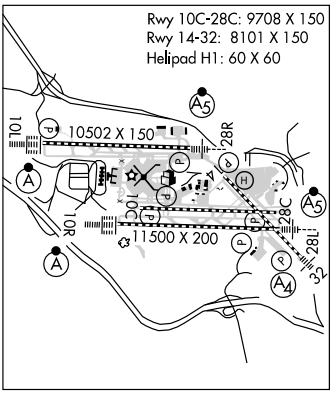
. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

PITTSBURGH INTL (PIT) 12 NW UTC−5(−4DT) N40°29.49′ W80°13.97′ **DETROIT**
1203 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE PIT **H–10H, 12I, L–29C**
RWY 10R–28L: H11500X200 (CONC–GRVD) S–100, D–225, 2D–350 PCN 48 R/B/X/T **IAP, AD**
HIRL CL
RWY 10R: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 52′. Trees.
RWY 28L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.
Trees. 0.3% up.
RWY 10L–28R: H10502X150 (ASPH–CONC–GRVD) S–100, D–225, 2D–400 PCN 49 R/B/X/T HIRL CL
RWY 10L: ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Trees.
RWY 28R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′.
Trees. 0.3% up.
RWY 10C–28C: H9708X150 (ASPH–CONC–GRVD) S–100, D–149, 2D–260 PCN 47 R/B/X/T HIRL CL
RWY 10C: REIL. PAPI(P4L)—GA 3.0° TCH 51′.
RWY 28C: TDZL. PAPI (P4L)—GA 3.0° TCH 50′. Trees.
RWY 14–32: H8101X150 (CONC–GRVD) S–100, D–225, 2D–410 PCN 48 R/B/X/T HIRL CL
RWY 14: PAPI(P4L)—GA 3.0° TCH 60′. Pole. 0.5% down.
RWY 32: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Trees.
0.3% up.



RUNWAY DECLARED DISTANCE INFORMATION:
RWY 10L: TORA–10502 TODA–10502 ASDA–10502 LDA–10502
RWY 10C: TORA–9708 TODA–9708 ASDA–9708 LDA–9708
RWY 10R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 14: TORA–8101 TODA–8101 ASDA–8101 LDA–8101
RWY 28L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 28C: TORA–9708 TODA–9708 ASDA–9708 LDA–9708
RWY 28R: TORA–10502 TODA–10502 ASDA–10102 LDA–10102
RWY 32: TORA–8101 TODA–8101 ASDA–8101 LDA–8101

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt PAEW adjacent all rwys. Rwy 10L ALSF2 and SSALR is a dual mode system and controlled by twr and remote monitored. Twr is authorized to taxi acft into position and hold on Rwy 28L at Twy 'P' during hrs of darkness. The specific rwy shall be used only for departures and the intersection must be visible from twr. All jets departing Rwy 28R must be aligned with rwy prior to applying takeoff power. Rwy 10C and Rwy 28C departures: do not apply tkf thrust prior to rwy thld. Rwy 32 NSTD precision instrument markings—TDZ markings missing at 3000′. Rwy 10R touchdown, midfield and rollout runway visual range avbl. Rwy 28L touchdown, midfield and rollout rwy visual range avbl. Rwy 10L touchdown, midfield and rollout rwy visual range avbl. Rwy 28R touchdown, midfield and rollout rwy visual range avbl. Rwy 14 touchdown, midfield and rollout rwy visual range avbl. Rwy 32 touchdown, midfield and rollout rwy visual range avbl. Rwy 10C touchdown, midfield and rollout rwy visual range avbl. Rwy 28C touchdown, midfield and rollout rwy visual range avbl. Twy F clsd indef from Twy P to Rwy 32. Twy Y clsd indef, access to commuter apron avbl via Twy Y1 and Twy Y2. Acft using Twy N prohibited to stop on overpass area due to possible emergency evacuation hazard. Terminal taxilanes east of concourses A and B restricted to group 3 acft and smaller. Twy G intersection at Rwy 10L–28R right turn not allowed. Ldg fee. NOTE: See Special Notices—Intersection Departures During Period of Darkness, and Continuous Power Facilities..

WEATHER DATA SOURCES: ASOS (412) 472–0145. TDWR.
COMMUNICATIONS: D–ATIS ARR 127.25 **D–ATIS DEP** 135.9 **UNICOM** 122.95
MONTOUR RCO 122.1R 112.0T (ALTOONA RADIO)
Ⓡ **APP CON** 124.15 (001°–090°) 123.95 (091°–180°) 133.7 (181°–270°) 121.25 (271°–360°)
TOWER 119.1 (Rwy 10R–28L) 128.3 (Rwy 10L–28R) 135.025 (Rwys 10C–28C and 14–32)
CLNC DEL 126.75 **PRE–TAXI CLNC** 126.75 **GND CON** 121.9 (South) 127.8 (North)
Ⓡ **DEP CON** 119.35 (South) 124.75 (North) 125.275
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIT.
MONTOUR (L) VORTAC 112.0 MMJ Chan 57 N40°29.29′ W80°11.63′ 284° 1.8 NM to fld. 1200/08W.
ILS 111.7 I–LXB Rwy 10L. Class IIIE.
ILS 108.9 I–GUT Rwy 10R. Class IIIE.
ILS 111.3 I–TQW Rwy 32. Class IE.
ILS 111.7 I–HFE Rwy 28R.
ILS 108.9 I–PFS Rwy 28L. Class IT.
ASR
COMM/NAV/WEATHER REMARKS: Terminal apron control frequencies are 130.77 for north apron; 131.37 for south apron.

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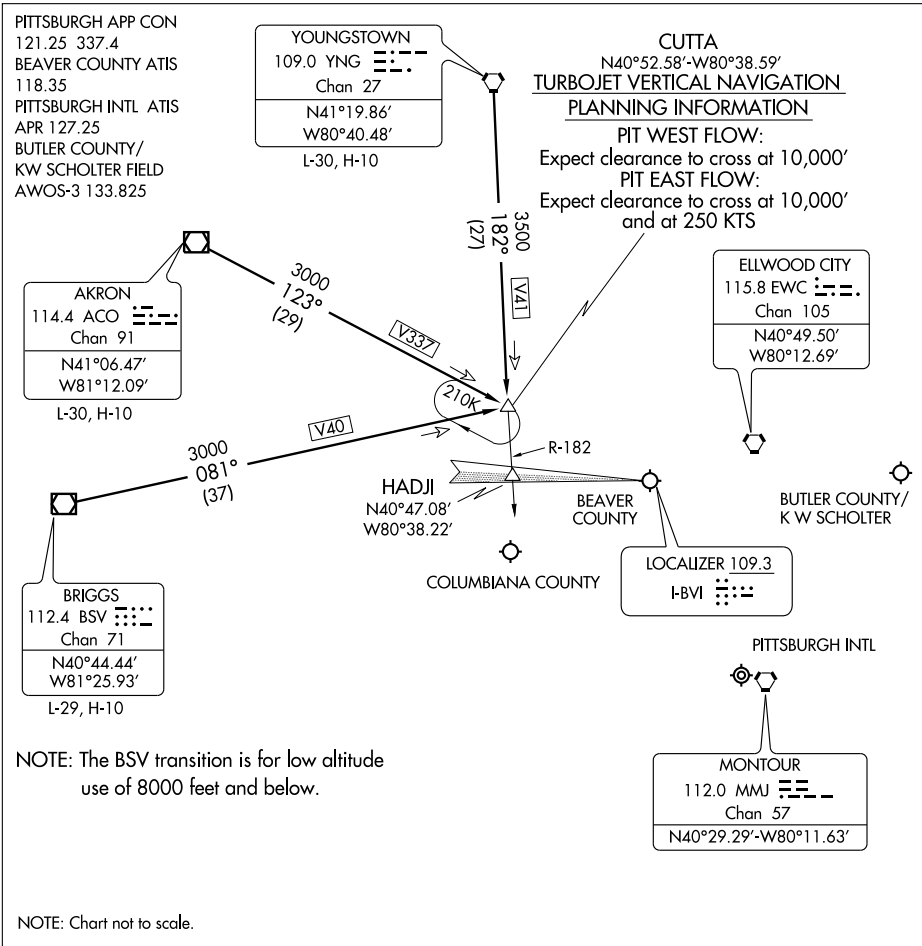


AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

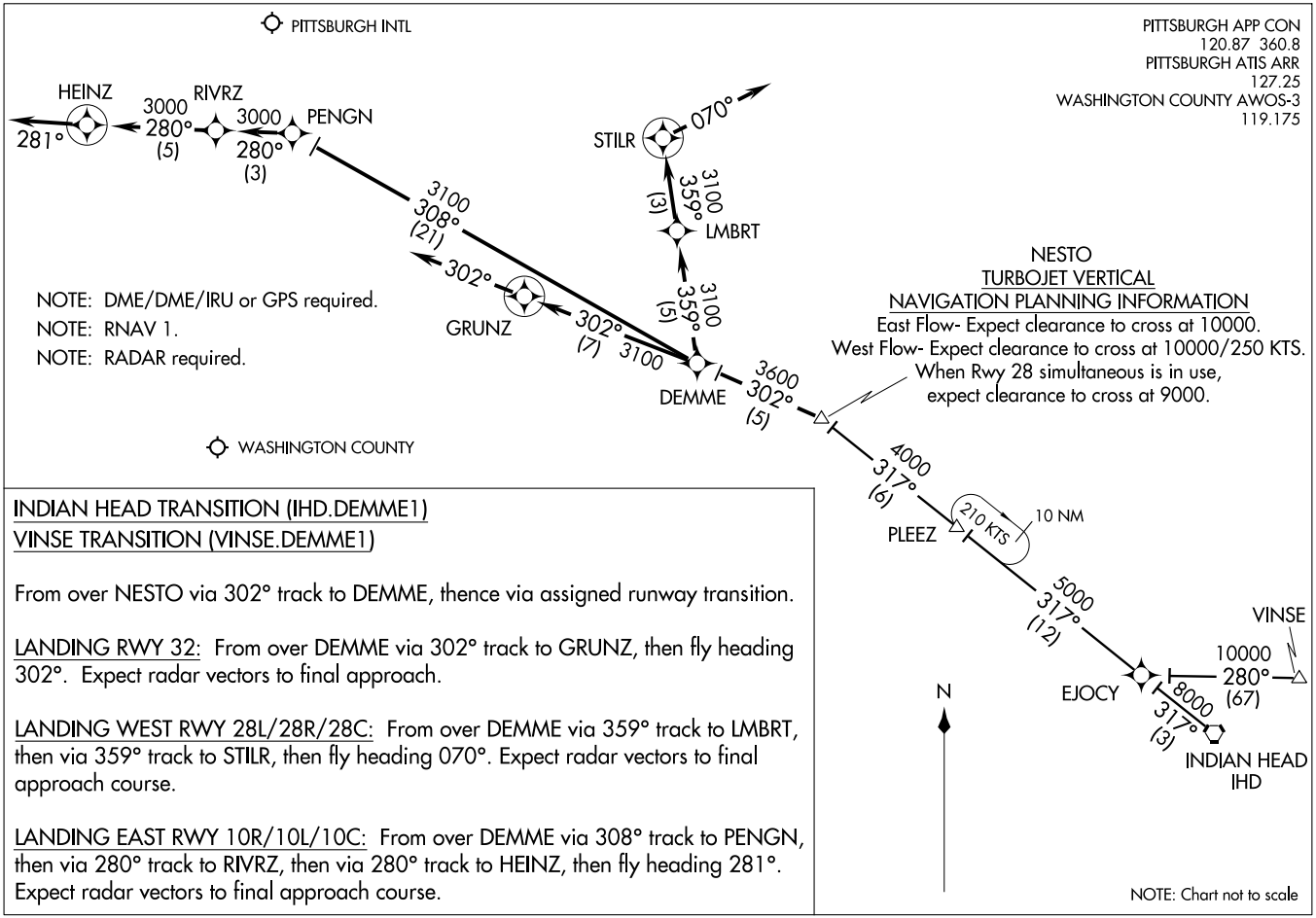
BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

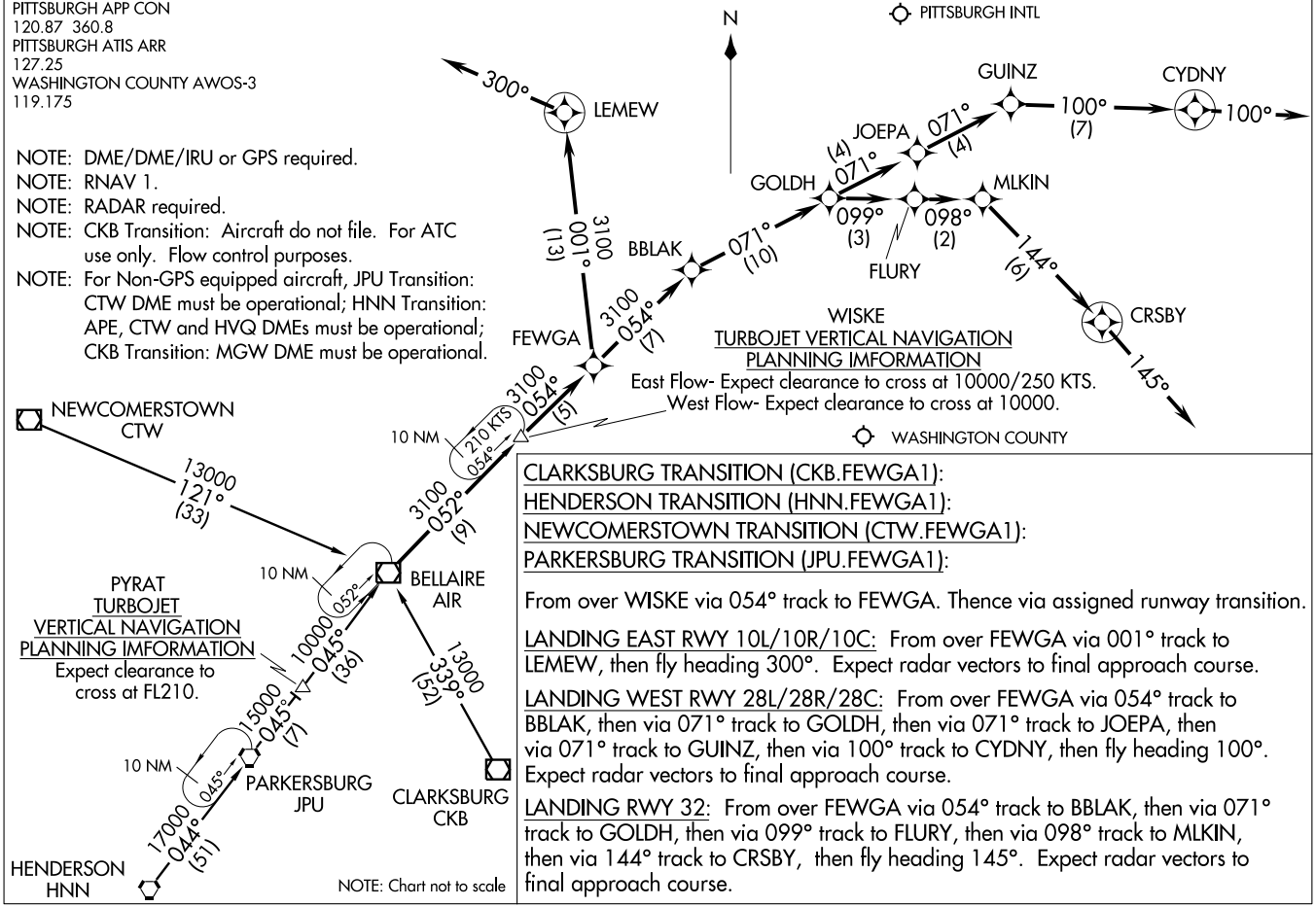
(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

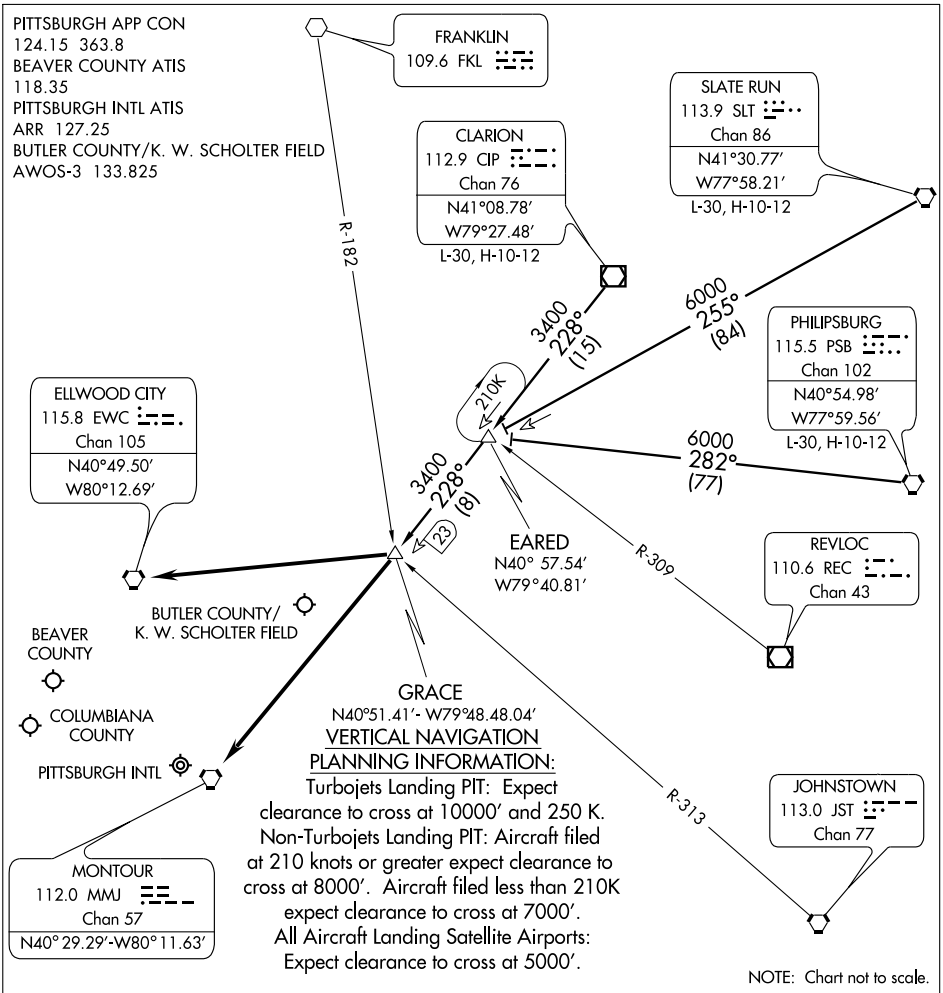
From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
PITTSBURGH ATIS ARR
127.25
BUTLER COUNTY/K.W. SCHOLTER
FIELD AWOS-3
133.825

GRACE
TURBOJET
VERTICAL NAVIGATION
PLANNING INFORMATION:
Expect to cross at
10000/250KTS.

CLARION
CIP

13000
230°
(15)

10 NM

210 KTS

10000
255°
(84)

SLATE RUN
SLT

PHILIPSBURG
PSB

11000
280°
(77)

EARED

4000
230°
(8)

4000
200°
(5)

BUTLER COUNTY/
K.W. SCHOLTER FIELD

HAYNZ

4000
235°
(17)

4000
200°
(10)

MYRON

3000
281°
(5)

3000
281°
(8)

281°

TOWEL

TERBL

ROOSA

125°

4000
210°
(11)

PITTSBURGH INTL

COPPE

165°

N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale

CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

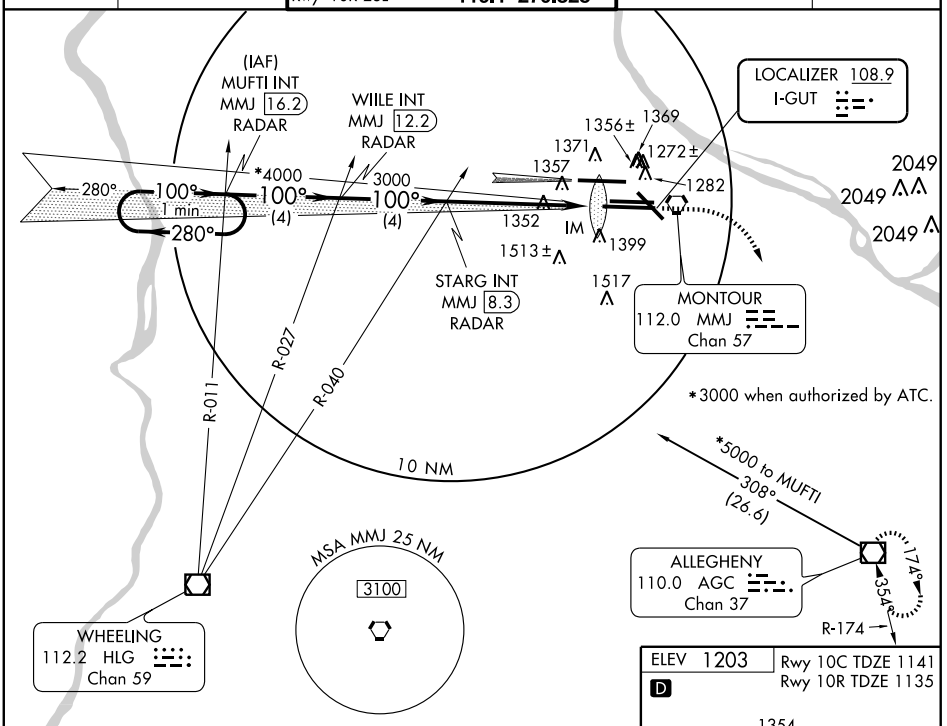
LOC I-GUT	APP CRS		10R	10C
108.9	100°	Rwy Idg	11500	9708
		TDZE	1135	1141
		Apt Elev	1203	1203

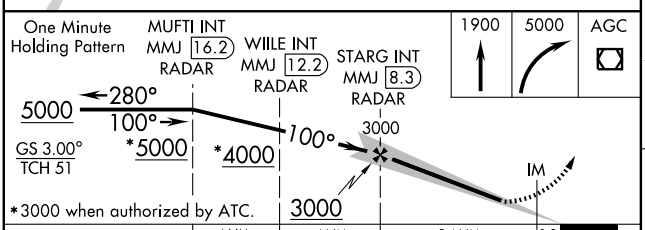
Simultaneous approach authorized with Rwy 10L.

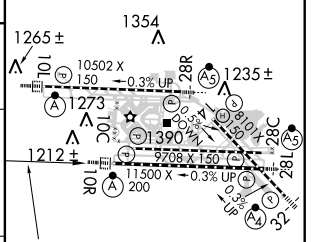
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D	E
S-ILS 10R	1335/18 200 (200-½)				1335/24 200 (200-½)
S-LOC 10R	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)	1620/60 485 (500-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)
SIDESTEP 10C	1620/50 479 (500-1)		1620-1½ 479 (500-1½)	1620-2 479 (500-2)	1620-2¼ 479 (500-2¼)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PFS	APP CRS		28L	28C
108.9	280°	Rwy ldg	11500	9708
		TDZE	1125	1134
		Apt Elev	1203	1203

ILS or LOC RWY 28L

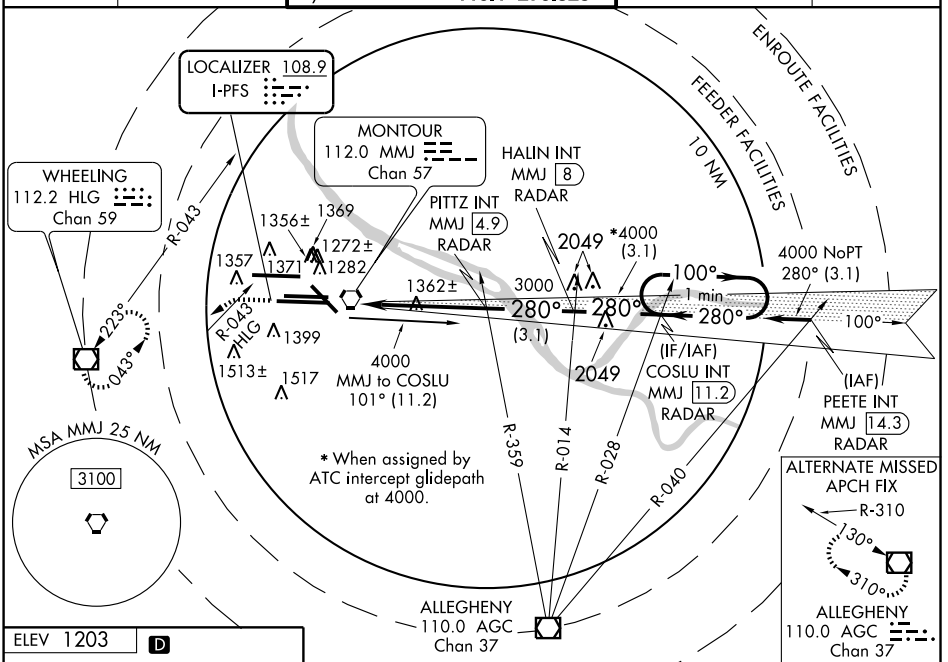
PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

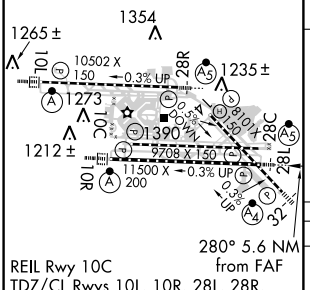


NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

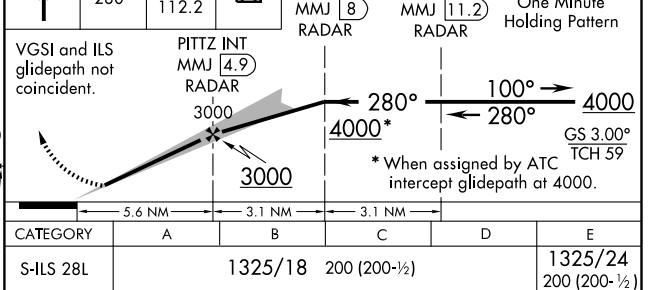
ELEV 1203 D

Rwy 28L TDZE 1125
Rwy 28C TDZE 1134



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 28L	1325/18 200 (200-½)				1325/24 200 (200-½)
S-LOC 28L	1620/24 495 (500-½)		1620/40 495 (500-¾)	1620/50 495 (500-1)	1620/60 495 (500-1¼)
SIDESTEP 28C	1620-1 486 (500-1)		1620-1½ 486 (500-1½)	1620-2 486 (500-2)	1620-2¼ 486 (500-2¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

ILS or LOC RWY 28R

PITTSBURGH INTL (PIT)

LOC I-HFE	APP CRS	Rwy Idg	TDZE	Apt Elev
111.7	280°	10102	1174	1203

For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

R-002

182°

002°

ELLWOOD CITY

115.8 EWC

Chan 105

TACAN MISSED APCH FIX

182°

002°

R-002

HAXIT

EWC 5

ELLWOOD CITY

115.8 EWC

Chan 105

LOCALIZER 111.7

I-HFE

COFEE INT

MMJ 6.8

RADAR

(IF/IAF)

KERRS INT

MMJ 10

RADAR

ZAIKO INT

RADAR

DOPNE

RADAR

†4000

280°

(3.1)

100°

1 min

280°

100°

3000

280°

(3.1)

2049

2049

1356±

1369

1272±

1282

1371

1357

1399

1513±

1517

5000 to KERRS

096° (10)

†5000 NoPT

NASTY to KERRS

280° (3.1)

(IAF)

NASTY INT

MMJ 13.1

RADAR

MONTOUR

112.0 MMJ

Chan 57

10 NM

R-355

R-008

R-022

R-034

MSA MMJ 25 NM

3100

2049

ALLEGHENY

110.0 AGC

Chan 37

2049

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ELEV 1203

D

280° 5.5 NM from FAF

TDZE 1174

1354

1265±

1235±

1273

1212±

1390

10502 X 150

0.3% UP

9708 X 150

11500 X 200

0.3% UP

0.3% UP

10L

10C

10R

28R

28C

28L

32

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP	5.5 NM				
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

1800 5000 EWC 115.8

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 57

*LOC Only

2300*

3000

3.4 NM 2.1 NM 3.1 NM 3.1 NM

COFEE INT MMJ 6.8 RADAR

KERRS INT MMJ 10 RADAR

One Minute Holding Pattern

ZAIKO INT RADAR

DOPNE RADAR

3000

280°

100°

280°

†5000

†4000

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18 200 (200-½)				1374/24 200 (200-½)
S-LOC 28R	1540/24 366 (400-½)			1540/40	366 (400-¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

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ILS or LOC RWY 32

PITTSBURGH INTL (PIT)

LOC I-TQW	APP CRS	Rwy Idg	8101
111.3	324°	TDZE	1123
		Apt Elev	1203

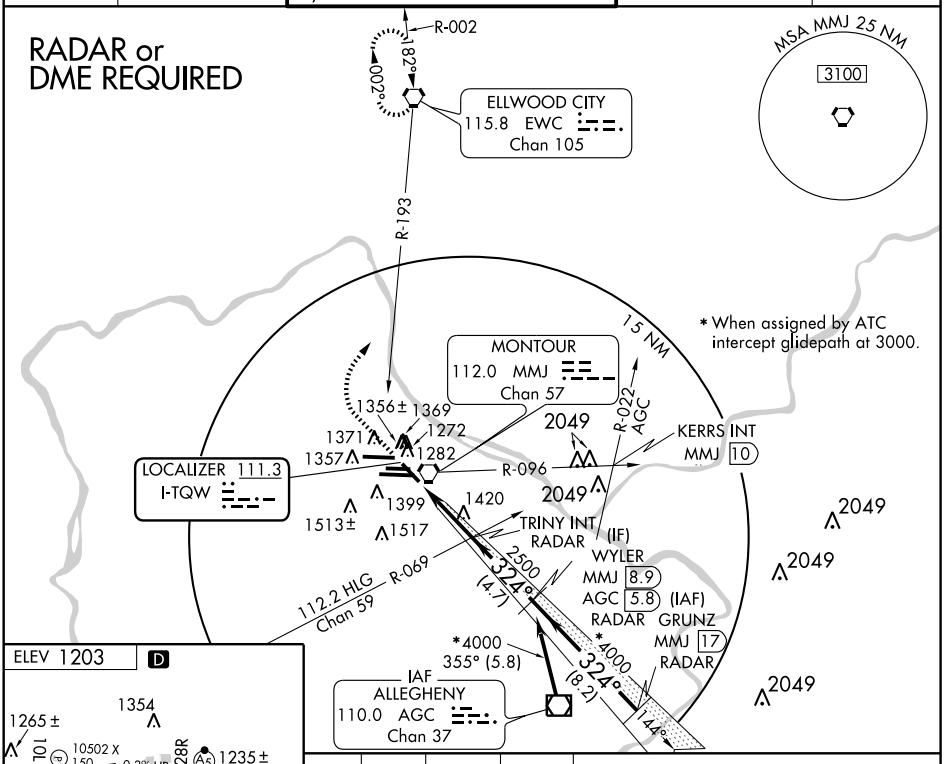
Inoperative table does not apply to S-LOC 32 Cat C.

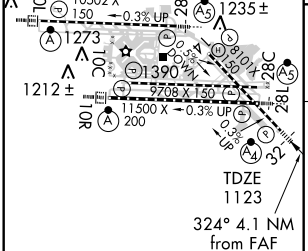
MALS

MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

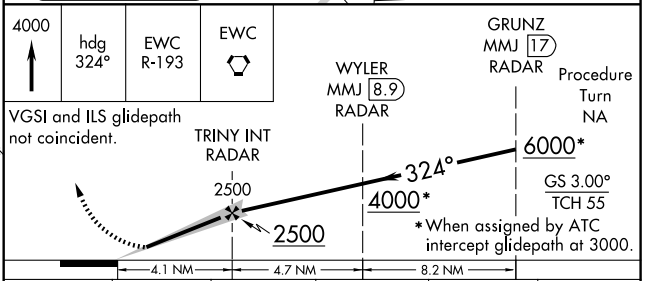
RADAR or DME REQUIRED





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D	E
S-ILS 32	1323/40 200 (200-¾)				
S-LOC 32	1720/40 597 (600-¾)		1720-1½ 597 (600-1½)	1720-1¾ 597 (600-1¾)	1720-2 597 (600-2)
CIRCLING	1720-1 517 (600-1)		1720-1½ 517 (600-1½)	1760-2 557 (600-2)	1860-2¼ 657 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

ILS RWY 10L (CAT II)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L	119.1 270.325		

R-002 182° 002° ELLWOOD CITY 115.8 EWC Chan 105

MSA MMJ 25 NM 3100

15 NM

LOCALIZER 111.7 I-LXB

(IAF) STOWI INT MMJ 15.4 RADAR

RACOO MMJ 9 RADAR

280° 100° 1 min 280° 100° (6.4) 3000 1357 1371 1356± 1369 1272 1282 1399 1513± 1517

MONTOUR 112.0 MMJ Chan 57

2049

*3000 when authorized by ATC.

112.2 HLG Chan 59 R-014

4000 297° (15.9)

*4000 to STOWI 311° (26.3)

ALLEGHENY 110.0 AGC Chan 37

NESTO

ELEV 1204 D

TDZE 1354 1265± 1204 1235± 1273 1390 1212± 10502 X 150 0.3% UP 9708 X 150 0.5% UP 11500 X 150 0.3% UP 200

10L 28R 10C 28C 10R 28L 14 32

STOWI INT MMJ 15.4 RADAR

One Minute Holding Pattern

RACOO MMJ 9 RADAR

1900 4000 EWC 115.8

4000 280° 100° *4000 3000 GS 3.00° TCH 59 3000 100° DH RA NA IM 1204 MSL

*3000 when authorized by ATC.

6.4 NM 5.2 NM 783' 1251'

CATEGORY	A	B	C	D
S-ILS 10L	RA NA/12	100 DA 1304		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy Idg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

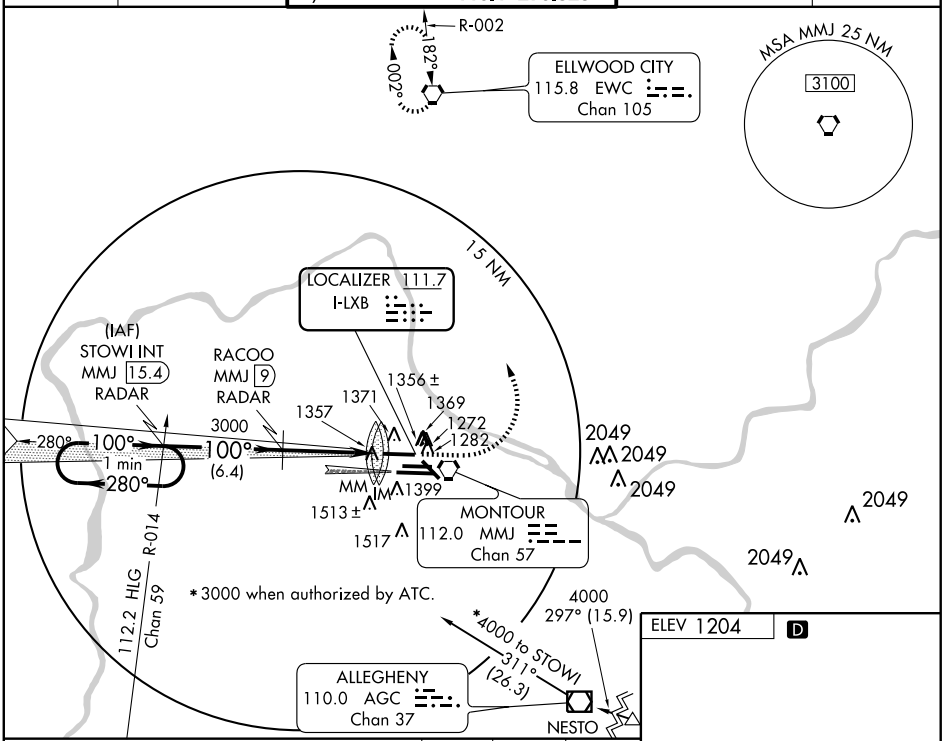
ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

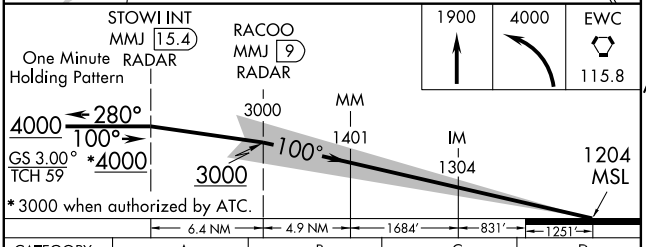
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

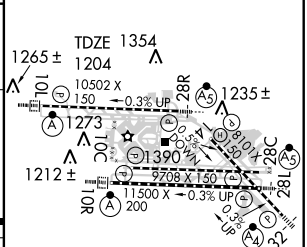
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10L	Cat IIIa RVR 07			
S-ILS 10L	Cat IIIb RVR 06			
S-ILS 10L	Cat IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-LXB	APP CRS	Rwy ldg	10502
111.7	100°	TDZE	1204
		Apt Elev	1204

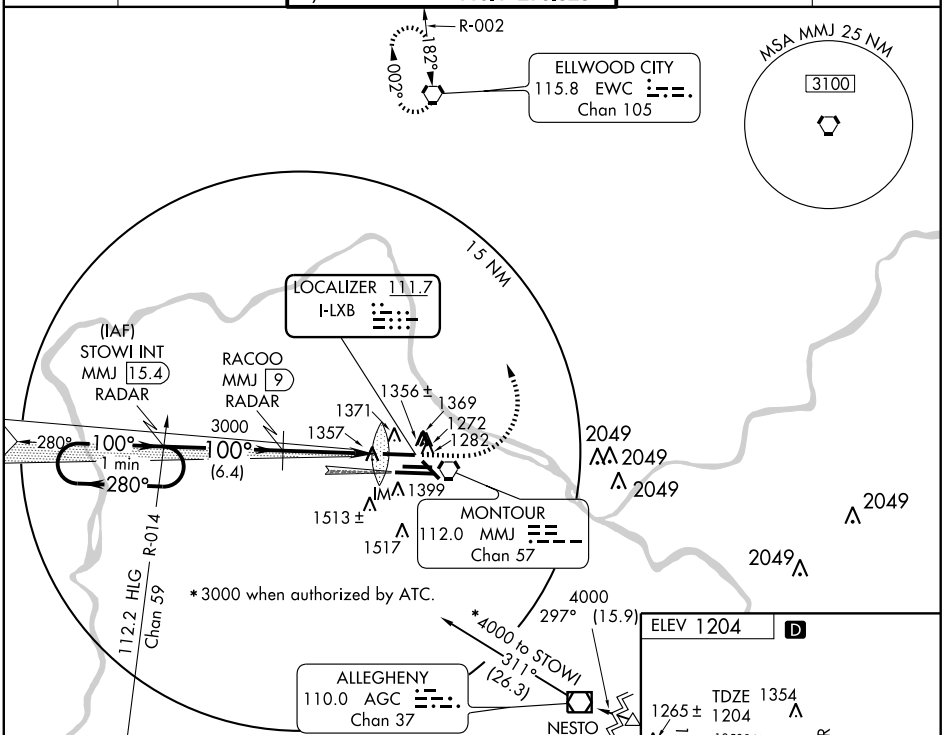
ILS RWY 10L
PITTSBURGH INTL (PIT)

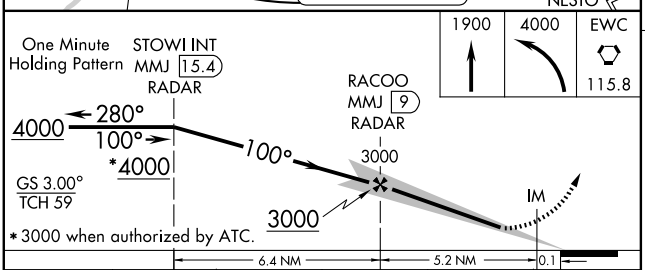
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

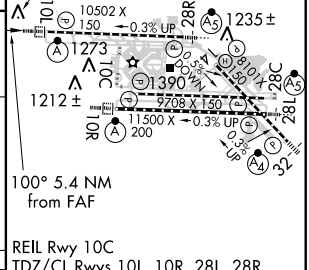
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY	A	B	C	D	E
S-ILS 10L	1404/18 200 (200-½)				1404/24 200 (200-½)
S-LOC 10L	1580/24 376 (400-½)			1580/40 376 (400-¾)	
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 10R (CAT II)

PITTSBURGH INTL (PIT)

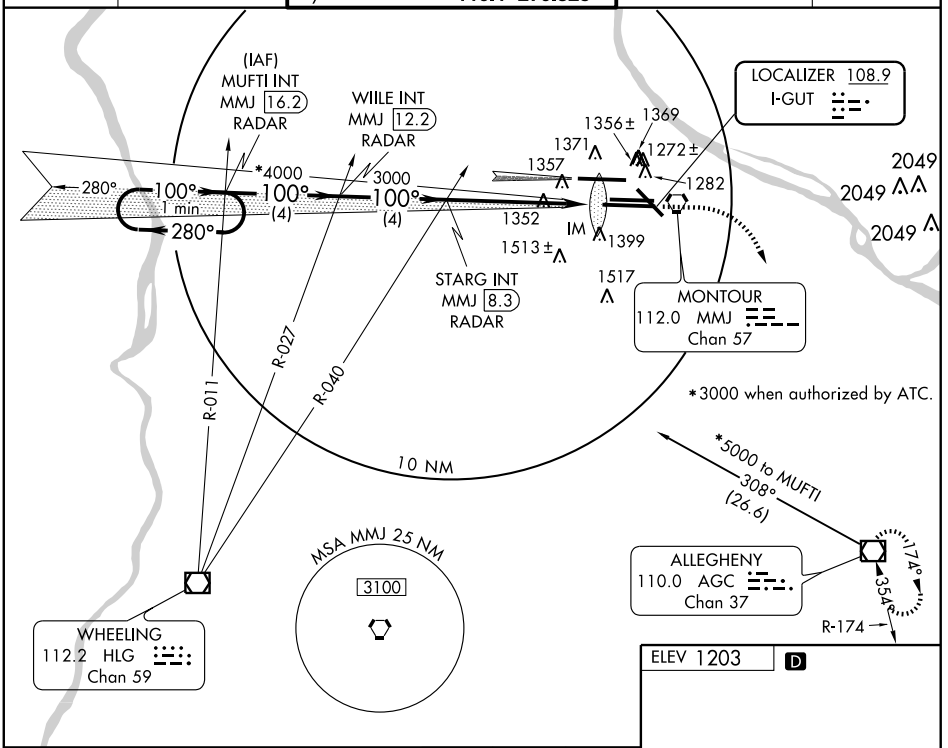
LOC I-GUT	APP CRS	Rwy ldg 11500
108.9	100°	TDZE 1135
		Apt Elev 1203

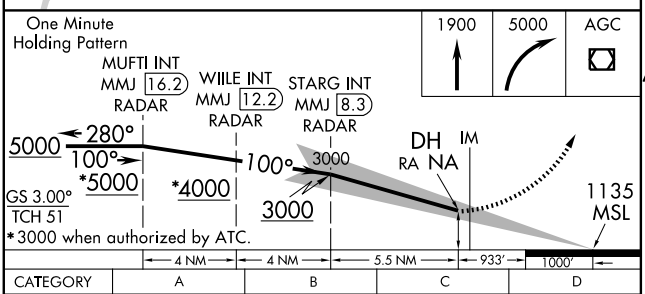
Simultaneous approach authorized with Rwy 10L.

ALSF-2

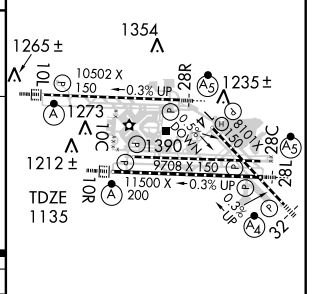
MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10R	RA NA/12 100 DA 1235			



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 10R (CAT III)

PITTSBURGH INTL (PIT)

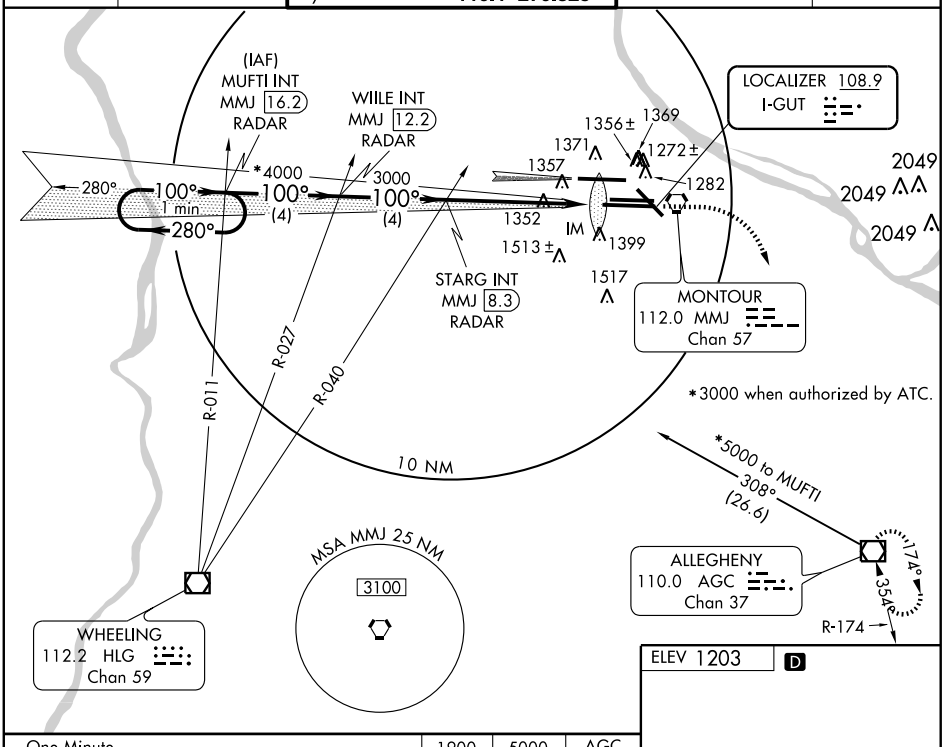
LOC I-GUT	APP CRS	Rwy ldg 11500 TDZE 1135 Apt Elev 1203
108.9	100°	

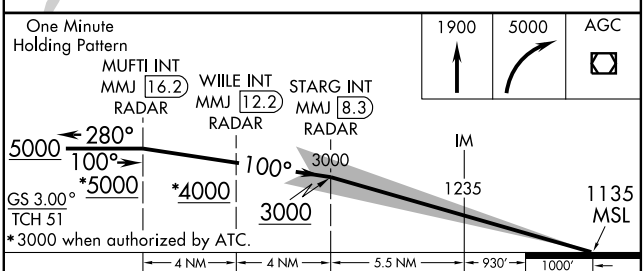
Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

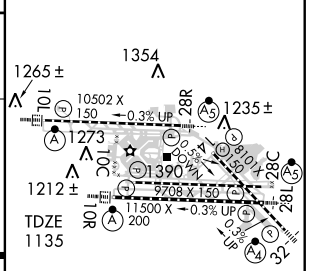
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





CATEGORY	A	B	C	D
S-ILS 10R		Cat IIIa	RVR 07	
S-ILS 10R		Cat IIIb	RVR 06	
S-ILS 10R		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PFS	APP CRS	Rwy ldg	11500
108.9	280°	TDZE	1125
		Apt Elev	1203

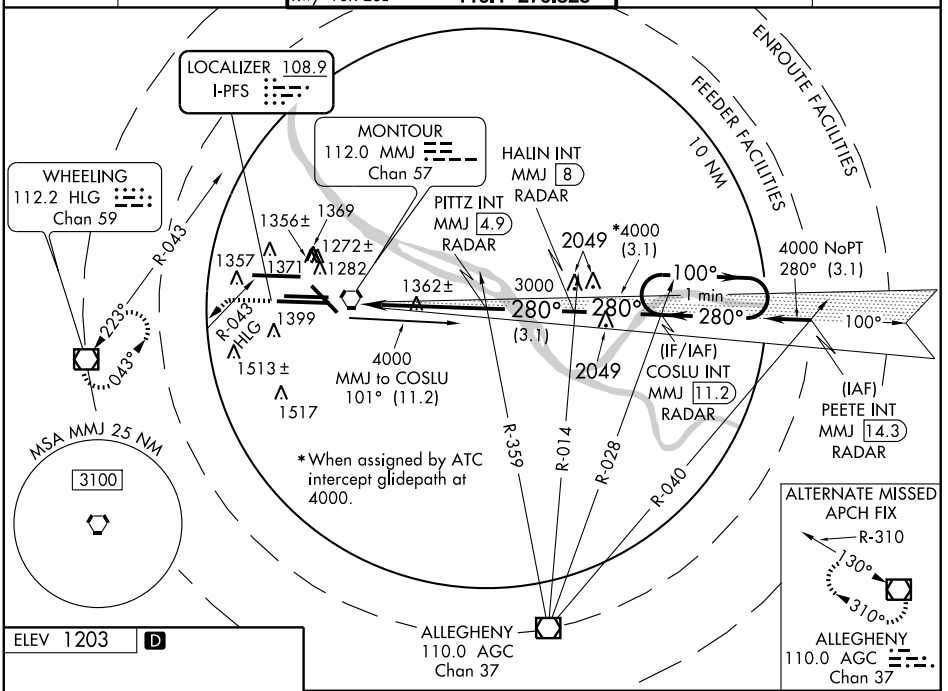
ILS RWY 28L (CAT II)
PITTSBURGH INTL (PIT)

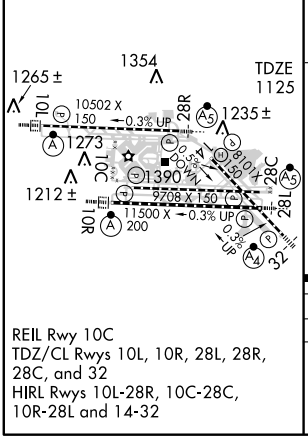
Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

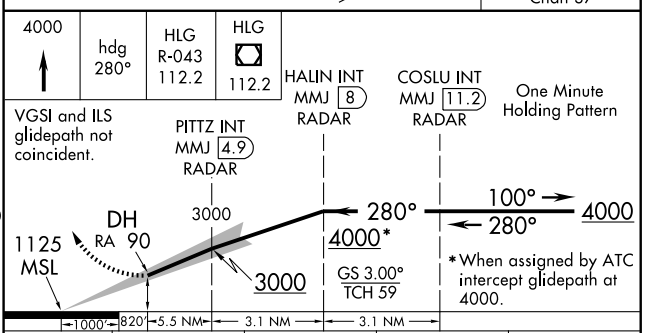
MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 28L	RA 90/12 100 DA 1225			

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 28R (CAT II)

PITTSBURGH INTL (PIT)

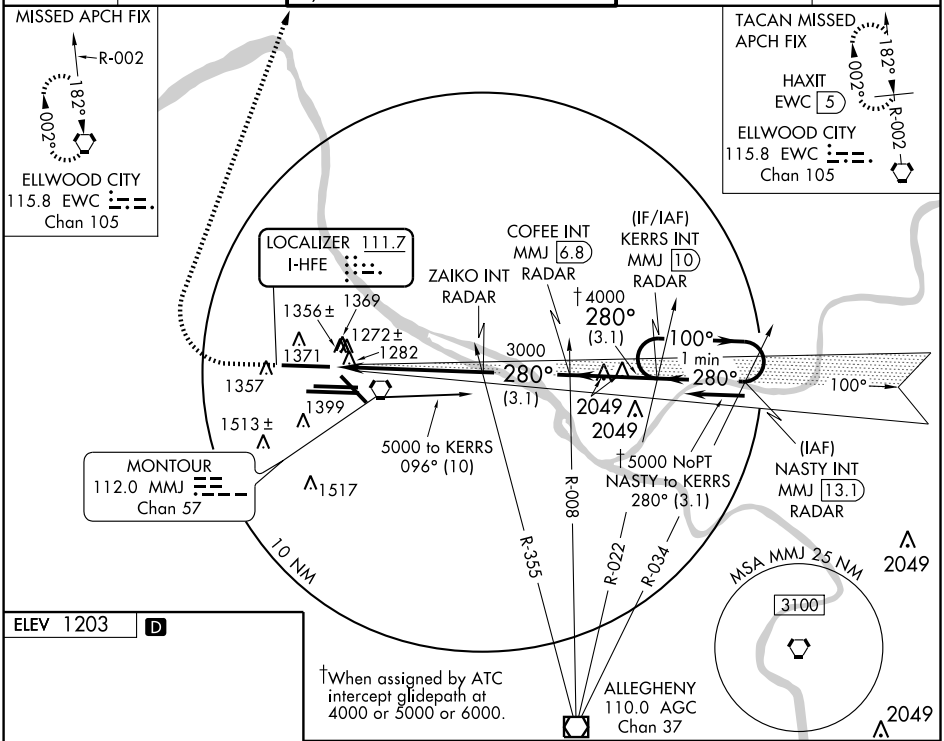
LOC I-HFE	APP CRS	Rwy Idg	10102
111.7	280°	TDZE	1174
		Apt Elev	1203

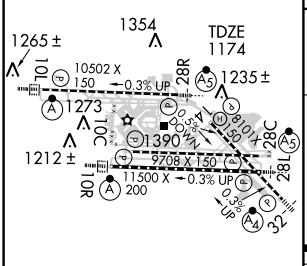
Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

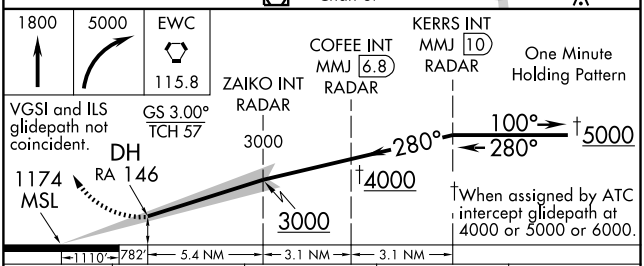
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

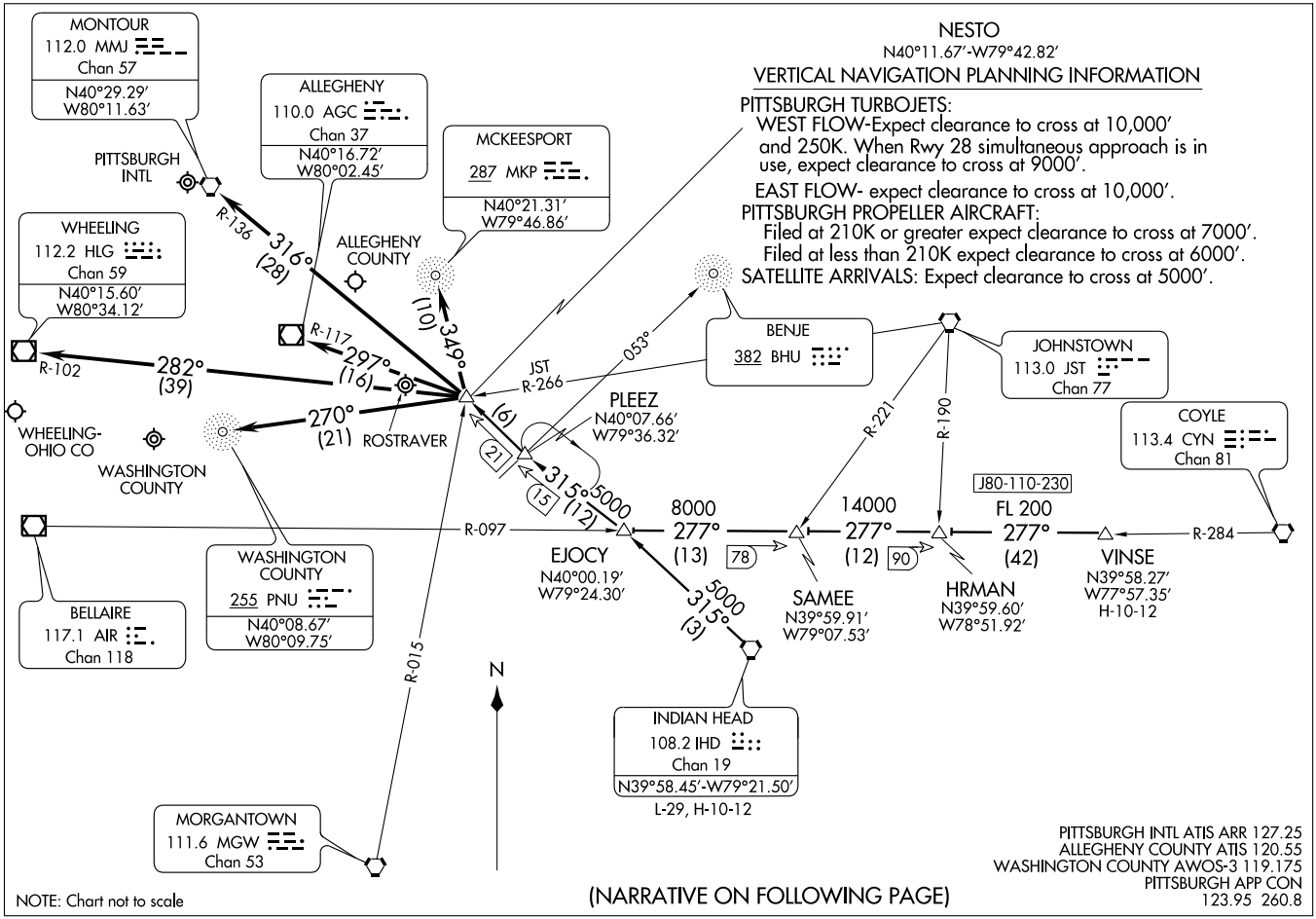
(JESEY.JESEY1) 09351

NE-4, 21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

PITTSBURGH NINE DEPARTURE

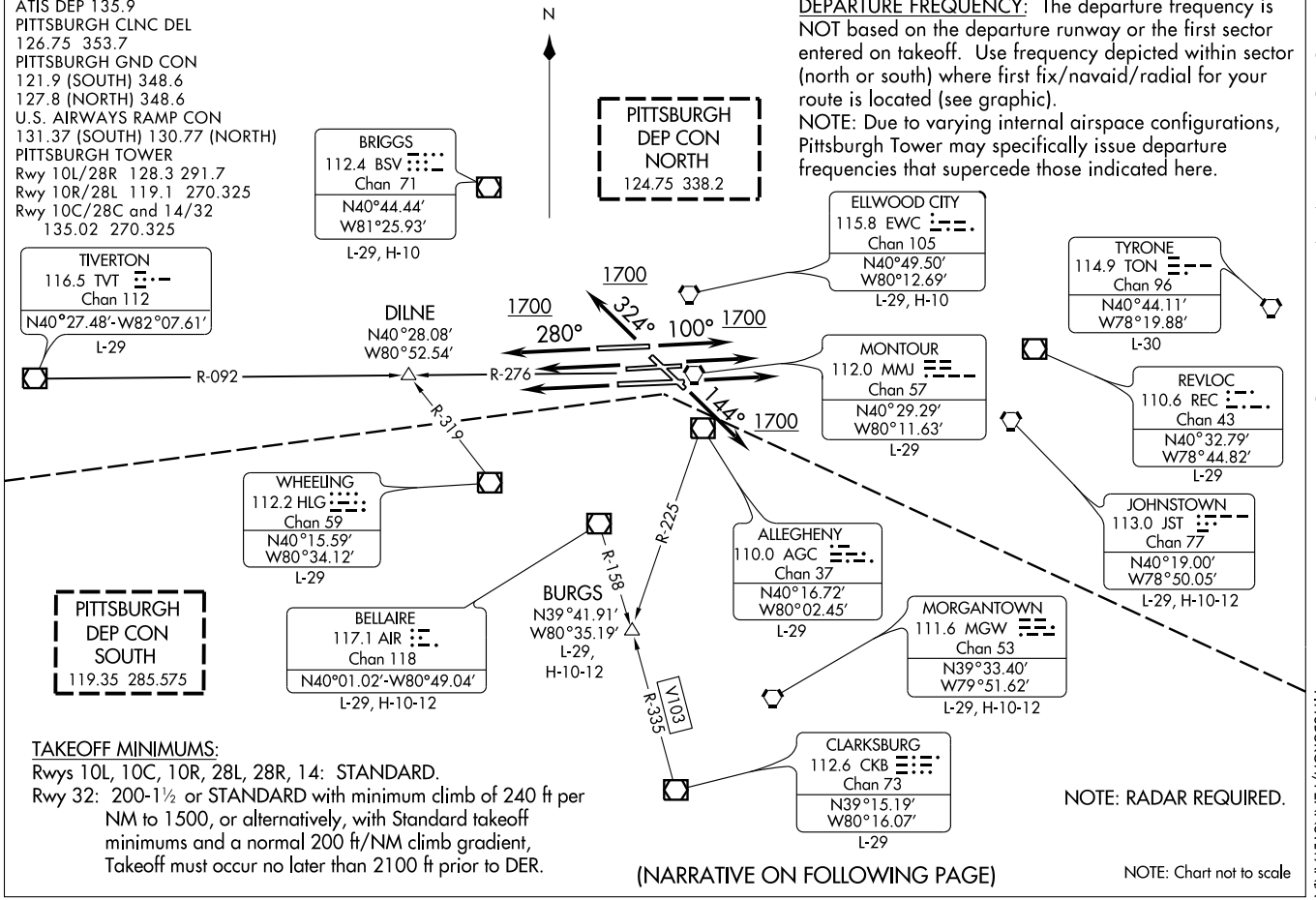
(PIT9.PIT) 09239

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

SL-570 (FAA)

ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.



TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10502
CH 81826	100°	TDZE	1204
W10B		Apt Elev	1204

RNAV (GPS) RWY 10L

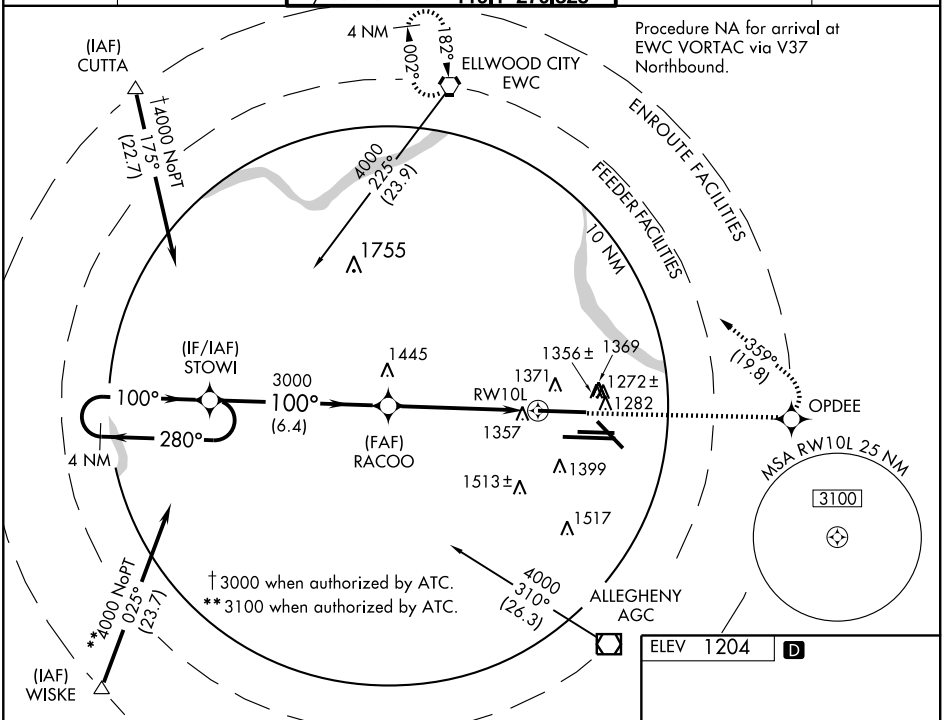
PITTSBURGH INTL (PIT)

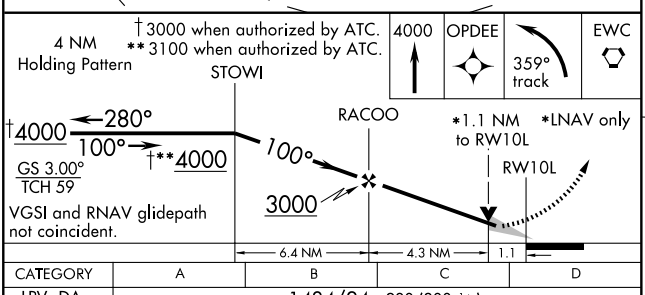
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

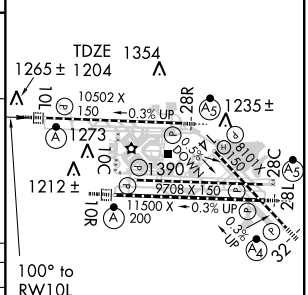
ALSF-2

MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1484/24 280 (300-½)			
LNAV/ VNAV DA	1636/50 432 (500-1)			
LNAV MDA	1620/24 416 (500-½)		1620/40 416 (500-¾)	1620/50 416 (500-1)
CIRCLING	1700-1½ 496 (500-1½)			1760-2 556 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

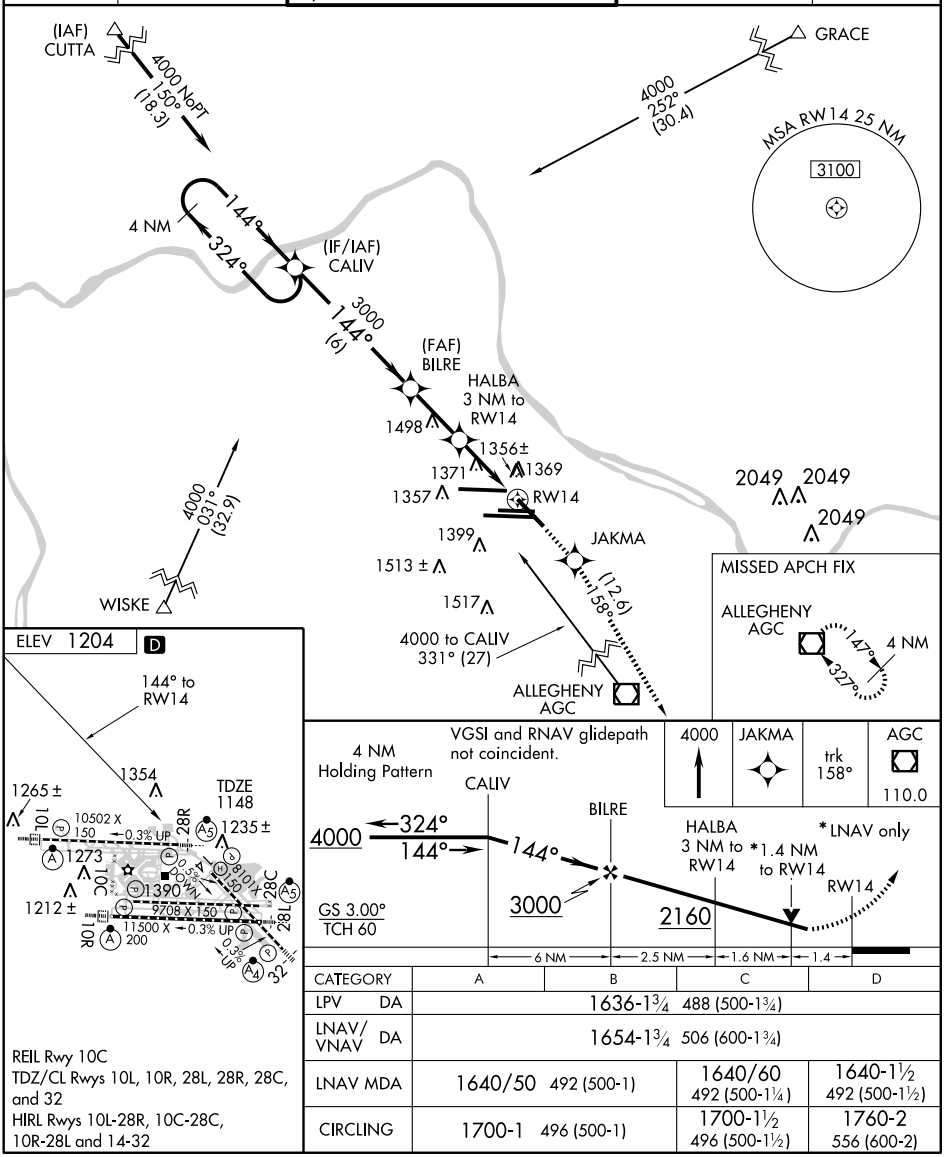
PITTSBURGH INTL (PIT)

WAAS	APP CRS		
CH 77526 W14A	144°	Rwy Idg	8101
		TDZE	1148
		Apt Elev	1204

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



CATEGORY	A	B	C	D
LPV DA	1636-1¾ 488 (500-1¾)			
LNAV/VNAV DA	1654-1¾ 506 (600-1¾)			
LNAV MDA	1640/50 492 (500-1)		1640/60 492 (500-1¼)	1640-1½ 492 (500-1½)
CIRCLING	1700-1 496 (500-1)		1700-1½ 496 (500-1½)	1760-2 556 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **90126**	**100°**	Rwy Idg	**9708**
W10A		TDZE	**1141**
		Apt Elev	**1203**

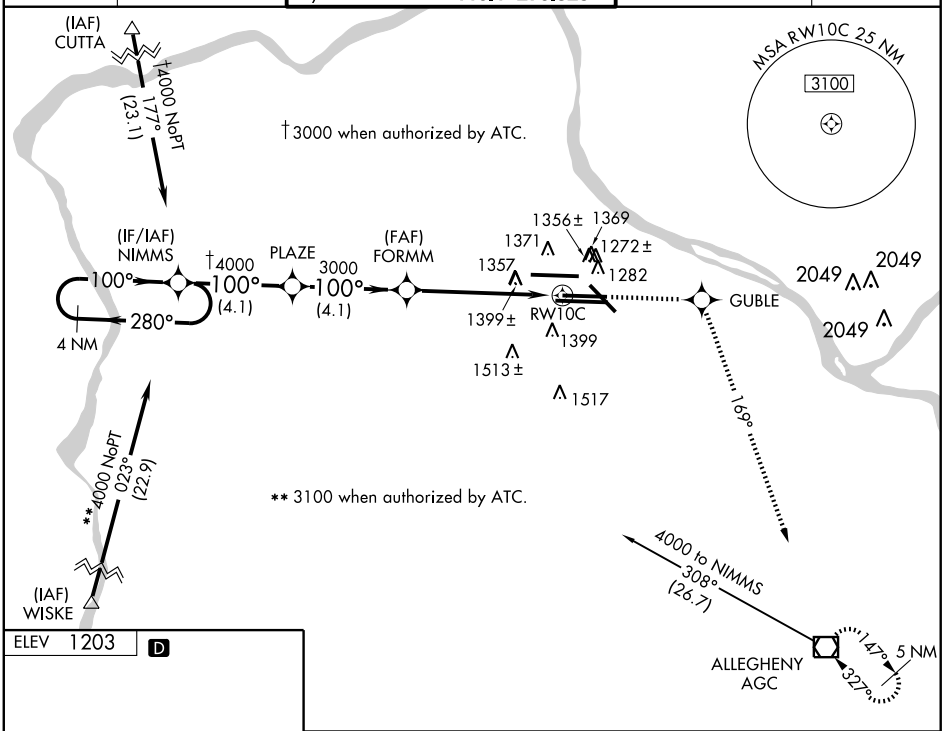
RNAV (GPS) Y RWY 10C

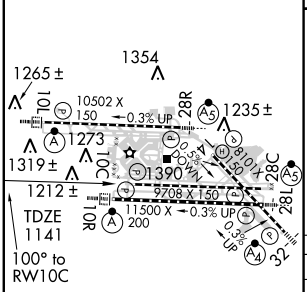
PITTSBURGH INTL (PIT)

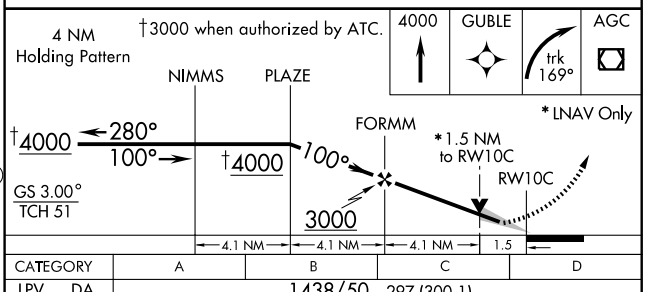
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR **127.25**	**123.95 360.8**	Rwys 10L-28R	**128.3 291.7**	SOUTH **121.9 348.6**	**126.75 353.7**
DEP **135.9**		Rwys 10C-28C, 14-32	**135.025 270.325**	NORTH **127.8 348.6**	
		Rwy 10R-28L	**119.1 270.325**		







CATEGORY	A	B	C	D
LPV DA	1438/50 297 (300-1)			
LNAV/VNAV DA	1634-1¾ 493 (500-1¾)			
LNAV MDA	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	11500
CH 86226	100°	TDZE	1135
W10D		Apt Elev	1203

RNAV (GPS) Y RWY 10R

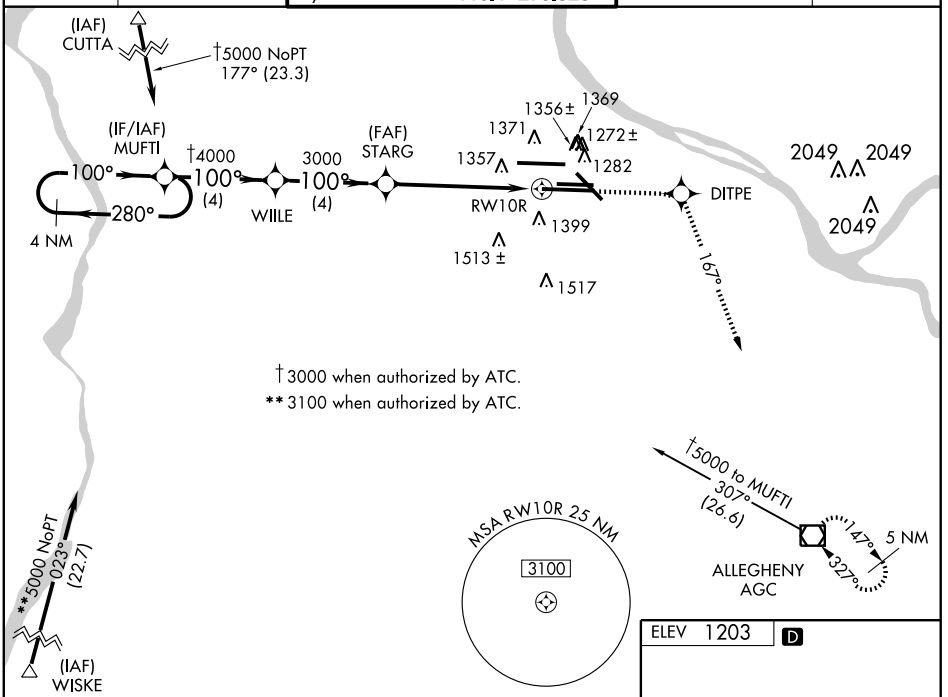
PITTSBURGH INTL (PIT)

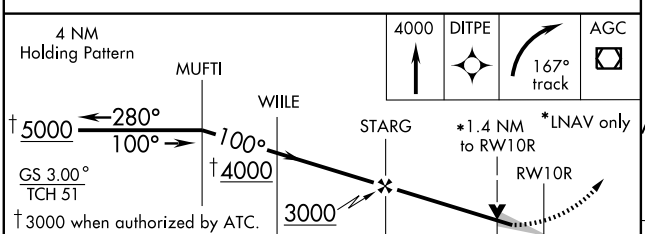
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

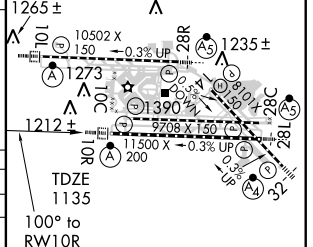
ALSF-2

MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1443/24 308 (400-½)			
LNAV/VNAV DA	1658/60 523 (600-1¼)			
LNAV MDA	1620/24 485 (500-½)		1620/40 485 (500-¾)	1620/50 485 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 45527	280°	Rwy Idg	9708
W28A		TDZE	1134
		Apt Elev	1203

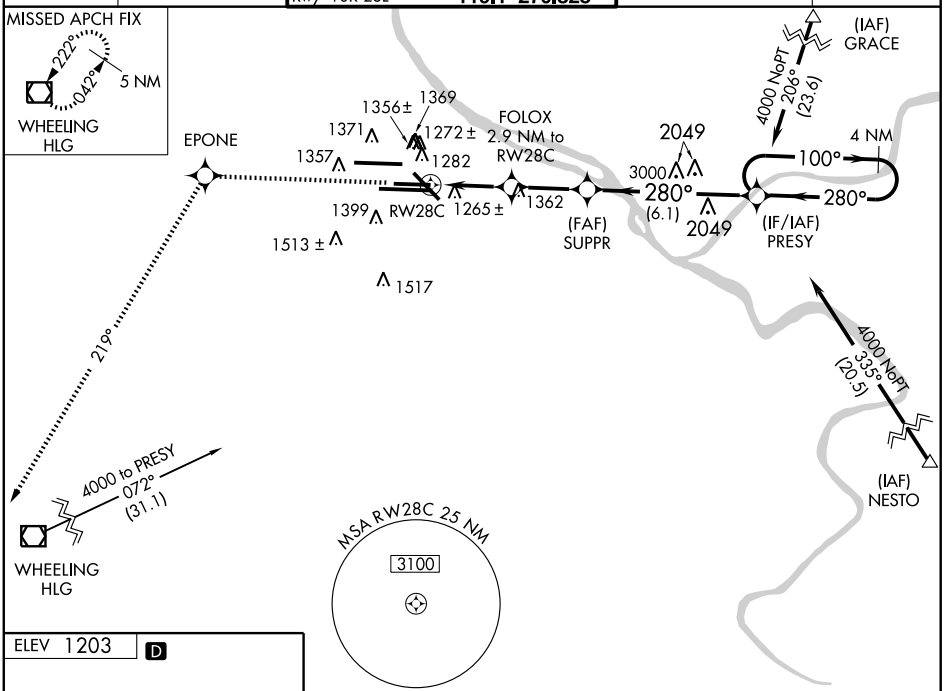
RNAV (GPS) Y RWY 28C

PITTSBURGH INTL (PIT)

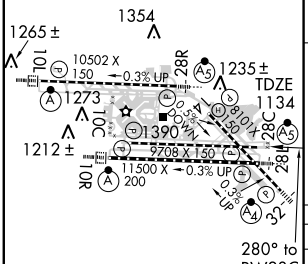
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

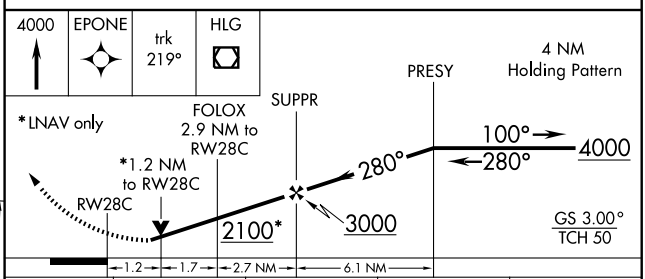
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
LPV DA	1471/60 337 (300-1¼)			
LNAV/VNAV DA	1545-1½ 411 (400-1½)			
LNAV MDA	1580/50 446 (400-1)		1580/60 446 (400-1¼)	1580-1½ 446 (400-1½)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **97326**	**280°**	Rwy Idg	**11500**
W28B		TDZE	**1125**
		Apt Elev	**1203**

RNAV (GPS) Y RWY 28L

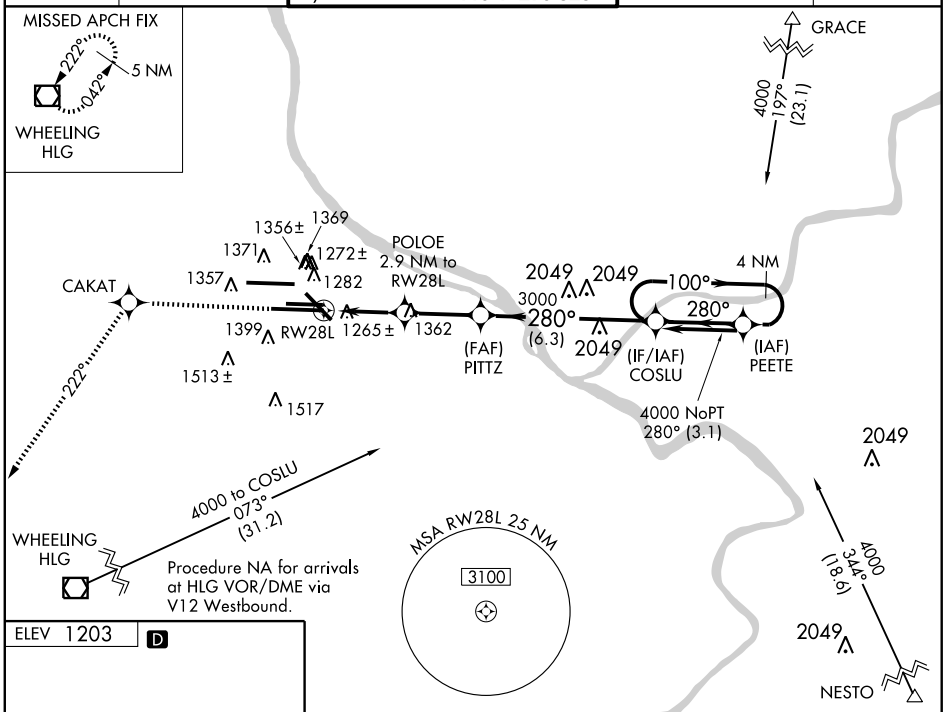
PITTSBURGH INTL (PIT)

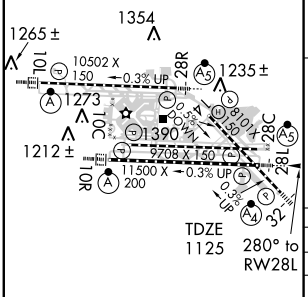
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

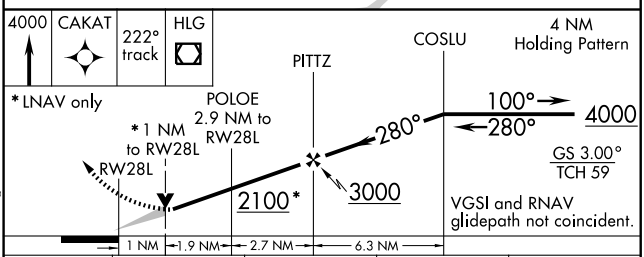
MALSR

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON	CLNC DEL
ARR **127.25**	**123.95 360.8**	Rwys 10L-28R	**128.3 291.7**	SOUTH **121.9 348.6**	**126.75 353.7**
DEP **135.9**		Rwys 10C-28C, 14-32	**135.025 270.325**	NORTH **127.8 348.6**	
		Rwy 10R-28L	**119.1 270.325**		







CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-¾)			
LNAV/VNAV DA	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-½)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 40027	280°	Rwy Idg	10102
W28D		TDZE	1174
		Apt Elev	1203

RNAV (GPS) Y RWY 28R

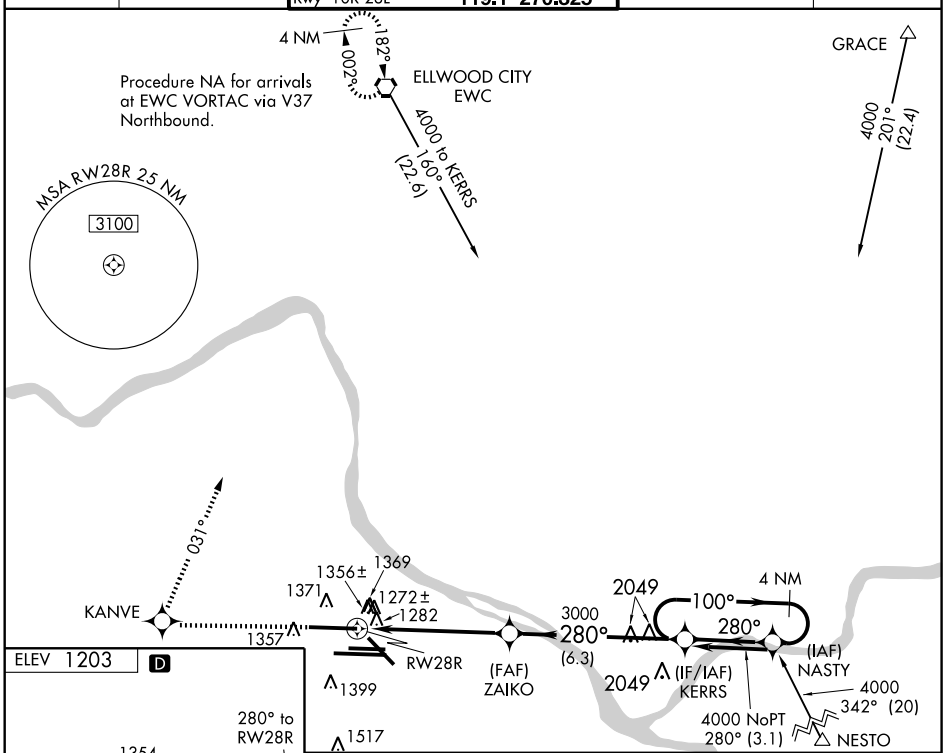
PITTSBURGH INTL (PIT)

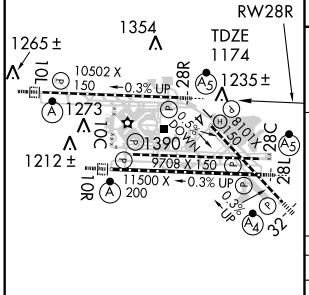
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

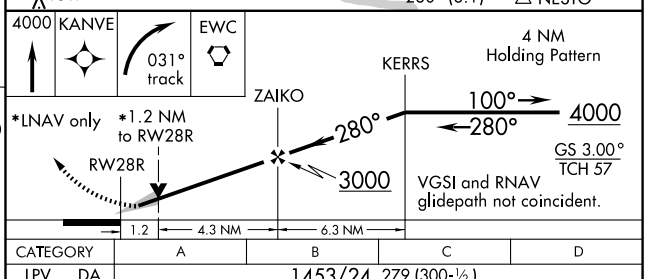
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			







CATEGORY	A	B	C	D
LPV DA	1453/24 279 (300-½)			
LNAV/VNAV DA	1710/60 536 (600-1¼)			
LNAV MDA	1640/24 466 (500-½)		1640/40 466 (500-¾)	1640/50 466 (500-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 32

PITTSBURGH INTL (PIT)

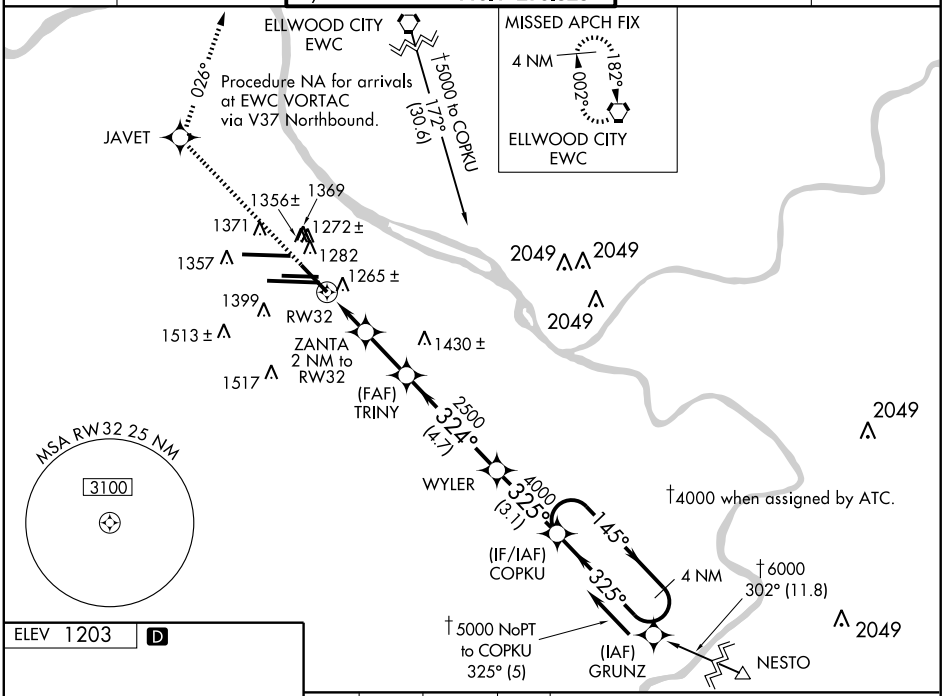
WAAS	APP CRS	Rwy Idg	8101
CH 70326	324°	TDZE	1123
W32A		Apt Elev	1203

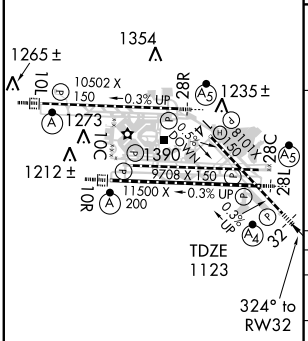
▼ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

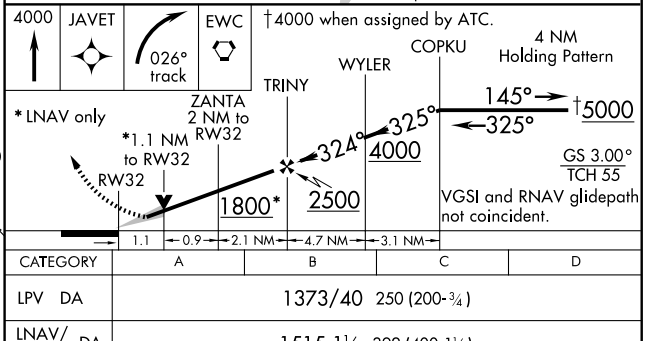
MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		







CATEGORY	A	B	C	D
LPV DA	1373/40 250 (200-¾)			
LNAV/VNAV DA	1515-1½ 392 (400-1½)			
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1¼)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9708
100°	TDZE	1141
	Apt Elev	1203

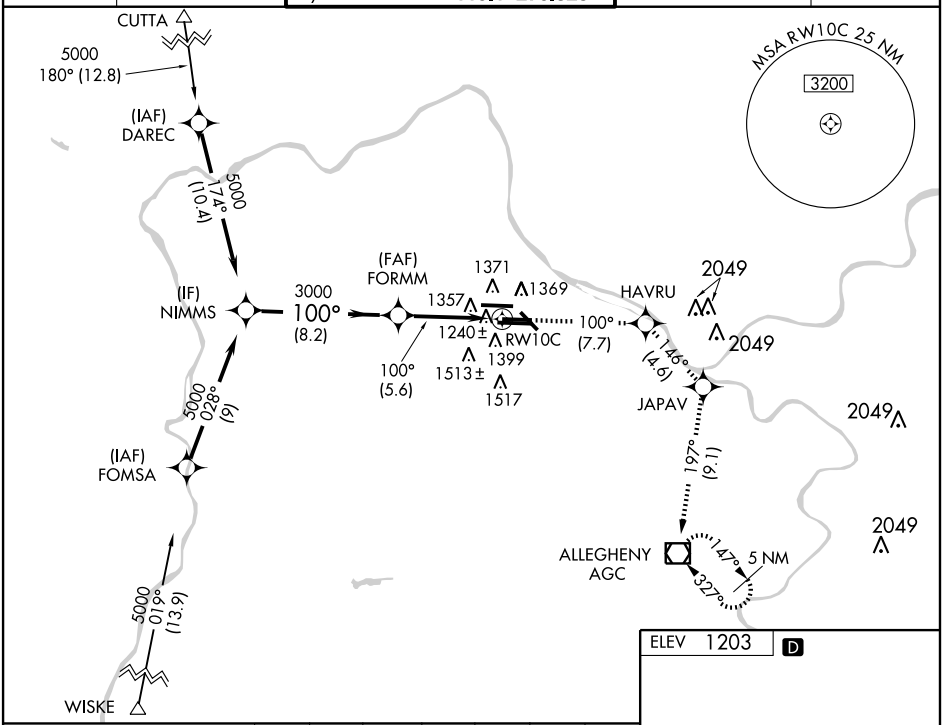
RNAV (RNP) Z RWY 10C

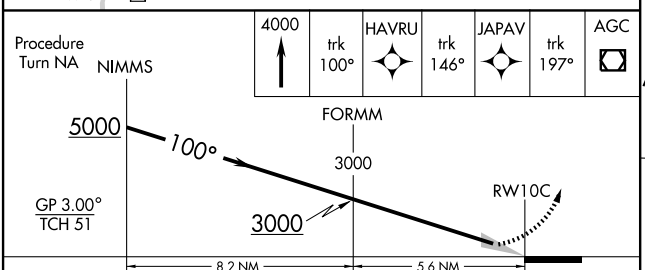
PITTSBURGH INTL (PIT)

GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

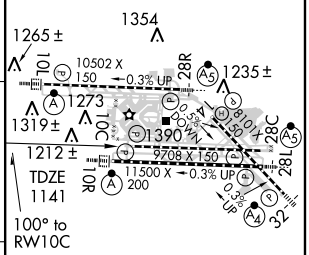
ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH 121.9 348.6		
DEP 135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH 127.8 348.6		126.75 353.7
		Rwy 10R-28L	119.1 270.325			





CATEGORY	A	B	C	D
RNP 0.11 DA	1540-1½	399 (400-1½)		
RNP 0.20 DA	1566-1½	425 (400-1½)		
RNP 0.30 DA	1669-1¾	528 (500-1¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11500
100°	TDZE	1135
	Apt Elev	1203

RNAV (RNP) Z RWY 10R

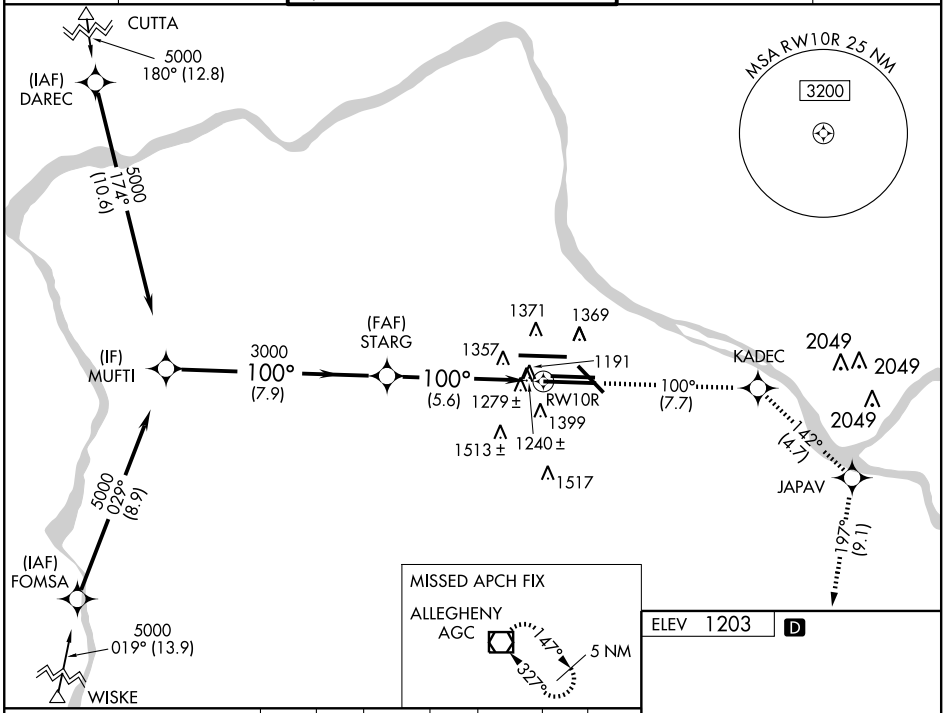
PITTSBURGH INTL (PIT)

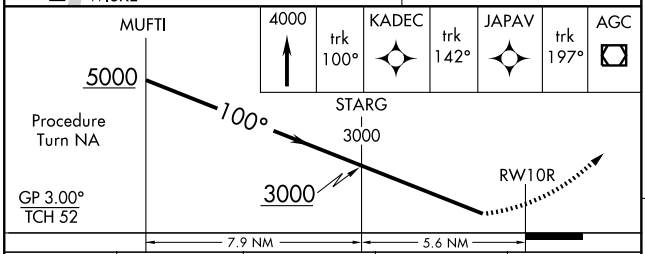
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

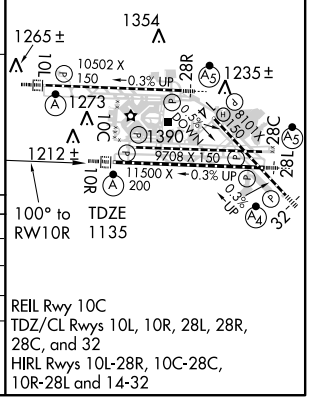
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER		GND CON		CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	
		Rwy 10R-28L	119.1 270.325			





CATEGORY	A	B	C	D
RNP 0.14 DA	1511/40 376 (400-¾)			
RNP 0.20 DA	1558/50 423 (400-1)			
RNP 0.30 DA	1745-1¾ 610 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
280°	Rwy Idg	9708
	TDZE	1134
	Apt Elev	1203

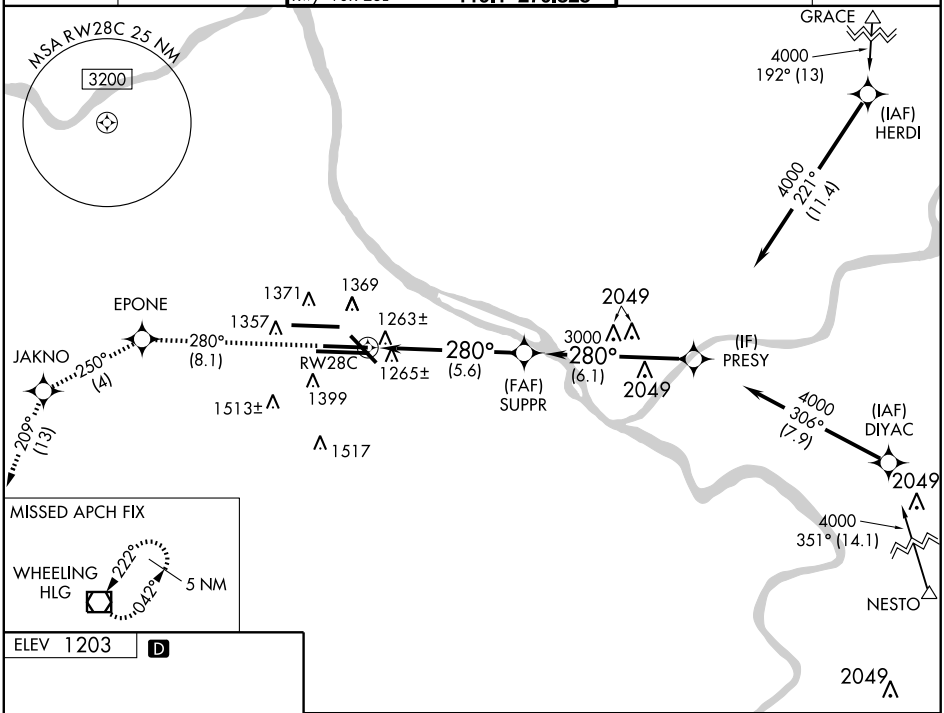
RNAV (RNP) Z RWY 28C

PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

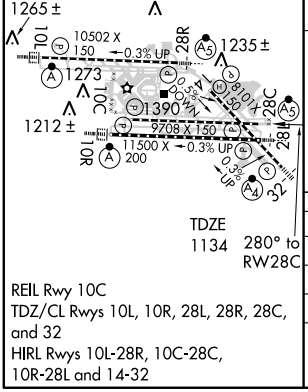
MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



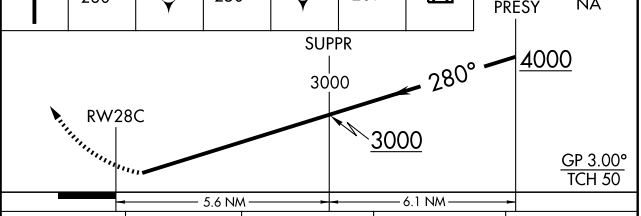
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010



4000	trk 280°	EPONE	trk 250°	JAKNO	trk 209°	HLG

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.14 DA		1527/60	393 (400-1¼)	
RNP 0.16 DA		1531-1½	397 (400-1½)	
RNP 0.30 DA		1576-1½	442 (400-1½)	

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11500
280°	TDZE	1125
	Apt Elev	1203

RNAV (RNP) Z RWY 28L

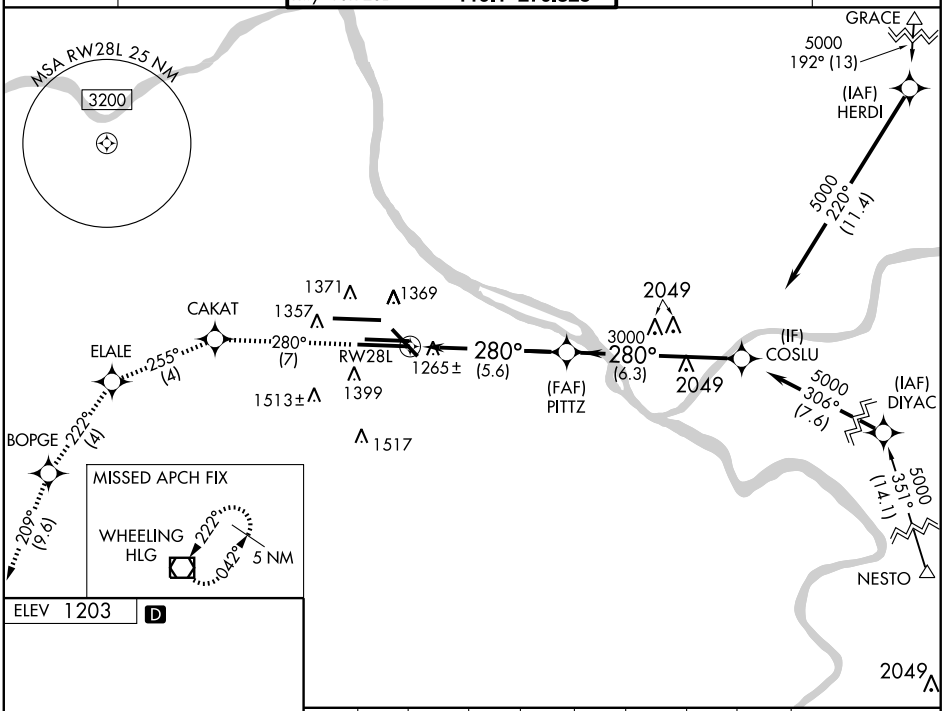
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

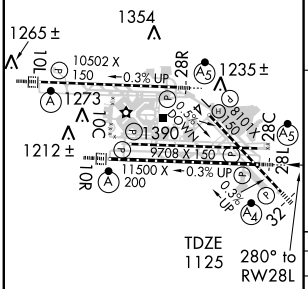
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1203 D

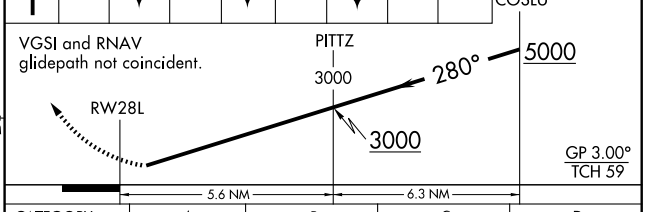


REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 280°	CAKAT	trk 255°	ELALE	trk 222°	BOPGE	trk 209°	HLG

Procedure Turn NA

COSLU



CATEGORY	A	B	C	D
RNP 0.13 DA	1524/50		399 (400-1)	
RNP 0.30 DA	1569/50		444 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

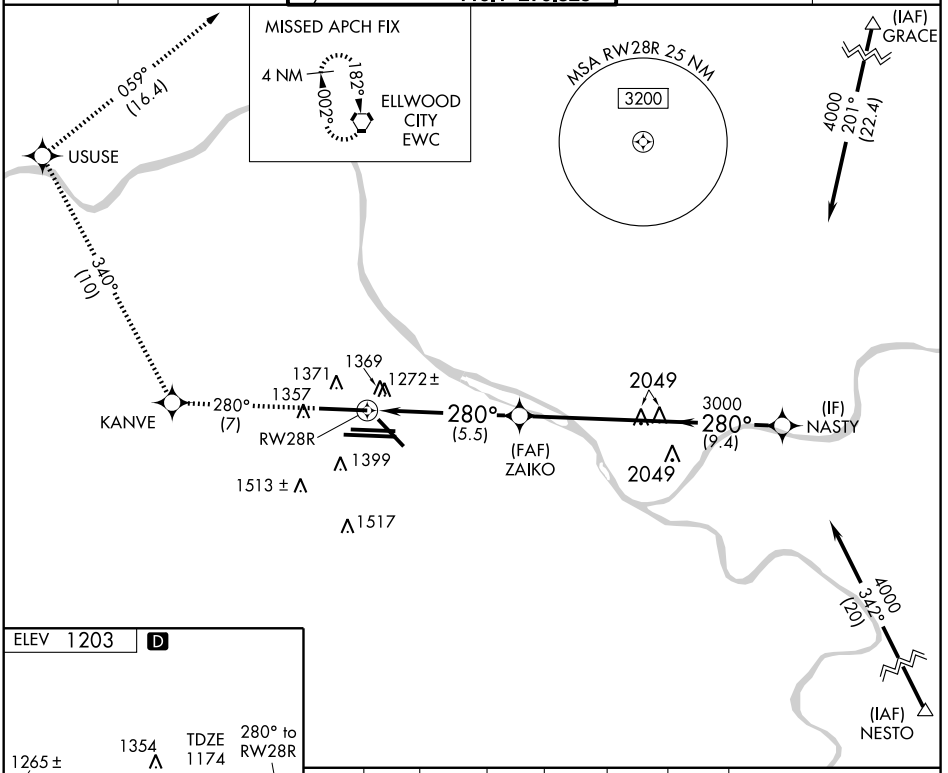
APP CRS	Rwy Idg	10102
280°	TDZE	1174
	Apt Elev	1203

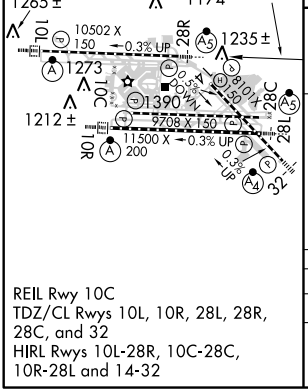
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

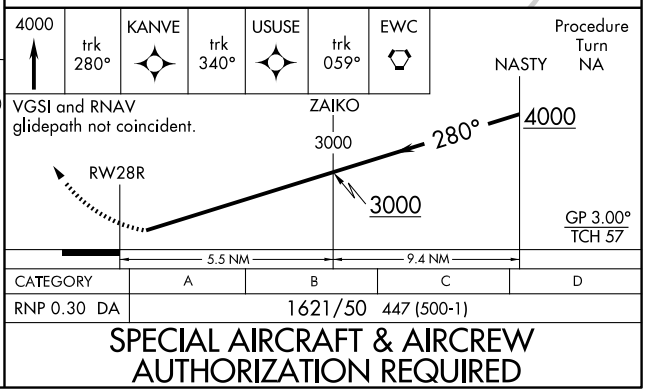
MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		





REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



CATEGORY	A	B	C	D
RNP 0.30 DA	1621/50 447 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

APP CRS	Rwy Idg	8101
324°	TDZE	1123
	Apt Elev	1203

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		

MISSED APCH FIX

4 NM 182° 200° ELLWOOD CITY EWC

ASIWU 034° (13.2) 354° (3.5) JAVET 324° (7.7) (FAF) TRINY 325° (7.9) (IF) COPKU 325° (5) (IAF) GRUNZ 4000 302° (11.8) NESTO

MSA RW32 25 NM 3200

1371 1369 1357 1513± 1399 1096± RW32 1517 2049 2049 2049 2500 4000

ELEV 1203 D

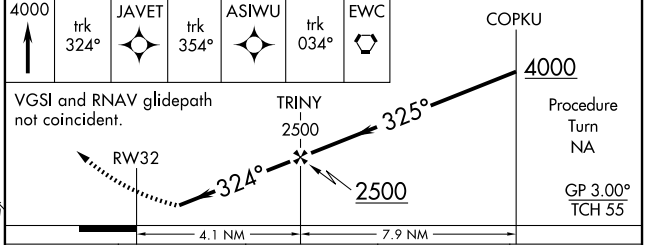
1354 1265± 1235± 1273 1390 1212± 10502 X 150 0.3% UP 9708 X 150 11500 X 200 0.3% UP 8101 X 150 0.3% UP 10L 10C 10R 28R 28C 28L 32 TDZE 1123

324° to RW32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000	trk 324°	JAVET	trk 354°	ASIWU	trk 034°	EWC

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA	1411/50 288 (300-1)			
RNP 0.13 DA	1433/50 310 (300-1)			
RNP 0.30 DA	1504/50 381 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010

POTTSTOWN

POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

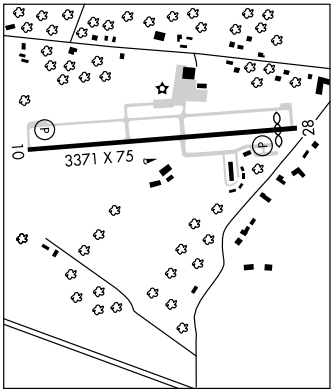
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I–PTW Rwy 28. LOC only.



POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

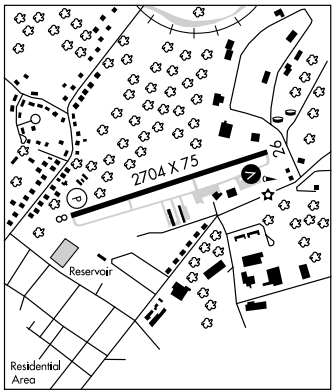
AIRPORT REMARKS: Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



APP CRS	Rwy Idg	2704
259°	TDZE	256
	Apt Elev	256

RNAV (GPS) RWY 26

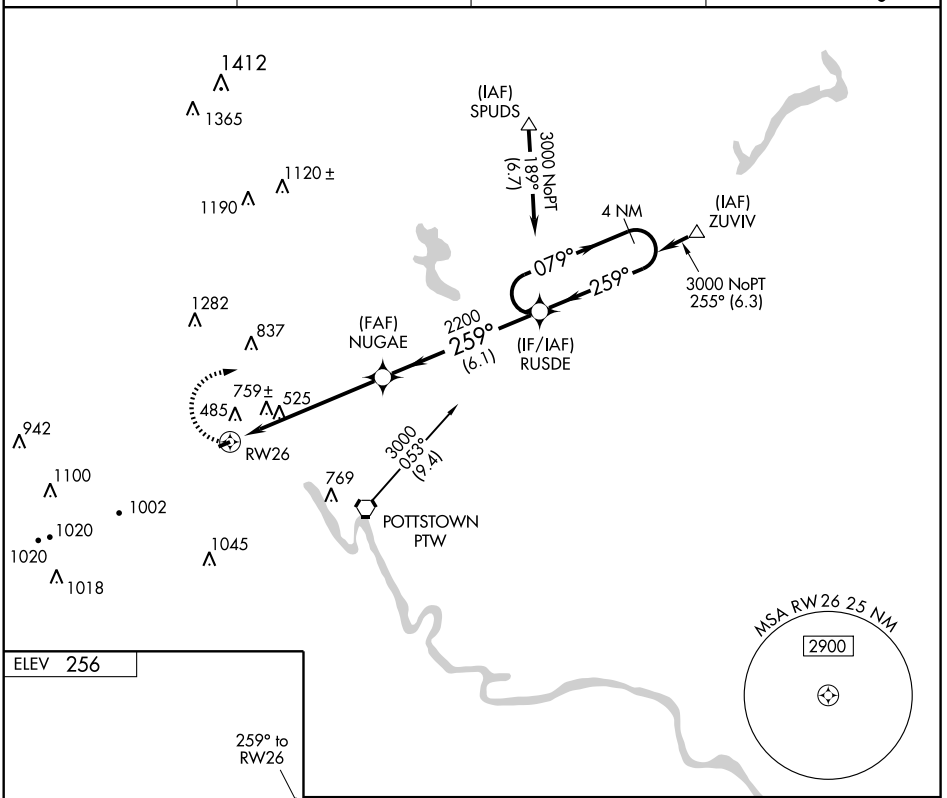
POTTSTOWN MUNI (N47)

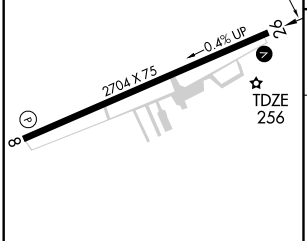
NA

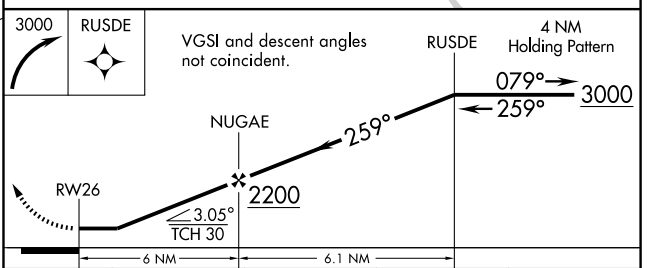
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

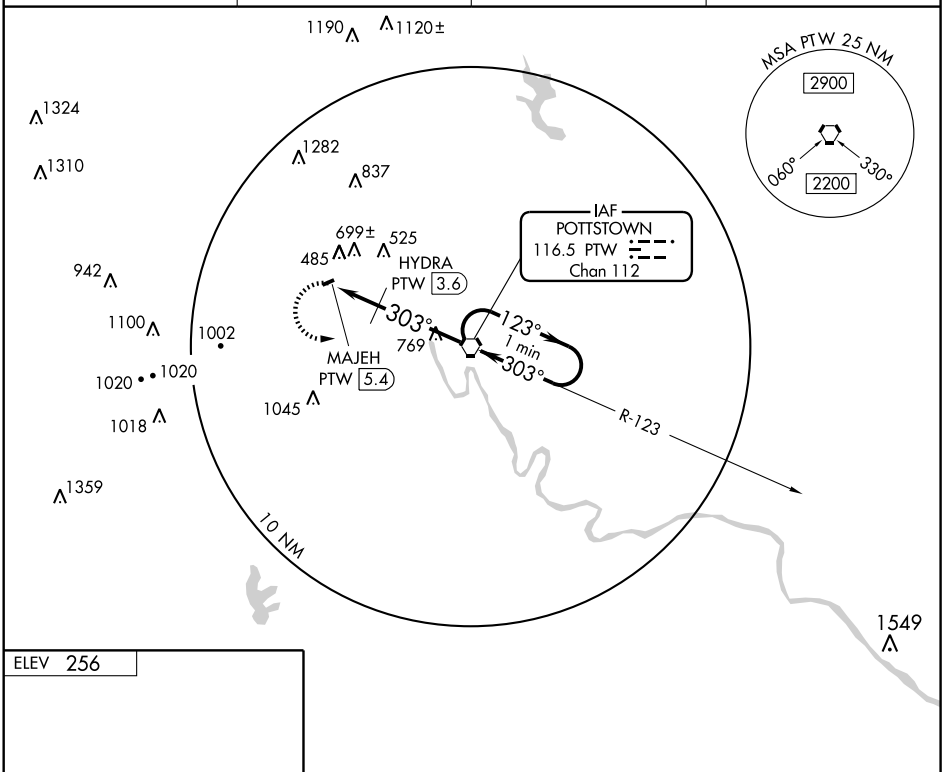
VORTAC PTW 116.5 Chan 112	APP CRS 303°	Rwy Idg N/A TDZE N/A Apt Elev 256

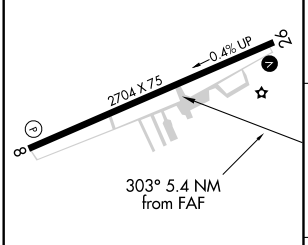
VOR-B
POTTSTOWN MUNI (N47)

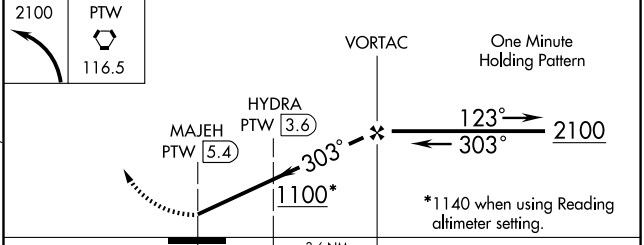
T NA Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.8 (CTAF) L







REIL Rwys 8 and 26 L
MIRL Rwy 8-26

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1¼ 844 (900-1¼)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1¼ 764 (800-1¼)	1080-2¼ 824 (900-2¼)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

POTTSTOWN

POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

RWY 10–28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.425 (610) 495–0823.

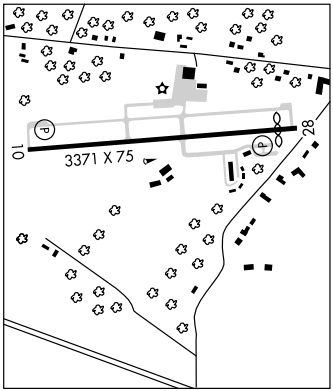
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I–PTW Rwy 28. LOC only.



POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

RWY 08–26: H2704X75 (ASPH) S–12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

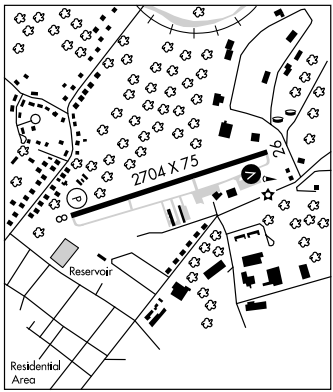
AIRPORT REMARKS: Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



APP CRS	Rwy Idg	3371
096°	TDZE	309
	Apt Elev	309

GPS RWY 10

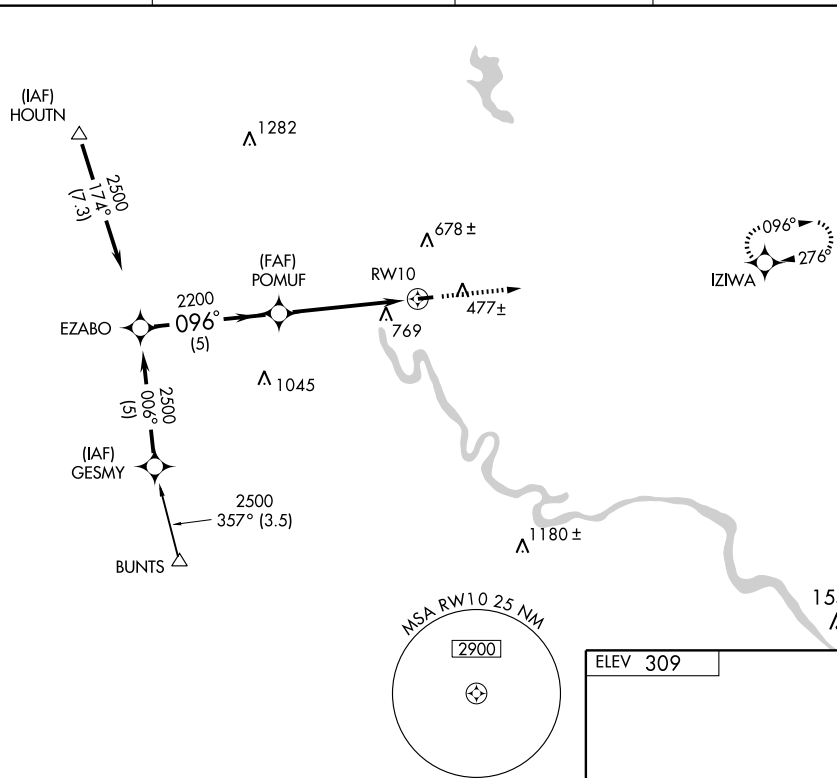
POTTSTOWN/HERITAGE FIELD (PTW)

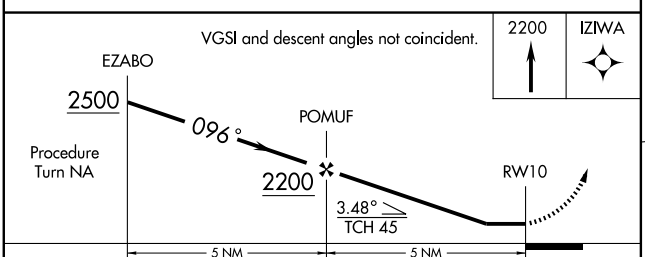
NA

Circling NA south of Rwy 10-28.

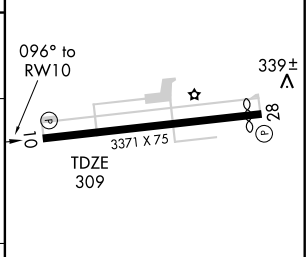
MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)





CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA



MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3171
276°	TDZE	309
	Apt Elev	309

GPS RWY 28

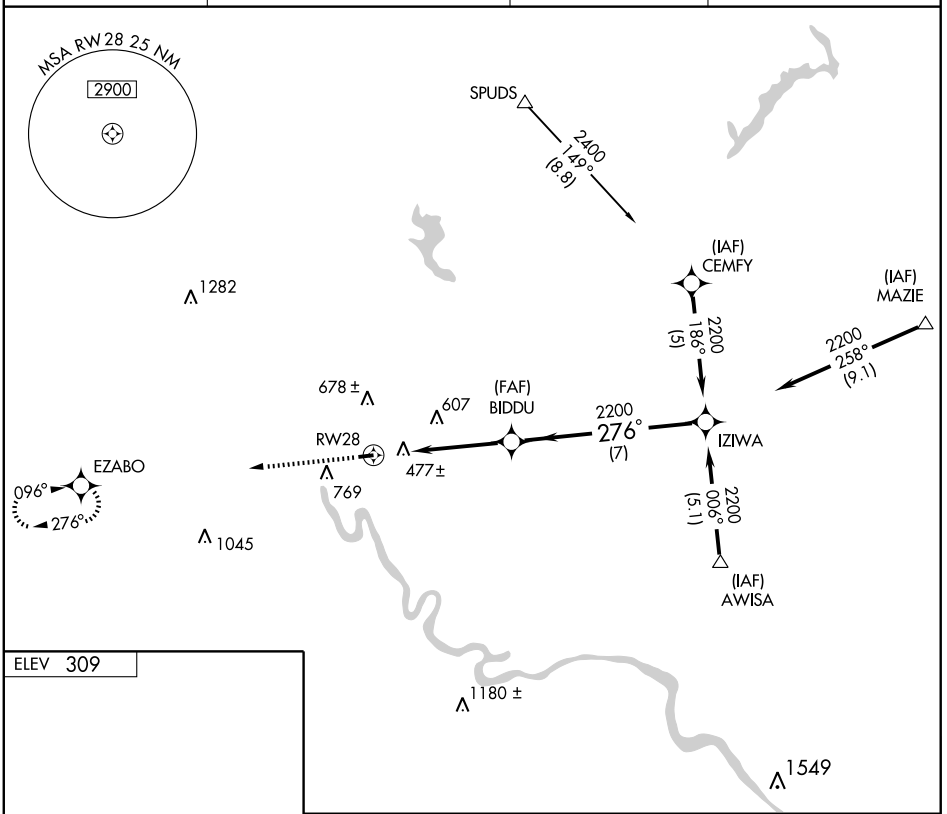
POTTSTOWN/HERITAGE FIELD (PTW)

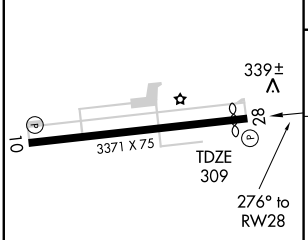
NA

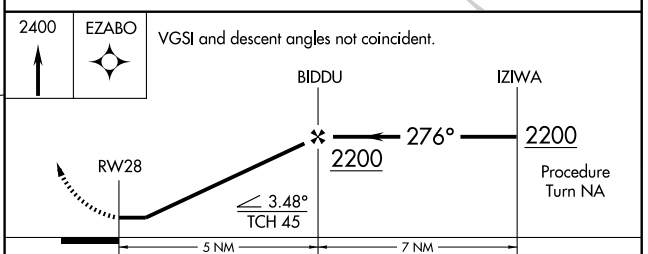
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA
CIRCLING	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-PTW	APP CRS	Rwy Idg	3171
108.3	276°	TDZE	309
		Apt Elev	309

LOC RWY 28

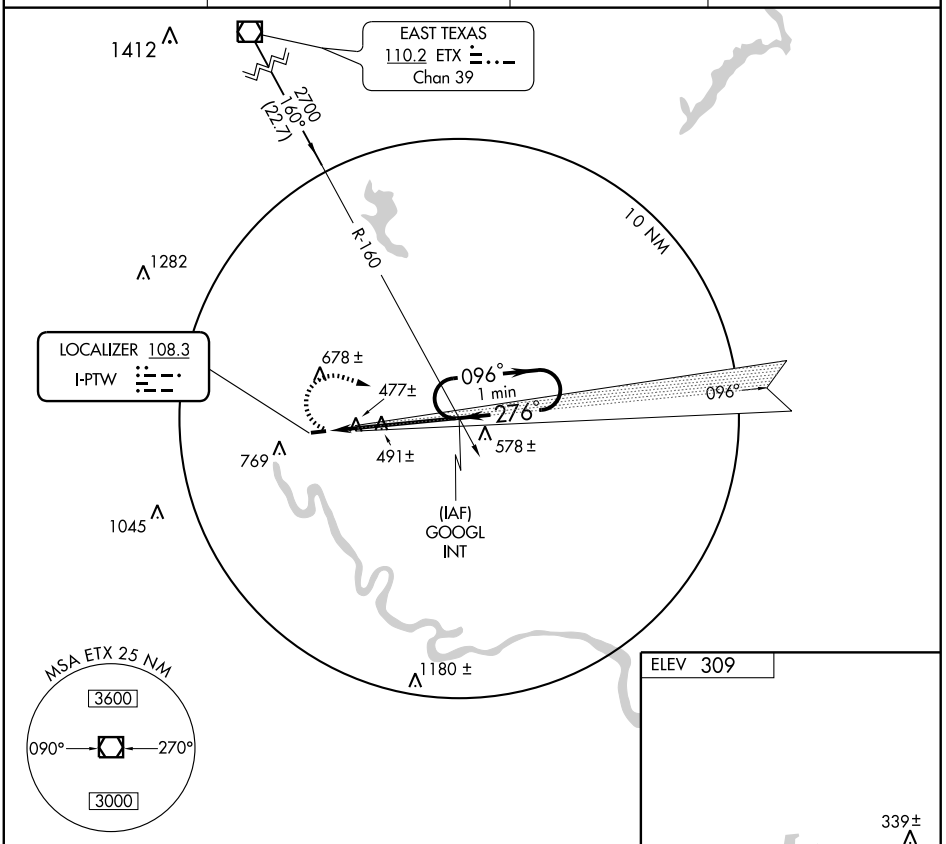
POTTSTOWN/ HERITAGE FIELD (PTW)

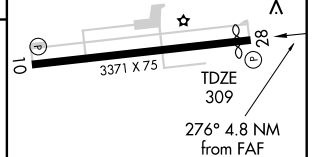
NA

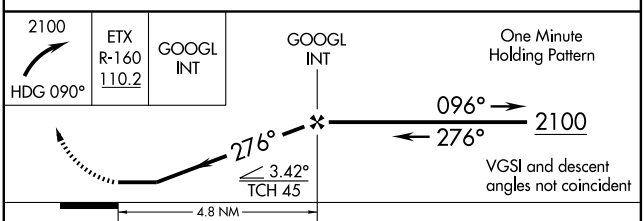
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)







CATEGORY	A	B	C	D
S-28	760-1	451 (500-1)	760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1	551 (600-1)	860-1½ 551 (600-1½)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PTW 116.5 Chan 112	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 309

VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

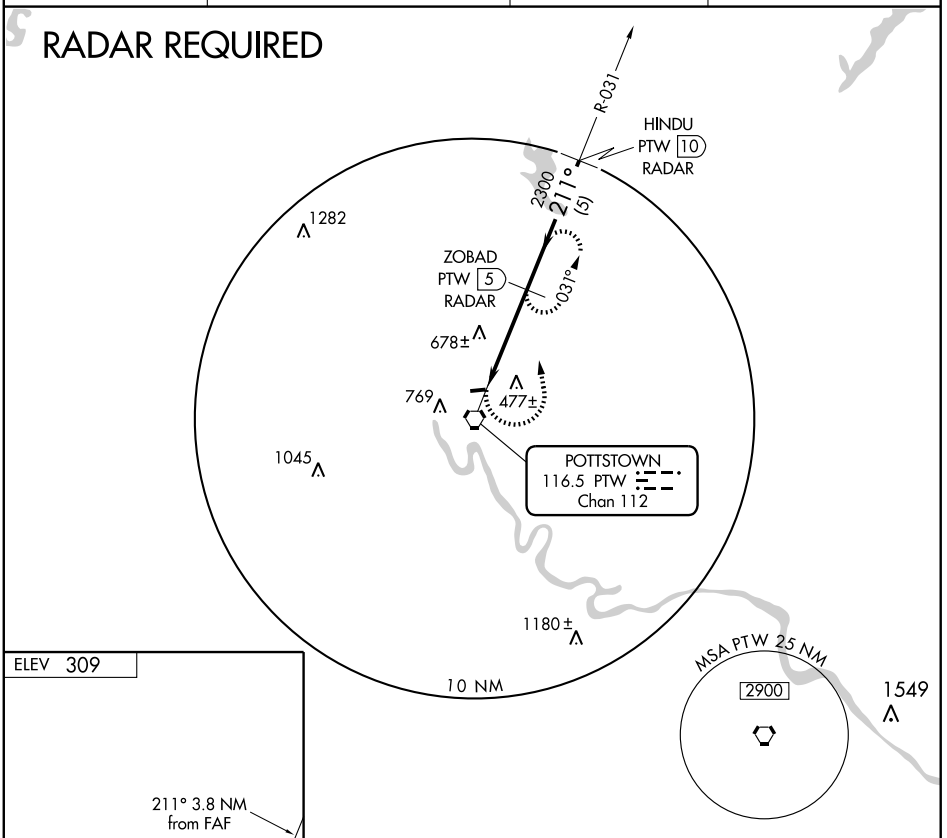
NA

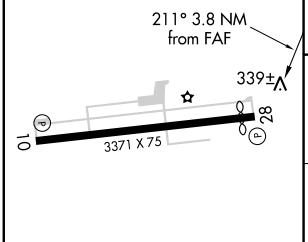
Circling NA southwest of Rwy 10-28.

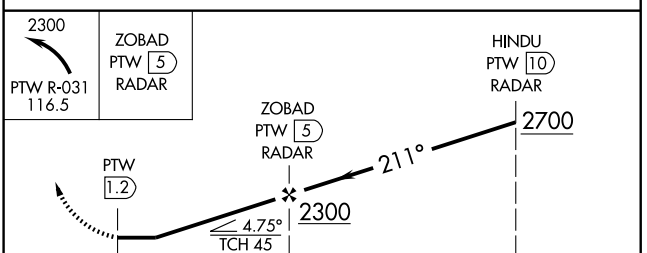
MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.425	126.85 263.125	118.55	122.7 (CTAF)

RADAR REQUIRED







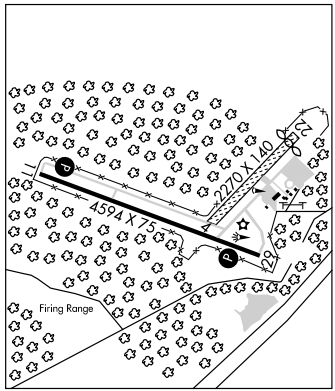
CATEGORY	A	B	C	D
CIRCLING	940-1 631 (700-1)		940-1¾ 631 (700-1¾)	NA

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

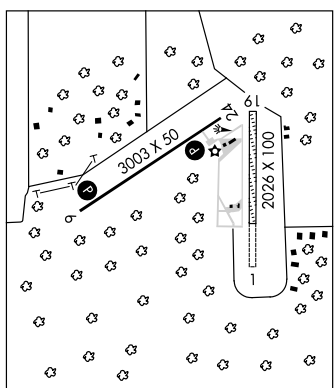
POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
RWY 11–29: H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
RWY 11: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 04–22: 2270X140 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 200′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.57 (570) 544–2778.
COMMUNICATIONS: CTAF/UNICOM 122.8
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



PUNXSUTAWNEY MUNI (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**

1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RWY 01–19: 2026X100 (TURF–GRVL) MIRL
RWY 01: REIL. Trees. **RWY 19:** REIL. Road.
AIRPORT REMARKS: Unattended. Fuel self–serve with credit card. Birds; deer and woodchuck on and invof arpt. Rwy 01–19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEVELAND CENTER APP/DEP CON 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



WAAS	APP CRS	Rwy Idg	4594
CH 61214	110°	TDZE	1729
W11A		Apt Elev	1729

RNAV (GPS) RWY 11

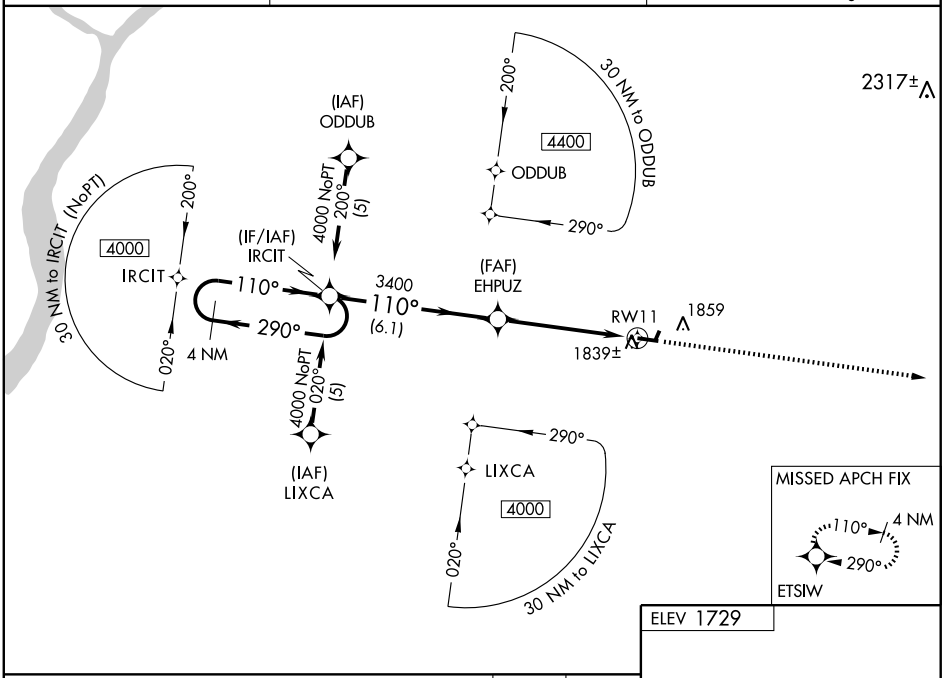
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

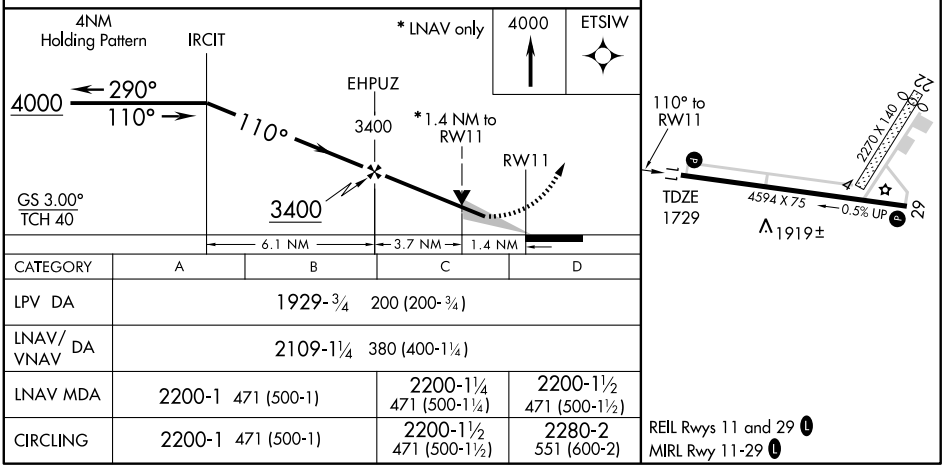
T NA

Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat B ¼ mile and Cat C and Cat D 1 mile, and increase circling Cat B ¼ mile and Cat C and Cat D ¾ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1929-¾ 200 (200-¾)			
LNAV/VNAV DA	2109-1¼ 380 (400-1¼)			
LNAV MDA	2200-1 471 (500-1)		2200-1¼ 471 (500-1¼)	2200-1½ 471 (500-1½)
CIRCLING	2200-1 471 (500-1)		2200-1½ 471 (500-1½)	2280-2 551 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4594
CH 63014	290°	TDZE	1724
W29A		Apt Elev	1729

RNAV (GPS) RWY 29

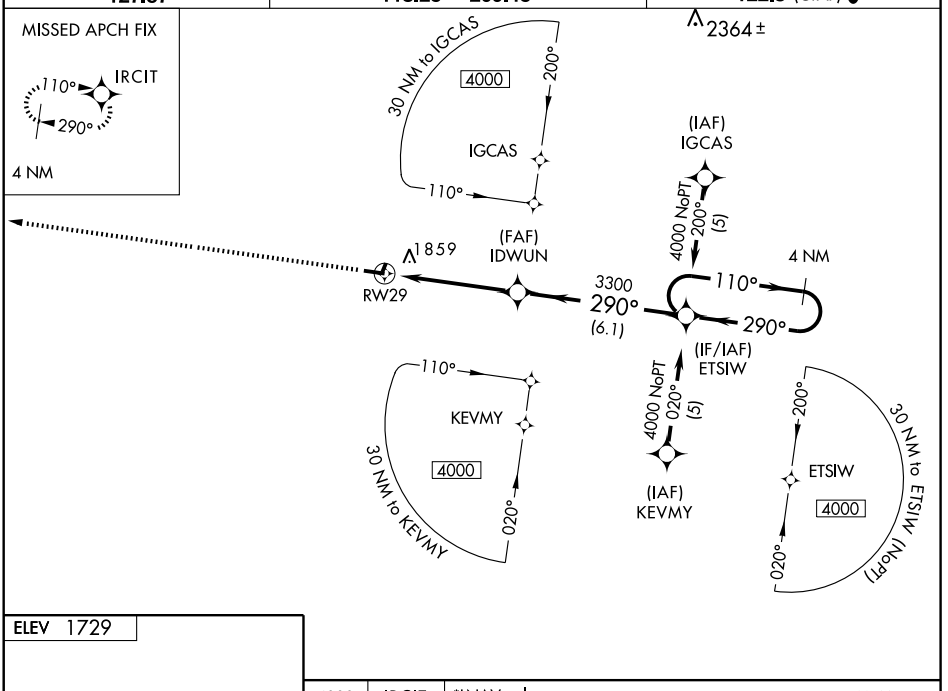
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

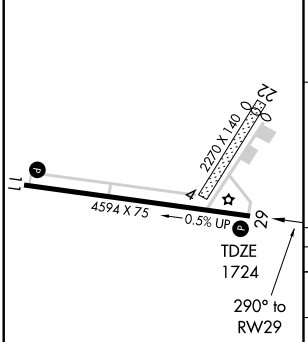
T
A NA

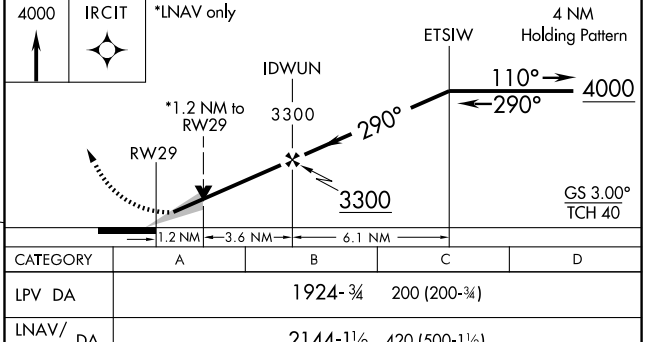
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Cat D visibility 1 mile and increase circling Cat C ½ mile and Cat D ¾ mile.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1924-¾ 200 (200-¾)			
LNAV/VNAV DA	2144-1½ 420 (500-1½)			
LNAV MDA	2120-1 396 (400-1)			2120-1¼ 396 (400-1¼)
CIRCLING	2160-1 431 (500-1)	2180-1 451 (500-1)	2180-1½ 451 (500-1½)	2280-2 551 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC RAV 114.6 Chan 93	APP CRS 060°	Rwy Idg 2270 TDZE 1716 Apt Elev 1734

VOR or GPS RWY 4

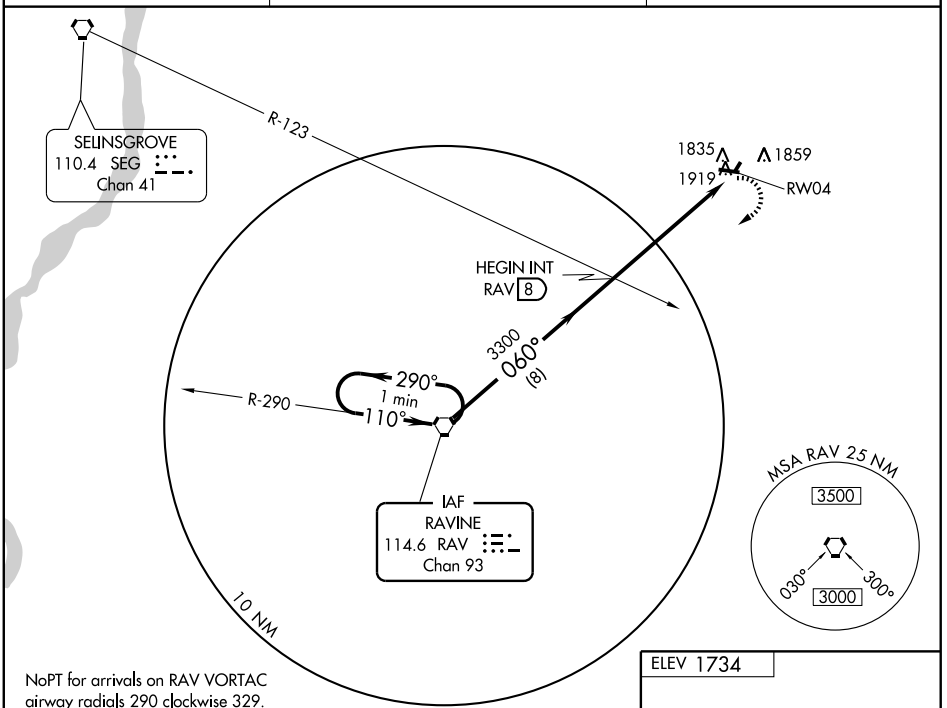
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

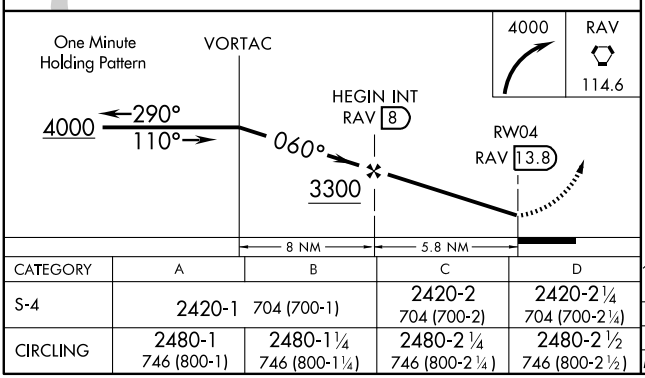
Procedure NA at night.

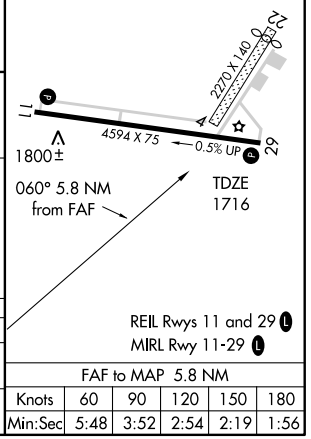
NA

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM
127.57	118.25 269.45	122.8 (CTAF) L







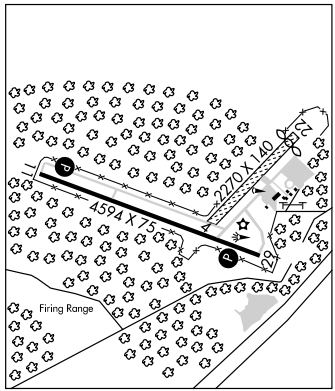
CATEGORY	A	B	C	D
S-4	2420-1 704 (700-1)		2420-2 704 (700-2)	2420-2¼ 704 (700-2¼)
CIRCLING	2480-1 746 (800-1)	2480-1¼ 746 (800-1¼)	2480-2¼ 746 (800-2¼)	2480-2½ 746 (800-2½)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

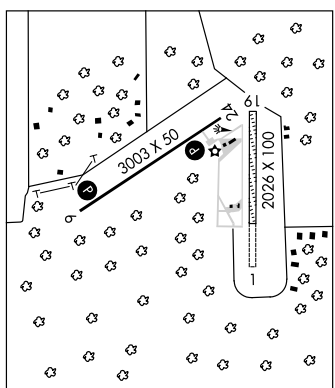
POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
RWY 11–29: H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
RWY 11: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
RWY 04–22: 2270X140 (TURF)
RWY 04: Trees. **RWY 22:** Thld dsplcd 200′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.57 (570) 544–2778.
COMMUNICATIONS: CTAF/UNICOM 122.8
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



PUNXSUTAWNEY MUNI (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**

1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
RWY 06–24: H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
RWY 01–19: 2026X100 (TURF–GRVL) MIRL
RWY 01: REIL. Trees. **RWY 19:** REIL. Road.
AIRPORT REMARKS: Unattended. Fuel self–serve with credit card. Birds; deer and woodchuck on and invof arpt. Rwy 01–19 bare spots and rocks located at Rwy 01 end in several locations. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
CLEVELAND CENTER APP/DEP CON 126.72
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



RNAV (GPS) RWY 24

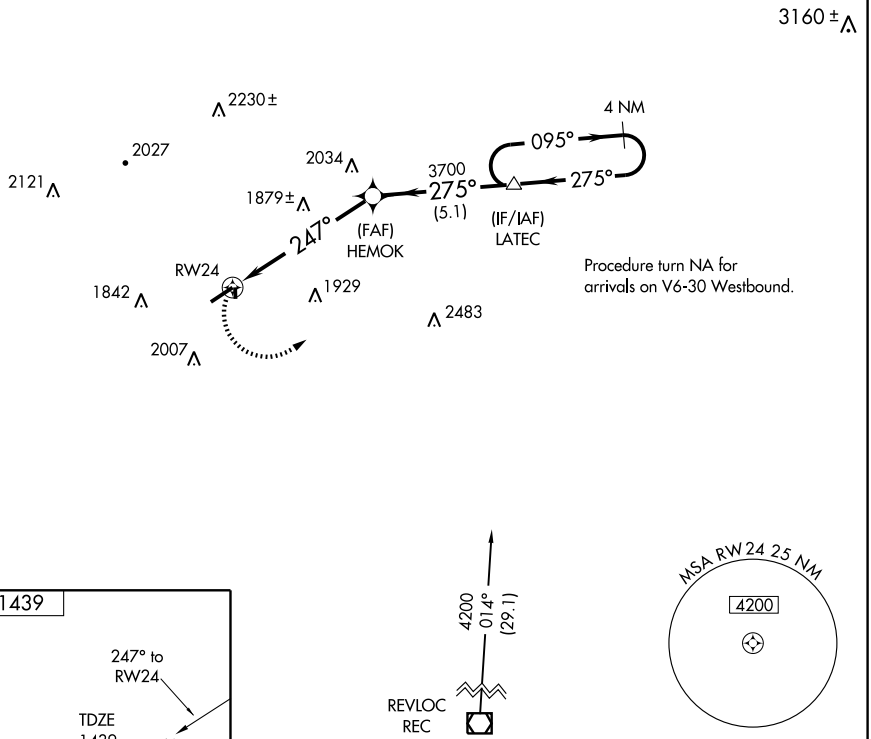
PUNXSUTAWNEY MUNI (N35)

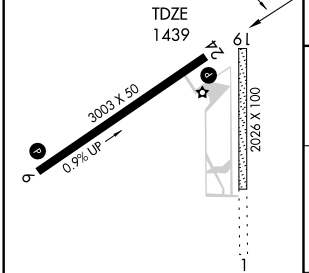
APP CRS	Rwy Idg	3003
247°	TDZE	1439
	Apt Elev	1439

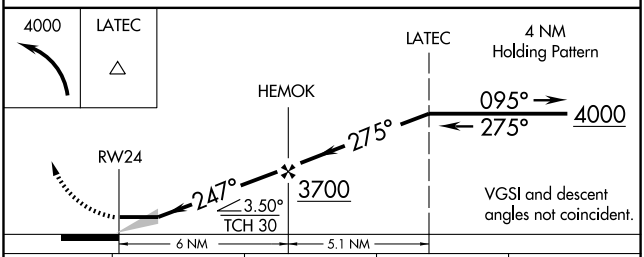
Use Indiana Co-Jimmy Stewart Fld altimeter setting.
Procedure NA at night.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

JIMMY STEWART FIELD AWOS-3 126.625	CLEVELAND CENTER 126.72 291.65	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2160-1	721 (800-1)	NA	
CIRCLING	2160-1	721 (800-1)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

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VOR/DME CIP	APP CRS	Rwy Idg	N/A
112.9	120°	TDZE	N/A
Chan 76		Apt Elev	1439

VOR/DME-A

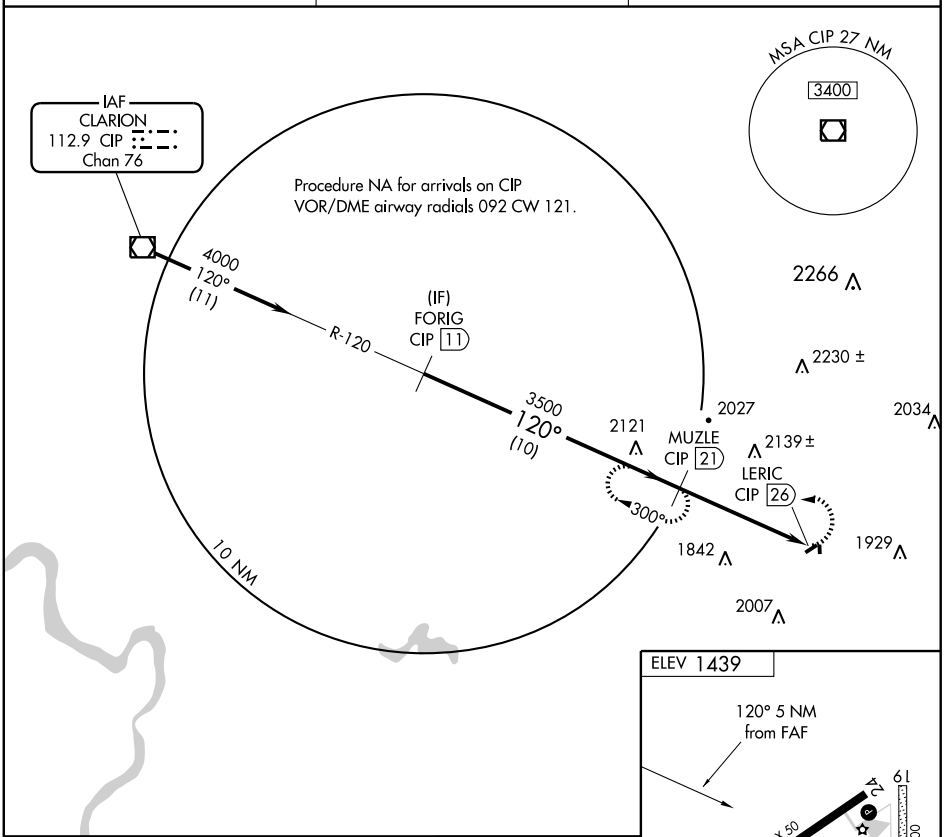
PUNXSUTAWNEY MUNI (N35)

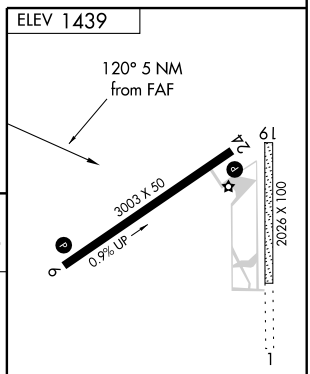
Use Indiana Co-Jimmy Stewart Fld altimeter setting.

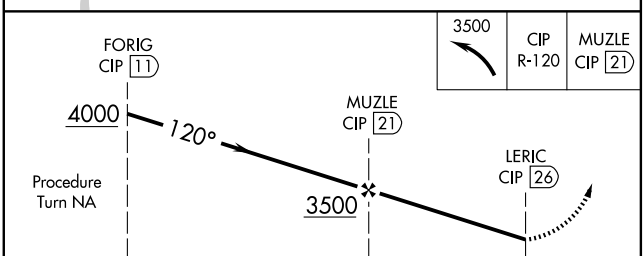
NA

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

JIMMY STEWART FIELD AWOS-3	CLEVELAND CENTER	UNICOM
126.625	126.72 291.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1021 (1100-1¼)	2460-1½ 1021 (1100-1½)	NA	

REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

QUAKERTOWN (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.7% up W **IAP**
RWY 11: PAPI(P2L)—GA 4.0°. TCH 44′. Trees.
RWY 29: PAPI(P2L)—GA 4.0° TCH 48′. Thld dsplcd 190′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210
AIRPORT REMARKS: Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.475 (215) 538–7610.
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.

RAVINE N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

READING RGNL/CARL A SPAATZ FLD (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12J, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
RWY 13: VASI(V4L)—GA 3.03°TCH 45′. Trees.
RWY 31: REIL. Trees.
RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
RWY 18: VASI(V4L)—GA 3°TCH 55′. Trees.
RWY 36: MALSF. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	5200′
RWY 18	13–31	3050′

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 18:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151
RWY 31:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 36:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151

ARRESTING GEAR/SYSTEM
RWY 13: EMAS

AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡. Sat–Sun 1630–0300Z‡. Birds and deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610–372–4666. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
WEATHER DATA SOURCES: ASOS (610) 372–9863.
COMMUNICATIONS: CTAF 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) **GND CTL** 121.9
AIRSPACE: CLASS D svc effective 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
ILS 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
ILS/DME 110.55 I–VXQ Chan 42Y Rwy 13.

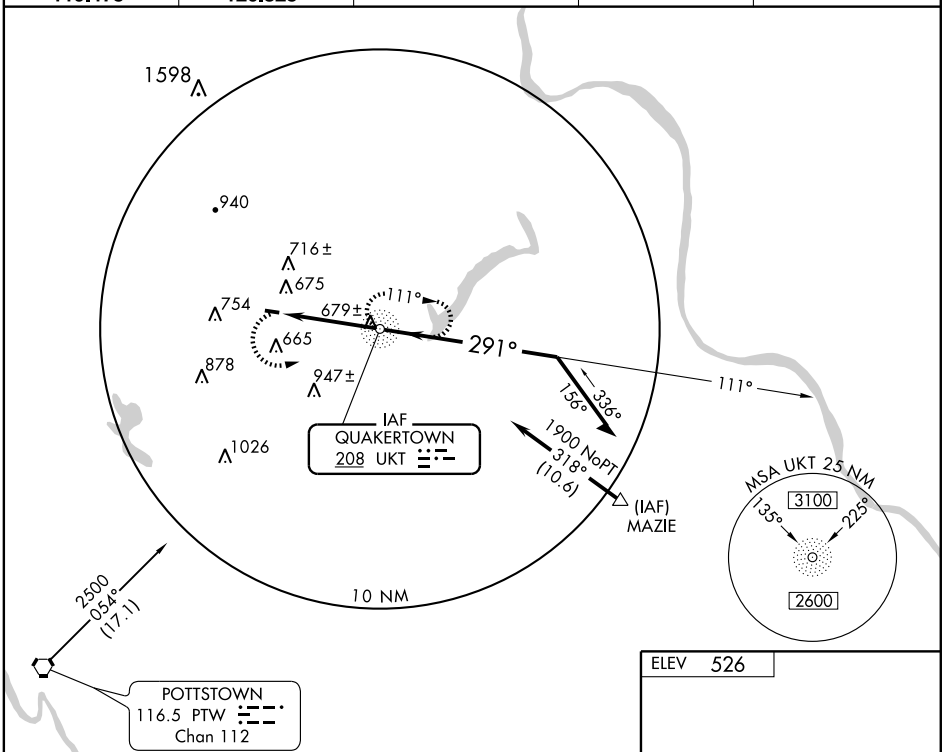
NDB UKT 208	APP CRS 291°	Rwy Idg 3020 TDZE 526 Apt Elev 526

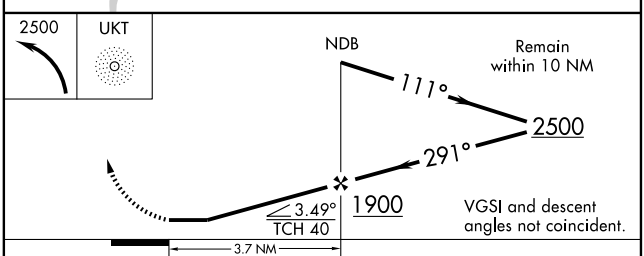
NDB RWY 29
QUAKERTOWN (UKT)

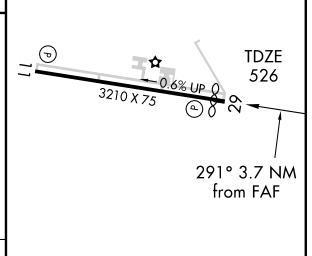
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
S-29	1000-1	474 (500-1)	1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

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NE-4, 21 OCT 2010 to 18 NOV 2010

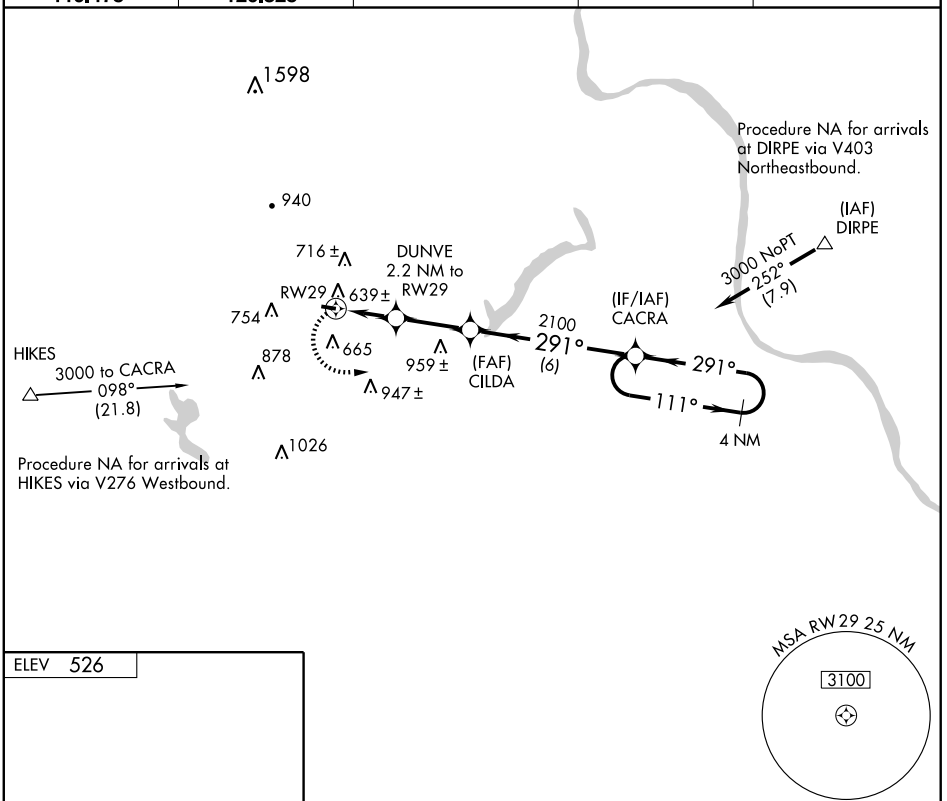
RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

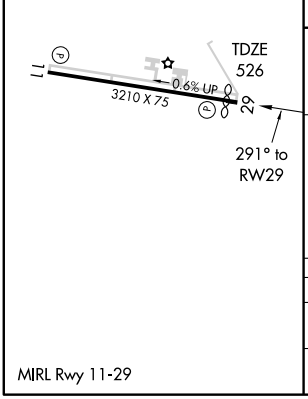
APP CRS	Rwy Idg	3020
291°	TDZE	526
	Apt Elev	526

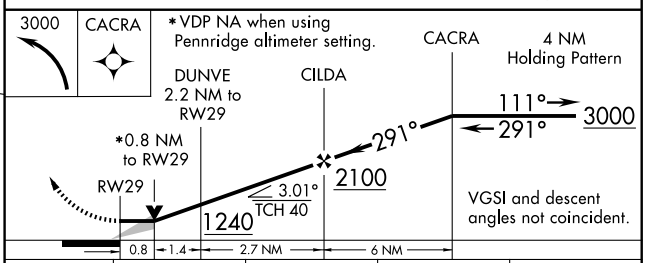
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

QUAKERTOWN AWOS-3	PENNRIDGE AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
119.475	126.325	123.8 291.7	118.55	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1 434 (500-1)		960-1¼ 434 (500-1¼)	NA
CIRCLING	1000-1 474 (500-1)		1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

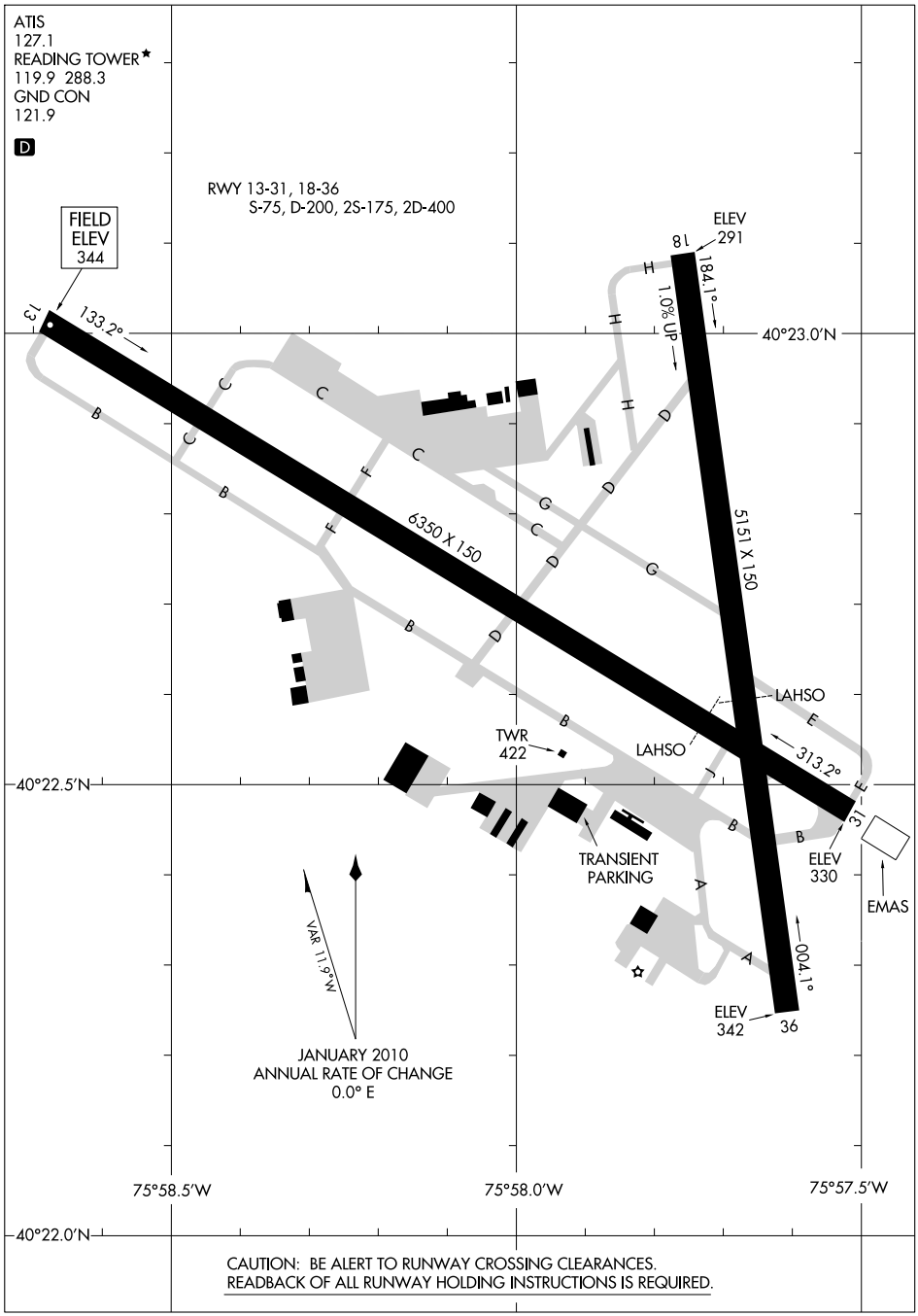
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL /CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

READING, PENNSYLVANIA
READING RGNL /CARL A SPAATZ FIELD (RDG)

QUAKERTOWN (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
RWY 11–29: H3210X75 (ASPH) S–12 MIRL 0.7% up W **IAP**
RWY 11: PAPI(P2L)—GA 4.0°. TCH 44′. Trees.
RWY 29: PAPI(P2L)—GA 4.0° TCH 48′. Thld dsplcd 190′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–3210 TODA–3210
RWY 29: TORA–3210 TODA–3210
AIRPORT REMARKS: Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
WEATHER DATA SOURCES: AWOS–3 119.475 (215) 538–7610.
COMMUNICATIONS: CTAF/UNICOM 122.725
PHILADELPHIA APP/DEP CON 123.8 **CLNC DEL** 118.55 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
NDB (MHW) 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.

RAVINE N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

READING RGNL/CARL A SPAATZ FLD (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12J, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
RWY 13–31: H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
RWY 13: VASI(V4L)—GA 3.03°TCH 45′. Trees.
RWY 31: REIL. Trees.
RWY 18–36: H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
RWY 18: VASI(V4L)—GA 3°TCH 55′. Trees.
RWY 36: MALSF. Trees.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	5200′
RWY 18	13–31	3050′

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 18:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151
RWY 31:	TORA–6350	TODA–6350	ASDA–6350	LDA–6350
RWY 36:	TORA–5151	TODA–5151	ASDA–5151	LDA–5151

ARRESTING GEAR/SYSTEM
RWY 13: EMAS

AIRPORT REMARKS: Attended Mon–Fri 1100–0400Z‡. Sat–Sun 1630–0300Z‡. Birds and deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats. Call arpt manager 610–372–4666. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
WEATHER DATA SOURCES: ASOS (610) 372–9863.
COMMUNICATIONS: CTAF 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
TOWER 119.9 (1100–0500Z‡) **GND CTL** 121.9
AIRSPACE: CLASS D svc effective 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
SHAPP NDB (LOM) 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
ILS 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
ILS/DME 110.55 I–VXQ Chan 42Y Rwy 13.

LOC/DME I-VXO	APP CRS	Rwy Idg	6350
110.55	133°	TDZE	344
Chan 42 (Y)		Apt Elev	344

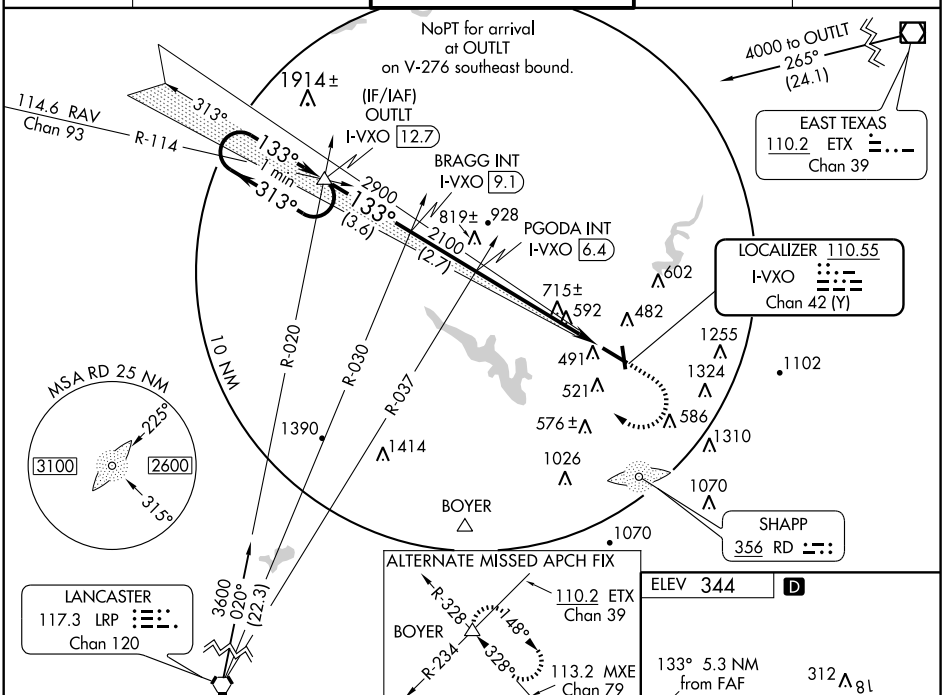
ILS or LOC RWY 13

READING RGNL / CARL A SPAATZ FIELD (RDG)

Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 13	544-¾ 200 (200-¾)		594-¾ 250 (300-¾)	
S-LOC 13	980-1 636 (700-1)		980-1¾ 636 (700-1¾)	980-2 636 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-RDG	APP CRS	Rwy Idg	5151
109.5	004°	TDZE	343
		Apt Elev	344

ILS or LOC RWY 36

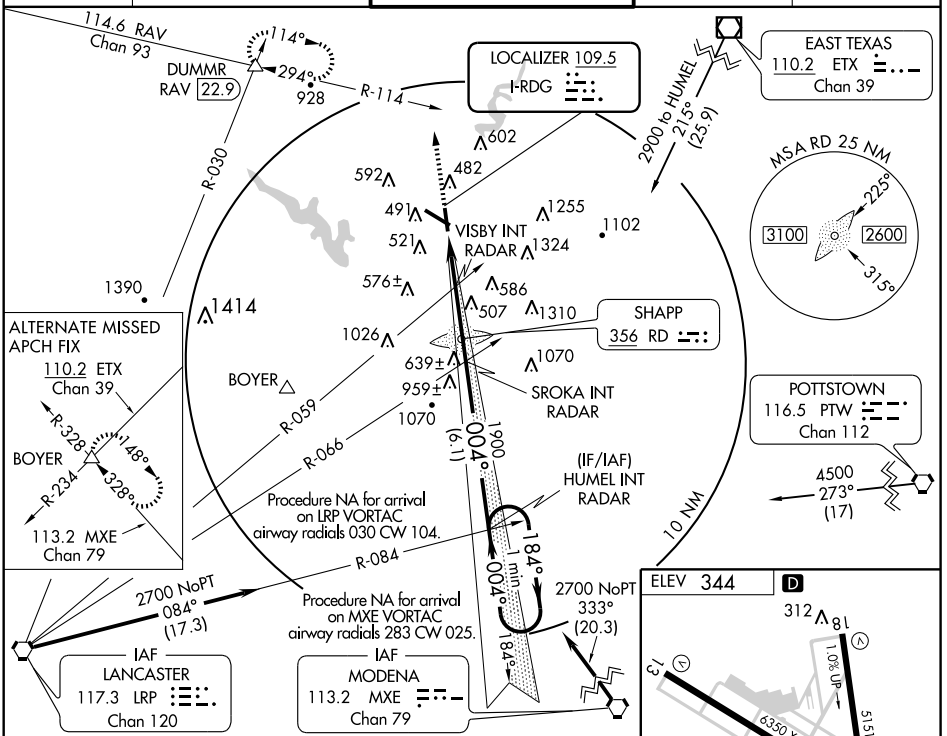
READING RGNL / CARL A SPAATZ FIELD (RDG)

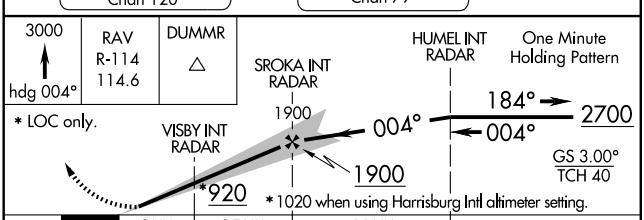
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

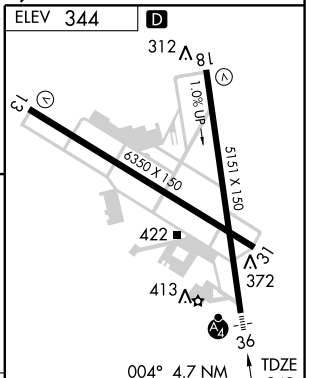
MALSF

MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 36	593-1 250 (300-1)			
S-LOC 36	820-1 477 (500-1)		820-1¼ 477 (500-1¼)	820-1½ 477 (500-1½)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM RD	APP CRS	Rwy ldg	5151
356	005°	TDZE	343
		Apt Elev	344

NDB RWY 36

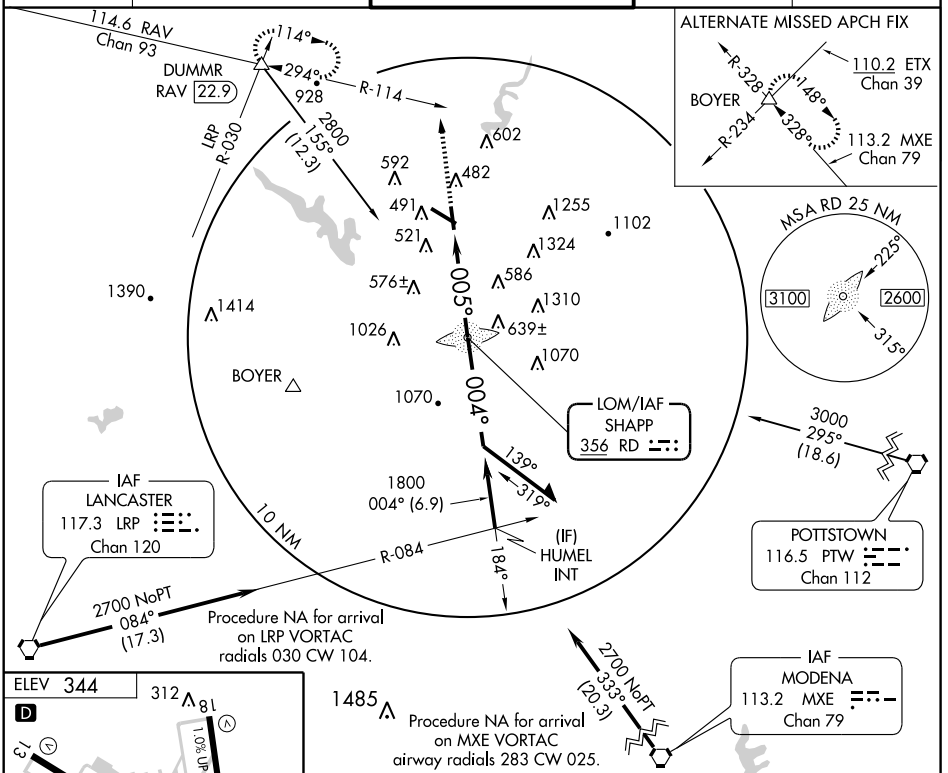
READING RGNL / CARL A SPAATZ FIELD (RDG)

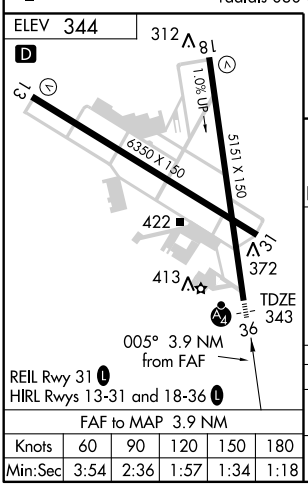
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

MALSF

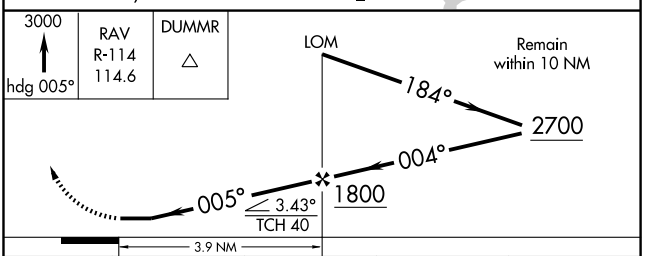
MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-36	900-1 557 (600-1)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6350
CH 45712	133°	TDZE	344
W13A		Apt Elev	344

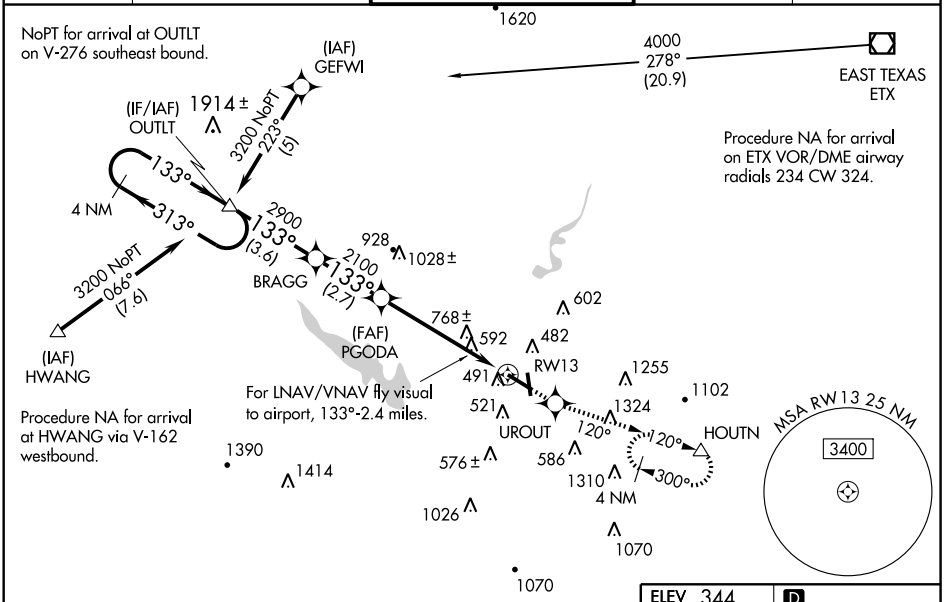
RNAV (GPS) RWY 13

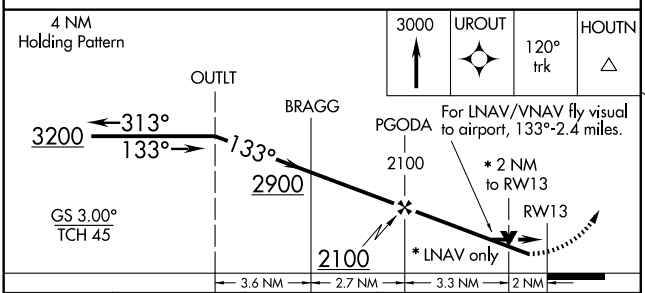
READING RGNL / CARL A SPAATZ FIELD (RDG)

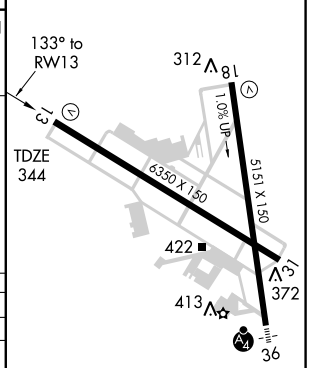
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)		1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)
LNAV MDA	1020-1 676 (700-1)		1020-2 676 (700-2)	1020-2¼ 676 (700-2¼)
CIRCLING	1020-1 676 (700-1)		1020-2 676 (700-2)	1120-2½ 776 (800-2½)

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS		
184°	Rwy Idg	5151
	TDZE	319
	Apt Elev	344

RNAV (GPS) RWY 18

READING RGNL / CARL A SPAATZ FIELD (RDG)

▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

RAVINE RAV

4000 099° (22.5)

(IAF) OVOZO

3200 094° (5)

(IF) YOCTA 1620

1635

(IAF) VEWOR

3200 274° (5)

4000 288° (9.5)

EAST TEXAS ETX

3000 184° (3)

1914 ±

ANORY

2300 184° (3.1)

(FAF) DEGDY

928

806 ±

602

592

482

491

RW18

1255

1102

521

586

1324

576 ±

1390

1414

1310

COTAX

258°

1026

1070

1148°

4 NM

328°

BOYER

1070

MSA RW18 25 NM

3400

ELEV 344 D

184° to RW18

TDZE 319

312

18L

1.0% UP

6350 X 150

5151 X 150

422

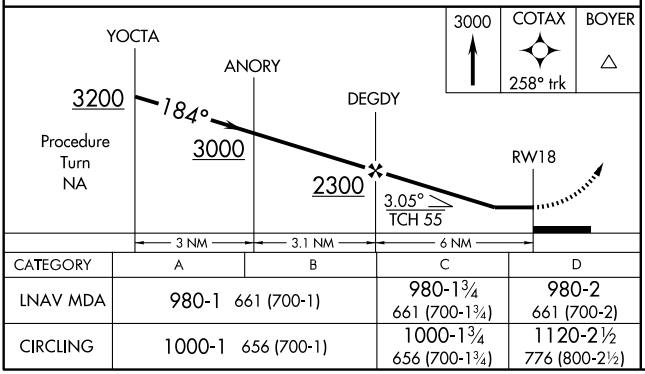
372

413

36

REIL Rwy 31 L

HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 661 (700-1)		980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5151
CH 97412	004°	TDZE	343
W36A		Apt Elev	344

RNAV (GPS) RWY 36

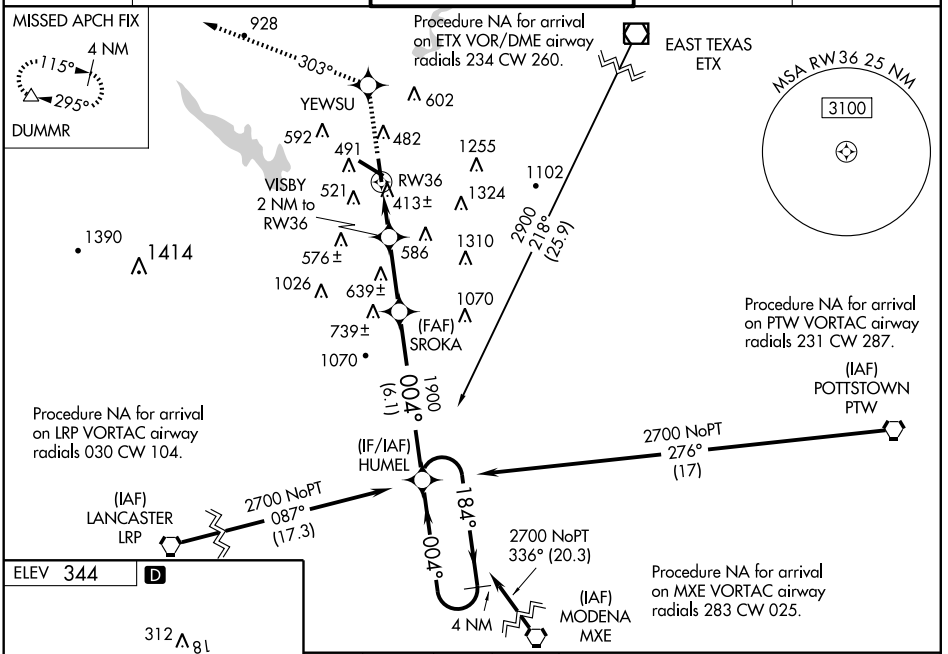
READING RGNL / CARL A SPAATZ FIELD (RDG)

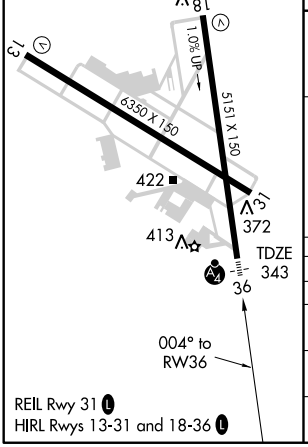
Straight-in minimums NA at night. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

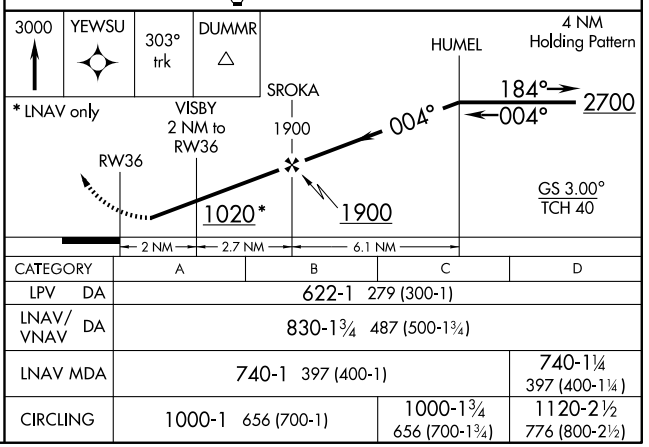
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

ATIS	READING APP CON ★	READING TOWER ★	GND CON	UNICOM
127.1	125.15 257.9	119.9 (CTAF) L 288.3	121.9	122.95





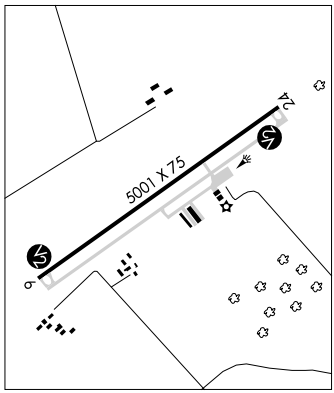


CATEGORY	A	B	C	D
LPV DA	622-1 279 (300-1)			
LNAV/VNAV DA	830-1¾ 487 (500-1¾)			
LNAV MDA	740-1 397 (400-1)			740-1¼ 397 (400-1¼)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

REEDSVILLE

MIFFLIN CO (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12J, L–30J
RWY 06–24: H5001X75 (ASPH) S–60 MIRL — IAP
RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
STROH NDB (MHW/LOM) 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
ILS 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.



REIGLE FLD (See PALMYRA)

REVLOC N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
RCO 122.1R 110.6T (ALTOONA RADIO)

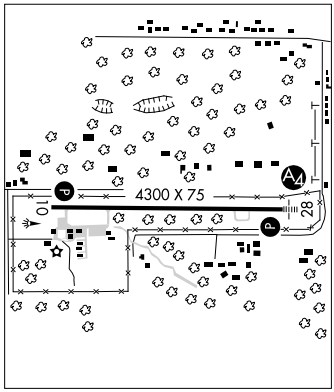
RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH)

ROCKY HILL ULTRALIGHT (See CRESCO)

ROSTRAVER (See MONONGAHELA)

ST MARYS MUNI (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
RWY 10–28: H4300X75 (ASPH–GRVD) S–33 MIRL 0.7% up E. — IAP
RWY 10: PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.05. (814) 834–9416.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 121.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
ALTOONA FSS CLNC DEL 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
ILS/DME 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



ST THOMAS N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
RCO 122.1R 115.0T (ALTOONA RADIO)

LOC I-RVL	APP CRS	Rwy Idg	5001
109.3	059°	TDZE	819
		Apt Elev	819

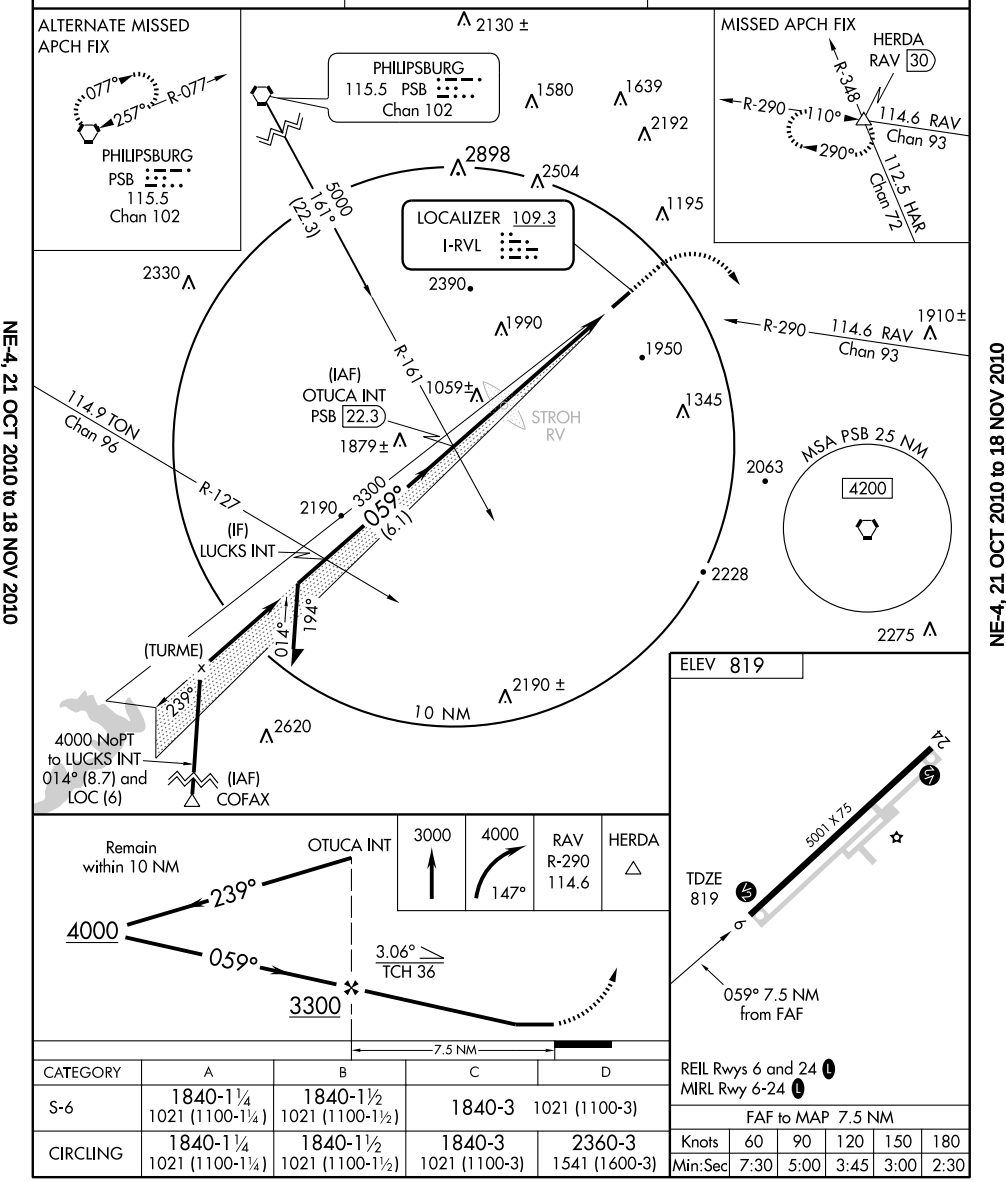
LOC RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF)



CATEGORY	A	B	C	D
S-6	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	
CIRCLING	1840-1¼ 1021 (1100-1¼)	1840-1½ 1021 (1100-1½)	1840-3 1021 (1100-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24
MIRL Rwy 6-24

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
059°	TDZE	819
	Apt Elev	819

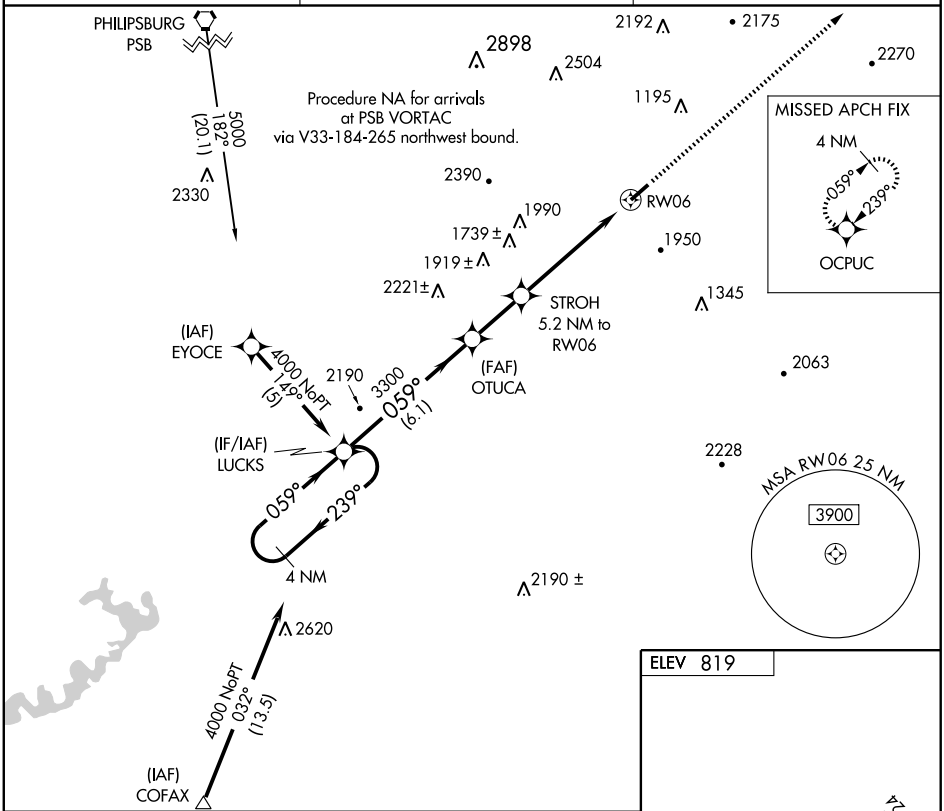
RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	
CIRCLING	1800-1¼ 981 (1000-1¼)	1800-1½ 981 (1000-1½)	1800-3 981 (1000-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78107	239°	TDZE	818
W24A		Apt Elev	819

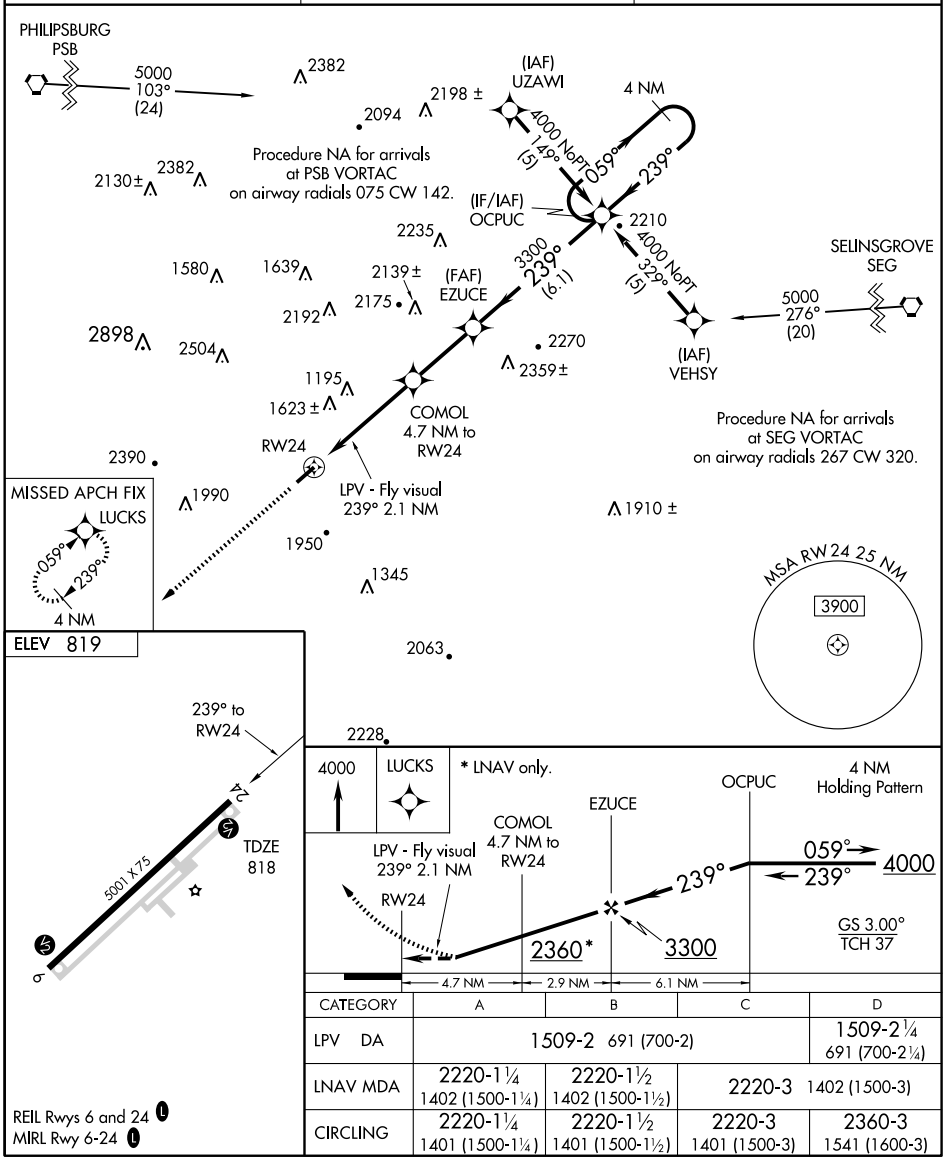
RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

AWOS-3	NEW YORK CENTER	UNICOM
123.85	134.8 338.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1509-2 691 (700-2)			1509-2¼ 691 (700-2¼)
LNAV MDA	2220-1¼ 1402 (1500-1¼)	2220-1½ 1402 (1500-1½)	2220-3 1402 (1500-3)	
CIRCLING	2220-1¼ 1401 (1500-1¼)	2220-1½ 1401 (1500-1½)	2220-3 1401 (1500-3)	2360-3 1541 (1600-3)

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE)

SEAMANS FLD (See FACTORYVILLE)

SELINSGROVE N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

SELINSGROVE

PENN VALLEY (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

RWY 17–35: H4760X75 (ASPH) S–27 D–27 MIRL IAP

RWY 17: REIL. Thld dsplcd 388′. Pole.

RWY 35: REIL. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

WEATHER DATA SOURCES: ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

COMMUNICATIONS: CTAF/UNICOM 122.7

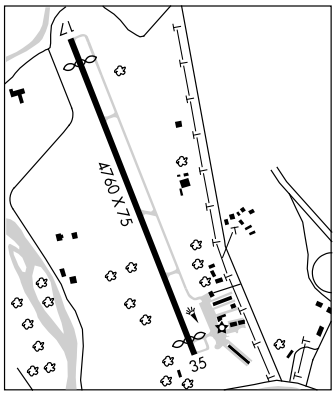
SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SEVEN SPRINGS BOROUGH

SEVEN SPRINGS (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

RWY 10–28: H3045X42 (ASPH) MIRL 1.1% up W IAP

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

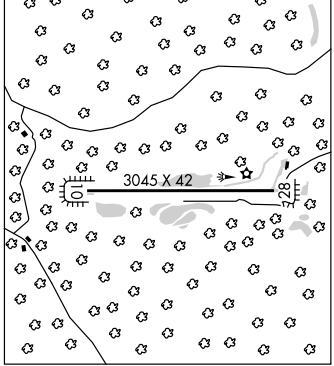
COMMUNICATIONS: CTAF 122.9

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



APP CRS	Rwy ldg	4372
170°	TDZE	456
	Apt Elev	450

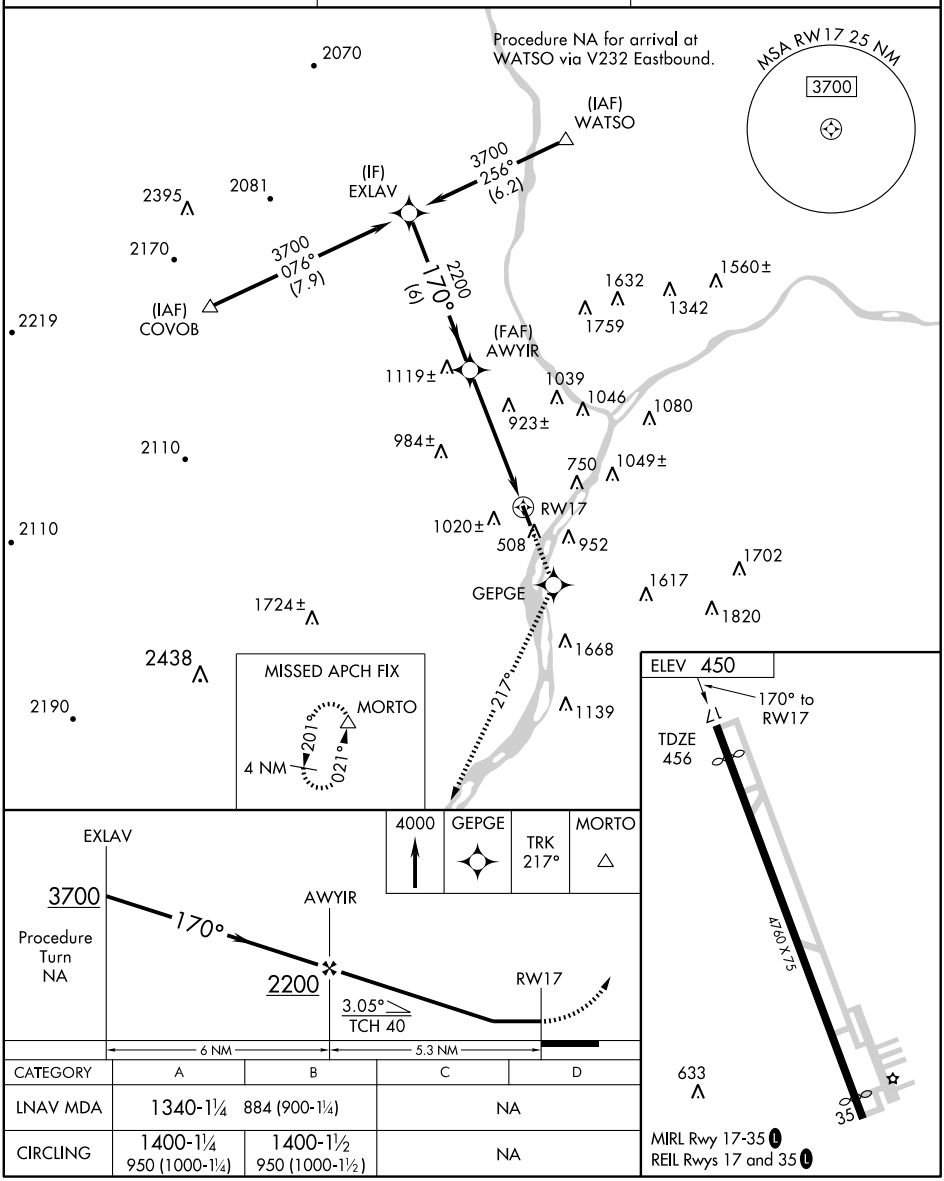
RNAV (GPS) RWY 17

SELINSGROVE/PENN VALLEY (SEG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1¼ 884 (900-1¼)		NA	
CIRCLING	1400-1¼ 950 (1000-1¼)	1400-1½ 950 (1000-1½)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SEG	APP CRS	Rwy Idg	N/A
110.4	034°	TDZE	N/A
Chan 41		Apt Elev	450

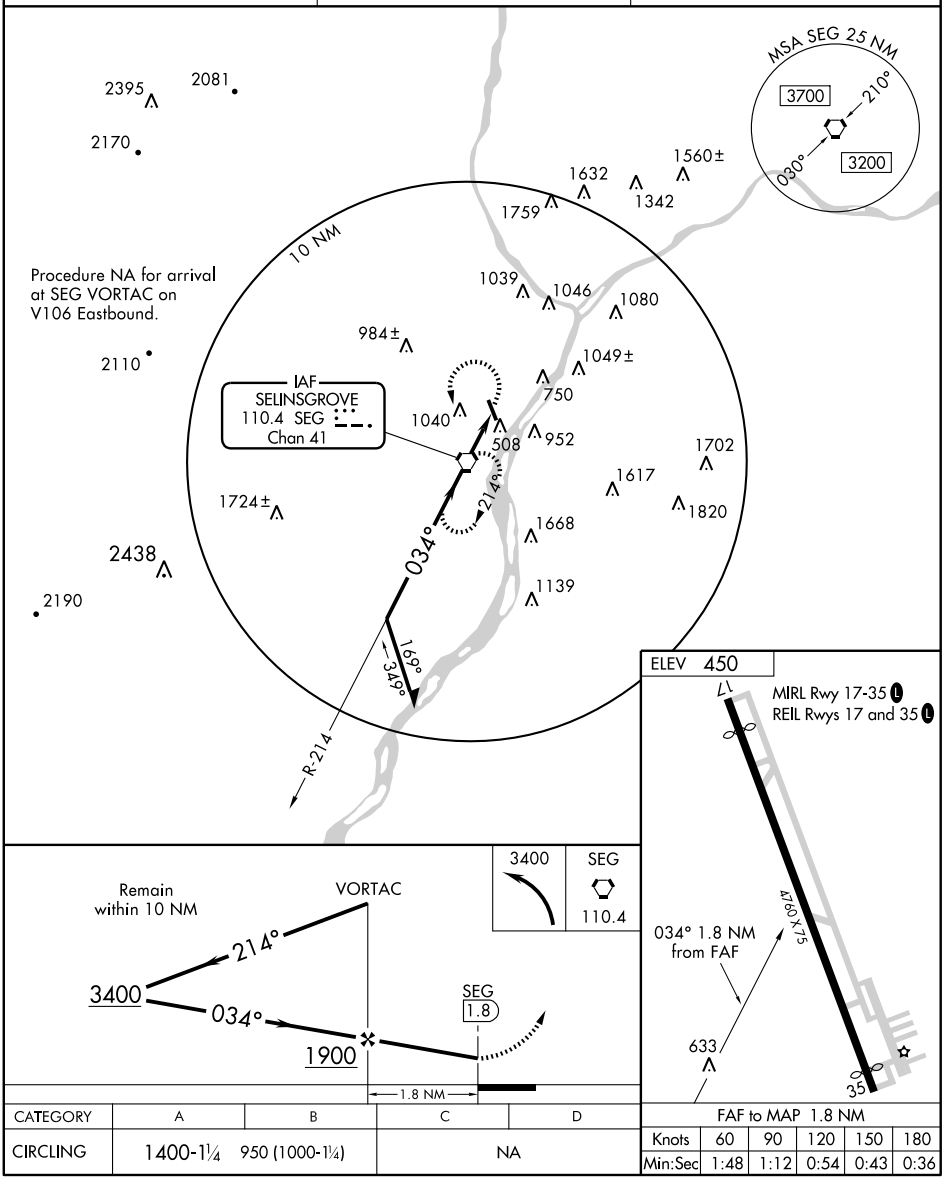
VOR-A

SELINSGROVE/PENN VALLEY (SEG)

When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

ASOS	HARRISBURG APP CON	UNICOM
123.975	118.25 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 950 (1000-1¼)		NA	

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SCHUYLKILL CO (JOE ZERBEY) (See POTTSVILLE)

SEAMANS FLD (See FACTORYVILLE)

SELINSGROVE N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

SELINSGROVE

PENN VALLEY (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

RWY 17–35: H4760X75 (ASPH) S–27 D–27 MIRL IAP

RWY 17: REIL. Thld dsplcd 388′. Pole.

RWY 35: REIL. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

WEATHER DATA SOURCES: ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

COMMUNICATIONS: CTAF/UNICOM 122.7

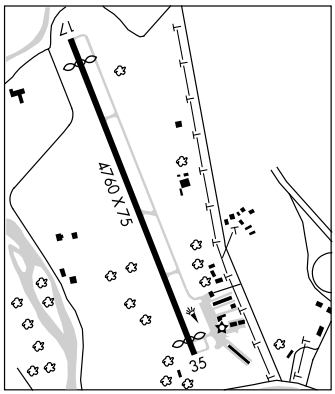
SELINSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SEVEN SPRINGS BOROUGH

SEVEN SPRINGS (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

RWY 10–28: H3045X42 (ASPH) MIRL 1.1% up W IAP

RWY 10: Trees. **RWY 28:** Trees.

AIRPORT REMARKS: Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

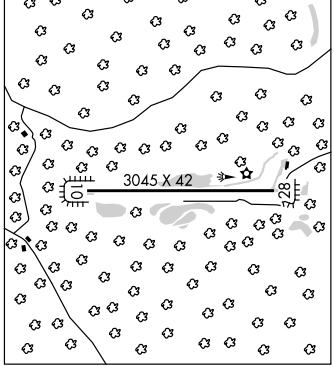
COMMUNICATIONS: CTAF 122.9

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



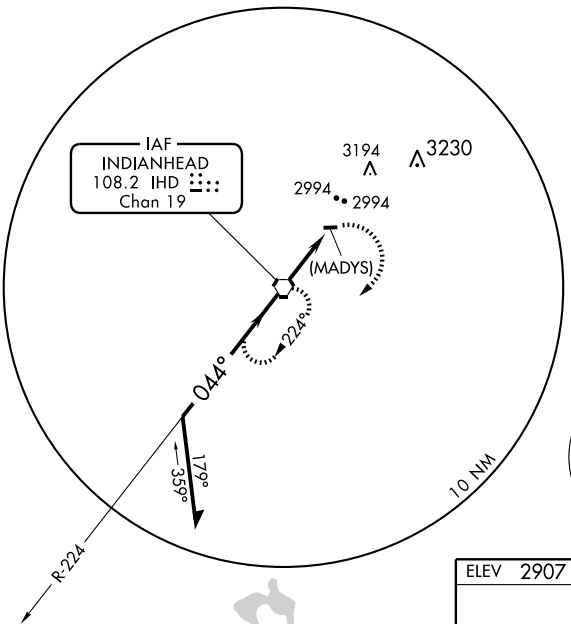
VORTAC IHD 108.2 Chan 19	APP CRS 044°	Rwy Idg 3045 / TDZE N/A / Apt Elev 2907

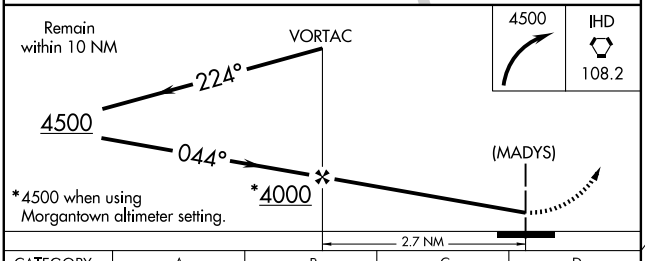
VOR or GPS-A
SEVEN SPRINGS (7SP)

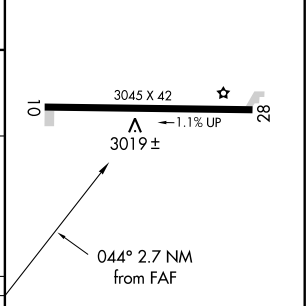
▼ / ▲ NA — Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

CLEVELAND CENTER	CTAF Ⓛ
124.4 327.1	122.9







CATEGORY	A	B	C	D
CIRCLING	3540-1 636 (700-1)		3540-1¾ 636 (700-1¾)	NA
MORGANTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	4420-3 1516 (1600-3)			NA

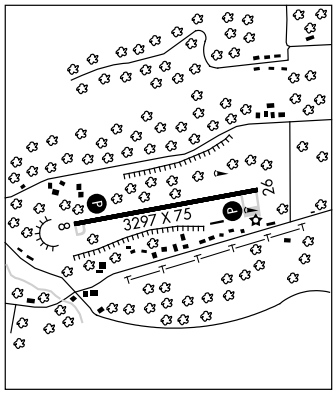
MIRL Rwy 10-28 Ⓛ

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SHAMOKIN

NORTHUMBERLAND CO (N79) 3 N UTC−5(−4DT) N40°50.22′ W76°33.15′ **NEW YORK**
881 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30J**
RWY 08–26: H3297X75 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended on Mon–Fri 1300–2300Z‡, Sat–Sun on call. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26—121.8.
WEATHER DATA SOURCES: AWOS–3 119.175 (570) 672–0389.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **HARRISBURG APP/DEP CON** 118.25
RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.
SELINSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 088° 15.4 NM to fld. 620/08W. **HIWAS.**
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



SHAPP N40°18.39′ W75°56.97′ NOTAM FILE RDG.
NDB (LOM) 356 RD 001° 4.4 NM to Reading Rgnl/Carl A Spaatz Fld.

SHIPPENSBURG (N42) 3 NE UTC−5(−4DT) N40°03.51′ W77°27.73′ **DETROIT**
760 NOTAM FILE IPT
RWY 07–25: 2300X170 (TURF)
RWY 07: Thld dsplcd 535′. Brush. **RWY 25:** Thld dsplcd 595′. Railroad.
AIRPORT REMARKS: Unattended. Rwy 07 and 25 dsplcd thlds marked with white barrels. Rwy 07–25 ends and edges marked with yellow barrels.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN)

SKYHAVEN (See TUNKHANNOCK)

SLATE RUN N41°30.77′ W77°58.21′ NOTAM FILE AOO. **DETROIT**
(H) VORTAC 113.9 SLT Chan 86 264° 25 NM to St. Marys Muni. 2320/08W. **H–10H, L–30I**
RCO 122.1R 113.9T (ALTOONA RADIO)

SLATINGTON (69N) 1 N UTC−5(−4DT) N40°45.82′ W75°36.29′ **NEW YORK**
380 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT
RWY 01–19: H2455X50 (ASPH) LIRL (NSTD)
RWY 01: Thld dsplcd 352′. Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Sat daylgt hours. +977 ft hill 7700 ft from Rwy 19 thld. ACTIVATE LIRL Rwy 01–19 and rotating beacon—CTAF. Rwy 01–19 NSTD LIRL located 10 and 20 ft outboard from rwy edges respectively. Rwy 19 end lgts located outboard from rwy edges.
COMMUNICATIONS: CTAF/UNICOM 122.8

SMOKETOWN (S37) 0 N UTC−5(−4DT) N40°02.50′ W76°12.08′ **NEW YORK**
370 B S4 **FUEL** 100LL NOTAM FILE IPT
RWY 10–28: H2400X50 (ASPH) S–12.5, D–12.5 LIRL
RWY 10: Thld dsplcd 167′. Tree. **RWY 28:** Thld dsplcd 110′.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡.
COMMUNICATIONS: CTAF/UNICOM 123.05
COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	3297
248°	TDZE	881
	Apt Elev	881

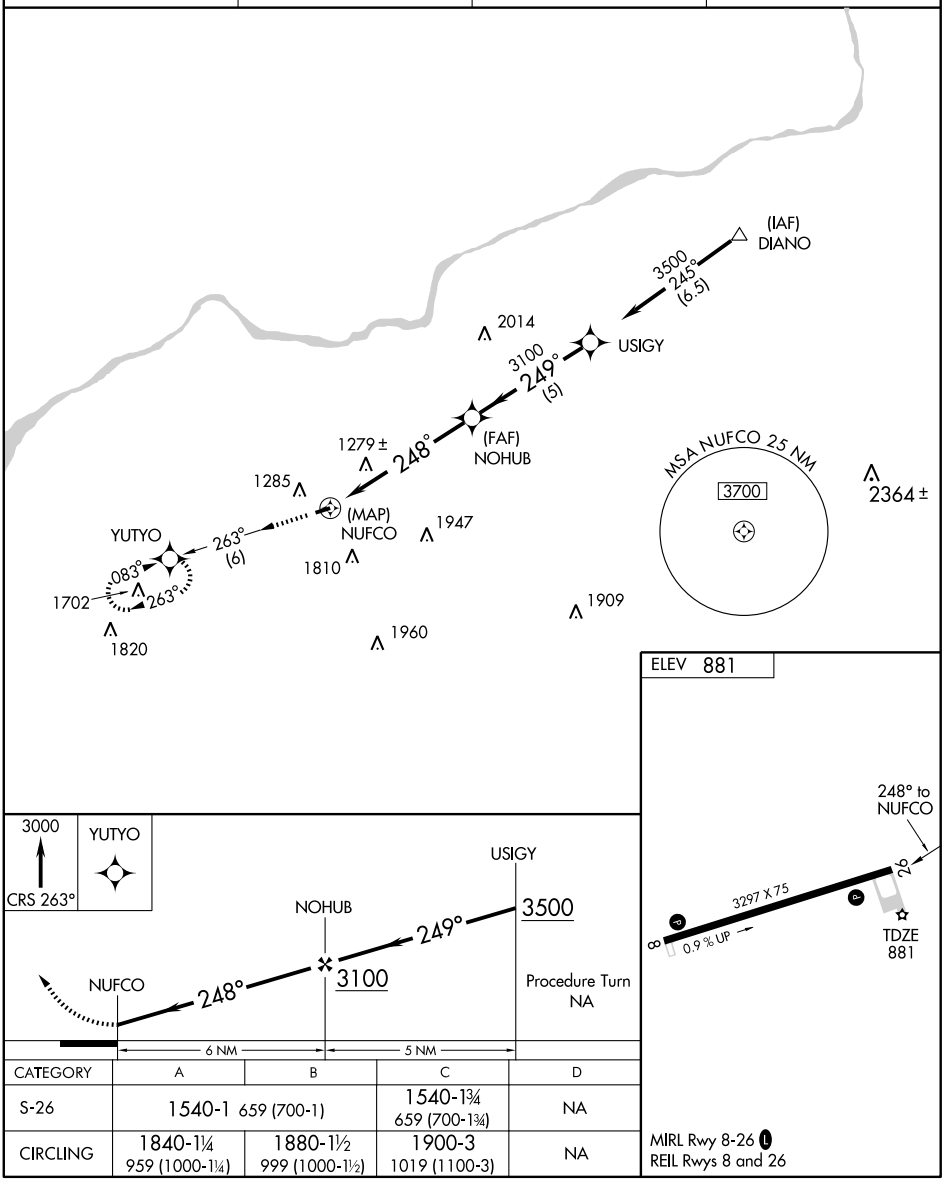
GPS RWY 26

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L



CATEGORY	A	B	C	D
S-26	1540-1 659 (700-1)		1540-1¾ 659 (700-1¾)	NA
CIRCLING	1840-1¼ 959 (1000-1¼)	1880-1½ 999 (1000-1½)	1900-3 1019 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SEG	APP CRS	Rwy Idg	3297
110.4	088°	TDZE	879
Chan 41		Apt Elev	881

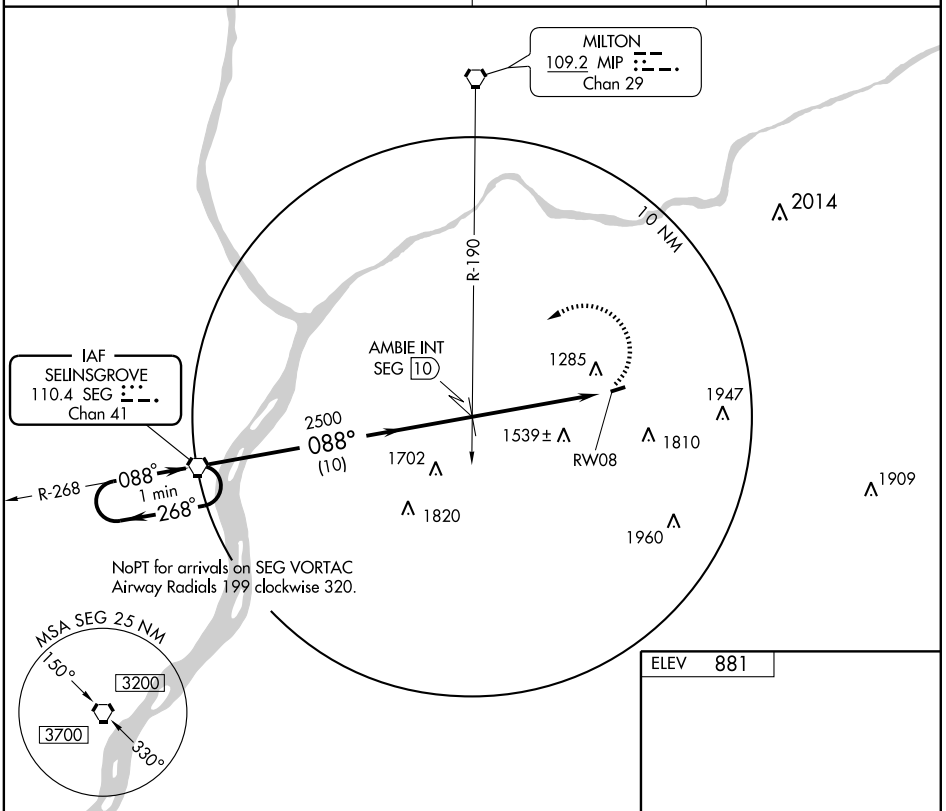
VOR or GPS RWY 8

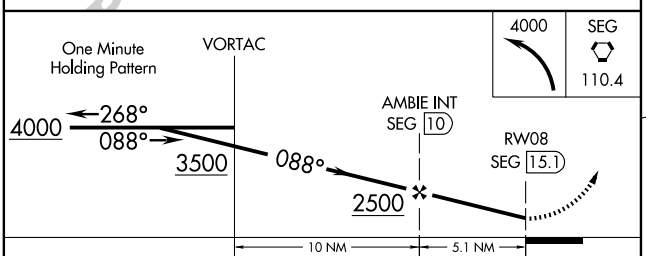
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

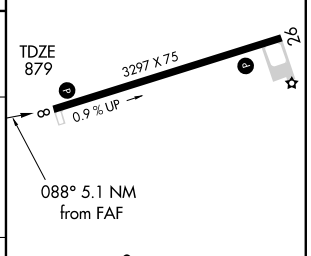
NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

AWOS-3	HARRISBURG APP CON	UNICOM	
119.175	118.25 269.45	122.8 (CTAF)	121.8 L







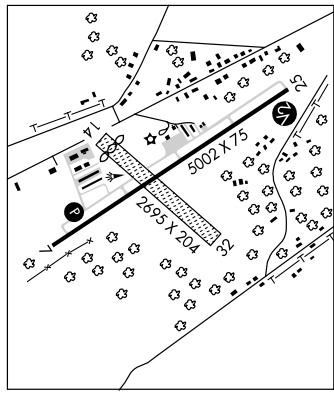
CATEGORY	A	B	C	D
S-8	1980-1¼ 1101 (1100-1¼)	1980-1½ 1101 (1100-1½)	1980-3 1101 (1100-3)	NA
CIRCLING	1980-1¼ 1099 (1100-1¼)	1980-1½ 1099 (1100-1½)	1980-3 1099 (1100-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SOMERSET CO (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, 12I, L–29D**
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
RWY 25: REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 14–32: 2695X204 (TURF–ASPH) 0.7% up SE
RWY 14: Thld dsplcd 295′. Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.

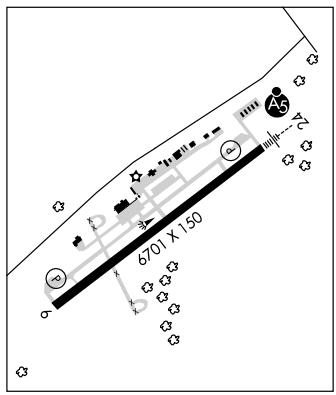


WEATHER DATA SOURCES: AWOS–3 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
ILS 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

SOUTHERN ADAMS CO HELIPORT (See GETTYSBURG)

SPRING HILL (See STERLING)

STATE COLLEGE
UNIVERSITY PARK (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12J, L–30I**
NOTAM FILE UNV **IAP**
RWY 06–24: H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
RWY 24: MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 24: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.



WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799 SAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
PENUE NDB (LOM) 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
ILS 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

LOC I-SOZ	APP CRS	Rwy Idg	5002
108.7	246°	TDZE	2240
		Apt Elev	2275

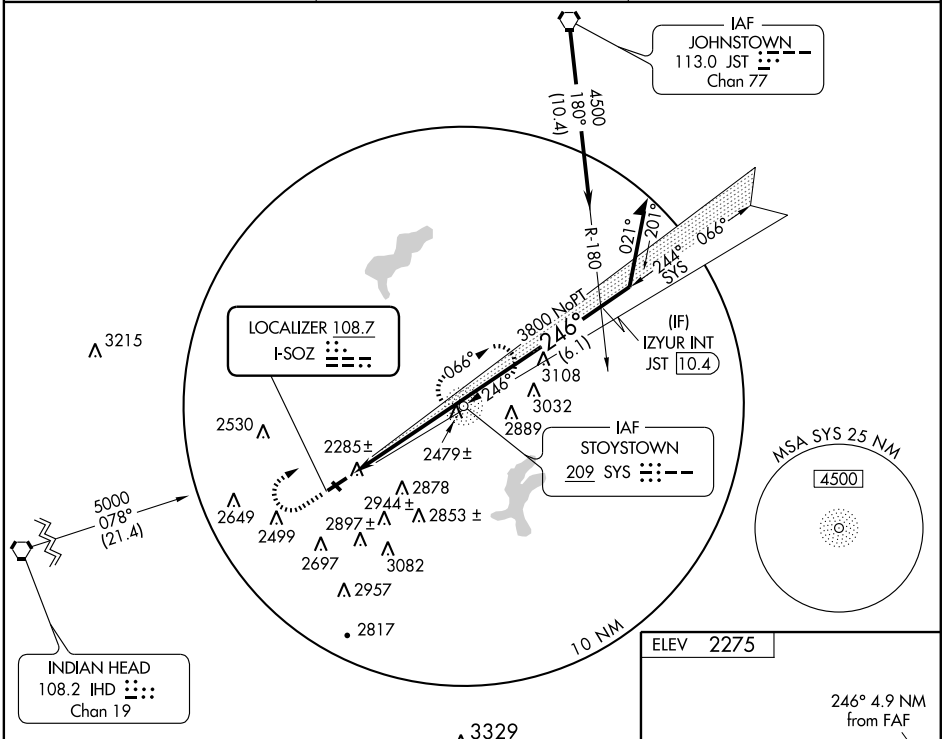
LOC/NDB RWY 25
SOMERSET COUNTY (2G9)

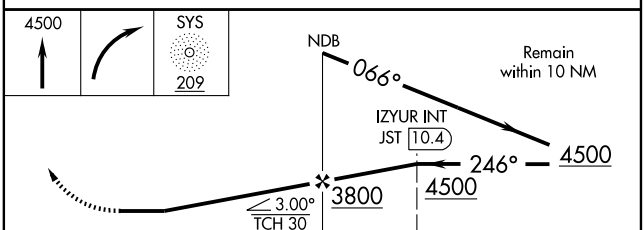
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

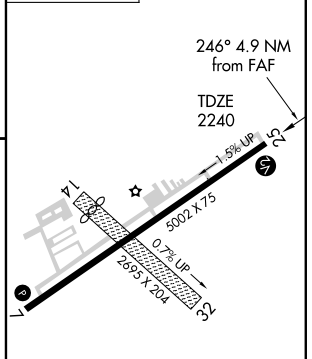
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	2700-1 460 (500-1)		2700-1¼ 460 (500-1¼)	2700-1½ 460 (500-1½)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

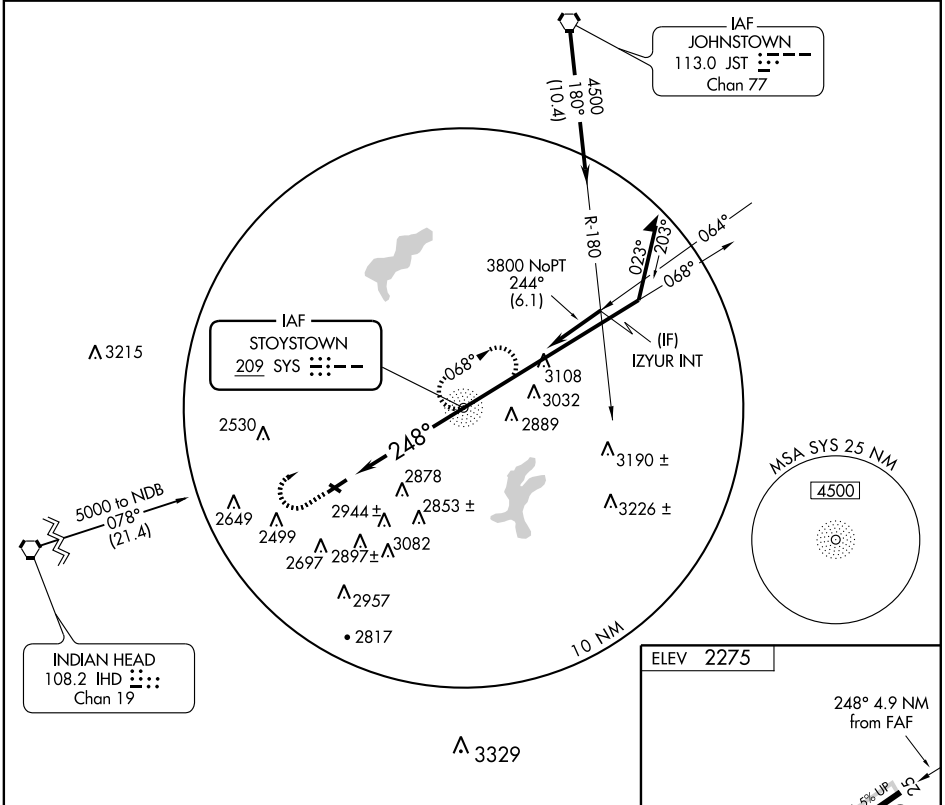
NDB SYS	APP CRS	Rwy Idg	5002
209	248°	TDZE	2240
		Apt Elev	2275

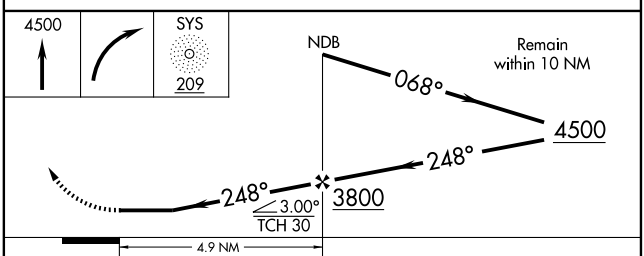
NDB RWY 25
SOMERSET COUNTY (2G9)

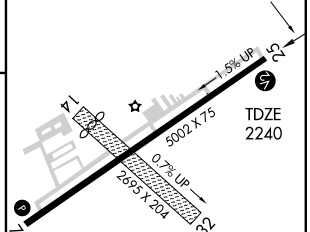
T
NA
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
S-25/25	3240-1¼ 1000 (1000-1¼)	3240-1½ 1000 (1000-1½)	3240-3 1000 (1000-3)	
CIRCLING	3240-1¼ 965 (1000-1¼)	3240-1½ 965 (1000-1½)	3240-3 965 (1000-3)	3300-3 1025 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 66005 W07A	APP CRS 066°	Rwy Idg 5002 TDZE 2275 Apt Elev 2275

RNAV (GPS) RWY 7

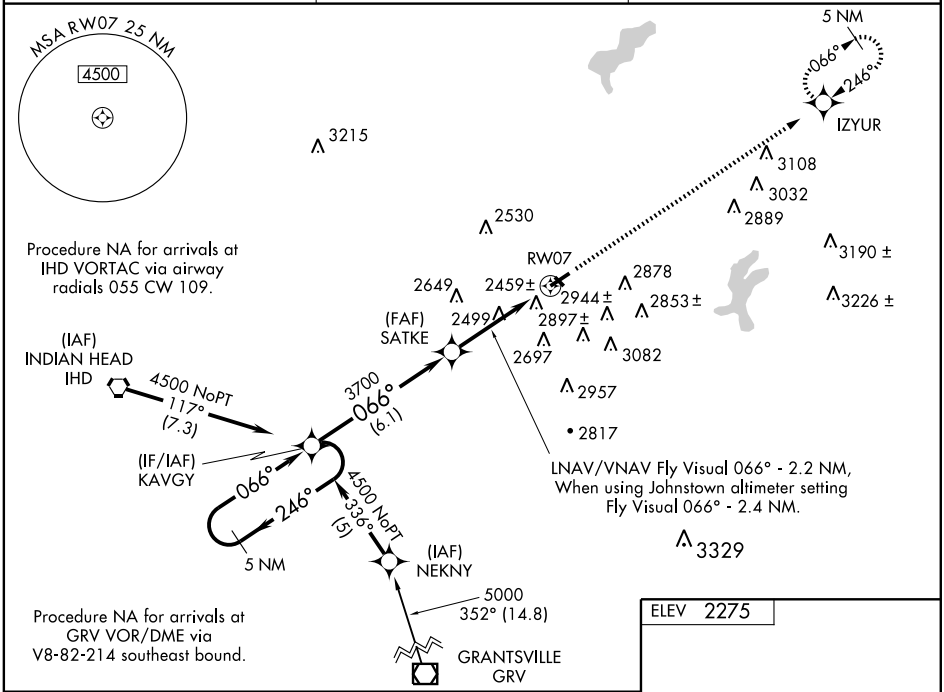
SOMERSET COUNTY (2G9)

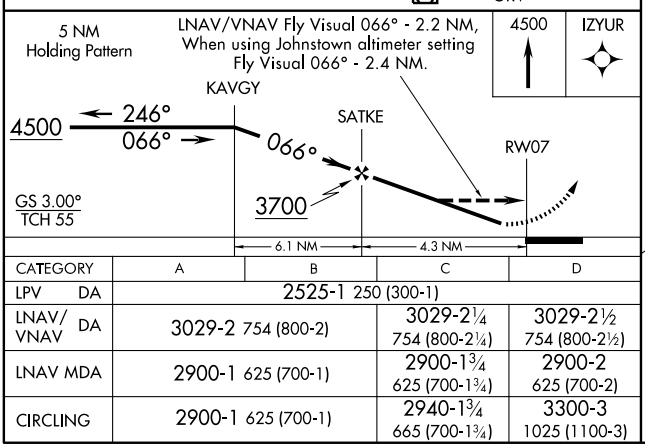
▼ ⚠ NA

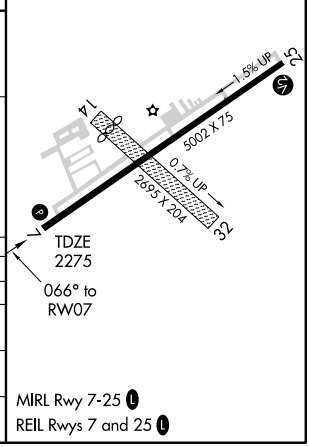
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)		3029-2¼ 754 (800-2¼)	3029-2½ 754 (800-2½)
LNAV MDA	2900-1 625 (700-1)		2900-1¾ 625 (700-1¾)	2900-2 625 (700-2)
CIRCLING	2900-1 625 (700-1)		2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 82205	246°	TDZE	2240
W25A		Apt Elev	2275

RNAV (GPS) RWY 25

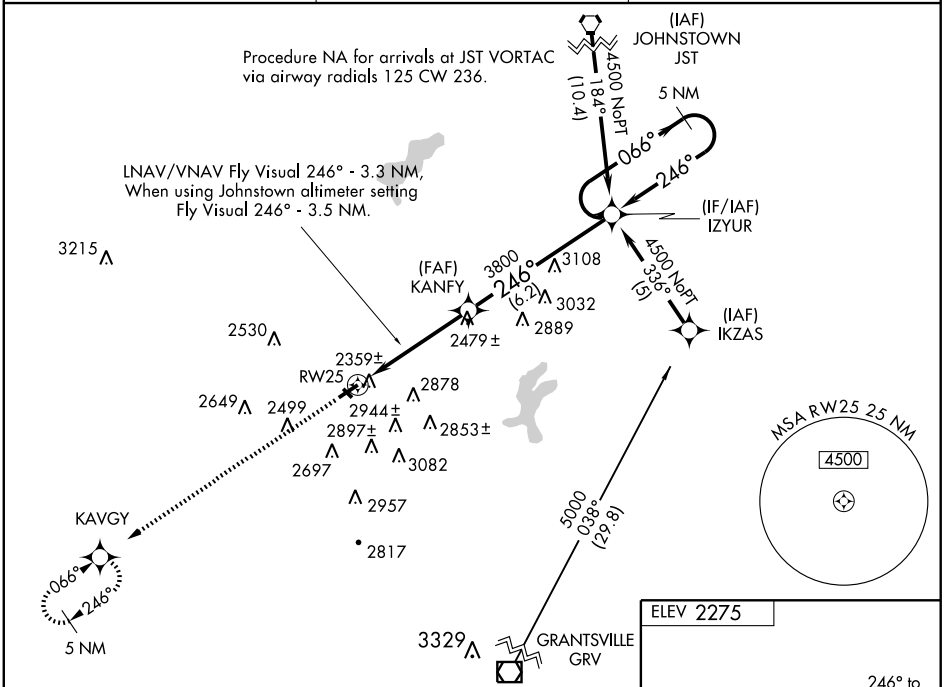
SOMERSET COUNTY (2G9)

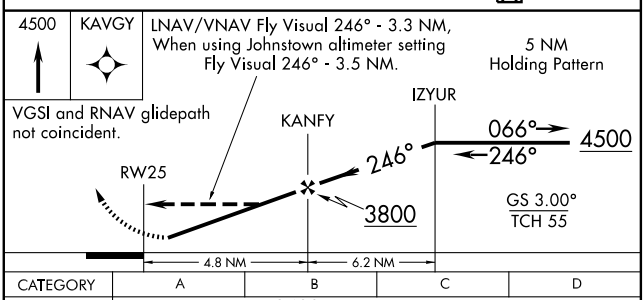
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

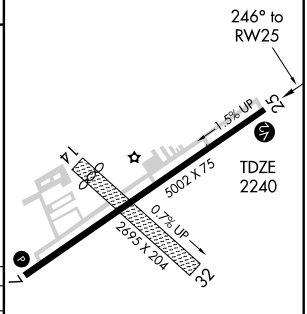
NA

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
133.8	124.4 327.1	122.8 (CTAF) L







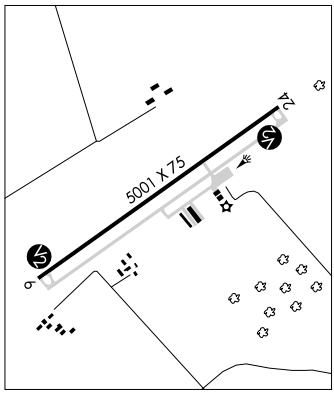
CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2 1065 (1100-2)		3305-3 1065 (1100-3)	
LNAV MDA	2660-1 420 (400-1)		2660-1¼ 420 (400-1¼)	
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

REEDSVILLE

MIFFLIN CO (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12J, L–30J
RWY 06–24: H5001X75 (ASPH) S–60 MIRL — IAP
RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.85 (717) 667–3993.
COMMUNICATIONS: CTAF/UNICOM 122.7
NEW YORK CENTER APP/DEP CON 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
STROH NDB (MHW/LOM) 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
ILS 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.



REIGLE FLD (See PALMYRA)

REVLOC N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
RCO 122.1R 110.6T (ALTOONA RADIO)

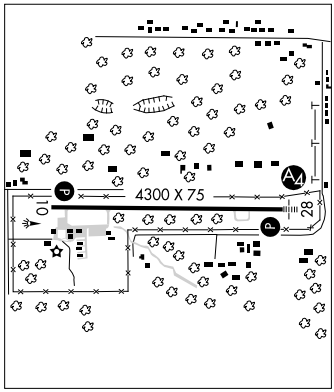
RIDGE SOARING (See UNIONVILLE)

ROCK (See PITTSBURGH)

ROCKY HILL ULTRALIGHT (See CRESCO)

ROSTRAVER (See MONONGAHELA)

ST MARYS MUNI (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
RWY 10–28: H4300X75 (ASPH–GRVD) S–33 MIRL 0.7% up E. — IAP
RWY 10: PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.05. (814) 834–9416.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 121.3 (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.325
ALTOONA FSS CLNC DEL 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
ILS/DME 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



ST THOMAS N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
RCO 122.1R 115.0T (ALTOONA RADIO)

LOC/DME I-OYM	APP CRS	Rwy Idg	4300
108.9	281°	TDZE	1934
Chan 26		Apt Elev	1934

LOC/DME RWY 28

ST. MARYS MUNI (OYM)

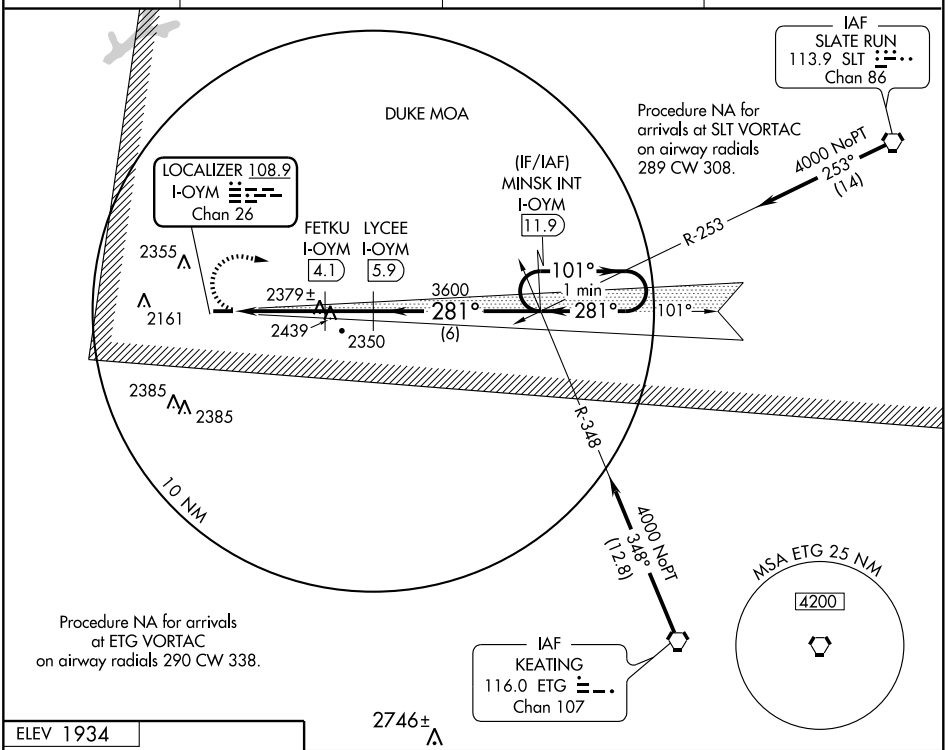
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

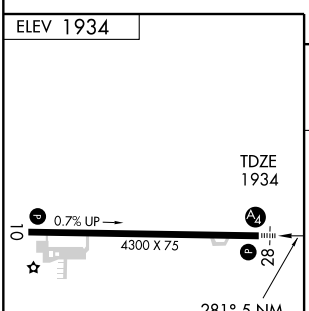
NA

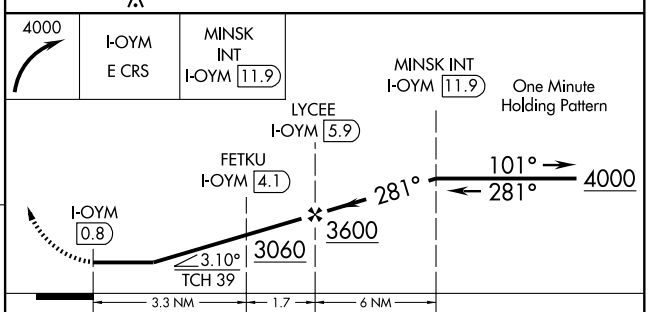
MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2740-2½ 806 (900-2½)
CIRCLING	2740-1 806 (900-1)	2740-1¼ 806 (900-1¼)	2740-2¼ 806 (900-2¼)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 40102	101°	TDZE	1909
W10A		Apt Elev	1934

RNAV (GPS) RWY 10

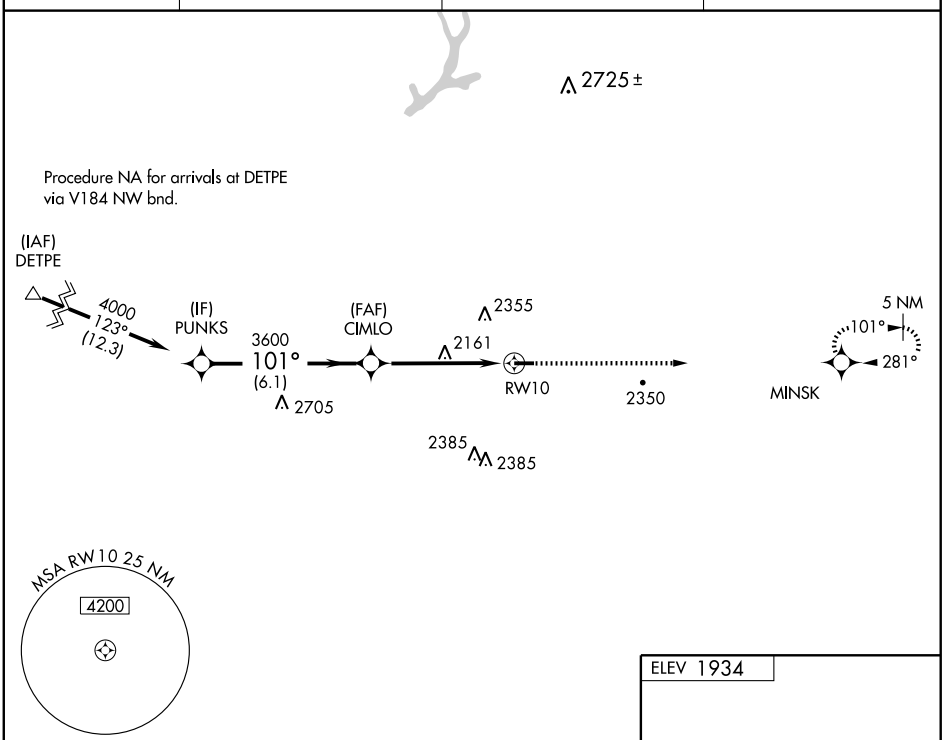
ST. MARYS MUNI (OYM)

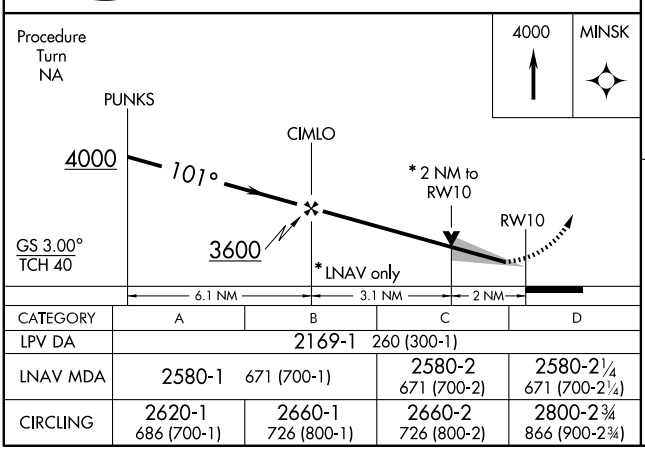
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

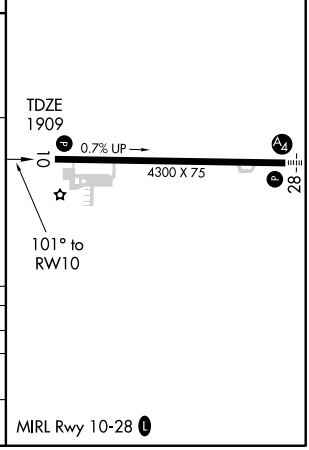
NA

MISSED APPROACH: Climb to 4000 direct MINSK and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1 671 (700-1)		2580-2 671 (700-2)	2580-2¼ 671 (700-2¼)
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

MIRL Rwy 10-28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 82302	281°	TDZE	1934
W28A		Apt Elev	1934

RNAV (GPS) RWY 28

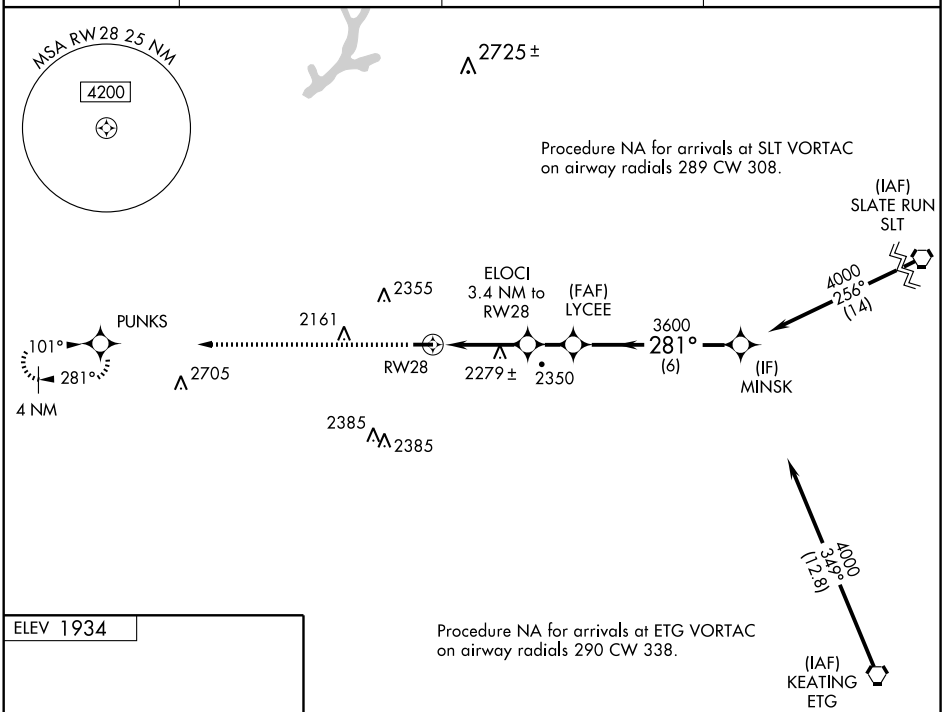
ST. MARYS MUNI (OYM)

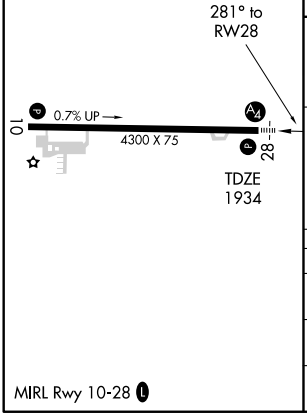
T NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet and increase LPV all Cats visibility ¾ mile; LNAV Cats A/B visibility ¼ mile, Cats C/D ¾ mile; Circling Cats A/D visibility ¼ mile, Cat B ½ mile, Cat C 1 mile.

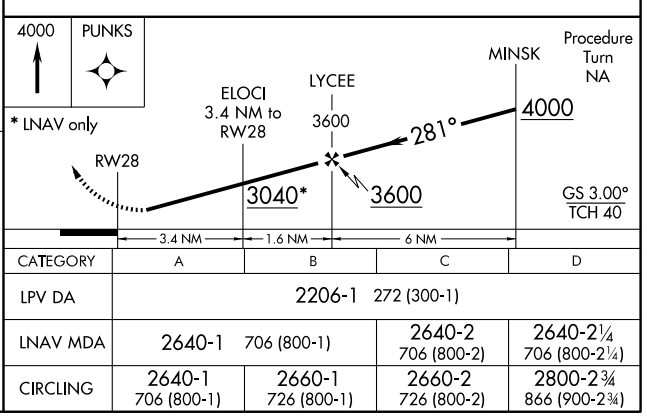
MALS

MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2206-1 272 (300-1)			
LNAV MDA	2640-1 706 (800-1)		2640-2 706 (800-2)	2640-2¼ 706 (800-2¼)
CIRCLING	2640-1 706 (800-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2¾ 866 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC SLT 113.9 Chan 86	APP CRS 264°	Rwy Idg 4300 TDZE 1934 Apt Elev 1934

VOR RWY 28

ST. MARYS MUNI (OYM)

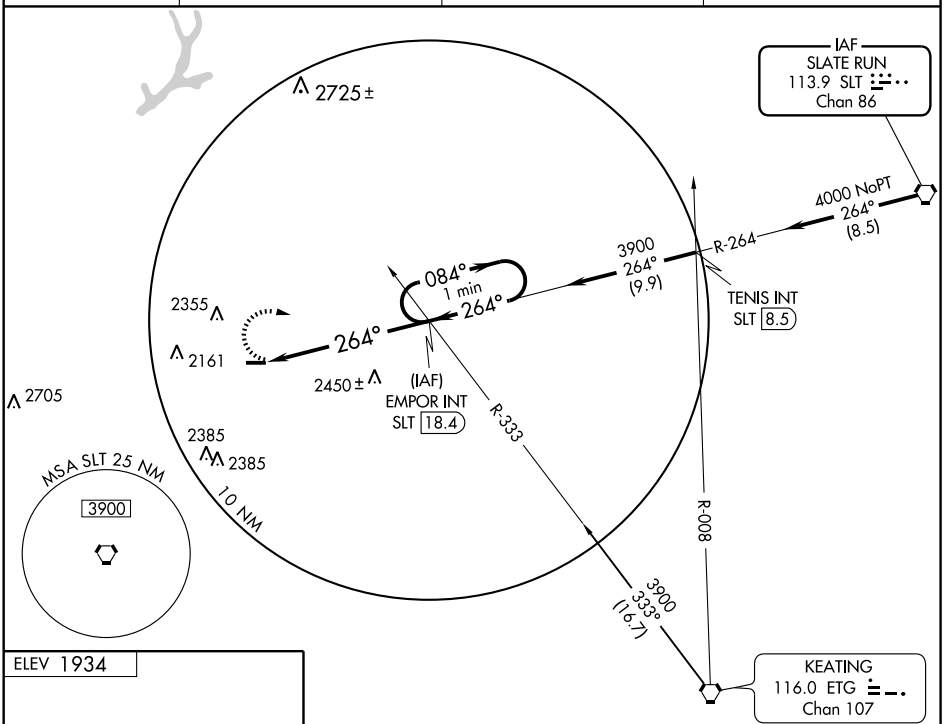
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply.

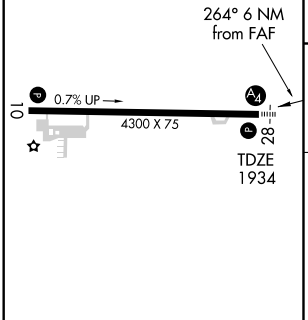
NA

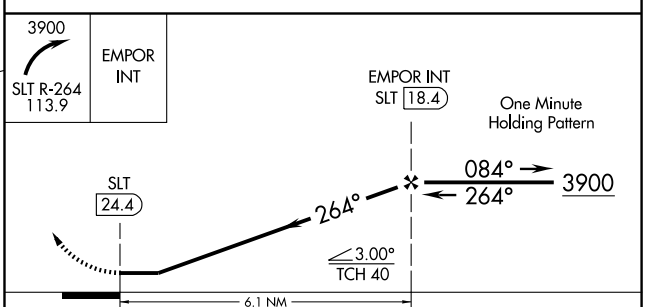
MALS

MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.

AWOS-3	CLEVELAND CENTER	ALTOONA CLNC DEL	UNICOM
118.05	124.325 353.85	121.3	122.7 (CTAF) L







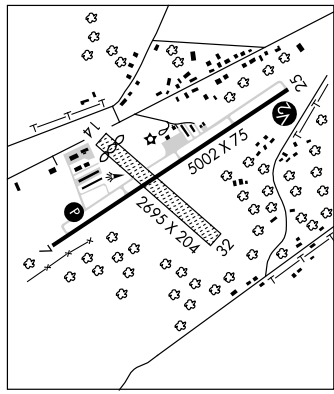
MIRL Rwy 10-28 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-28	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼	886 (900-1¼)	2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

SOMERSET CO (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, 12I, L–29D**
RWY 07–25: H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
RWY 25: REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
RWY 14–32: 2695X204 (TURF–ASPH) 0.7% up SE
RWY 14: Thld dsplcd 295′. Road. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.

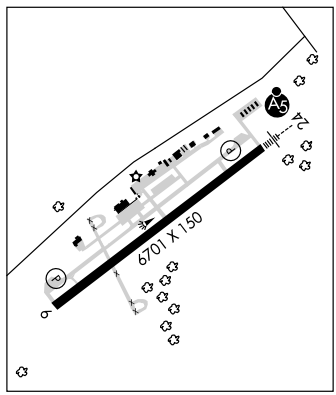


WEATHER DATA SOURCES: AWOS–3 133.8 (814) 443–2114.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)
CLEVELAND CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
STOYSTOWN NDB (MHW) 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
ILS 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

SOUTHERN ADAMS CO HELIPORT (See GETTYSBURG)

SPRING HILL (See STERLING)

STATE COLLEGE
UNIVERSITY PARK (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12J, L–30I**
NOTAM FILE UNV **IAP**
RWY 06–24: H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
RWY 24: MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
RWY 24: TORA–6701 TODA–6701 ASDA–6701 LDA–6701
AIRPORT REMARKS: Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.



WEATHER DATA SOURCES: AWOS–3 127.65 (814) 865–8799 SAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
NEW YORK CENTER APP/DEP CON 134.8 **CLNC DEL** 118.55
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
PENUE NDB (LOM) 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
ILS 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

LOC I-UNV	APP CRS	Rwy Idg	6701
111.7	244°	TDZE	1218
		Apt Elev	1239

ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF)

ALTERNATE MISSED APCH FIX

077° R-077 257°

PHILIPSBURG PSB 115.5 Chan 102

ADF REQUIRED

10 NM

2282 2254

LOM/IAF PENUE 388 UN

064° 289° 109° 244°

PHILIPSBURG 115.5 PSB Chan 102

2855 4800 102° (11.4) 2600 ± 2026± 2382 2091 Bellefonte 064° 1313± Ridge Soaring Gliderport 2130± 2382

2287 4800 075° (28.8) 1878 1784

Procedure NA for arrivals at RASHE INT via V106 southwest bound.

LOCALIZER 111.7 I-UNV

TYRONE 114.9 TON Chan 96

2898 2504 4800 to PENUE 353° (14.7) 2390 RASHE

MSA UN 25 NM 3900

ELEV 1239 D

244° 5.5 NM from FAF

TDZE 1218

0.6% UP

6701 X 150

REIL Rwy 6 L

HIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

2600	4000	UN
↑	↶	

* LOC only.

LOM 064° 3900 Remain within 10 NM 3016 244° 244° *3100 3400 GS 3.00° TCH 55

5.5 NM

CATEGORY	A	B	C	D
S-ILS 24	1418-½ 200 (200-½)			
S-LOC 24	1580-½ 362 (400-½)			1580-¾ 362 (400-¾)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6701
CH 87109	064°	TDZE	1231
W06A		Apt Elev	1239

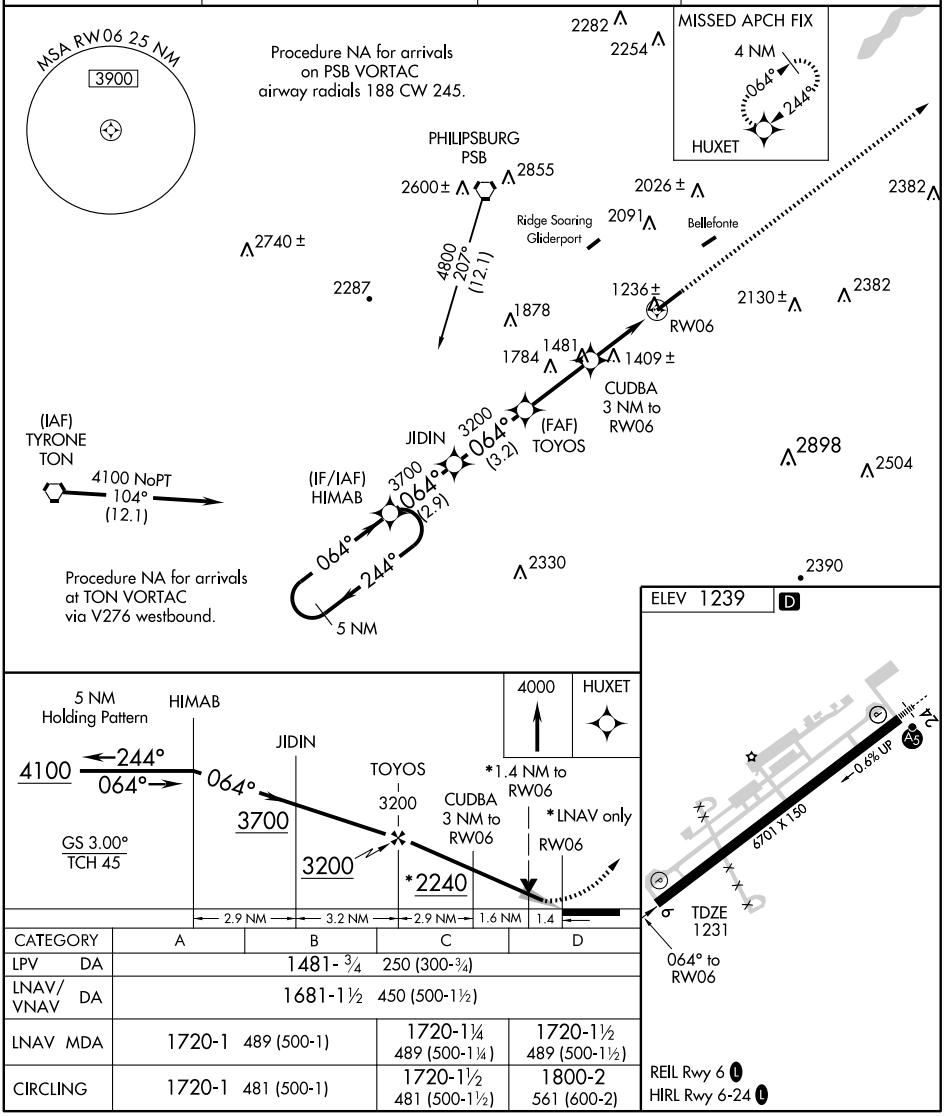
RNAV (GPS) RWY 6

STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1481- ¾ 250 (300-¾)			
LNAV/VNAV DA	1681-1½ 450 (500-1½)			
LNAV MDA	1720-1 489 (500-1)		1720-1¼ 489 (500-1¼)	1720-1½ 489 (500-1½)
CIRCLING	1720-1 481 (500-1)		1720-1½ 481 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6701
CH 61309	244°	TDZE	1218
W24A		Apt Elev	1239

RNAV (GPS) RWY 24

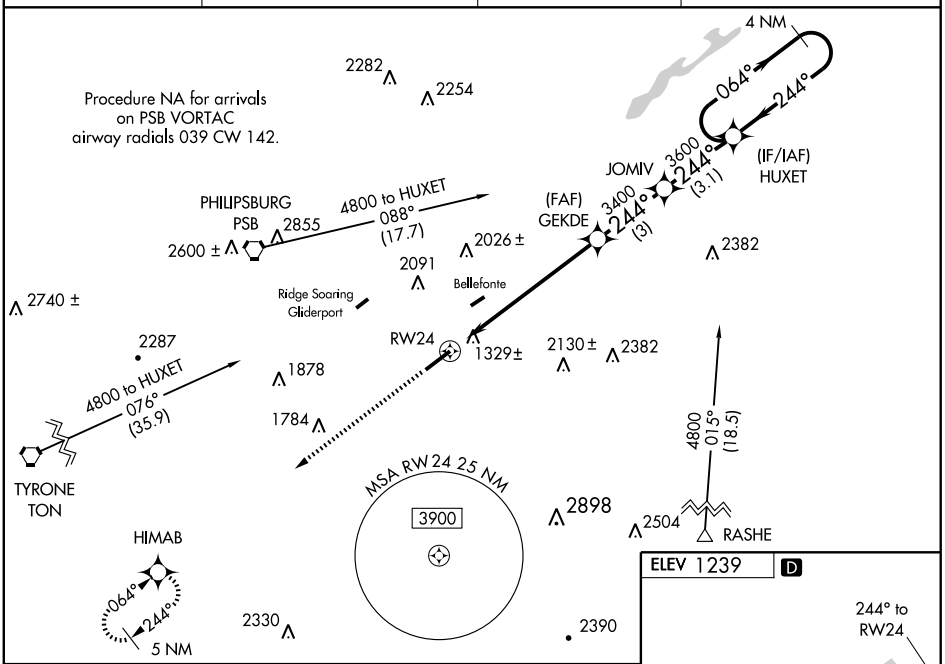
STATE COLLEGE/ UNIVERSITY PARK (UNV)

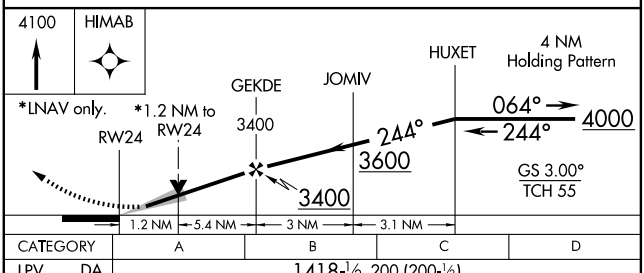
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

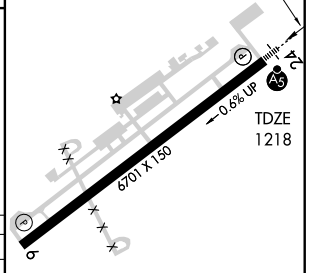
MALSR

MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1418-½ 200 (200-½)			
LNAV/VNAV DA	1635-1 417 (400-1)			
LNAV MDA	1620-½ 402 (400-½)		1620-¾ 402 (400-¾)	1620-1 402 (400-1)
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1½ 461 (500-1½)	1800-2 561 (600-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC PSB 115.5 Chan 102	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 1239

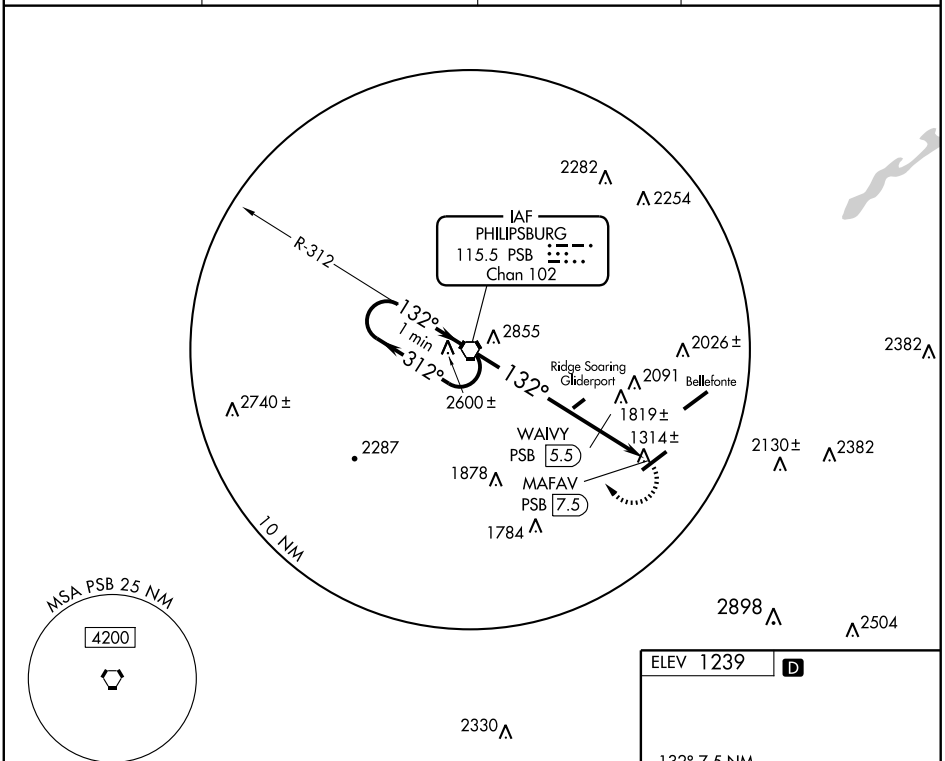
VOR-B

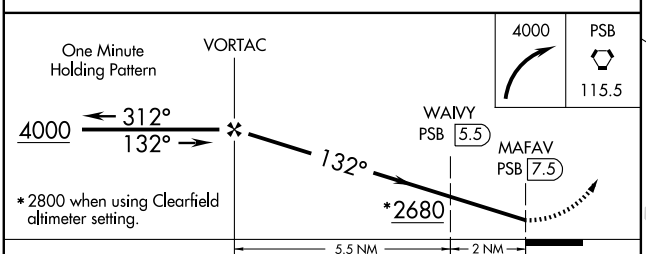
STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

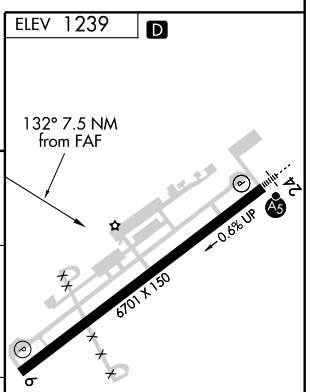
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3	NEW YORK CENTER	CLNC DEL	UNICOM
127.65	134.8 338.3	118.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3 1441 (1500-3)	
WAIVY FIX MINIMUMS				
CIRCLING	1960-1 721 (800-1)		1960-2 721 (800-2)	1960-2¼ 721 (800-2¼)



REIL Rwy 6 L
HIRL Rwy 6-24 L

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

STERLING

SPRING HILL (7Ø) 1 NW UTC−5(−4DT) N41°20.84′ W75°24.95′ NEW YORK
1729 B **FUEL** 100LL NOTAM FILE IPT L–30K, 33A, 34H
RWY 05–23: H2478X42 (ASPH) S–10 LIRL 2.4% up SW IAP
RWY 05: Thld dsplcd 400′. Hill. **RWY 23:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For svc after hrs call 570–242–5771. Rwy 05 CLOSED ldg SS–SR. Deer on and invof arpt. Winter months call for rwy conditions. ACTIVATE LIRL Rwy 05–23 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 169° 8.3 NM to fld. 2320/10W.

STEWARTSTOWN

SHOESTRING AVIATION AIRFIELD (ØP2) 3 NW UTC−5(−4DT) N39°47.69′ W76°38.83′ WASHINGTON
1000 S4 NOTAM FILE IPT
RWY 15–33 1000X100 (TURF)
RWY 15: Thld dsplcd 200′. Tree. Rgt tfc. **RWY 33:** Thld dsplcd 500′. Tree.
RWY 06–24 ULTRALIGHT: 1000X100 (TURF)
RWY 06: ULTRALIGHT: Trees. **RWY 24 ULTRALIGHT:** Thld dsplcd 183′. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Extensive ultralgt activity on and invof arpt. Ultralgts must use Rwy 06U–24U. Major airframe and powerplant repair for light sport acft only. Rwy 33 nstd dsplcd thld marked with one white patio block each side. Dsplcd thlds marked with one white paver each side.
COMMUNICATIONS: CTAF 122.9

STONYFORK N41°41.72′ W77°25.19′ NOTAM FILE IPT. DETROIT
(L) VOR/DME 108.6 SFK Chan 23 036° 2.2 NM to Wellsboro Johnston. 1985/08W. H–10H, L–30J
RCO 122.1R 108.6T (WILLIAMSPORT RADIO)

STOTTLE MEM HELIPORT (See HONEY GROVE)

STOYSTOWN N40°05.14′ W78°54.99′ NOTAM FILE AOO. DETROIT
NDB (MHW) 209 SYS 246° 5.3 NM to Somerset Co. Unusable 090°–150°beyond 20 NM. L–29D

STROH N40°36.89′ W77°43.08′ NOTAM FILE IPT. DETROIT
NDB (MHW/LOM) 407 RV 058° 5.6 NM to Mifflin Co. L–30J
NDB unmonitored.

STROUDSBURG–POCONO (See EAST STROUDSBURG)

SUNBURY

SUNBURY (71N) 2 NE UTC−5(−4DT) N40°53.51′ W76°46.73′ NEW YORK
450 S2 NOTAM FILE IPT
RWY 05–23: 3250X250 (TURF)
RWY 05: Thld dsplcd 1050′. Trees. **RWY 23:** Tree.
AIRPORT REMARKS: Attended irregularly. Glider ops on and in vicinity of arpt. Mountain 560 ft AGL .5 miles east apch end Rwy 23. Treeline borders south end. Rwy 05–23 outlined with white patio blocks.
COMMUNICATIONS: CTAF 122.9

SUNBURY SPB (H11) 3 NE UTC−5(−4DT) N40°54.79′ W76°43.98′ NEW YORK
430 S2 **FUEL** 100LL NOTAM FILE IPT
WATERWAY 07–25: 5000X250 (WATER)
WATERWAY 25: Rgt tfc.
SEAPLANE REMARKS: Attended Jun–Aug irregularly dalgt hrs. Rwy 07–25 –ridge line of 850 ft MSL running parallel to rwy on S side.
COMMUNICATIONS: CTAF 122.9

TIDIOUTE N41°42.78′ W79°25.04′ NOTAM FILE AOO. DETROIT
(L) VORTAC 117.6 TDT Chan 123 256° 15.9 NM to Titusville. 1710/09W. L–30H
DME unusable 041°–051° byd 30 NM blo 4000′; 305°–340° byd 24 NM blo 3500′; 340°–005° byd 24 NM blo 5000′.
RCO 122.1R 117.6T (ALTOONA RADIO)

RNAV (GPS)-A

STERLING / SPRING HILL (7ØN)

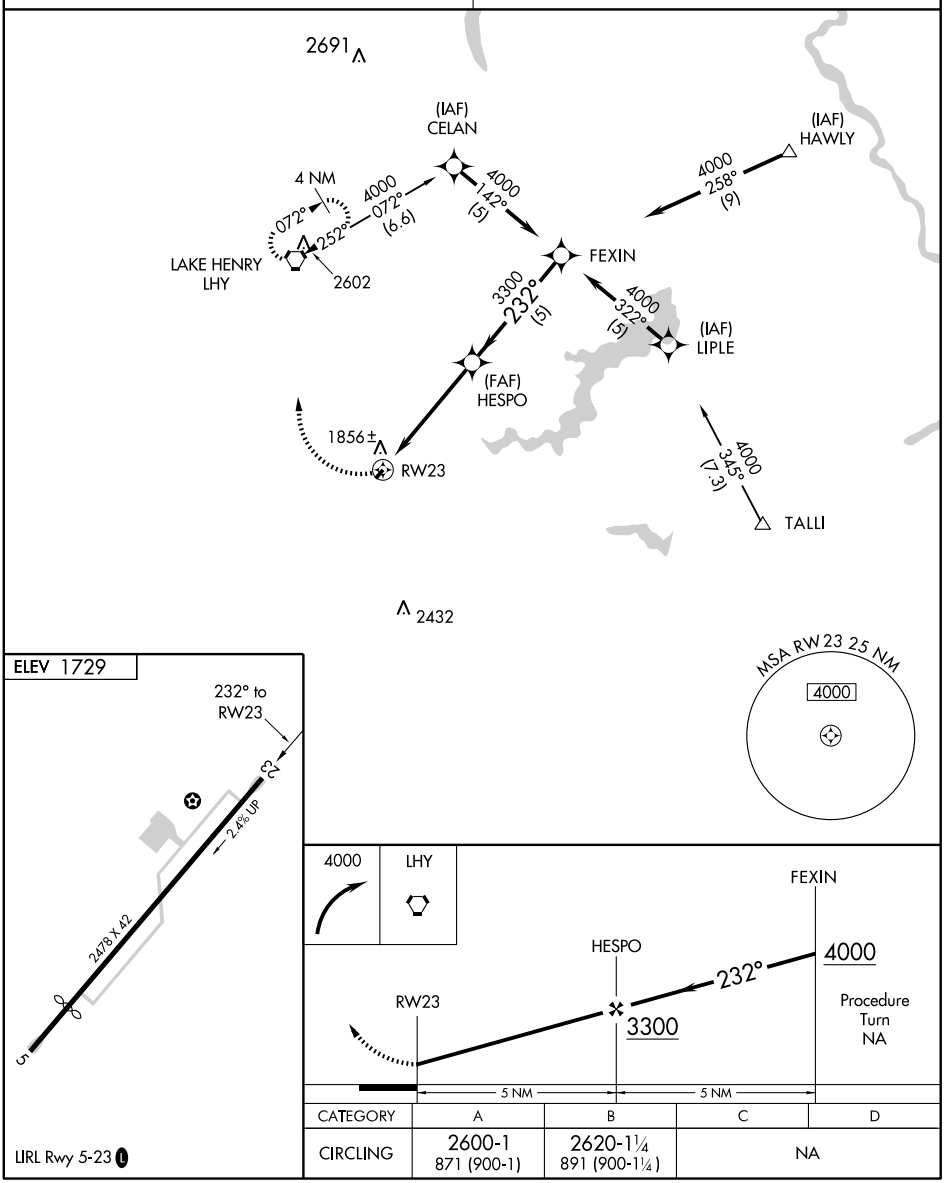
APP CRS	Rwy Idg	N/A
232°	TDZE	N/A
	Apt Elev	1729

Use Wilkes-Barre/Scranton Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF (L)
126.3 256.7	122.9



CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

LIRL Rwy 5-23 (L)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LHY 110.8 Chan 45	APP CRS 167°	Rwy Idg N/A TDZE N/A Apt Elev 1729

VOR-B

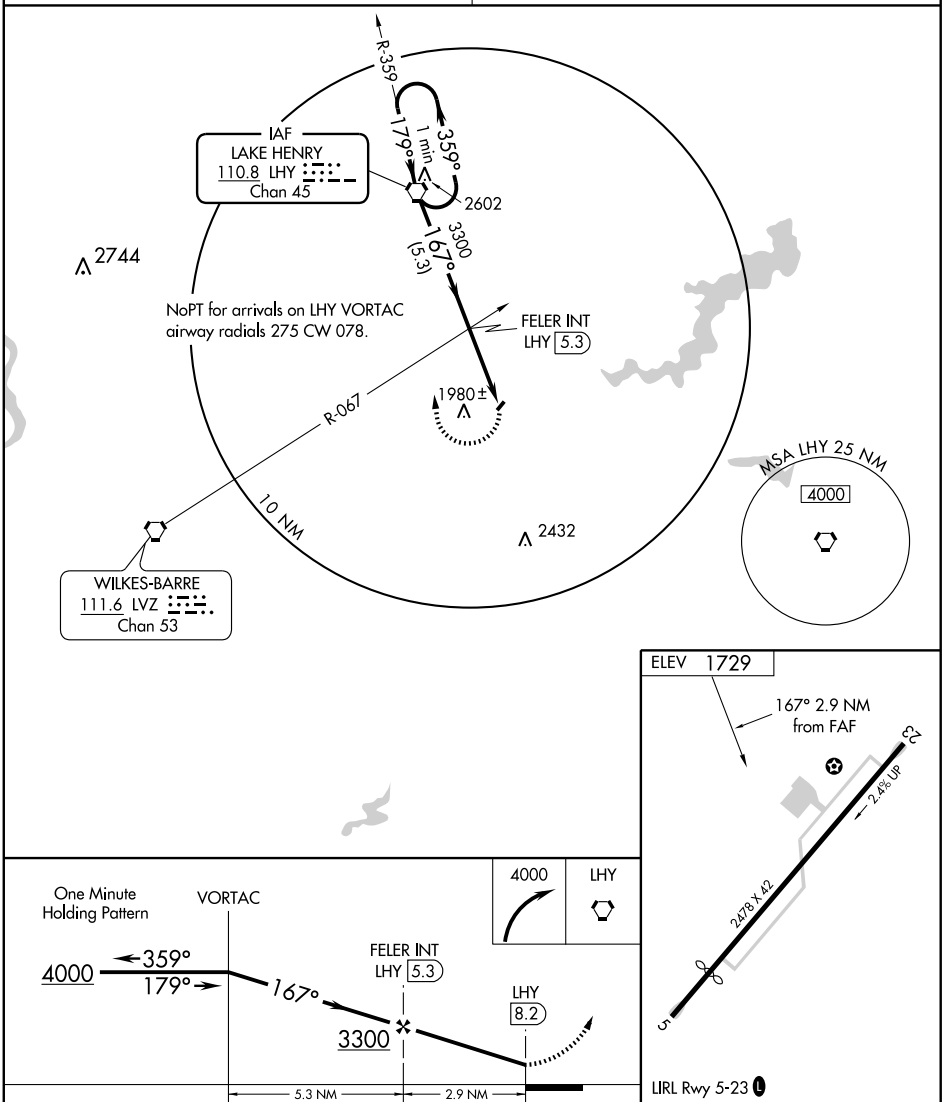
STERLING/ SPRING HILL (7ØN)

NA

Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON	CTAF (L)
126.3 256.7	122.9



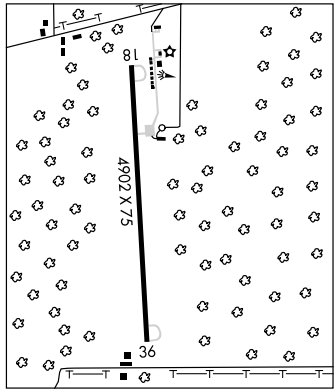
CATEGORY	A	B	C	D
CIRCLING	2600-1 871 (900-1)	2620-1¼ 891 (900-1¼)	NA	

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-4, 21 OCT 2010 to 18 NOV 2010

TITUSVILLE (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 18–36: H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
COMMUNICATIONS: CTAF 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

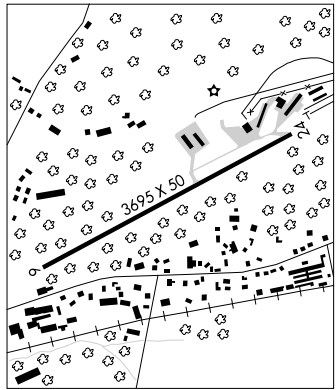


TOTAL RF HELIPORT (See BENSALEM)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
RWY 06–24: H3695X50 (ASPH) LIRL (NSTD)
RWY 06: Trees. **RWY 24:** Building.
AIRPORT REMARKS: Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
COMMUNICATIONS: CTAF/UNICOM 123.05
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



VOR FKL 109.6	APP CRS 033°	Rwy Idg N/A TDZE N/A Apt Elev 1600

VOR or GPS-A

TITUSVILLE (6G1)

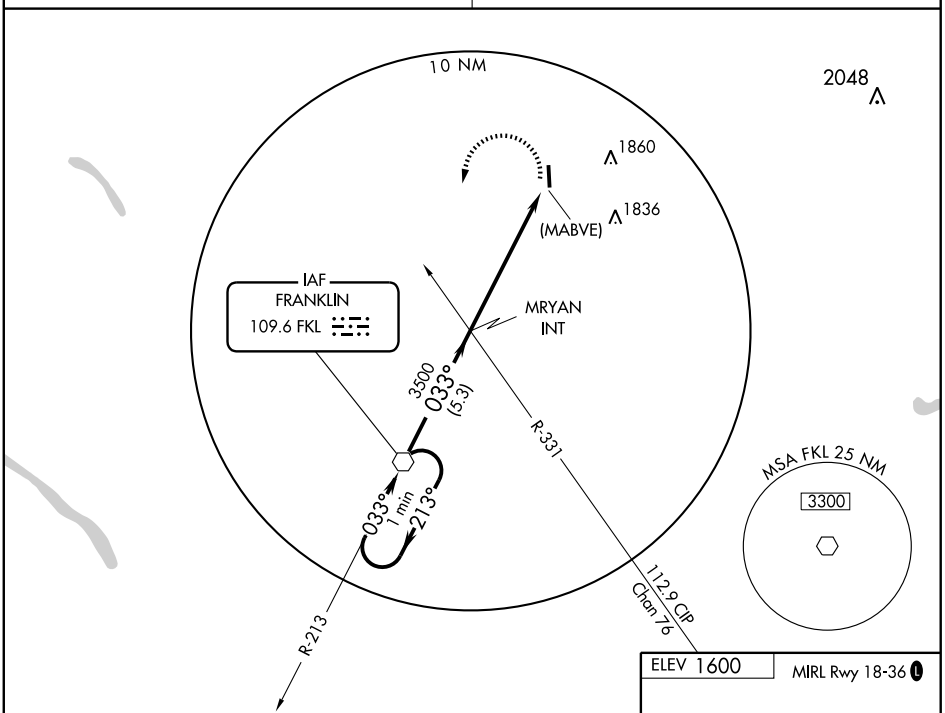
T
A NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

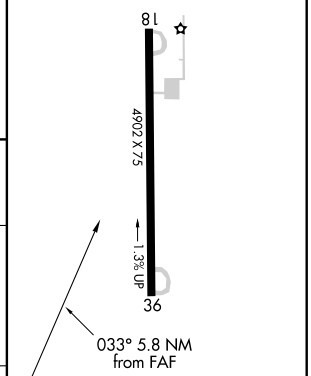
YOUNGSTOWN APP CON ★
133.95 322.3

CTAF
122.9 L

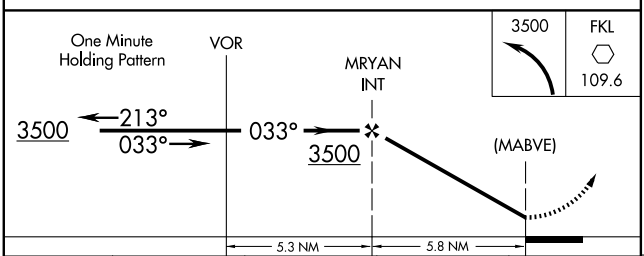


ELEV 1600

MIRL Rwy 18-36 L



NoPT for arrivals on FKL VOR airway radials 140 CW 281.



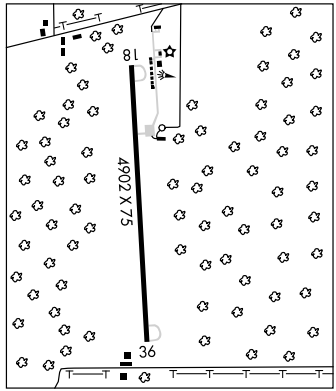
CATEGORY	A	B	C	D
CIRCLING	2200-1 600 (600-1)		2200-1½ 600 (600-1½)	2260-2 660 (700-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TITUSVILLE (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
RWY 18–36: H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
COMMUNICATIONS: CTAF 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
FRANKLIN (L) VOR 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

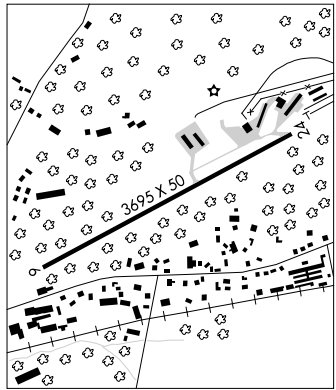


TOTAL RF HELIPORT (See BENSALEM)

TOUGHKENAMON

NEW GARDEN (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
RWY 06–24: H3695X50 (ASPH) LIRL (NSTD)
RWY 06: Trees. **RWY 24:** Building.
AIRPORT REMARKS: Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
COMMUNICATIONS: CTAF/UNICOM 123.05
MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



VORTAC MXE 113.2 Chan 79	APP CRS 230°	Rwy Idg 3695 TDZE 436 Apt Elev 436

VOR RWY 24

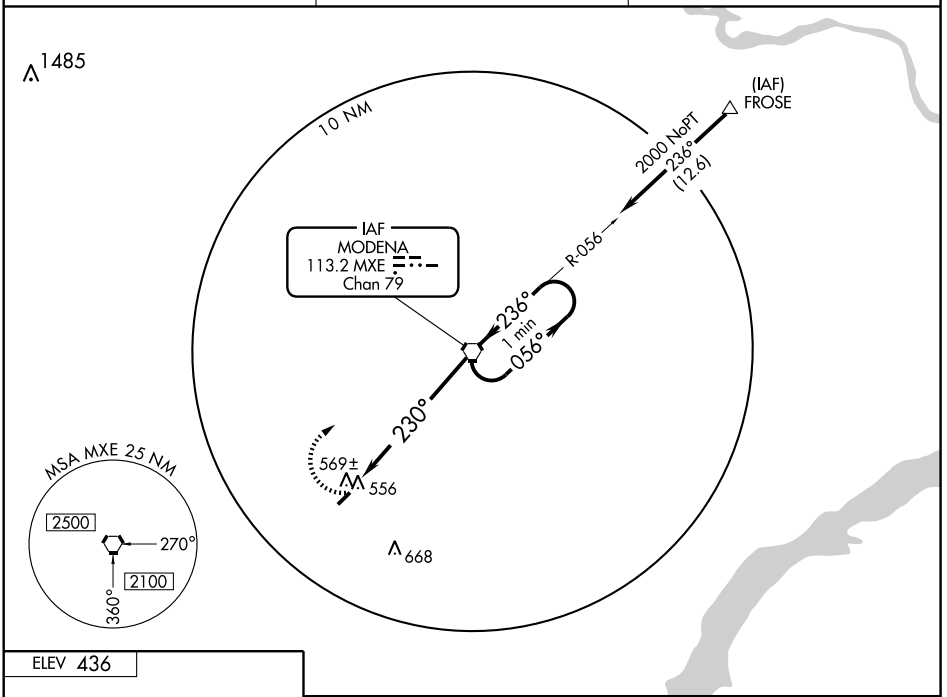
TOUGHKENAMON/ NEW GARDEN (N57)

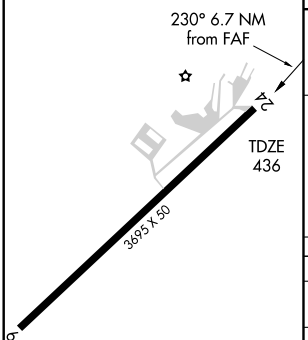
NA

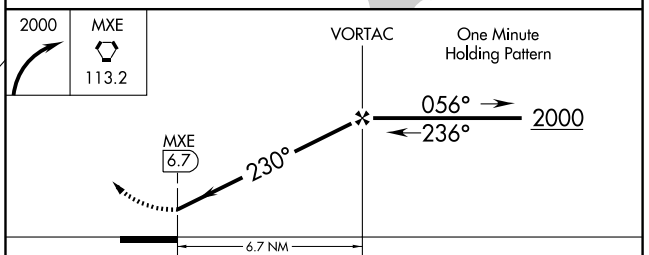
Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

PHILADELPHIA APP CON	CLNC DEL	UNICOM
124.35 319.15	125.6	123.05 (CTAF)







CATEGORY	A	B	C	D
S-24	940-1	504 (600-1)	940-1½ 504 (600-1½)	NA
CIRCLING	960-1	524 (600-1)	960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1	584 (600-1)	1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1	604 (700-1)	1040-1¾ 604 (700-1¾)	NA

LIRL Rwy 6-24

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TOWANDA

BRADFORD CO (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

RWY 05–23: H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

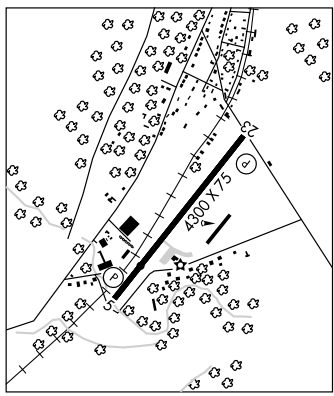
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.



TOWER CITY

BENDIGO (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

RWY 05–23: H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

AIRPORT REMARKS: Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

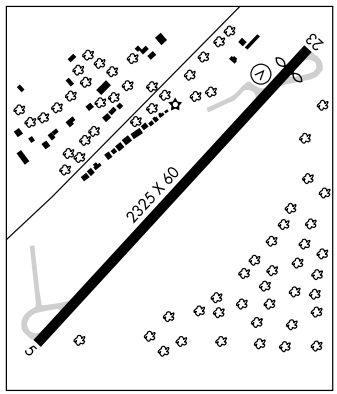
COMMUNICATIONS: CTAF 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

RWY 01–19: H2007X50 (ASPH) S–12.5

RWY 01: Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

TYRONE N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

RCO 122.1R 114.9T (ALTOONA RADIO)

RNAV (GPS) RWY 23

TOWANDA/ BRADFORD COUNTY (N27)

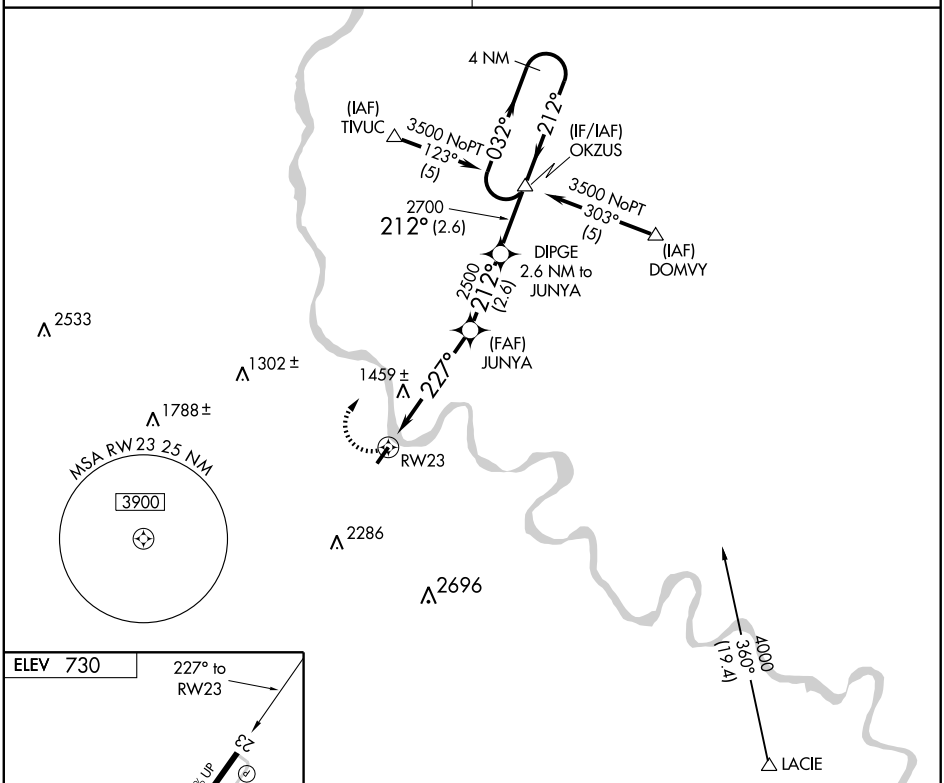
APP CRS	Rwy Idg	4300
227°	TDZE	733
	Apt Elev	730

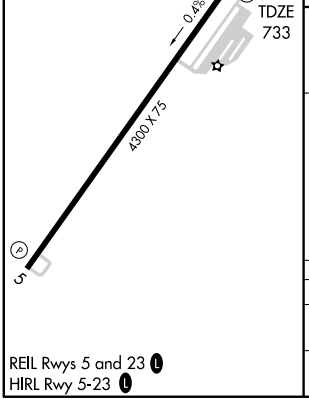
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

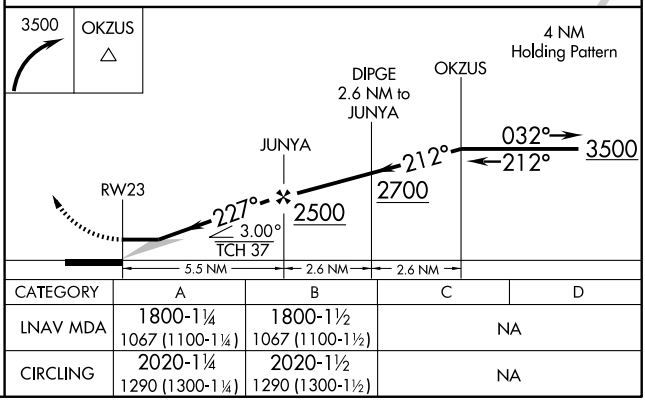
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
118.6 257.625

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1¼ 1067 (1100-1¼)	1800-1½ 1067 (1100-1½)	NA	
CIRCLING	2020-1¼ 1290 (1300-1¼)	2020-1½ 1290 (1300-1½)	NA	

REIL Rwys 5 and 23 L
HIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TOWANDA

BRADFORD CO (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

RWY 05–23: H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

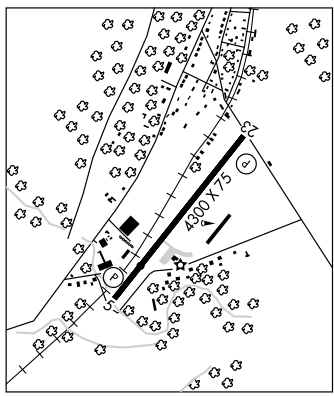
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100–0500Z‡)

NEW YORK CENTER APP/DEP CON 132.175 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.



TOWER CITY

BENDIGO (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

RWY 05–23: H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

AIRPORT REMARKS: Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

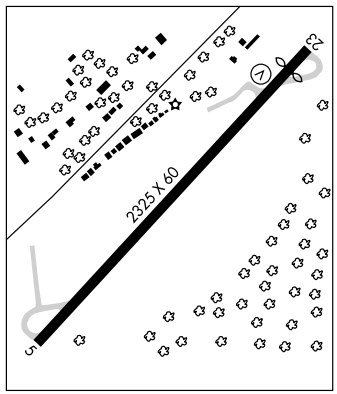
COMMUNICATIONS: CTAF 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.



TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

RWY 01–19: H2007X50 (ASPH) S–12.5

RWY 01: Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

TYRONE N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

RCO 122.1R 114.9T (ALTOONA RADIO)

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	791

RNAV (GPS)-A

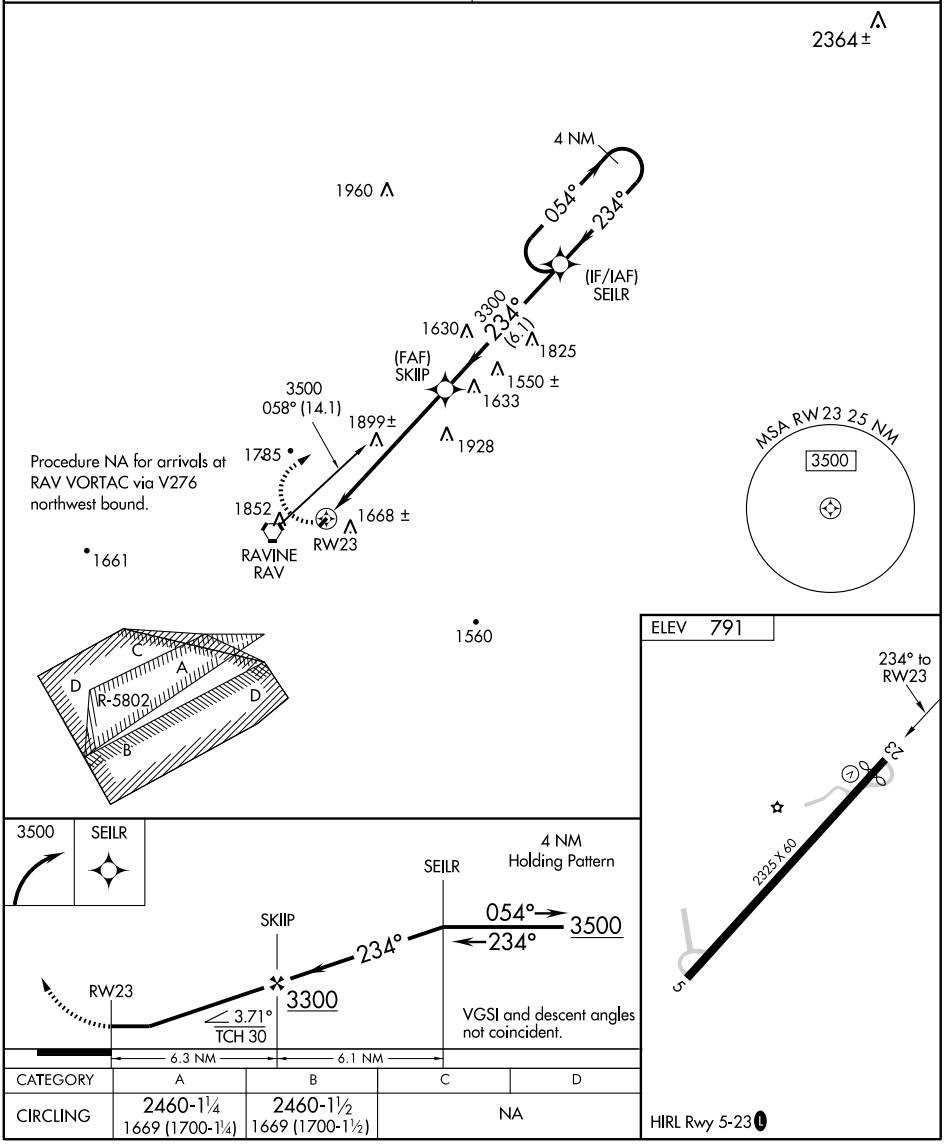
TOWER CITY/ BENDIGO (74N)

T
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

HARRISBURG APP CON	CTAF
126.45 269.45	122.9 L



CATEGORY	A	B	C	D
CIRCLING	2460-1¼ 1669 (1700-1¼)	2460-1½ 1669 (1700-1½)	NA	

HIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

UNIONVILLE

RIDGE SOARING (79N) 2 SW UTC−5(−4DT) N40°53.04′ W77°54.43′ DETROIT

815 **FUEL** 100LL NOTAM FILE AOO

RWY 07–25: 3322X150 (ASPH–TURF)

RWY 07: Thld dsplcd 725′. Tree. **RWY 25:** Thld dsplcd 470′. Trees.

AIRPORT REMARKS: Attended Mar–Nov 1400–2200Z‡. Designated gliderport. Ditch obstructs turf ldg sfc 1738 ft inbound from Rwy 25. Rwy 07 end and sides marked with yellow cones. Rwy 25 turf area mowed but aprch end and thld unmarked. W end Rwy 07–25 1367 ft by 100 ft turf; east end rwy 345 ft by 100 ft turf; center portion contains asph/grvl strip 1953 ft by 20 ft both north and south side. Marked with yellow cones. Rwy 07–25 centerline runs along south edge of paved strip.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Communications with arpt avbl on 123.3 Aviation Instructional frequency.

UNIVERSITY PARK (See STATE COLLEGE)

VANSANT (See ERWINNA)

VENANGO RGNL (See FRANKLIN)

WASHINGTON CO (AFJ) 3 SW UTC−5(−4DT) N40°08.19′ W80°17.41′ DETROIT

1184 S4 **FUEL** 100LL, JET A OX 1,3 NOTAM FILE AFJ H–10H, 12I, L–29C

RWY 09–27: H5000X100 (ASPH) S–40, D–60, 2D–90 HIRL IAP

RWY 09: Trees.

RWY 27: REIL. Hill.

AIRPORT REMARKS: Attended 1100–0200Z‡. Deer and turkey on and invof rwy. 185′ hill/trees 3209′ from thld Rwy 09. 282′ hill/trees 6978′ from thld Rwy 27. HIRL Rwy 09–27 and REIL Rwy 27 opr dusk–0200Z‡; after 0200Z‡ ACTIVATE—CTAF. VASI Rwys 09 and 27 opr 24 hrs. Rwy 27 VASI restricted to category A and B acft only.

WEATHER DATA SOURCES: AWOS–3 119.175 (724) 228–3529.

COMMUNICATIONS: CTAF/UNICOM 122.8

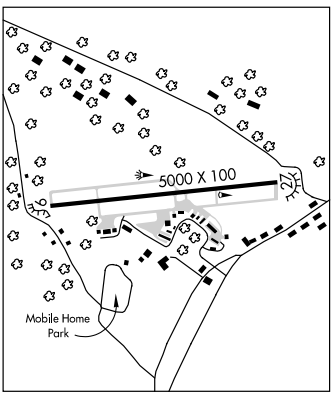
Ⓡ **PITTSBURGH APP/DEP CON** 119.35 **CLNC DEL** 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 242° 14.3 NM to fld. 1290/09W. **HIWAS.**

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 127° 14.8 NM to fld. 1269/07W. NOTAM FILE HLG.

ILS/DME 110.3 I–AFJ Chan 40 Rwy 27. (LOC only).



WATTSBURG

ERIE CO (3G1) 3 NW UTC−5(−4DT) N42°02.67′ W79°51.24′ DETROIT

1450 **FUEL** 80 NOTAM FILE AOO L–30H

RWY 09–27: H3030X60 (ASPH) S–12.5

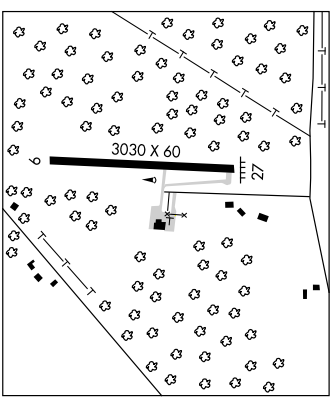
RWY 09: Trees.

AIRPORT REMARKS: Unattended. Groundskeeper on station, no svcs. Small birds and deer on and invof rwy. For arpt conditions 25 Dec–31 Mar ctc arpt manager 814–739–2456.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ERI.

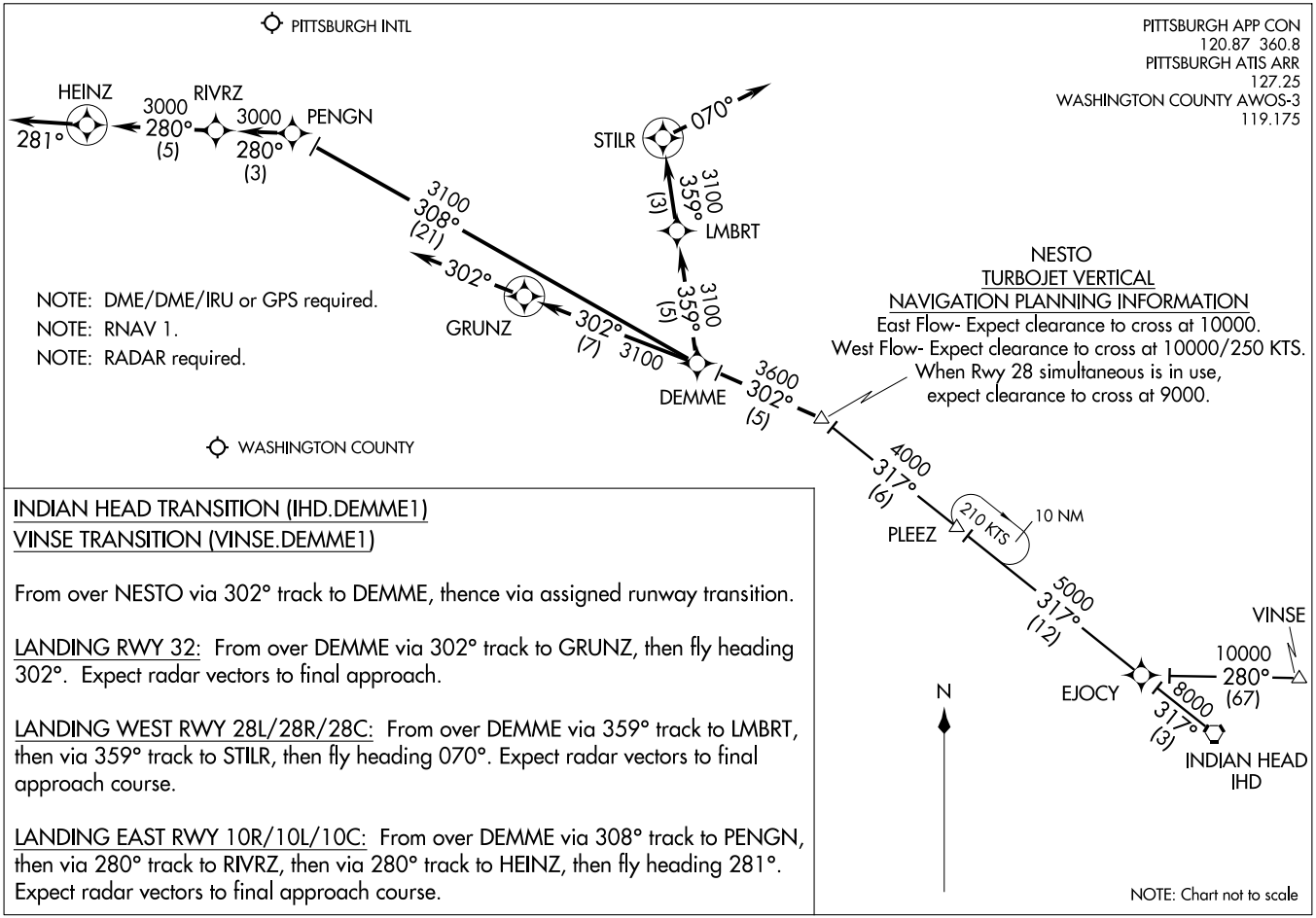
ERIE (L) VORTAC 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 091° 19.7 NM to fld. 800/06W.



DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA



INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

FEWGA ONE ARRIVAL (RNAV)

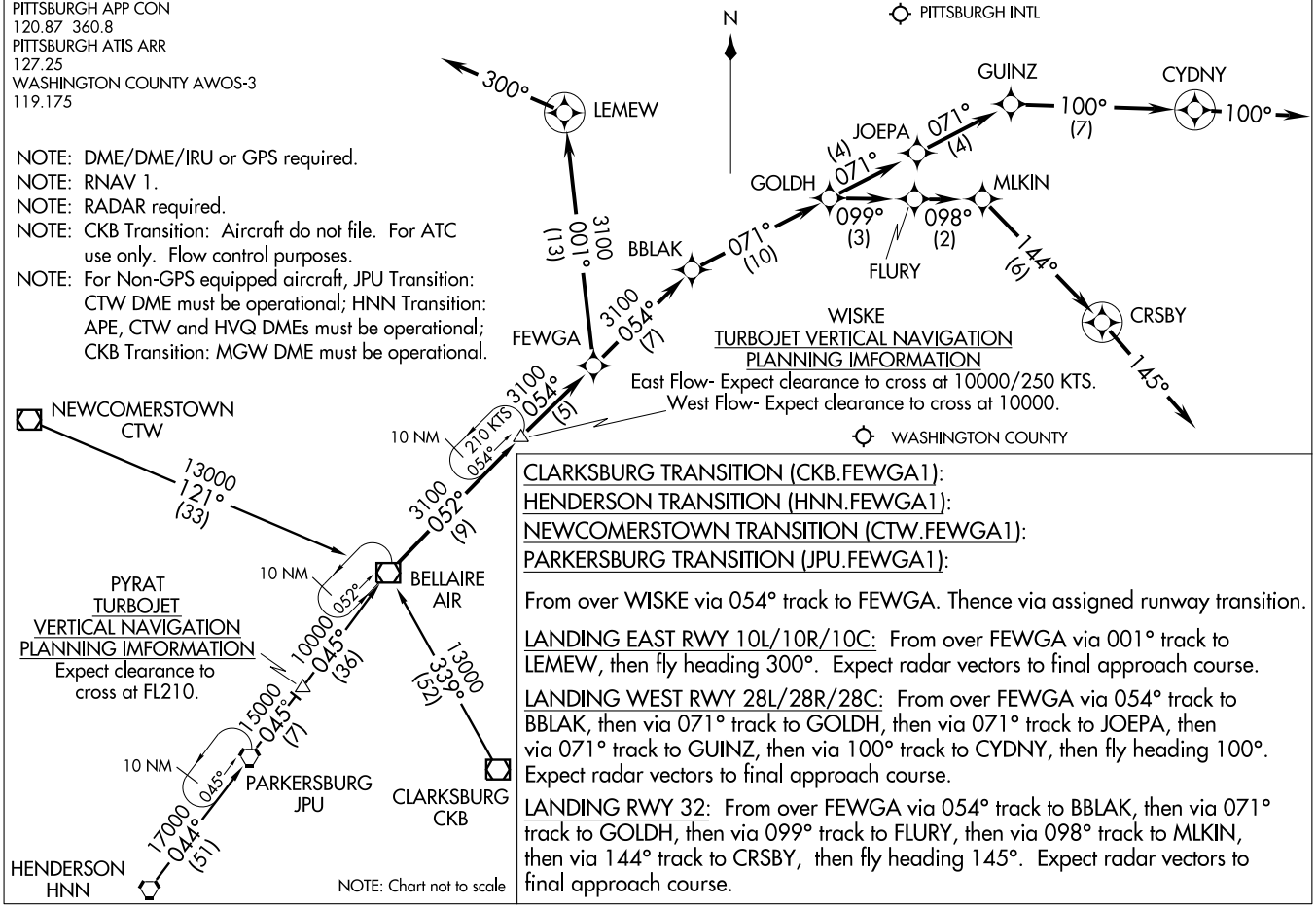
(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.



CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

LOC/DME I-AFJ	APP CRS	Rwy Idg 5000
110.3	273°	TDZE 1184
Chan 40		Apt Elev 1184

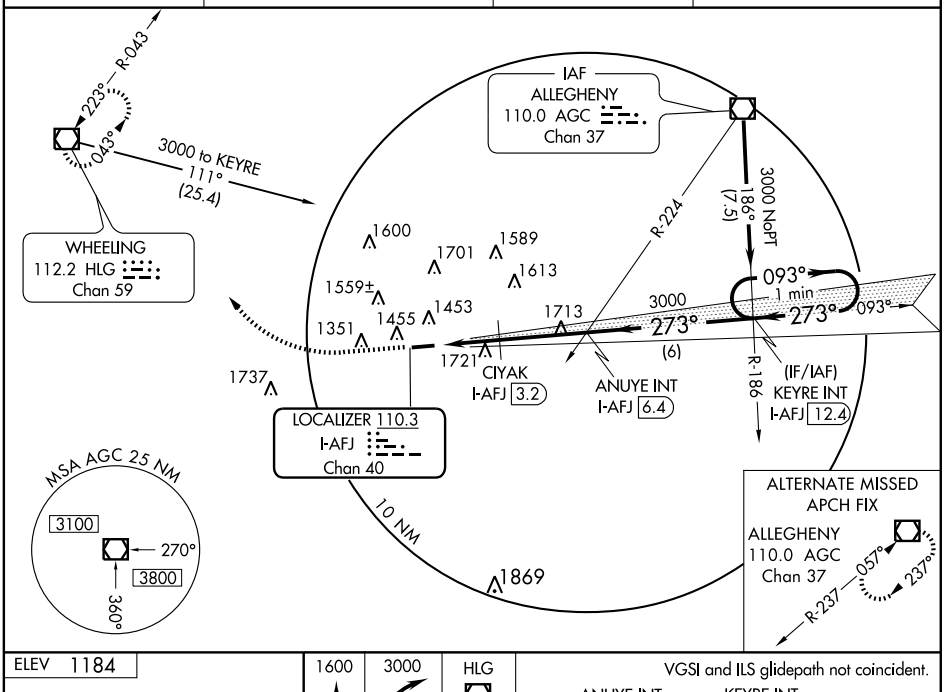
ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

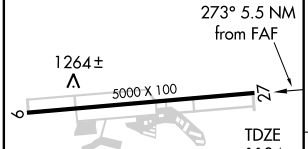
NA

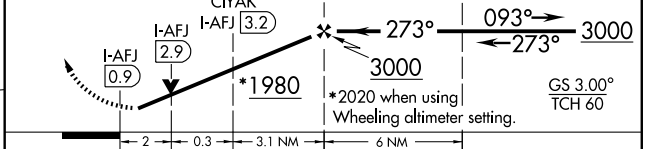
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF)



ELEV 1184





HIRL Rwy 9-27
REIL Rwy 27

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

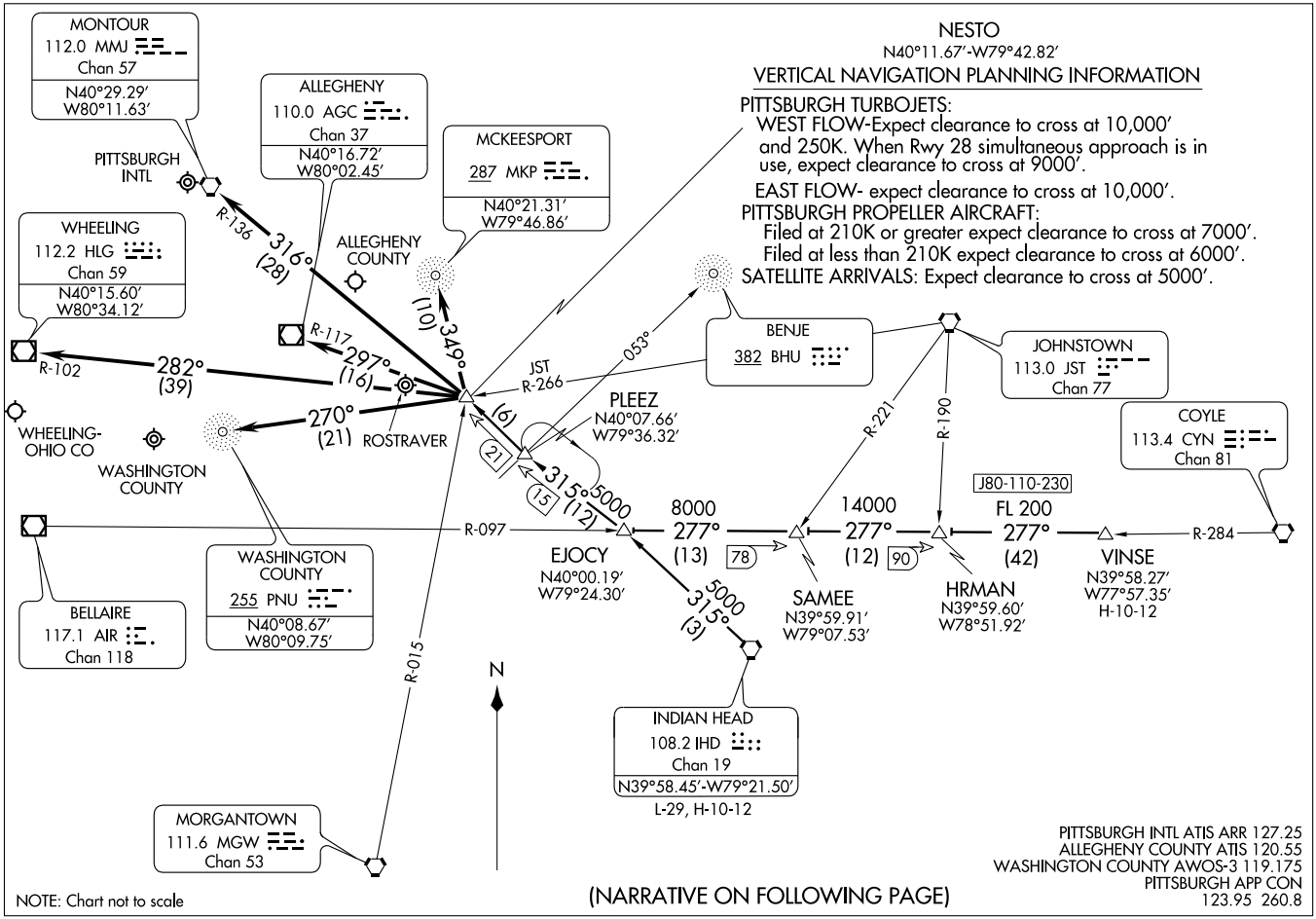
CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

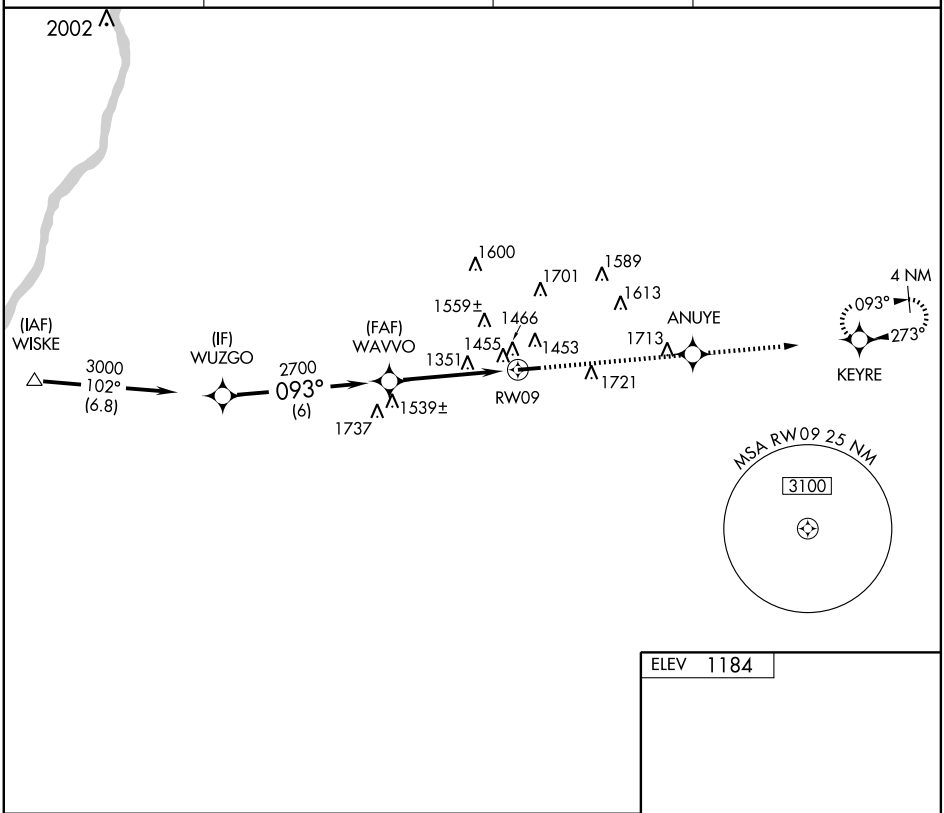
APP CRS		
093°	Rwy Idg	5000
	TDZE	1184
	Apt Elev	1184

RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 536 (600-1)		1720-1½ 536 (600-1½)	1720-1¾ 536 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

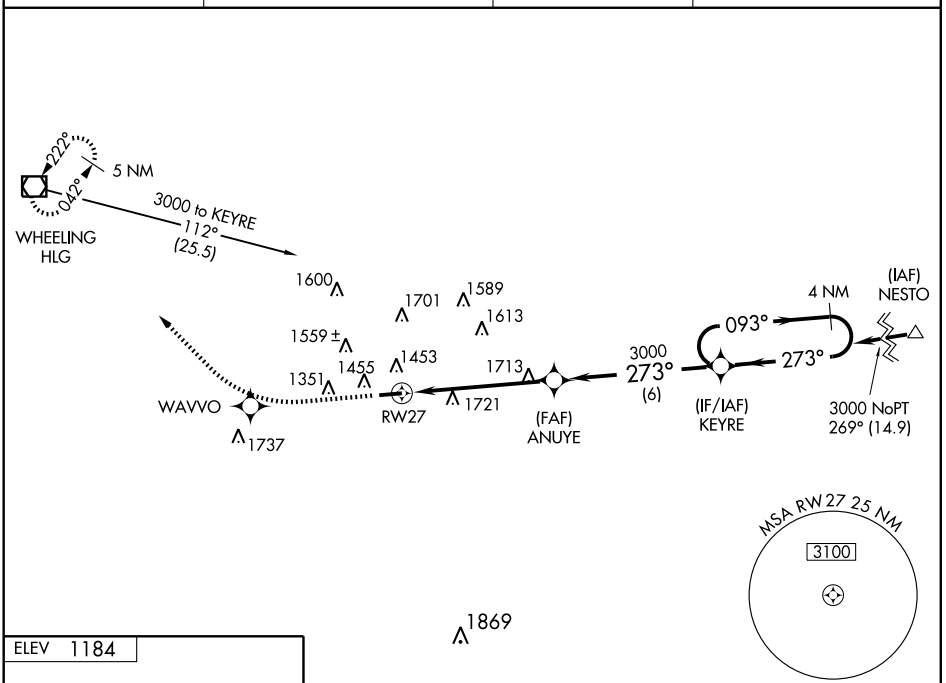
WAAS	APP CRS	Rwy Idg	5000
CH 90107	273°	TDZE	1184
W27A		Apt Elev	1184

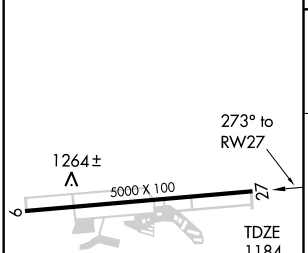
RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

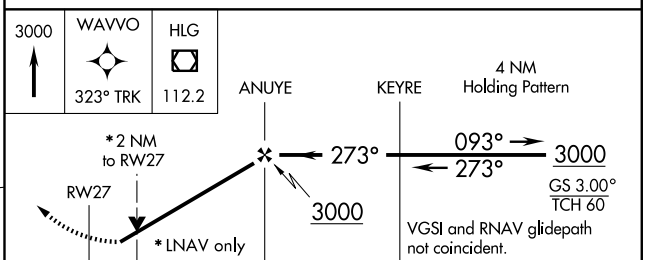
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3	PITTSBURGH APP CON	CLNC DEL	UNICOM
119.175	119.35 285.575	127.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1690-1¾ 506 (600-1¾)			
LNAV/ VNAV DA	NA			
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1¾ 796 (800-1¾)		1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

VERTICAL NAVIGATION PLANNING INFORMATION
PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.
PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.
SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAYNESBURG

GREENE CO (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

RWY 09–27: H3500X75 (ASPH) S–12 MIRL **IAP**

RWY 09: Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

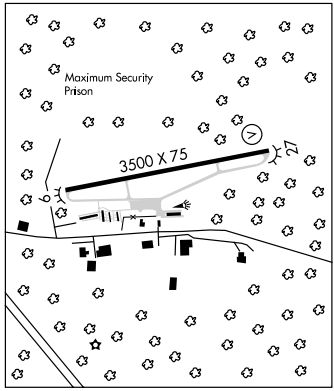
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**



WELLSBORO

WELLSBORO JOHNSTON (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

RWY 10–28: H3597X60 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

RWY 05–23: 2500X100 (TURF)

RWY 05: Tank. **RWY 23:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

WAAS	APP CRS	Rwy Idg	3500
CH 45806	088°	TDZE	1069
W09A		Apt Elev	1069

RNAV (GPS) RWY 9

WAYNESBURG/ GREENE COUNTY (WAY)

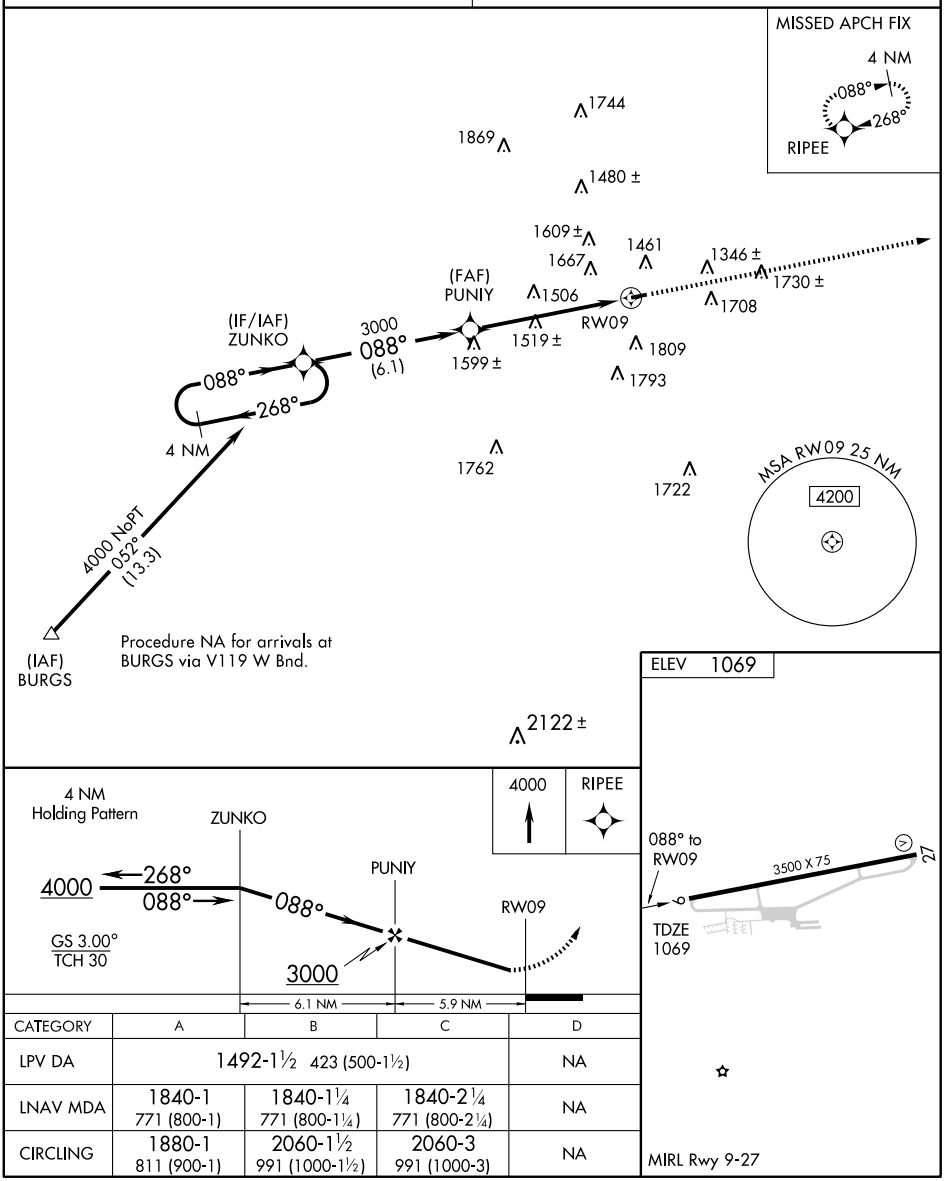
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)

NE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

APP CRS	Rwy Idg	3500
268°	TDZE	1069
	Apt Elev	1069

RNAV (GPS) RWY 27

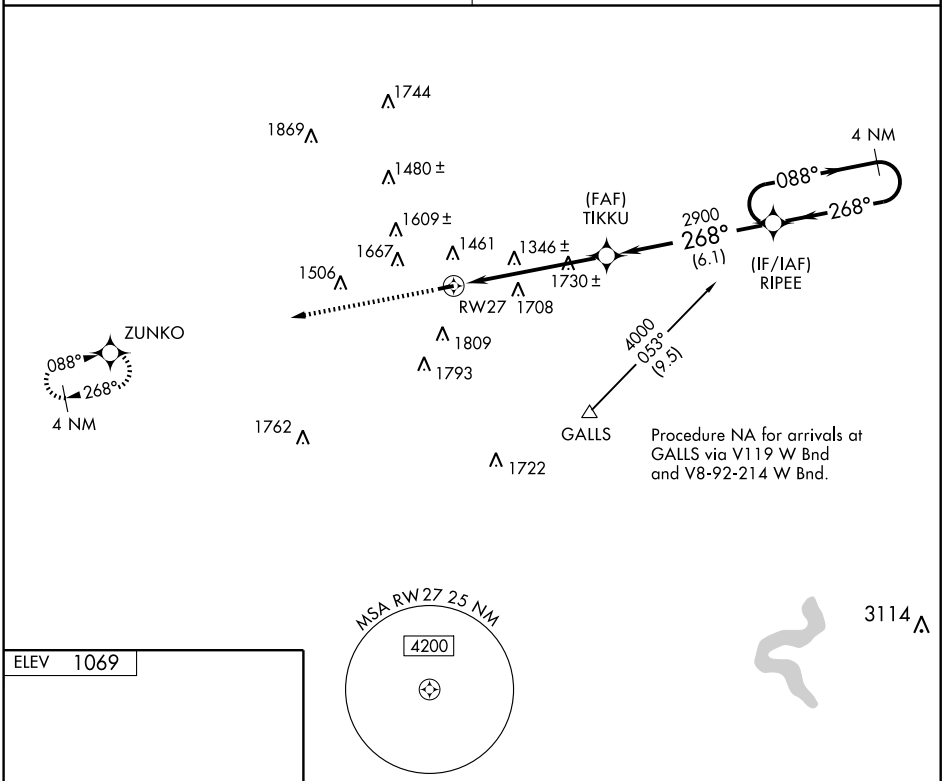
WAYNESBURG/ GREENE COUNTY (WAY)

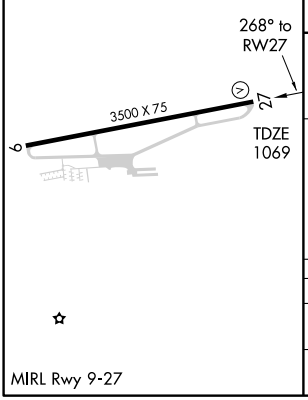
T
NA

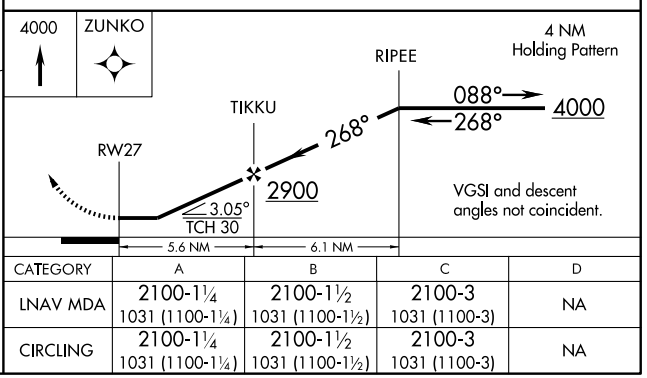
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

CLEVELAND CENTER	UNICOM
126.95 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAYNESBURG

GREENE CO (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

RWY 09–27: H3500X75 (ASPH) S–12 MIRL **IAP**

RWY 09: Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

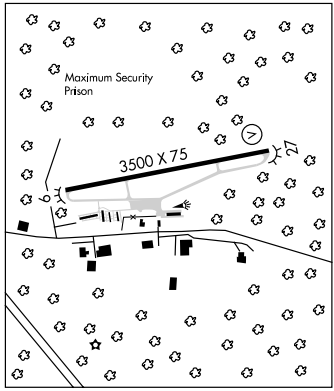
AIRPORT REMARKS: Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**



WELLSBORO

WELLSBORO JOHNSTON (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

RWY 10–28: H3597X60 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

WELLSVILLE

KAMPEL (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

RWY 05–23: 2500X100 (TURF)

RWY 05: Tank. **RWY 23:** Thld dsplcd 300′. Trees.

AIRPORT REMARKS: Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800–932–0712.

APP CRS	Rwy Idg	3600
279°	TDZE	1899
	Apt Elev	1899

GPS RWY 28
WELLSBORO JOHNSTON (N38)

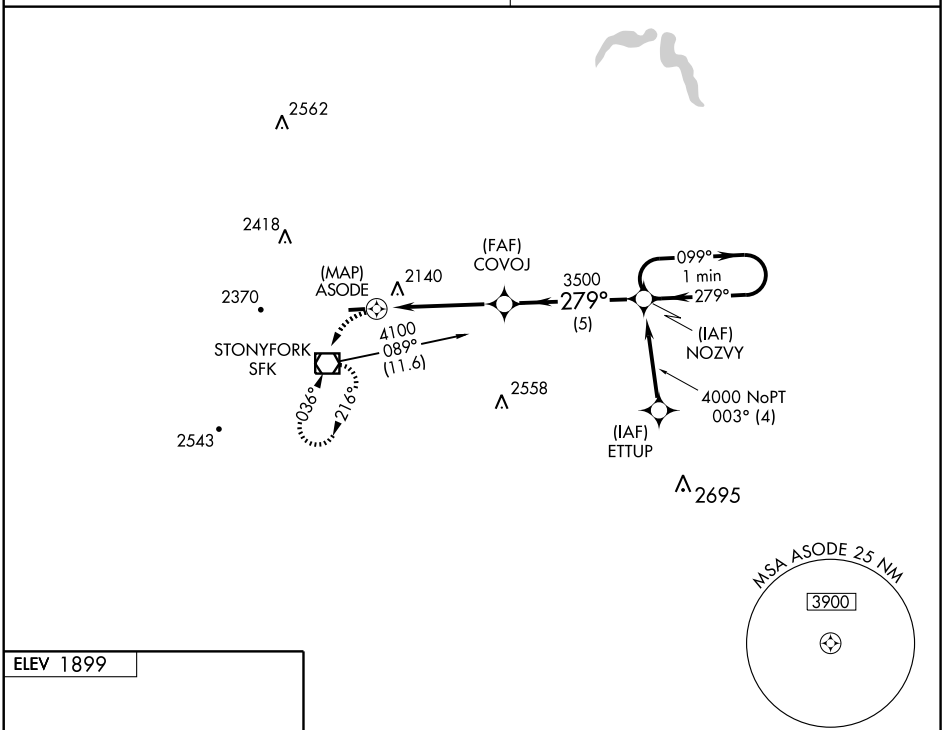
NA

Use Elmira, NY altimeter setting.

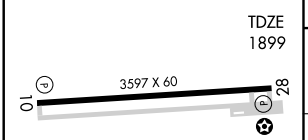
MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★
119.45 257.8

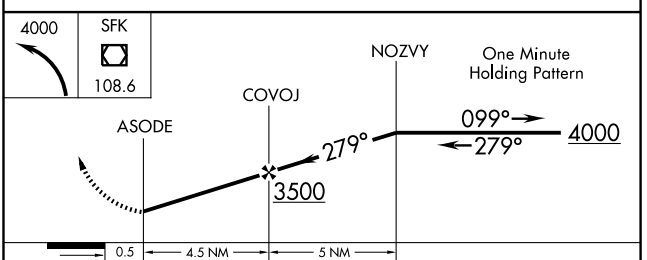
UNICOM
122.8 (CTAF) L



ELEV 1899



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
S-28	2680-1 781 (800-1)	2680-1¼ 781 (800-1¼)	2680-2¼ 781 (800-2¼)	NA
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME SFK 108.6 Chan 23	APP CRS 036°	Rwy Idg N/A TDZE N/A Apt Elev 1899

VOR or GPS-A

WELLSBORO JOHNSTON (N38)

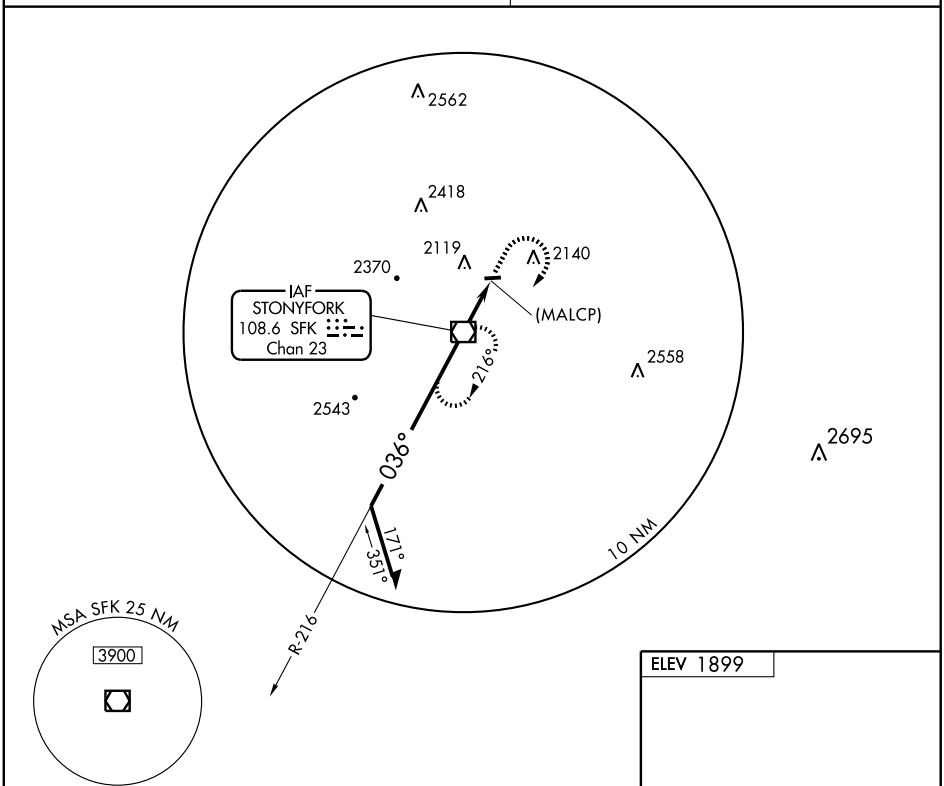
NA

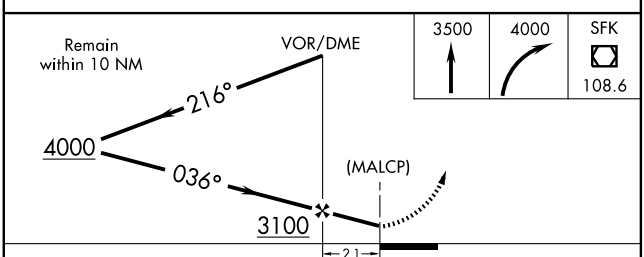
Use Elmira, NY altimeter setting.

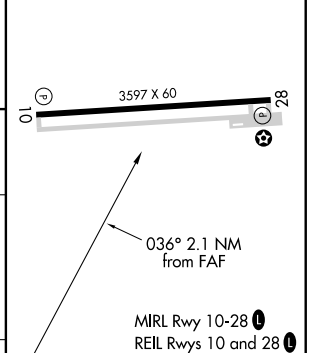
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★ 119.45 257.8

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NE-4, 21 OCT 2010 to 18 NOV 2010

WEST CHESTER

BRANDYWINE (OQN) 3 NE UTC−5(−4DT) N39°59.41′ W75°34.92′ **WASHINGTON**

466 B S6 **FUEL** 100LL, JET A TPA—1501(1035) NOTAM FILE IPT **L–34G, A**

RWY 09–27: H3347X50 (ASPH) S–10 LIRL **IAP**

RWY 09: Thld dsplcd 125′. Trees. Rgt tfc.

RWY 27: PAPI(P2L)—GA 3.0° TCH 15′. Thld dsplcd 250′. Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. For svc after hrs ctc 484–832–3476. Birds and deer on and invof arpt. Tfc departing Rwy 27 turn right 10° until reaching 1200′ MSL to avoid mansion left and homes right. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 09–27, PAPI Rwy 27—CTAF. Ldg fee commercial ops only.

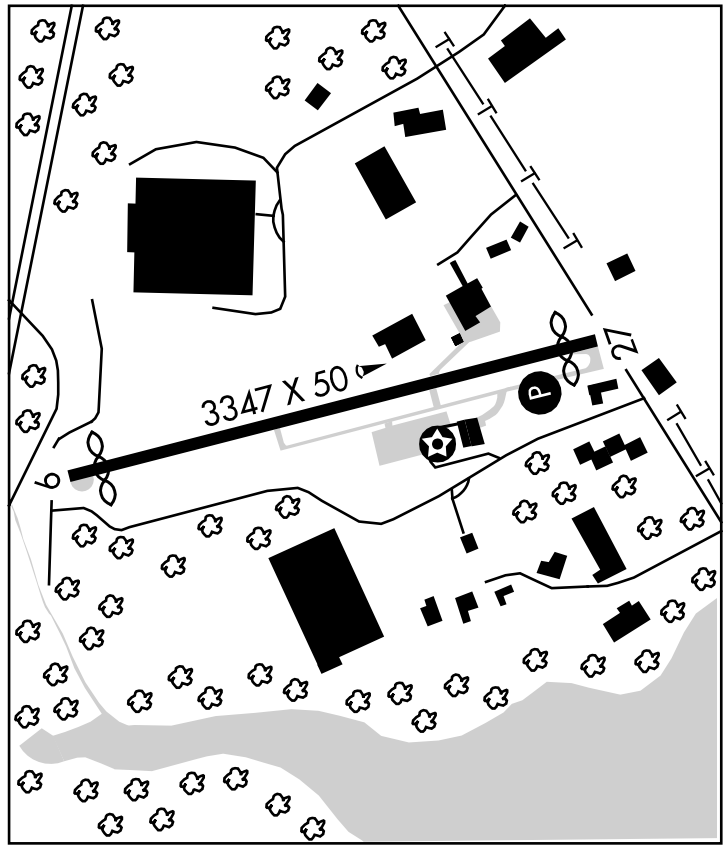
WEATHER DATA SOURCES: AWOS–3 121.4 (610) 692–6190.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 052° 6.0 NM to fld. 474/09W. **HIWAS.**



WILKES–BARRE

N41°16.37′ W75°41.37′ NOTAM FILE AVP. **NEW YORK**

(L) VORTAC 111.6 LVZ Chan 53 349° 4.2 NM to Wilkes–Barre/Scranton Intl. 2120/10W. **H–10I, 12J, L–30K, 33A, 34H**

VOR portion unusable 290°–305° byd 15 NM blo 6000′.

RCO 122.6 122.2 (LEESBURG RADIO)

APP CRS	Rwy Idg	3222
088°	TDZE	466
	Apt Elev	466

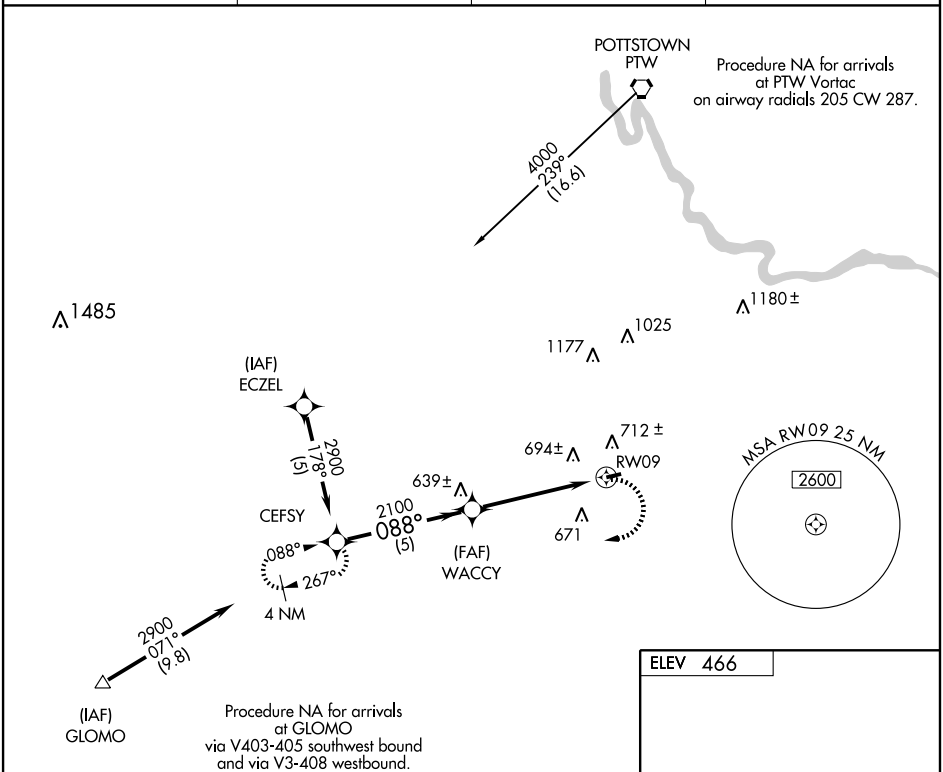
RNAV (GPS) RWY 9

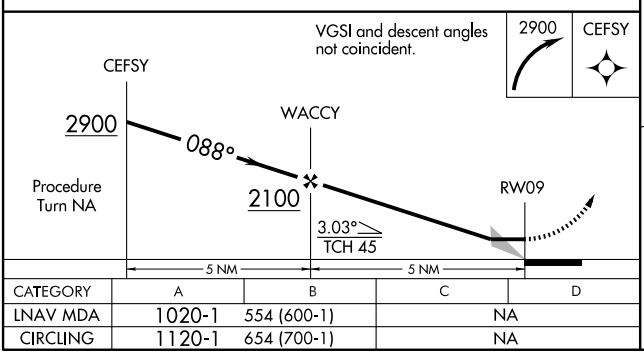
WEST CHESTER/ BRANDYWINE (OQN)

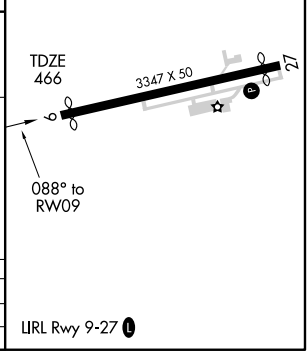
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	554 (600-1)	NA	
CIRCLING	1120-1	654 (700-1)	NA	

LIRL Rwy 9-27 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3097
269°	TDZE	466
	Apt Elev	466

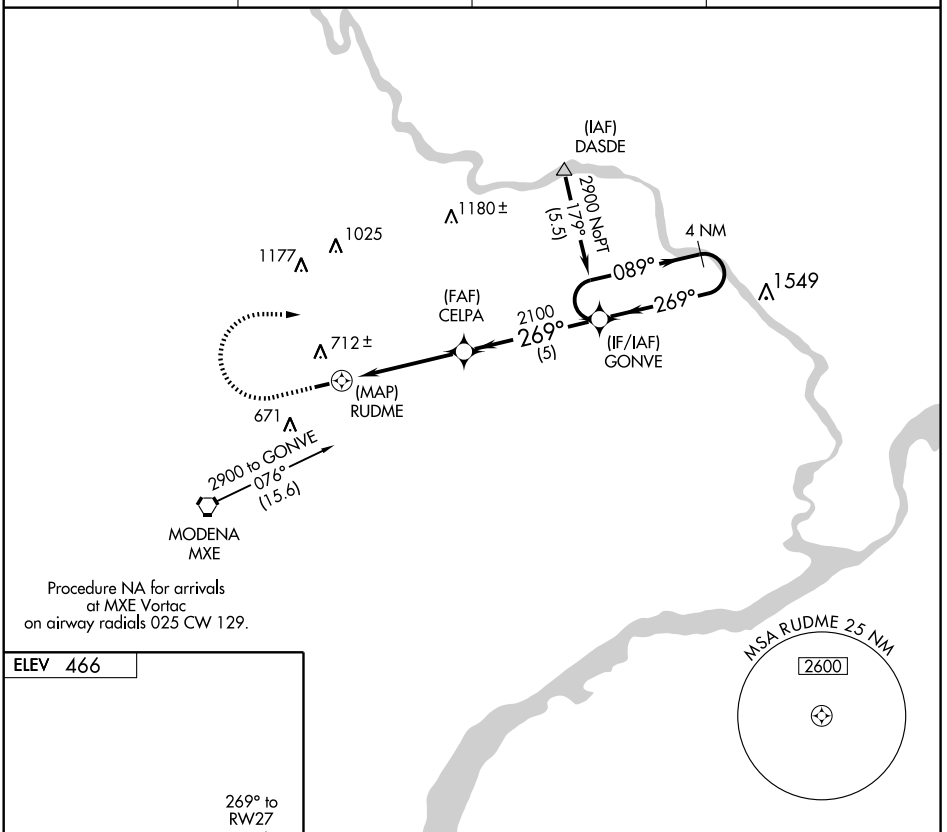
RNAV (GPS) RWY27

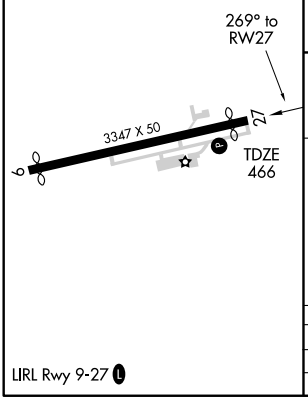
WEST CHESTER/BRANDYWINE (OQN)

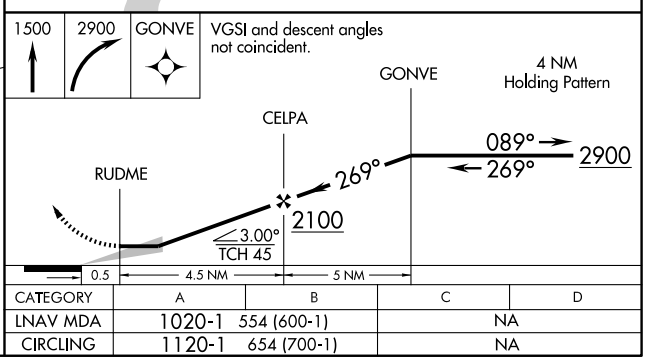
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 554 (600-1)		NA	
CIRCLING	1120-1 654 (700-1)		NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MXE	APP CRS	Rwy Idg	N/A
113.2	052°	TDZE	N/A
Chan 79		Apt Elev	466

VOR-A

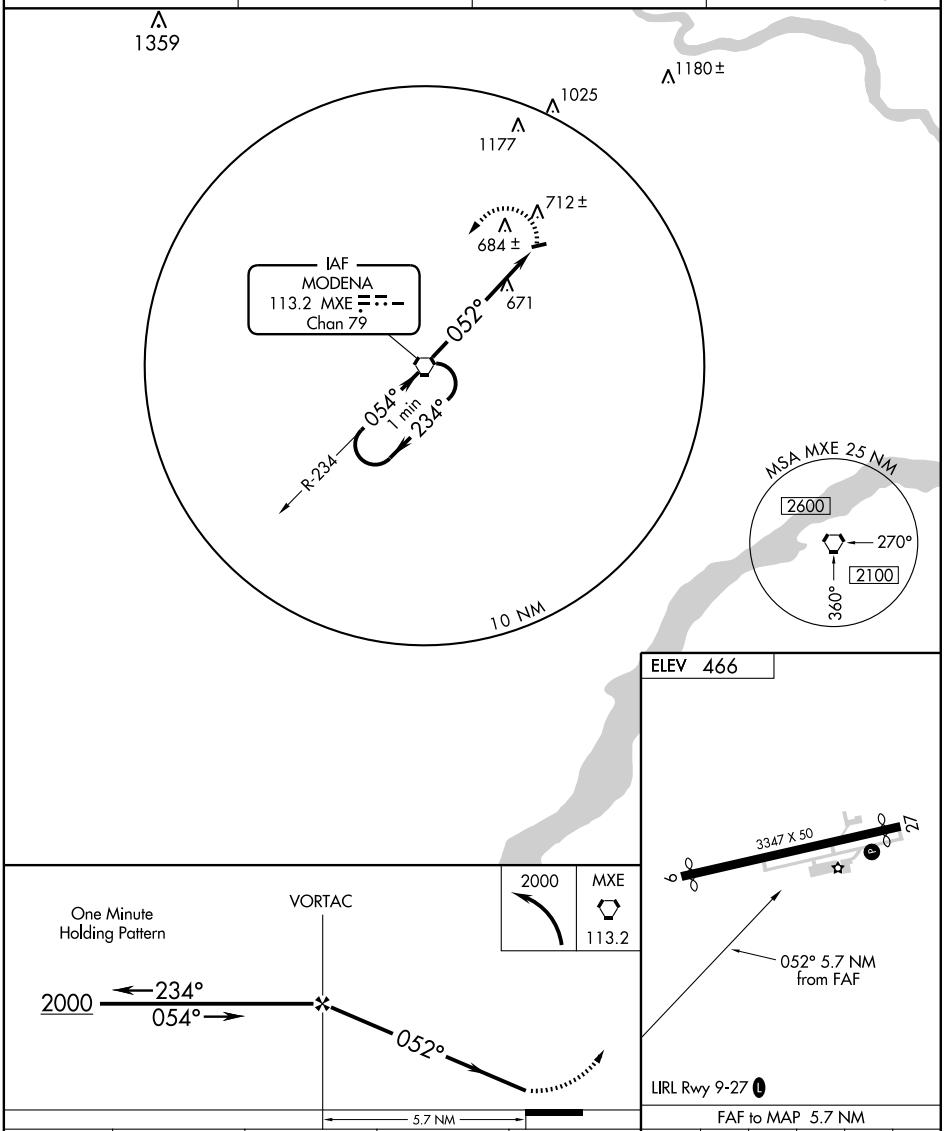
WEST CHESTER/BRANDYWINE (OQN)

NA

Use Coatesville/Chester County G.O. Carlson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM
121.4	124.35 319.15	125.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1120-1	654 (700-1)	NA	

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

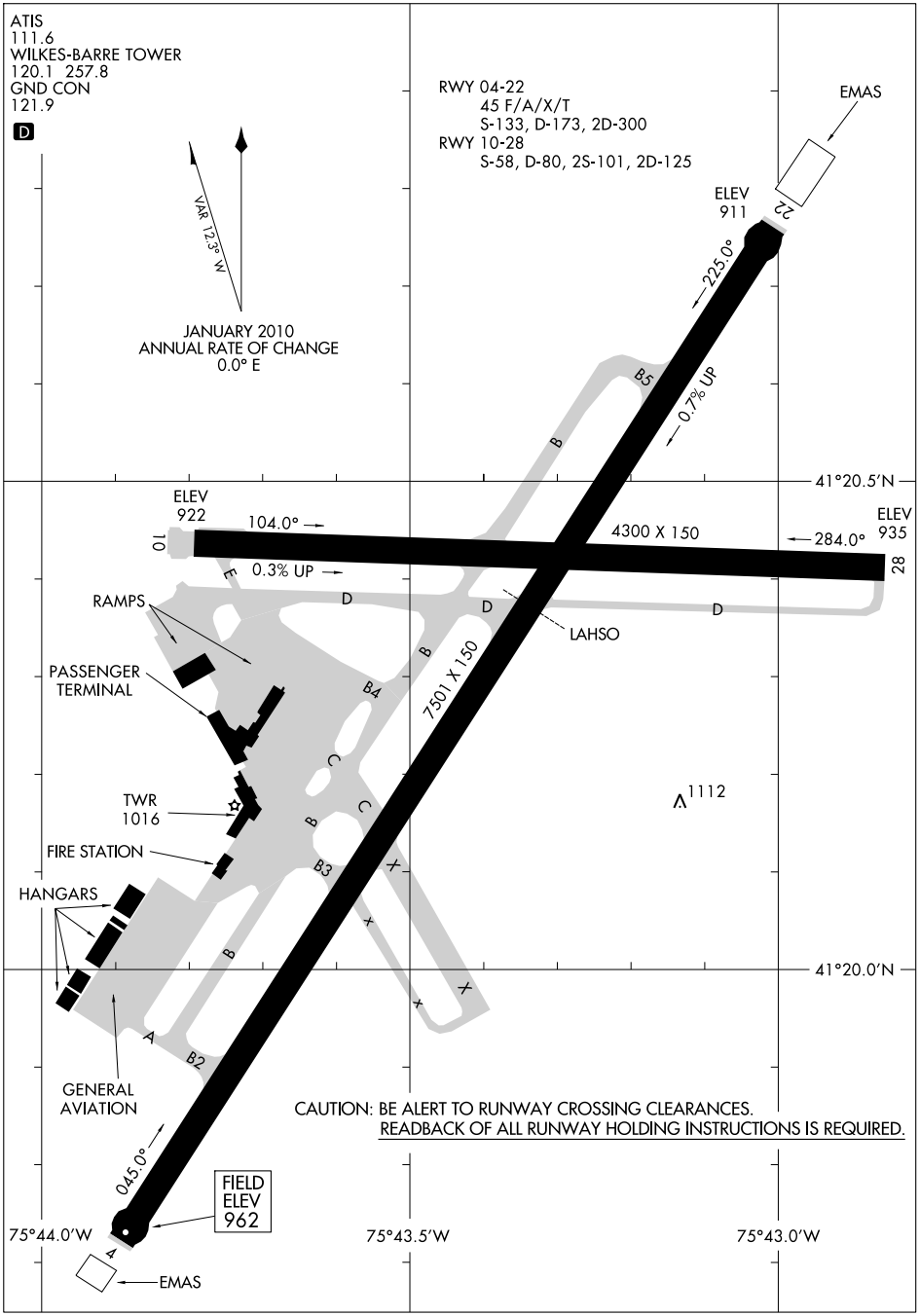
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

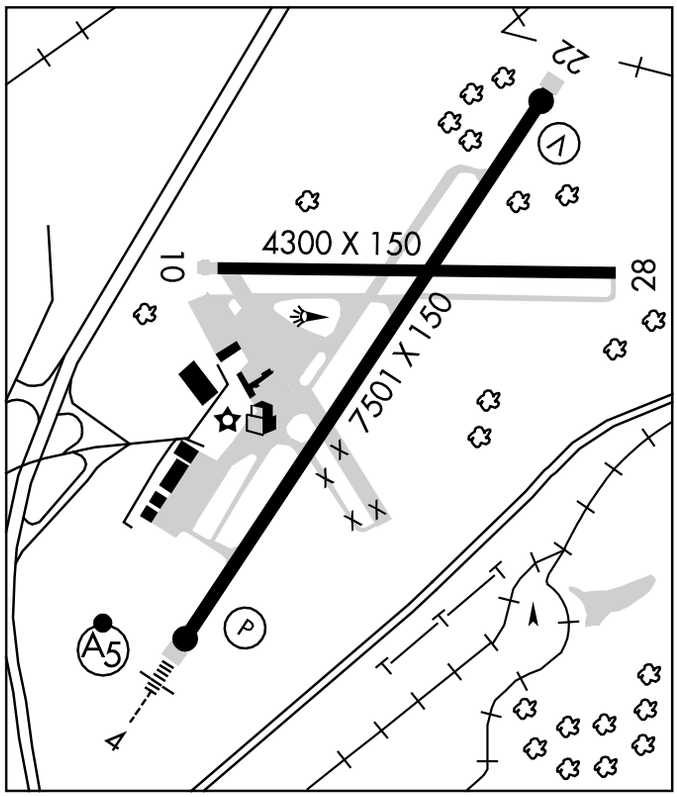
AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON, PENNSYLVANIA
WILKES-BARRE/SCRANTON INTL (AVP)

WILKES–BARRE/SCRANTON INTL (AVP) 5 SW UTC−5(−4DT) N41°20.31′ W75°43.40′

962 B S4 **FUEL** 100LL, JET A OX 2, 4 LRA Class I, ARFF Index B
NOTAM FILE AVP

RWY 04–22: H7501X150 (ASPH–GRVD) S–133, D–173, 2D–300
PCN 45 F/A/X/T HIRL 0.7% up SW
RWY 04: MALSR. PAPI(P4R)—GA 3.0° TCH 65′.
RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 54′. Tower. Rgt tfc.
RWY 10–28: H4300X150 (ASPH–GRVD) S–58, D–80, 2S–101, 2D–125 MIRL 0.3% up E
RWY 10: REIL. Rgt tfc.
RWY 28: REIL. Trees. Rgt tfc.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	10–28	4700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–7501	TODA–7501	ASDA–7501	LDA–7501
RWY 10:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300
RWY 22:	TORA–7501	TODA–7501	ASDA–7501	LDA–7501
RWY 28:	TORA–4300	TODA–4300	ASDA–4300	LDA–4300

ARRESTING GEAR/SYSTEM
RWY 04: EMAS
RWY 22: EMAS

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 10 CLOSED for ldgs. Rwy 04–22 NSTD safety area each end less than 1000′, Rwy 04 departure end Runway Safety Area = 400′, Rwy 04–22 precipitous drop–off each rwy end. First 1500′ Rwy 10 not visible from twr. Unlighted twr 1130′ 1.3 miles east AER 28; unlighted twr 1463′ 1.7 miles east AER 28, unlighted twr 1652′ 2.4 miles east AER 28. Rwy 28 unlgtd high terrain trees, 1155 ft MSL .91 miles E AER 28, 1463 ft MSL 1.49 miles east–southeast AER 28, 1667 ft MSL 2.25 miles east AER 28, 1920 ft MSL 2.84 miles E AER 28. Western ⅓ of Twy D not visible from twr. Twy E not visible from twr. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (570) 457–3111.

COMMUNICATIONS: ATIS 111.6 **UNICOM** 122.95
RCO 122.6 122.2 (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 124.5 (280°–100°) 126.3 (101°–279°)
TOWER 120.1 **GND CON** 121.9

AIRSPACE: TRSA svc ctc **APP CON** within 20 NM

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.
(L) VORTACW 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 349° 4.2 NM to fld. 2120/10W.
CRYSTAL LAKE NDB (MHW) 410 CYE N41°12.62′ W75°49.91′ 044° 9.1 NM to fld.
NDB unusable byd 15 NM.
BARTY NDB (LOM) 257 AV N41°16.61′ W75°46.54′ 044° 4.4 NM to fld. Unusable byd 10 NM.
ILS/DME 109.9 I–AVP Chan 36 Rwy 04. LOM BARTY NDB. BARTY OM unusable byd 10 NM.
ILS/DME 109.9 I–IZK Chan 36 Rwy 22. Localizer unusable byd 30° left side of course. DME also serves ILS Rwy 04.

LOC/DME I-AVP	APP CRS	Rwy Idg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC/DME RWY 4

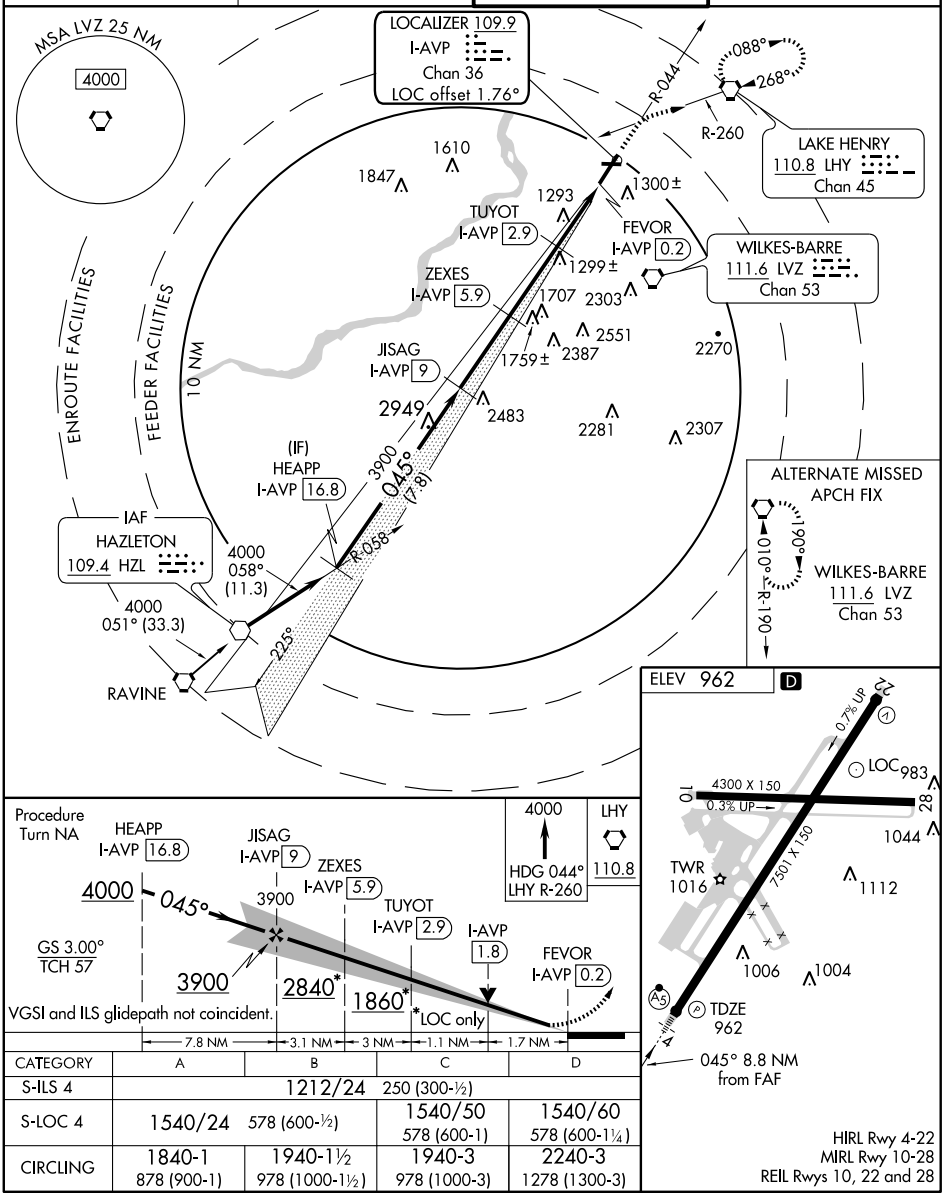
WILKES-BARRE/SCRANTON INTL (AVP)

If local altimeter setting not received procedure NA.

MALSR

MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
S-ILS 4	1212/24		250 (300-½)	
S-LOC 4	1540/24	578 (600-½)	1540/50 578 (600-1)	1540/60 578 (600-1¼)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

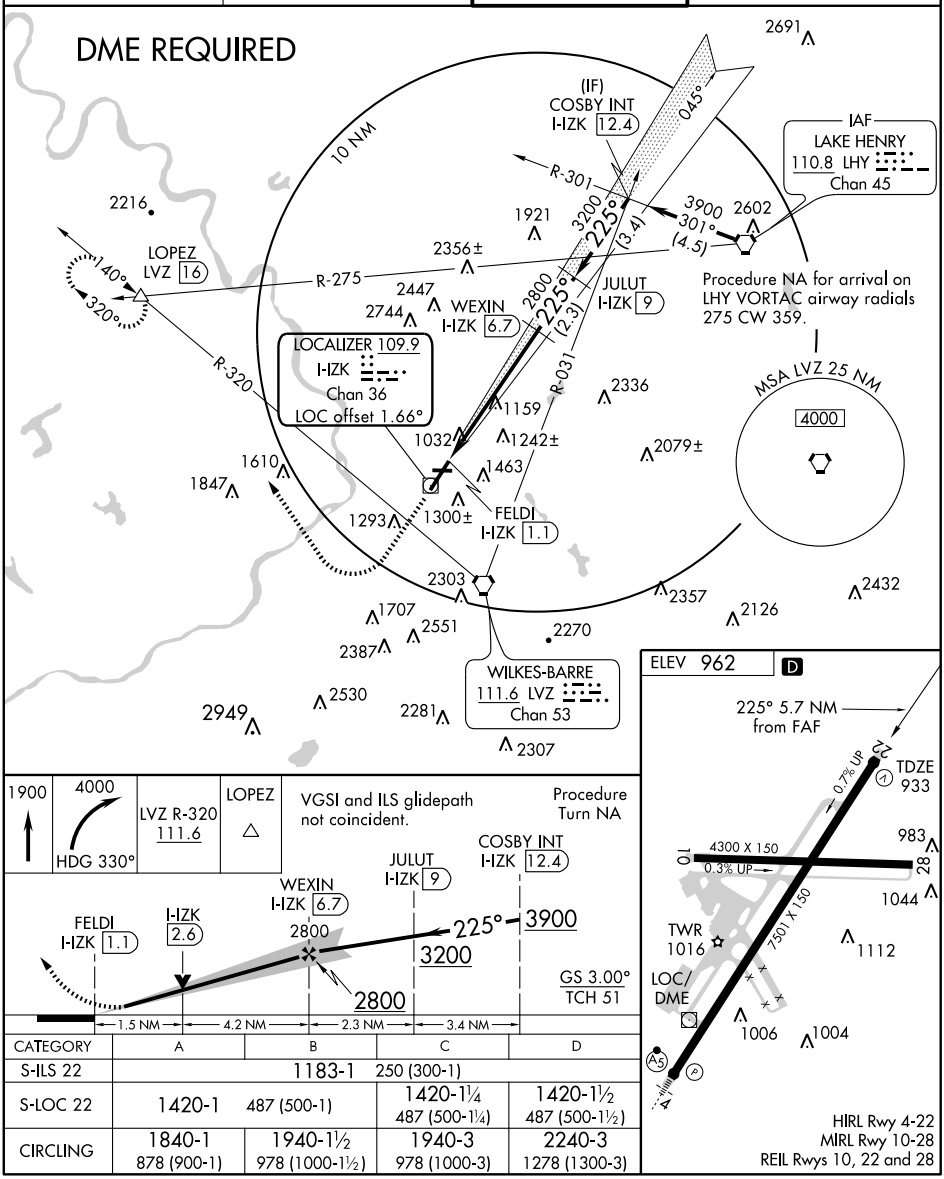
LOC/DME I-IZK	APP CRS	Rwy Idg 7501
109.9	225°	TDZE 933
Chan 36		Apt Elev 962

ILS or LOC/DME RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
S-ILS 22		1183-1	250 (300-1)	
S-LOC 22	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ERIE,PA			
ERIE INTL/TOM RIDGE FIELD (ERI)	24	02-20	4,100 feet
HARRISBURG, PA			
CAPITAL CITY (CXY)	26	12-30	3,450 feet
LANCASTER, PA			
LANCASTER (LNS)	26	13-31	5,190 feet
PHILADELPHIA, PA			
NORTHEAST PHILADELPHIA (PNE)	24	15-33	4,150 feet
	33	06-24	3,600 feet
PHILADELPHIA, PA			
PHILADELPHIA INTL (PHL)	09L	17-35	7,350 feet
	17	09L-27R	4,400 feet
PITTSBURGH, PA			
ALLEGHENY COUNTY (AGC)	10	13-31	3,250 feet
READING, PA			
READING RGNL/CARL A. SPAATZ FIELD (RDG)	13	18-36	5,200 feet
	18	13-31	3,050 feet
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE-SCRANTON INTL (AVP)	04	10-28	4,700 feet

21 OCT 2010 to 18 NOV 2010

LOM AV	APP CRS	Rwy Idg	N/A
257	044°	TDZE	N/A
		Apt Elev	962

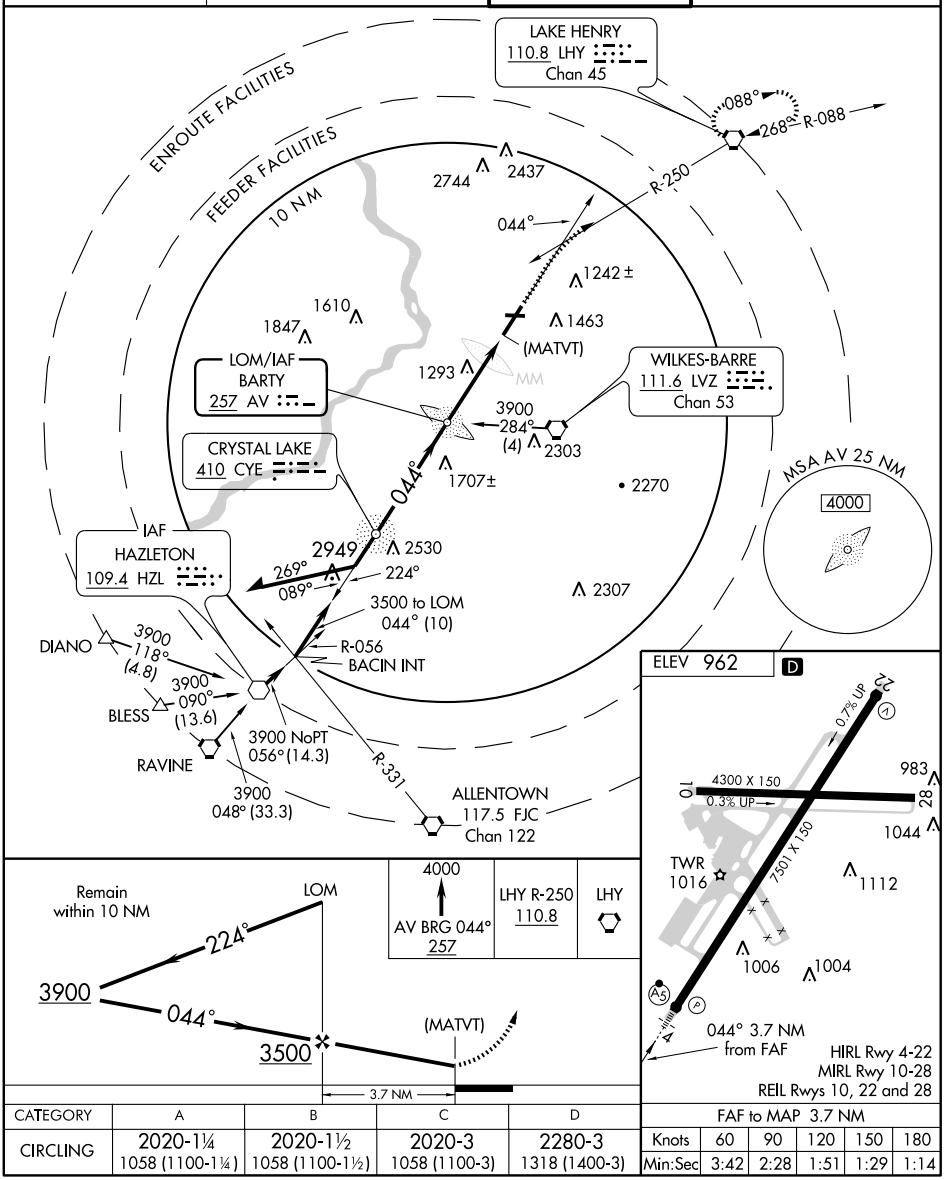
NDB or GPS-A

WILKES-BARRE/SCRANTON INTL (AVP)

Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1058 (1100-1¼)	2020-1½ 1058 (1100-1½)	2020-3 1058 (1100-3)	2280-3 1318 (1400-3)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 62813	044°	TDZE	962
W04A		Apt Elev	962

RNAV (GPS) RWY 4

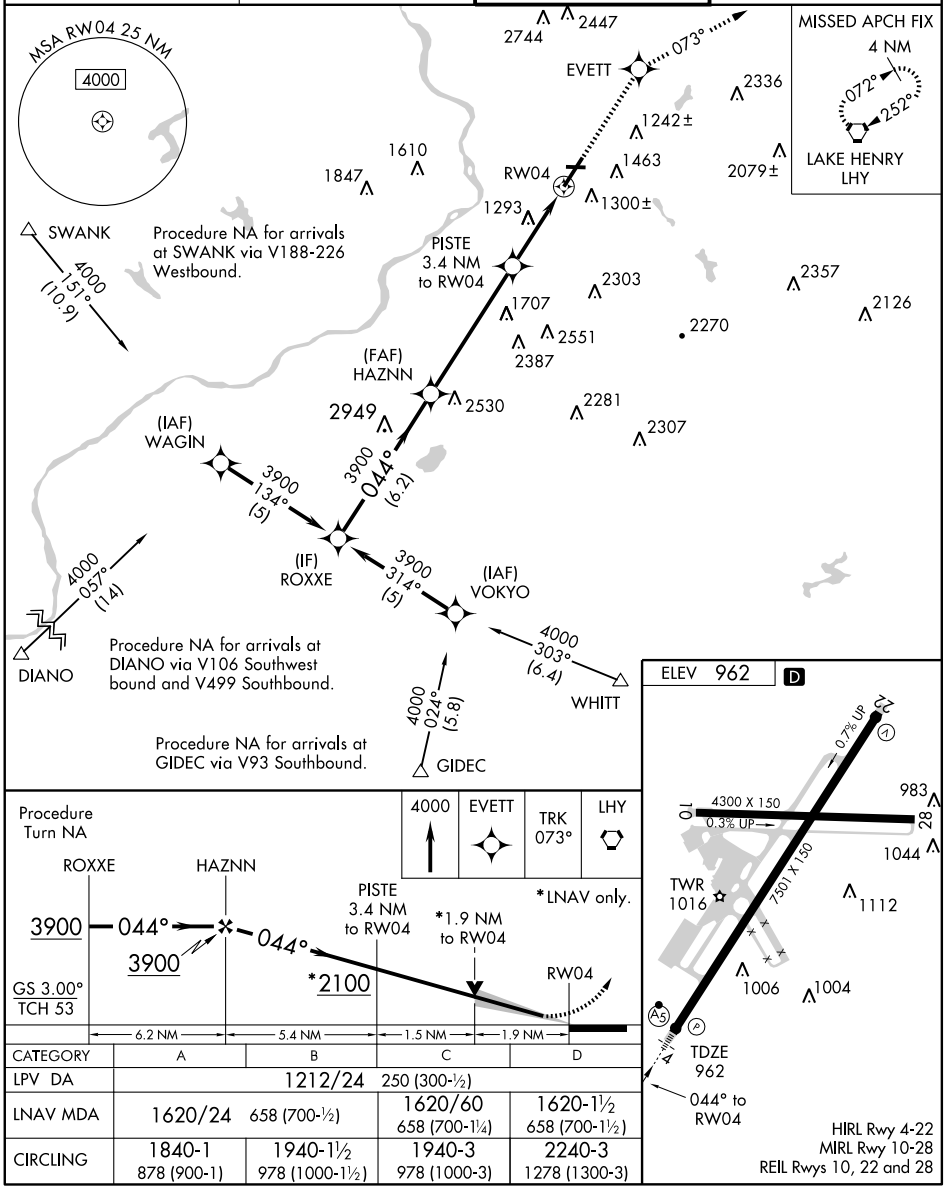
WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	1212/24	250 (300-½)		
LNAV MDA	1620/24	658 (700-½)	1620/60 658 (700-1¼)	1620-1½ 658 (700-1½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7501
CH 69213	224°	TDZE	933
W22A		Apt Elev	962

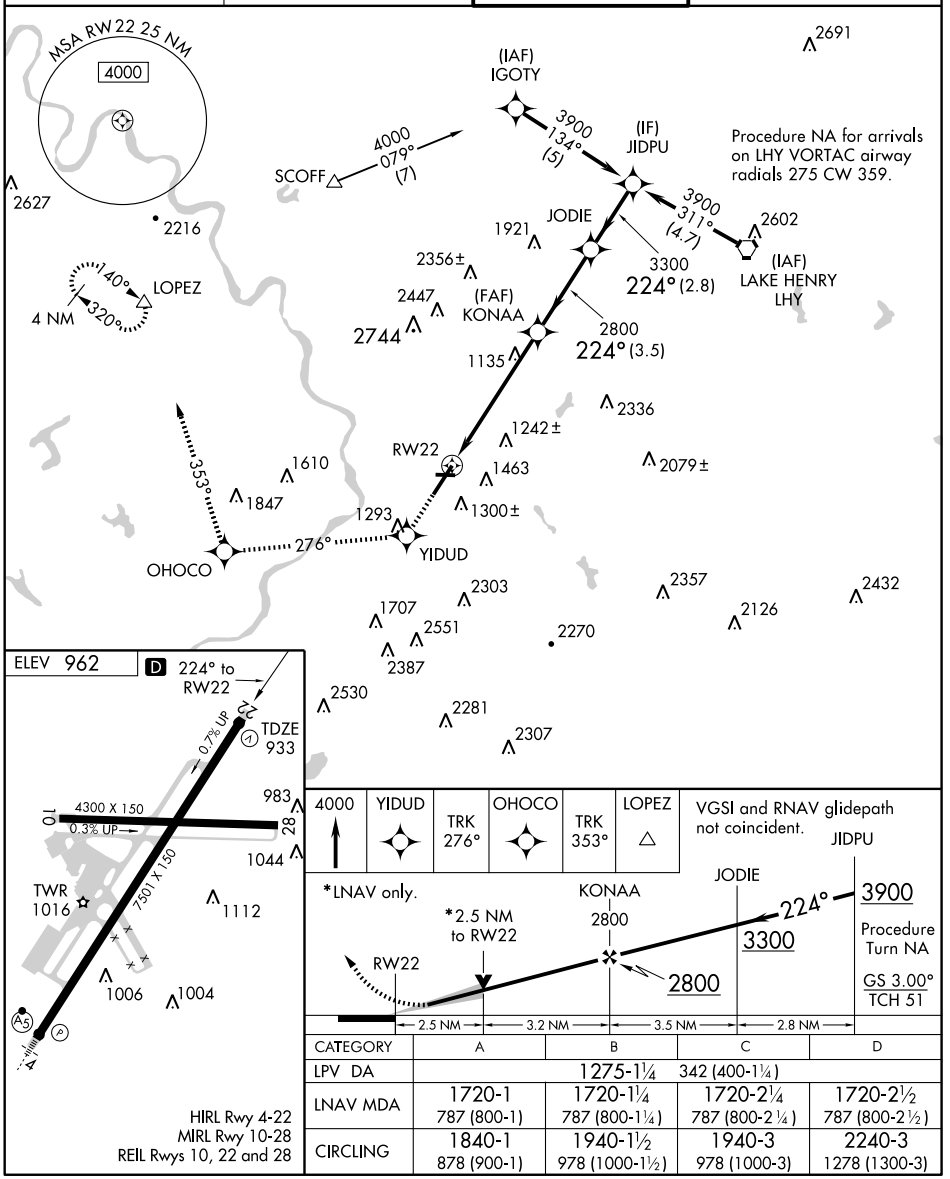
RNAV (GPS) RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	126.3 256.7	120.1 257.8	121.9



CATEGORY	A	B	C	D
LPV DA	1275-1¼ 342 (400-1¼)			
LNAV MDA	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)

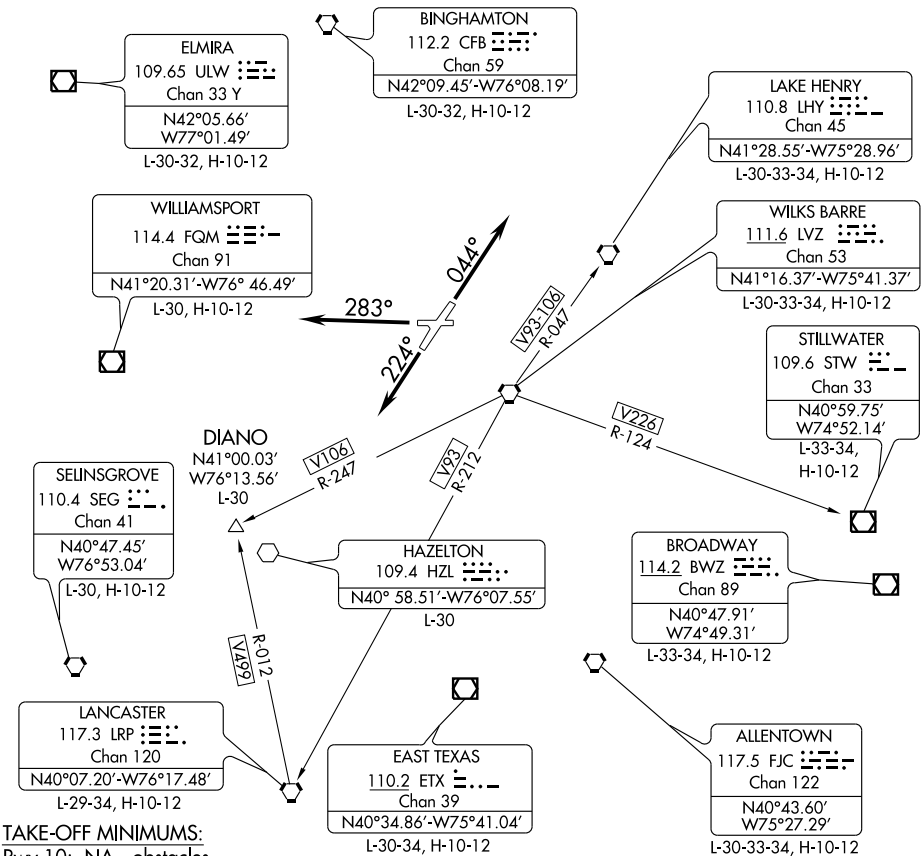
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.



TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WILLIAMSPORT, PENNSYLVANIA
WILLIAMSPORT RGNL (IPT)

10210

WILLIAMSPORT RGNL (IPT) 4 E UTC−5(−4DT) N41°14.50′ W76°55.31′

529 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE IPT

RWY 09–27: H6825X150 (ASPH–GRVD) S–65, D–100, 2S–127, 2D–190 HIRL

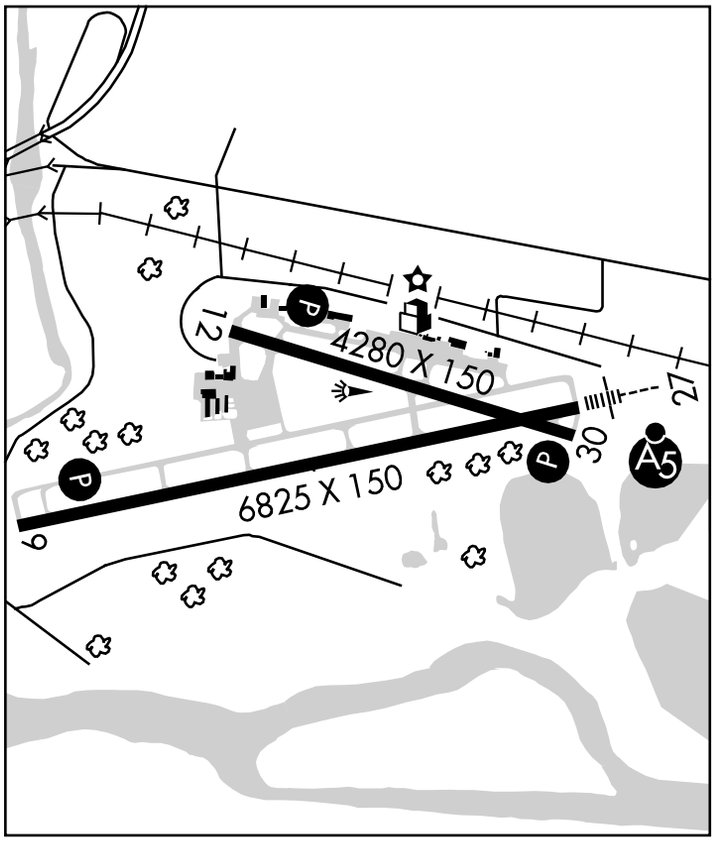
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Trees.

RWY 27: MALSR. Railroad. Rgt tfc.

RWY 12–30: H4280X150 (ASPH) S–200, D–200, 2S–175, 2D–400 MIRL

RWY 12: PAPI(P2L)—GA 3.75° TCH 45′.

RWY 30: PAPI(P2L)—GA 4.0° TCH 41′. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–6474 TODA–6474 ASDA–6474 LDA–6474

RWY 12: TORA–4280 TODA–4280 ASDA–4280 LDA–4280

RWY 27: TORA–6474 TODA–6474 ASDA–6474 LDA–6474

RWY 30: TORA–4280 TODA–4280 ASDA–4280 LDA–4280

AIRPORT REMARKS: Attended 1130–0330Z‡. After hours by prior coordination call 570–368–2651. Fuel and svcs avbl 1030–0300Z‡, after hrs by prior coordination call 570–368–2651. Arpt CLOSED to banner towing ops. Twy J CLOSED to acft with wing span over 78 ft. PPR 12 hours for unscheduled air carrier ops with more than 30 passenger seats 0400–1100Z‡ daily call arpt manager 570–368–2444 or 570–368–2446. Rwy 30 PAPI unusable byd 7° left side of course. Birds on and invof arpt especially AER 27. Unlighted crane 90′ AGL .5 miles southeast AER 30 permanently. When twr closed ACTIVATE MALSR Rwy 27, HIRL Rwy 09–27, PAPI Rwy 09, Rwy 12, and Rwy 30 and twy lgts REIL Rwy 09—CTAF; MIRL Rwy 12–30 off. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Ldg fee.

WEATHER DATA SOURCES: ASOS 125.225 (570) 368–3420.

COMMUNICATIONS: CTAF 119.1 **UNICOM** 122.95

RCO 122.65 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 114.4T (WILLIAMSPORT RADIO)

Ⓡ **NEW YORK CENTER APP/DEP CON** 124.9

TOWER 119.1 (1130–0330Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1130–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

(L) VOR/DME 114.4 FQM Chan 91 N41°20.31′ W76°46.49′ 238° 8.8 NM to fld. 2090/09W.

PICTURE ROCKS NDB (MHW) 344 PIX N41°16.61′ W76°42.61′ 267° 9.8 NM to fld.

ILS 110.1 I–IPT Rwy 27. LOC unusable byd 30° left of course.

COMM/NAV/WEATHER REMARKS: When twr clsd New York Center provides clnc del on 124.9.

LOC I-IPT	APP CRS	Rwy Idg	6474
110.1	266°	TDZE	527
		Apt Elev	529

ILS or LOC RWY 27

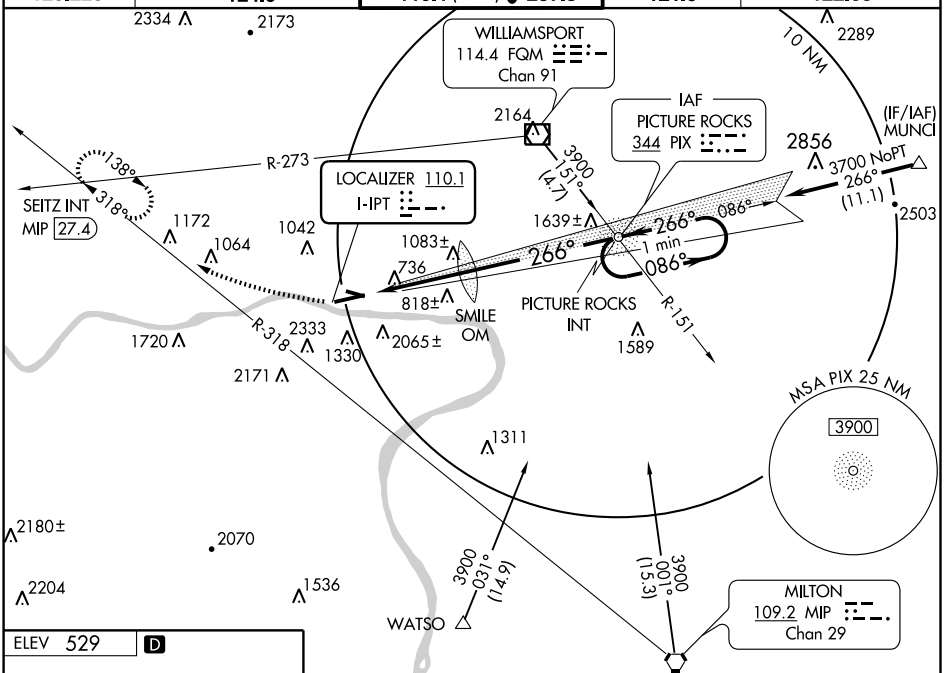
WILLIAMSPORT RGNL (IPT)

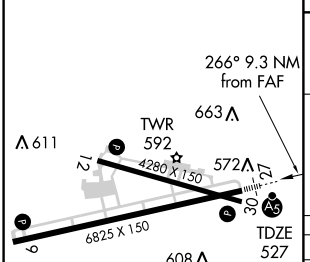
Circling to Rwy 12 NA at night. Circling NA South of Rwy 9-27. Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 27 Cats A and B. For inoperative MALSR,increase S-ILS 27 visibility to 1¾. SMILE OM Minimums: For inoperative MALSR, increase S-LOC 27 Cat B visiblity to 1¼. Inoperative table does not apply to S-LOC 27 Cat A.

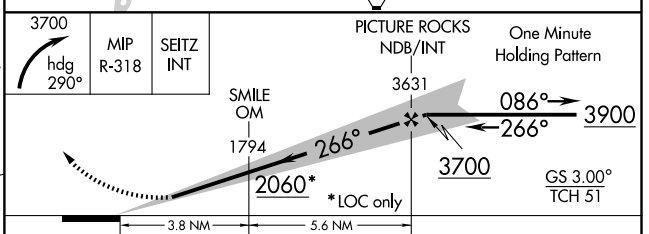
MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ INT/MIP 27.4 DME and hold.

ASOS	NEW YORK CENTER	WILLIAMSPORT TOWER ★	GND CON	WILLIAMSPORT RADIO
125.225	124.9	119.1 (CTAF) L 257.8	121.9	122.65





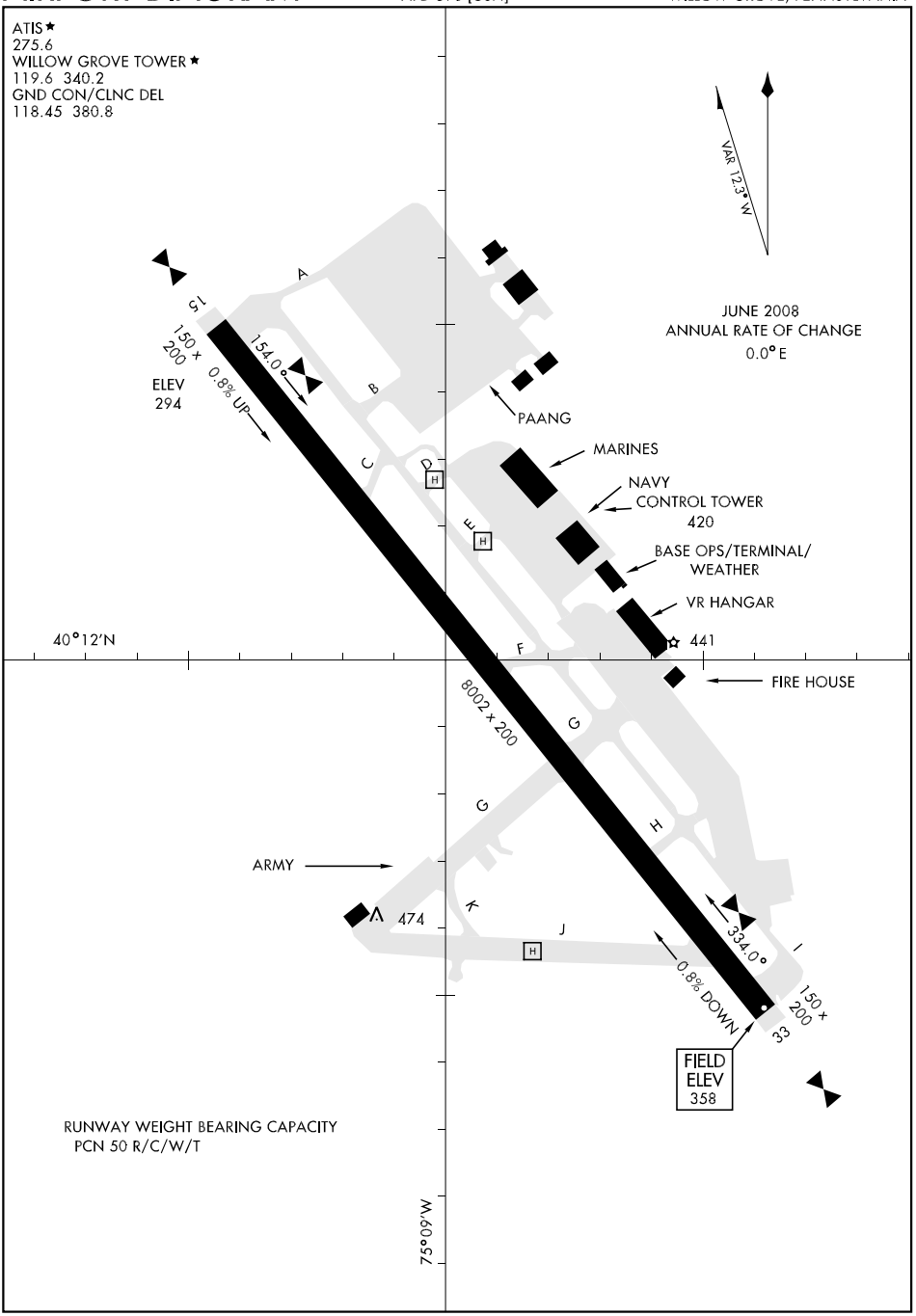


REIL Rwy 9 L
MIRL Rwy 12-30
HIRL Rwy 9-27 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

CATEGORY	A	B	C	D
S-ILS 27	1022-1¼ 495 (500-1¼)			
S-LOC 27	2060-1¼ 1533 (1600-1¼)	2060-1½ 1533 (1600-1½)	2060-2½ 1533 (1600-2½)	
CIRCLING	2060-1¼ 1531 (1600-1¼)	2060-1½ 1531 (1600-1½)	2060-3 1531 (1600-3)	
SMILE OM MINIMUMS				
S-LOC 27	1340-1 813 (900-1)		1340-2 813 (900-2)	1340-2¼ 813 (900-2¼)
CIRCLING	1340-1 811 (900-1)	1460-1¼ 931 (1000-1¼)	1500-3 971 (1000-3)	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WILLOW GROVE NAS JRB (NXX)(KNXX) N (AR ANG) 4 NW UTC−5(−4DT) **NEW YORK**
N40°11.99′ W75°08.89′ **H–10I, 12J, L–34G, A**
358 B TPA—See Remarks NOTAM FILE PNE Not insp. **DIAP, AD**
RWY 15–33: H8002X200 (PEM) PCN 50 R/C/W/T HIRL CL
RWY 15: ALSF1. VASI(V4R). Rgt tfc. 0.8% up. **RWY 33:** MALSF. PAPI(P4R). 0.8% down.
MILITARY SERVICE: LGT Opr SS–0400Z‡. **JASU** 9(GTC–85) 12(NC–8) 2(MA–1A) Ltd F4 starting capability. **FUEL** J8. No fuel avbl 0400–1200Z‡ daily. Priority fueling established for Reserve training Fri–Sun. **FLUID** SP PRESAIR; LOX 24 hr prior notice required 2100–1200Z‡. **OIL** O–133–156 **TRAN ALERT** Ltd tran svc avbl during normal opr hrs. No hangar space. No fleet svc avbl.
MILITARY REMARKS: Opr 1200–0400Z‡. See FLIP AP/1, Supplementary Arpt Remarks. **RSTD** PPR 24 hr prior notice from Navy Transient Line for all transient acft DSN 991–6215, C215–443–6215. In addition to the PPR, acft requiring parking on National Guard ramp contact 111th FighterWing Operations at DSN 991–1511. **CAUTION** Numerous civil acft opr to/from 2 civil arpts and 6 heliports within the Class D Airspace. Simultaneous helicopter opr conducted W of Rwy 15–33 at and blo 1200′. Bird hazard spring and fall. Tran heavy jet practice apch restricted. **TFC PAT** TPA–Overhead pattern 1900(1542). **NS ABTMT** Fixed wing acft climb rwy heading to 2000′ prior to any turns. **MISC** Tran acft requiring multiple apchs restricted to Mon–Sat 1300–0200Z‡; Sun 1700–0200Z‡. Arpt subject to no notice closure. Wx observation svc opr hr. **ANG** Tran acft to ANG ctc DSN 991–1511, C215–443–1511.
COMMUNICATIONS: ATIS 275.6
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 291.7 325.2X
TOWER 119.6 340.2 (1200–0400Z‡) **GND CON** 118.45 380.8 **CLNC DEL** 118.45 380.8 **PMSV METRO** 344.6
(Opr 24 hrs) **ANG OPS** 343.0 46.85 **BASE OPS** 306.8 **AR** 143.02 226.5 34.55
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PNE.
(T) TACAN Chan 61 NXX (133.4) N40°11.67′ W75°08.78′ at fld. 357/10W. TACAN opr and monitored 1200–0400Z‡.
TACAN unusable:
010–030° at and blo 4,500′ byd 15 NM
070°–090° at and blo 4,500′ byd 15 NM
260°–280° at and blo 4,500′ byd 15 NM
ASR/PAR No–NOTAM PAR MP Mon 1300–2100Z‡.
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

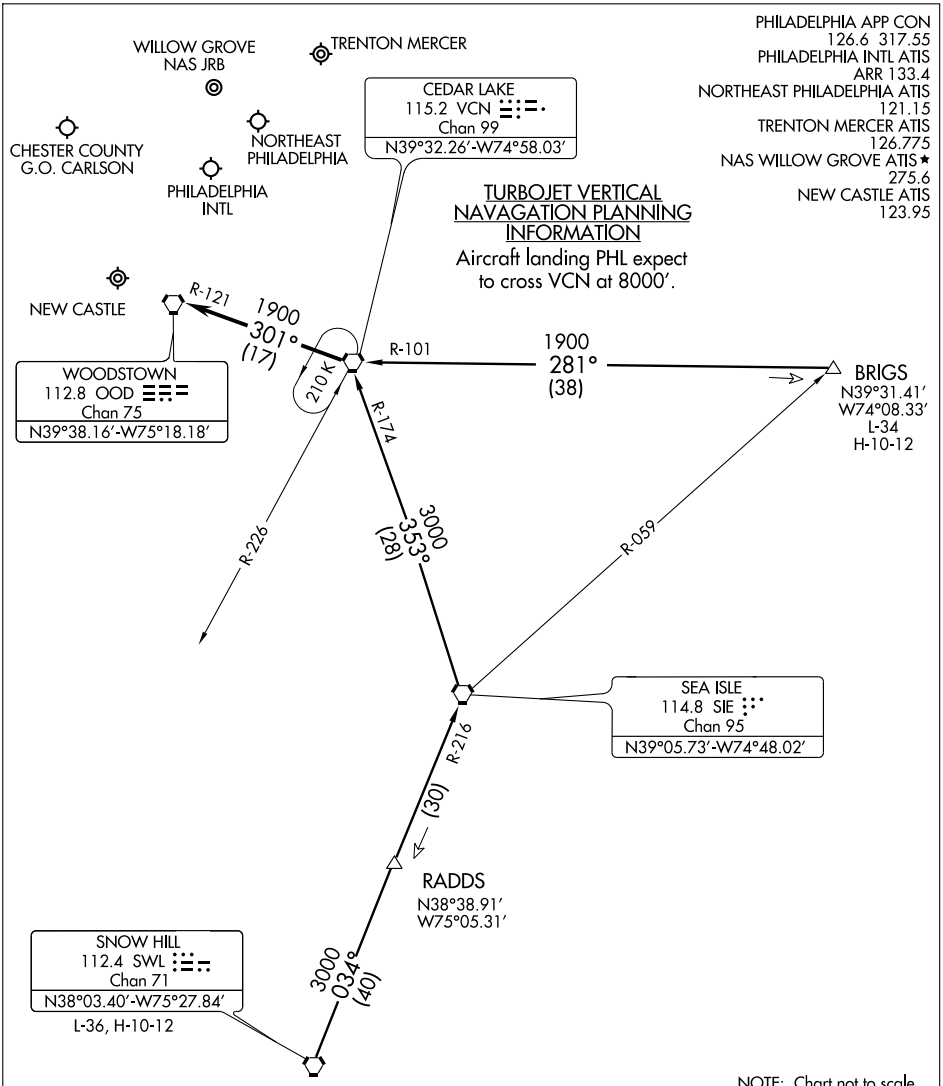
WINGS FLD (See PHILADELPHIA)

W.P.H.S. HELIPORT (See MOUNT PLEASANT)

YARDLEY N40°15.20′ W74°54.46′ NOTAM FILE IPT. **NEW YORK**
(L) VOR/DME 108.2 ARD Chan 19 082° 4.5 NM to Trenton Mercer, NJ. 300/10W. **H–10I, L–34G, A**
VOR portion unusable:
178° byd 5 NM
230°–238° byd 8 NM blo 3000′
250°–265° byd 17 NM blo 2500′
266°–280° byd 10 NM
281°–300° byd 17 NM blo 3000′
300°–353° byd 35 NM blo 3000′
DME portion unusable:
178° byd 5 NM
25°–275° byd 15 NM blo 2400′
225°–275° byd 30 NM blo 5000′
230°–238° byd 8 NM blo 3000′

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .
. . . .From over VCN VORTAC:
Turbojets expect radar vectors to final approach course.
Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NOTE: Chart not to scale.

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

AL-598 [USN]

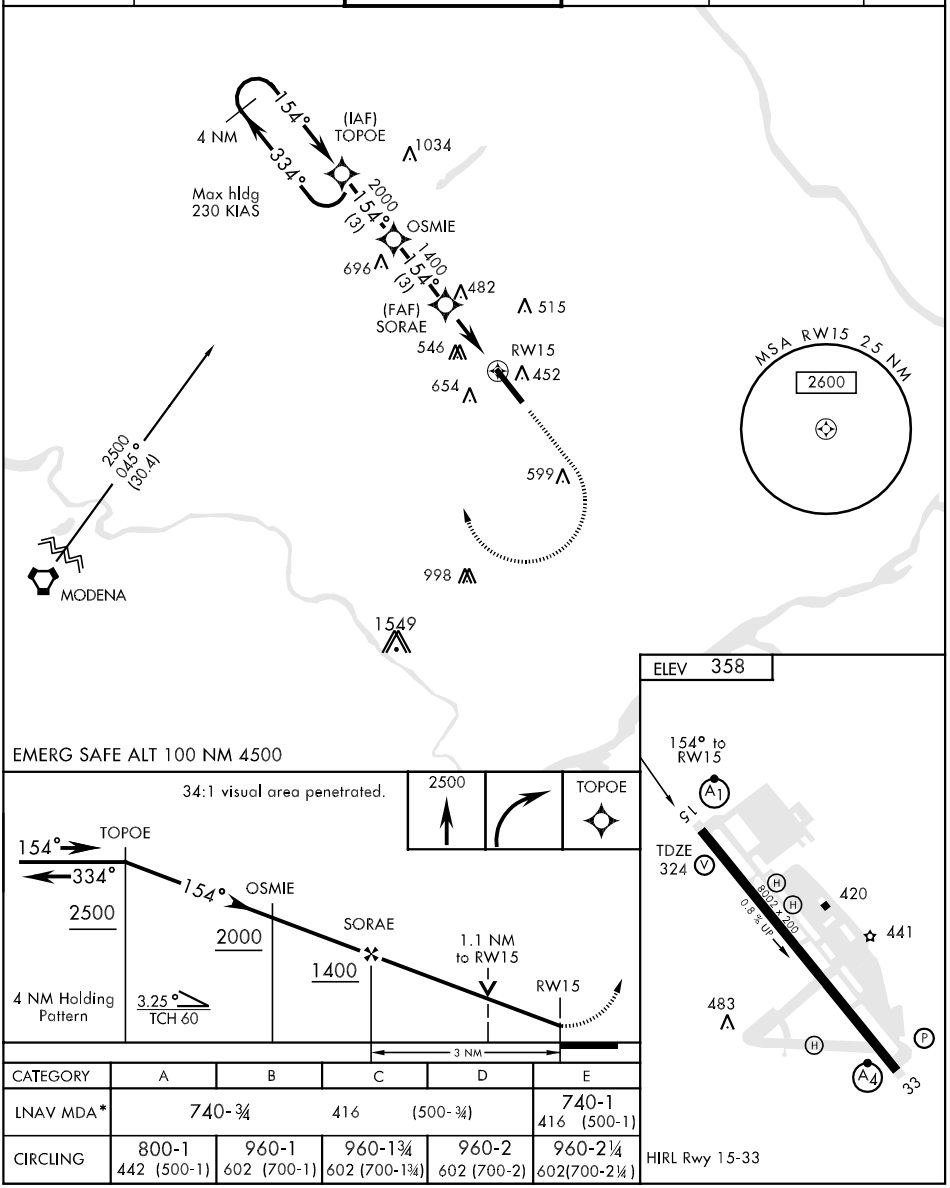
APCH CRS	Rwy ldg	8002
154°	TDZE	324
	Arpt Elev	358

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾		416 (500-¾)		740-1 416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

WILLOW GROVE NAS JRB (KNXX)

APCH CRS	Rwy Idg	8002
334°	TDZE	358
	Arpt Elev	358

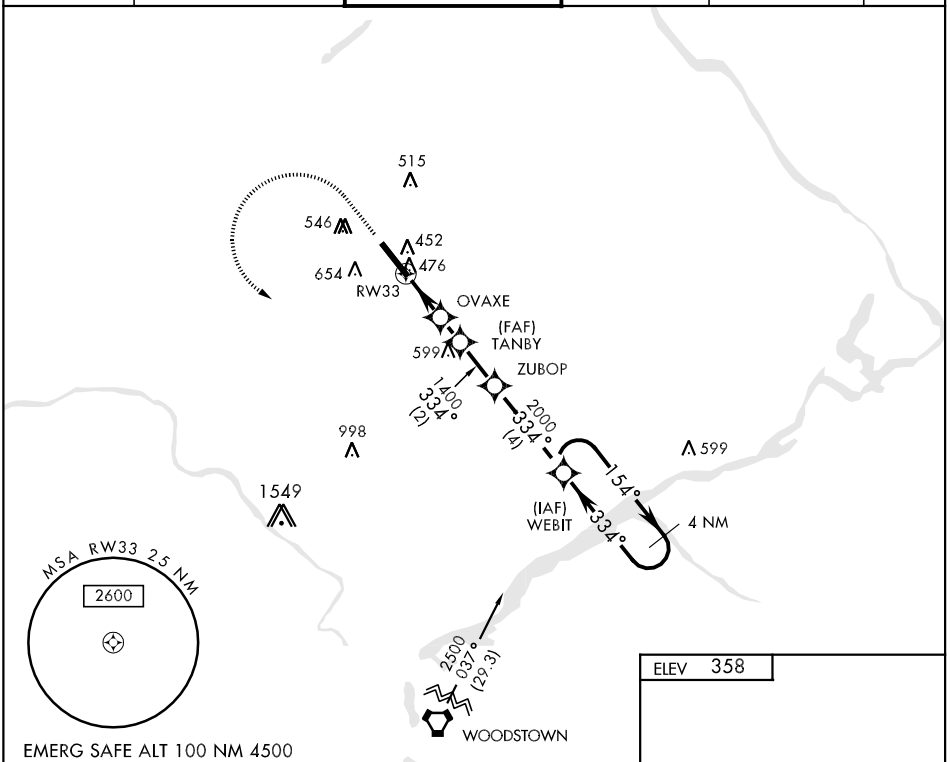
AL-598 [USN]

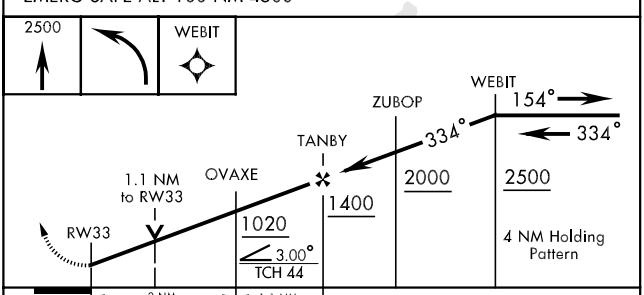
MALSF

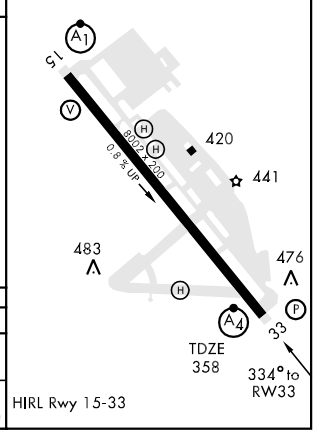
* When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	







CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾	382	(400-¾)	740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN NXX Chan 61	APCH CRS 155°	Rwy ldg 8002 TDZE 324 Arpt Elev 358	AL-598 [USN]

TACAN RWY 15

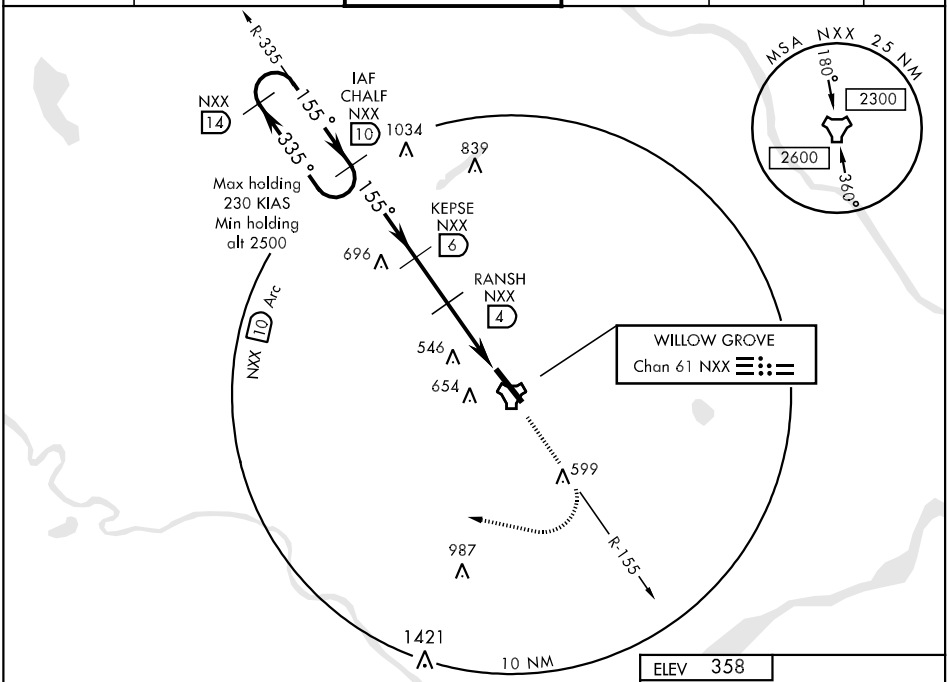
WILLOW GROVE NAS JRB (KNXX)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

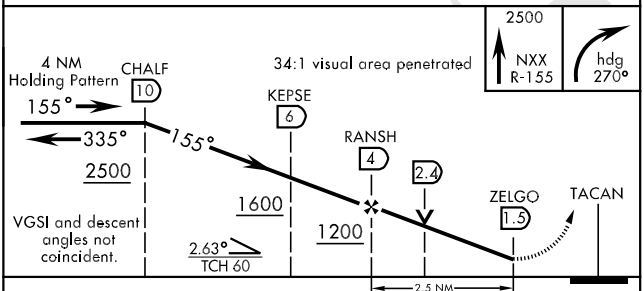
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

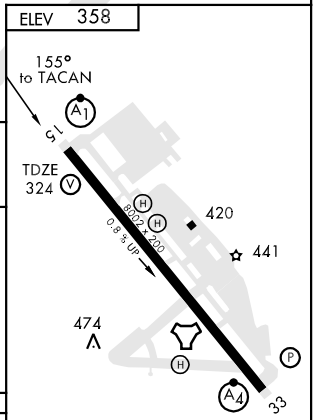
ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-15 *	800-¾	476	(500-¾)	800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 33

WILLOW GROVE NAS JRB (KNXX)

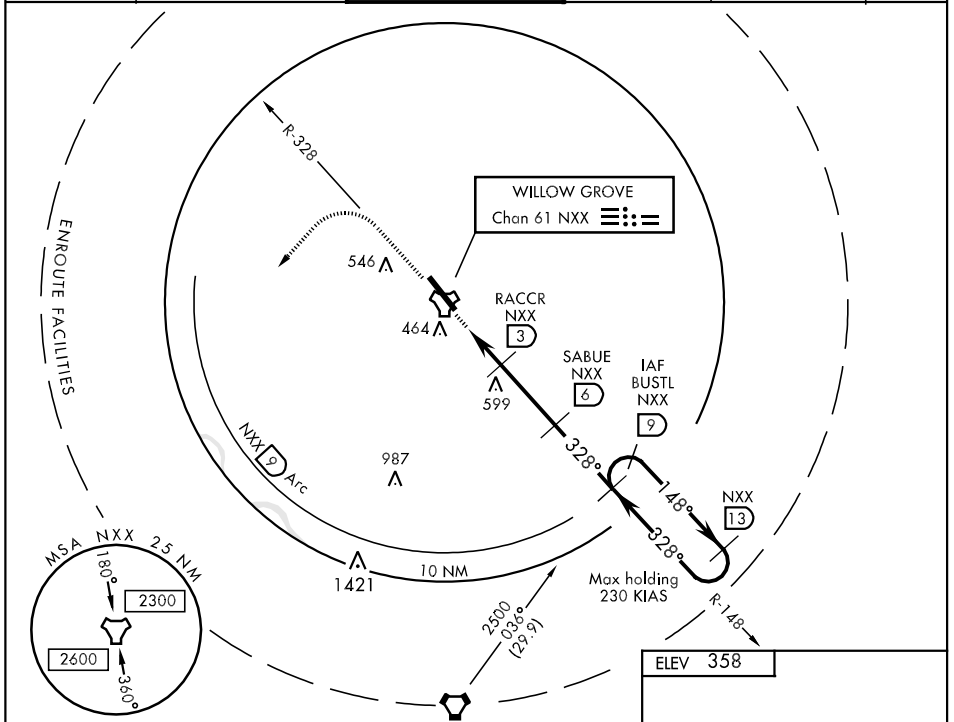
TACAN NXX Chan 61	APCH CRS 328°	Rwy ldg 8002 TDZE 358 Arpt Elev 358	AL-598 [USN]

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.

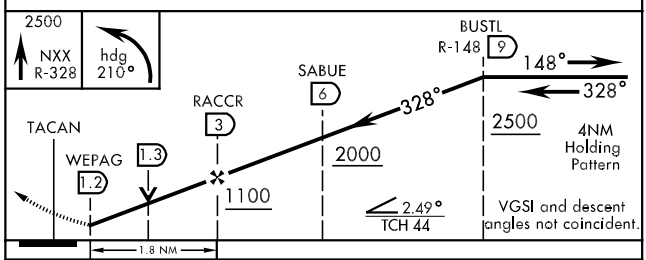
MALSF (A4)

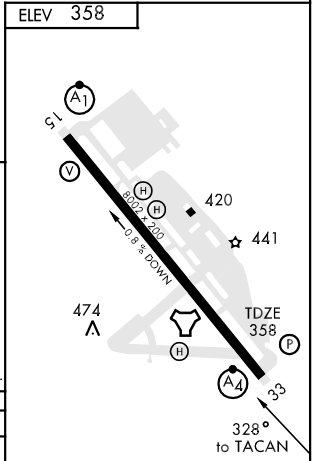
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

ATIS ★	PHILADELPHIA APP CON	WILLOW GROVE TOWER ★	GND CON	CLNC DEL	ASR/PAR
275.6	123.8 291.7	119.6 340.2	118.45 380.8	118.45 380.8	



EMERG SAFE ALT 100 NM 4500





CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)

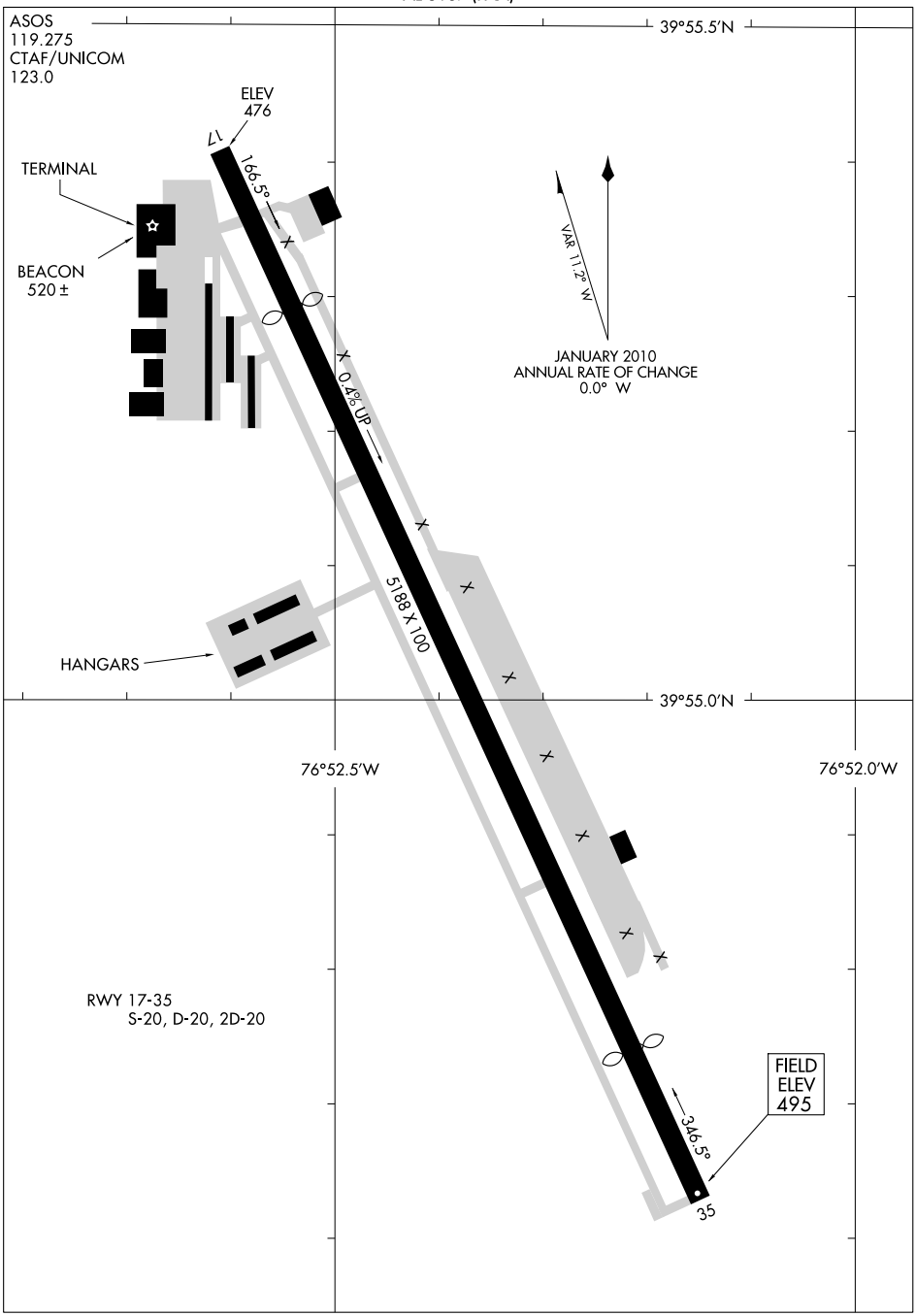
HIRL Rwy 15-33

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)
YORK, PENNSYLVANIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

YORK, PENNSYLVANIA
YORK (THV)

YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

RWY 17–35: H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

AIRPORT REMARKS: Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.275 (717) 792–5529.

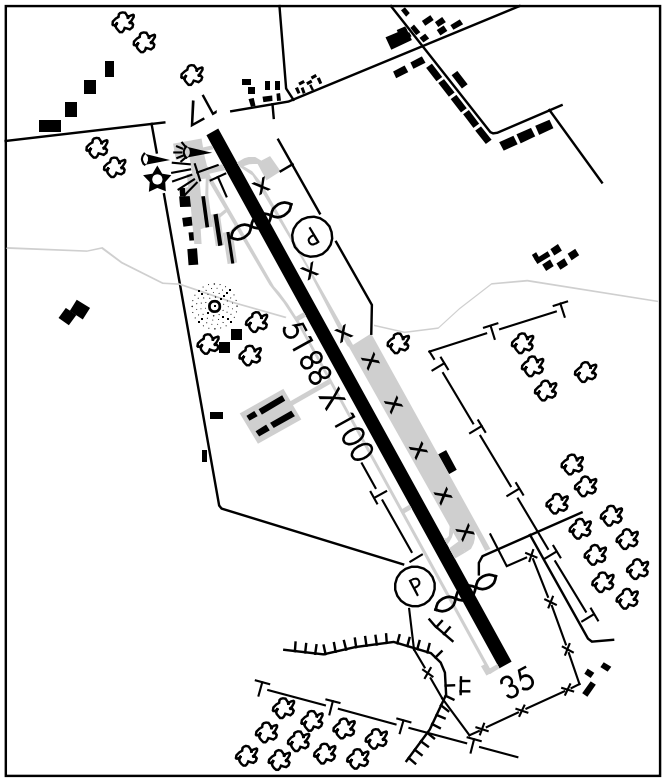
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.



ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dsplcd 551′. Pole.

RWY 35: REIL. Thld dsplcd 282′. Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4241 TODA–5056 ASDA–4932 LDA–4382

RWY 35: TORA–4932 TODA–4932 ASDA–4632 LDA–4352

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF.

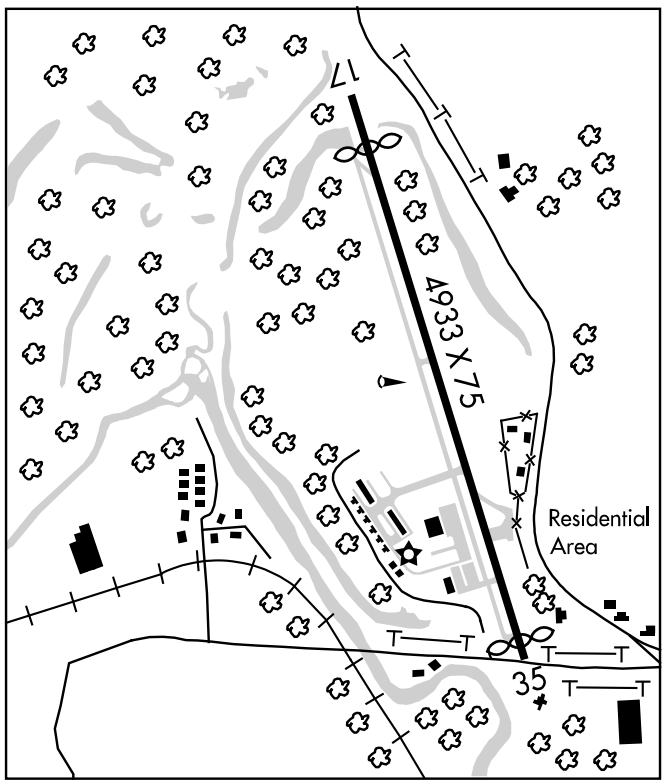
WEATHER DATA SOURCES: ASOS 118.45 (724) 452–5304.

COMMUNICATIONS: CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



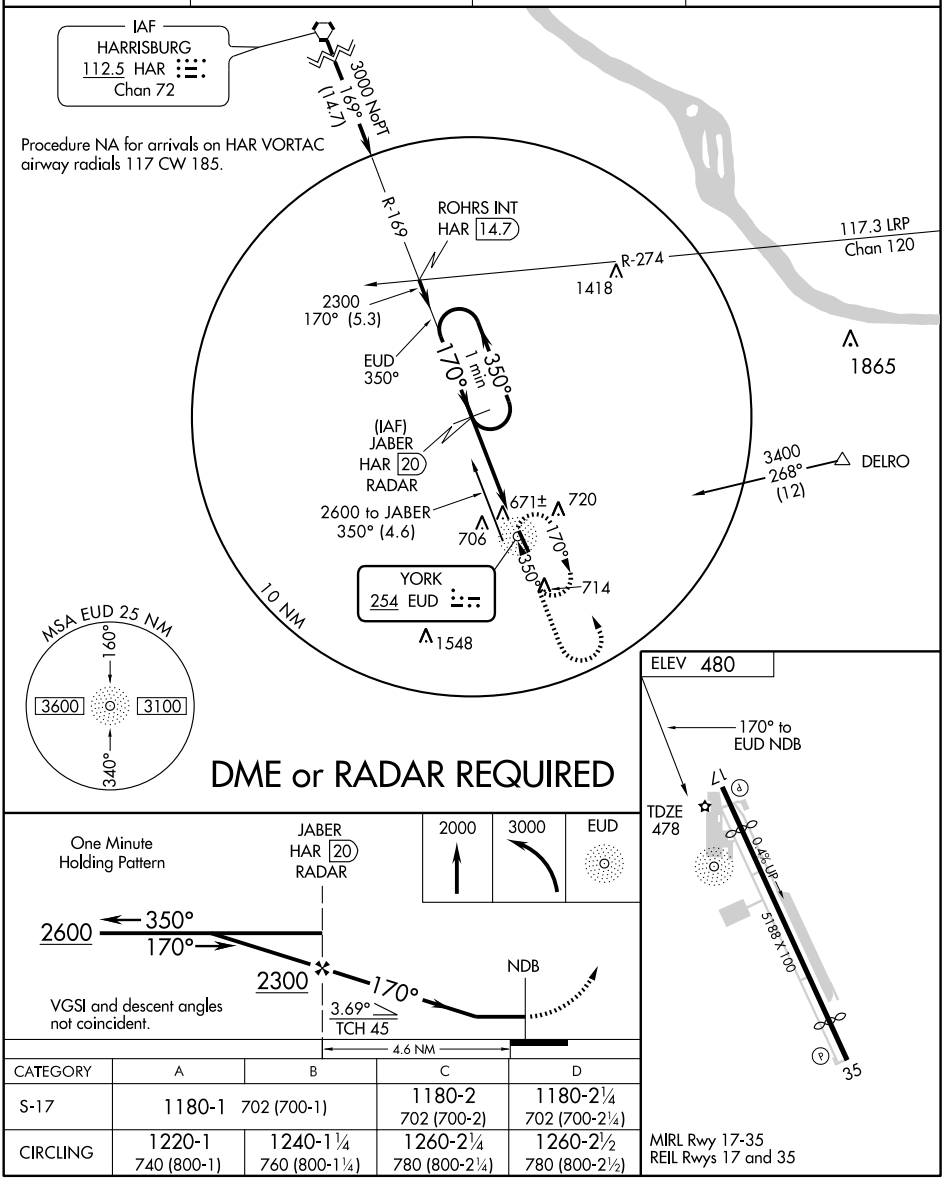
NDB EUD 254	APP CRS 170°	Rwy Idg 4394 TDZE 478 Apt Elev 480

NDB RWY 17
YORK (THV)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
S-17	1180-1 702 (700-1)		1180-2 702 (700-2)	1180-2¼ 702 (700-2¼)
CIRCLING	1220-1 740 (800-1)	1240-1¼ 760 (800-1¼)	1260-2¼ 780 (800-2¼)	1260-2½ 780 (800-2½)

MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

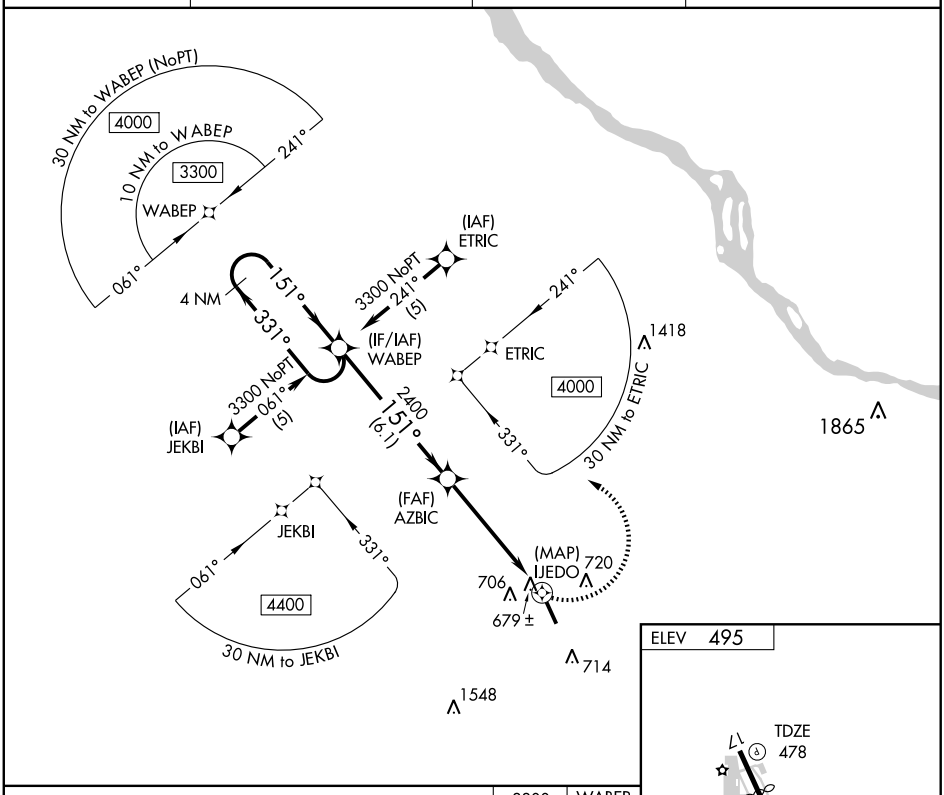
YORK (THV)

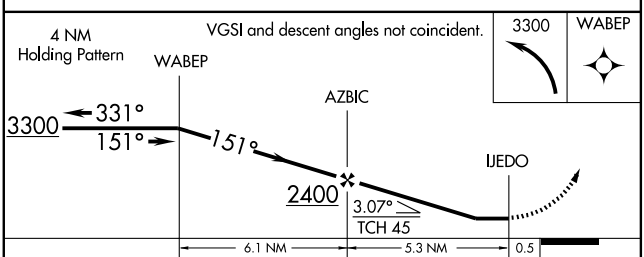
APP CRS	Rwy Idg	4394
151°	TDZE	478
	Apt Elev	495

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

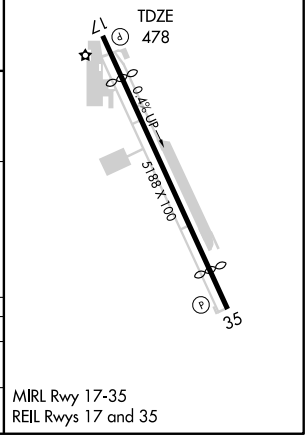
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	940-1 462 (500-1)		940-1¼ 462 (500-1¼)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)



MIRL Rwy 17-35
REIL Rwys 17 and 35

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

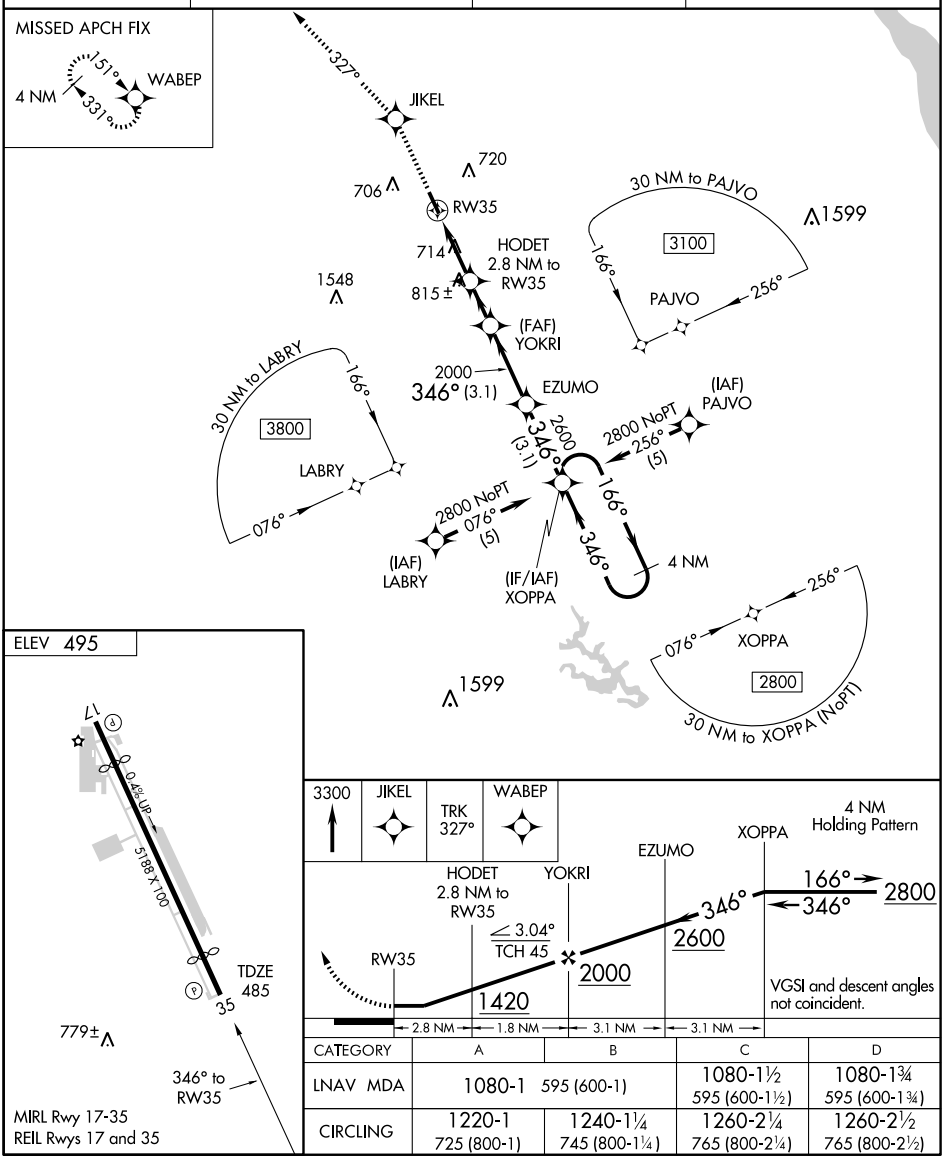
YORK (THV)

APP CRS	Rwy Idg	4449
346°	TDZE	485
	Apt Elev	495

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

ASOS	HARRISBURG APP CON	CLNC DEL	UNICOM
119.275	124.1 273.525	121.65	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1 595 (600-1)		1080-1½ 595 (600-1½)	1080-1¾ 595 (600-1¾)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

RWY 17–35: H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

AIRPORT REMARKS: Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

WEATHER DATA SOURCES: ASOS 119.275 (717) 792–5529.

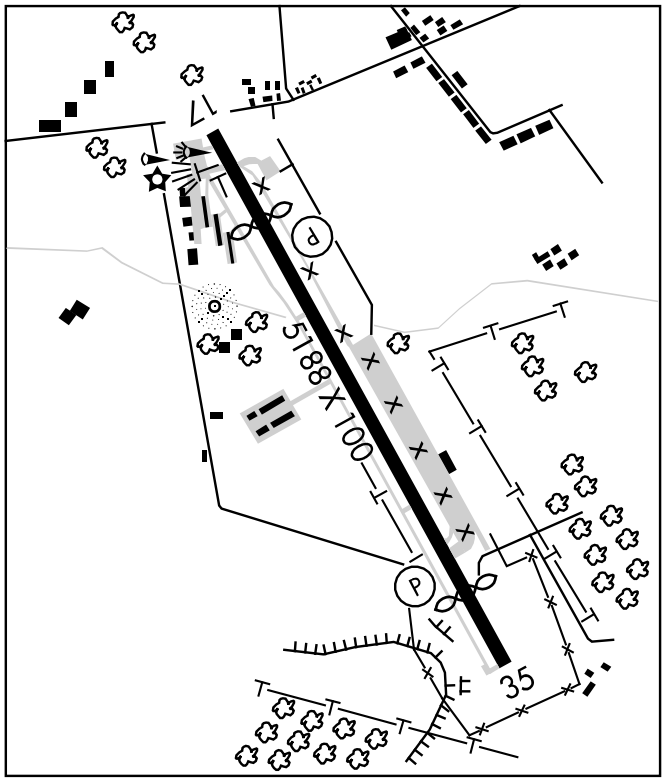
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.



ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17–35: H4933X75 (ASPH) MIRL

RWY 17: REIL. Thld dsplcd 551′. Pole.

RWY 35: REIL. Thld dsplcd 282′. Building.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–4241 TODA–5056 ASDA–4932 LDA–4382

RWY 35: TORA–4932 TODA–4932 ASDA–4632 LDA–4352

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF.

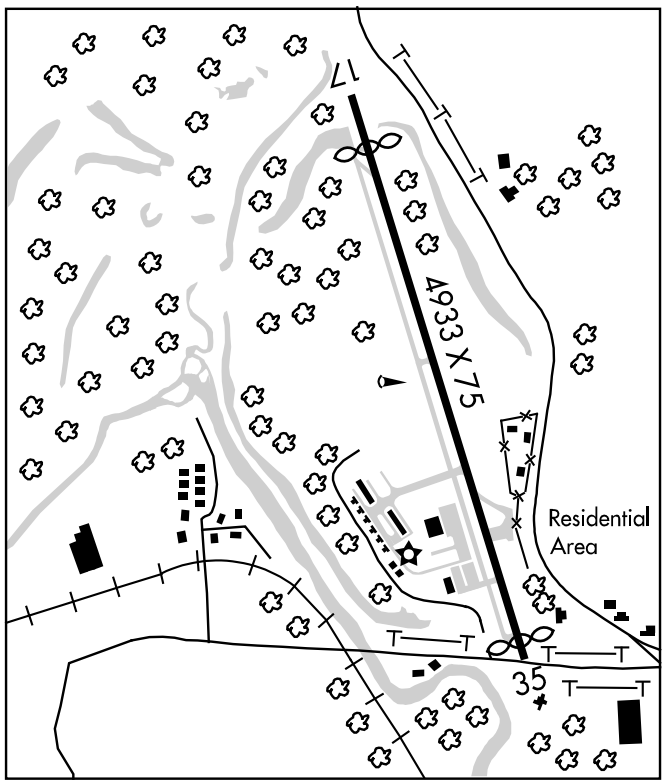
WEATHER DATA SOURCES: ASOS 118.45 (724) 452–5304.

COMMUNICATIONS: CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



RNAV (GPS) RWY 17

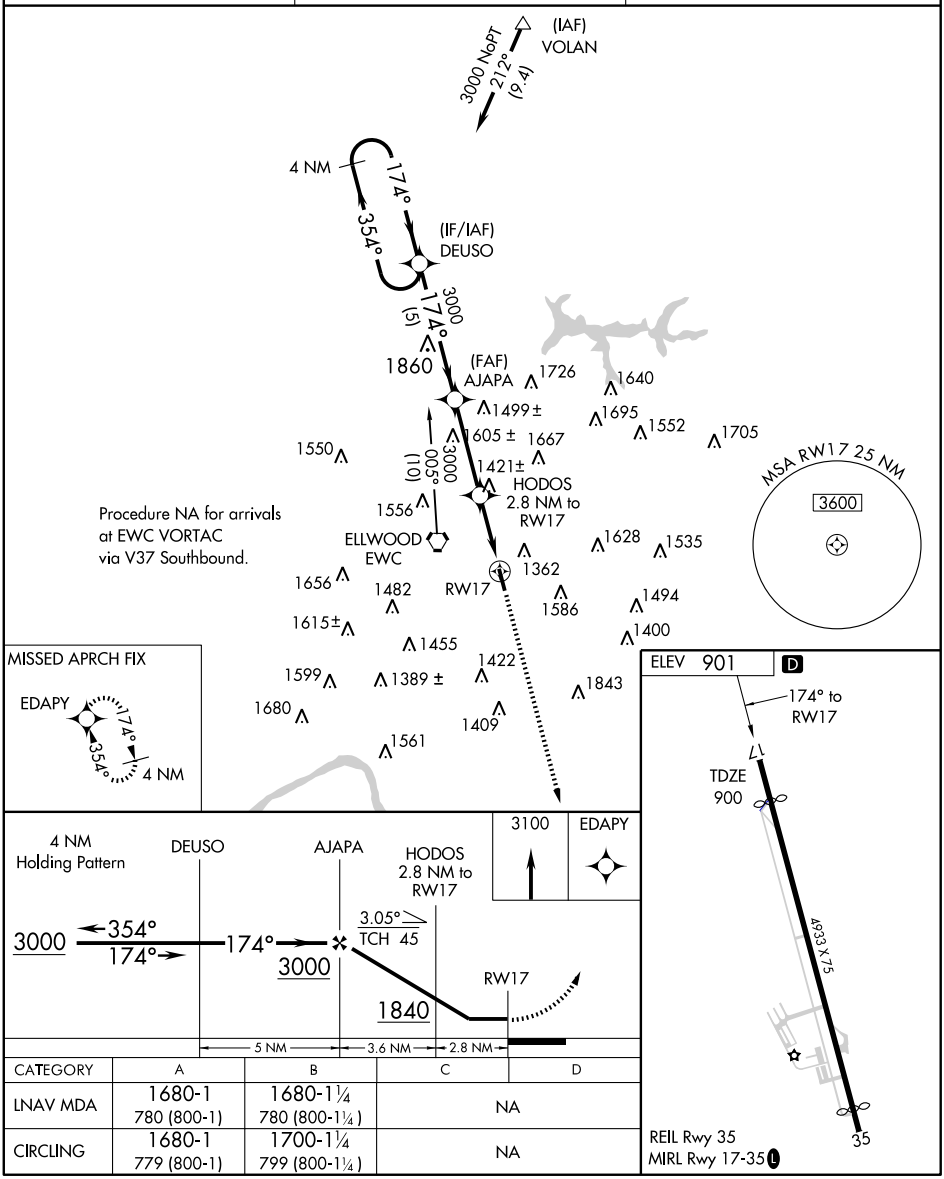
ZELIENOPLE MUNI (PJC)

APP CRS	Rwy Idg	4382
174°	TDZE	900
	Apt Elev	901

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1680-1 780 (800-1)	1680-1¼ 780 (800-1¼)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 35

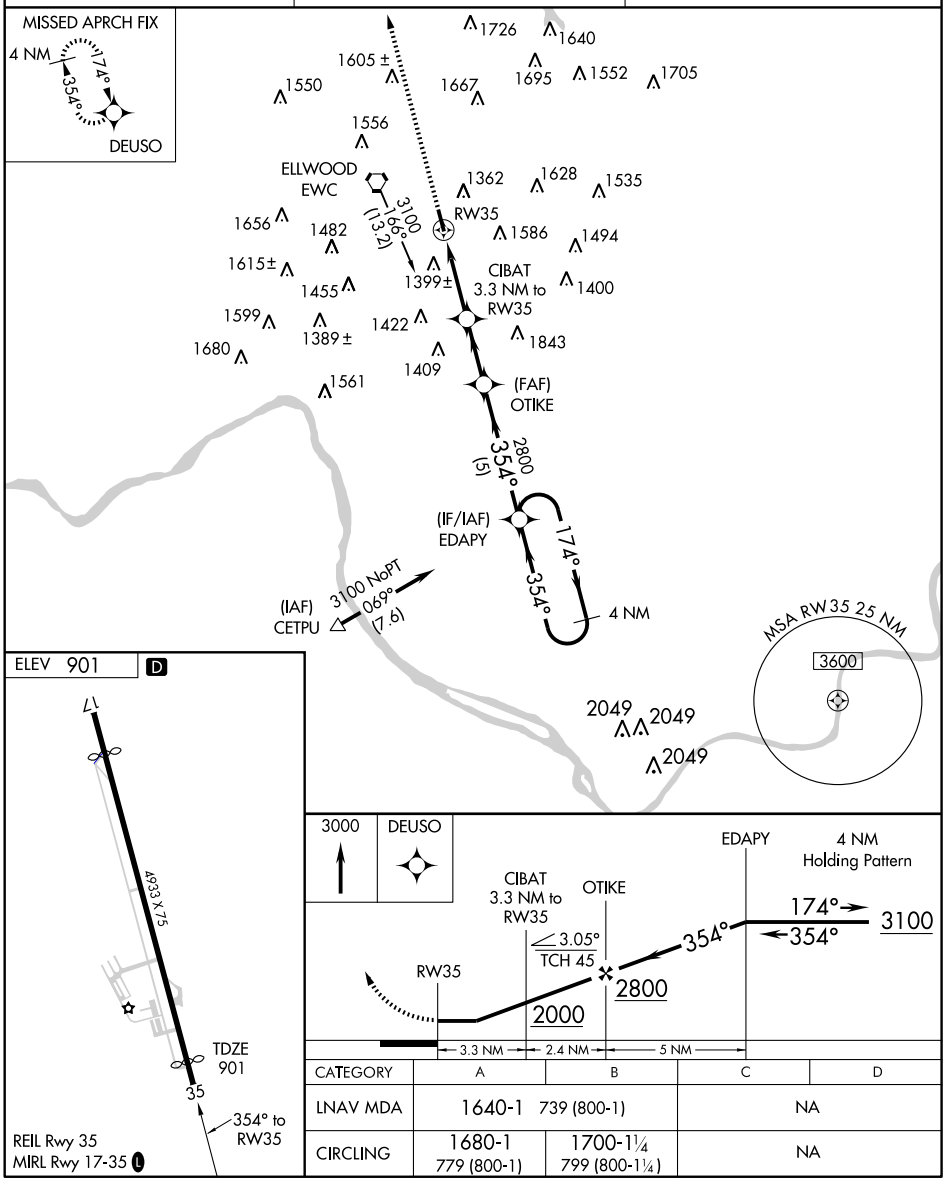
ZELIENOPLE MUNI (PJC)

APP CRS	Rwy Idg	4352
354°	TDZE	901
	Apt Elev	901

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17 NA at night. When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

ASOS	PITTSBURGH APP CON	CTAF
118.45	124.75 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 739 (800-1)		NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

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NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

21 OCT 2010 to 18 NOV 2010

LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

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PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

21 OCT 2010 to 18 NOV 2010

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

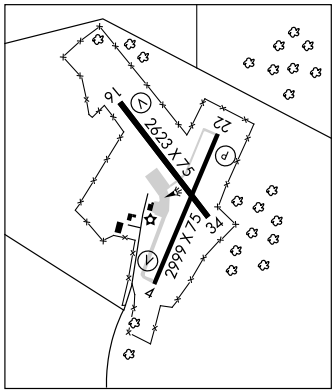
21 OCT 2010 to 18 NOV 2010

ARMIN N41°48.62′ W71°21.19′ NOTAM FILE PVD.
NDB (LOM) 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

BLOCK ISLAND STATE (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
RWY 10–28: H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
RWY 10: MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
AIRPORT REMARKS: Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
WEATHER DATA SOURCES: AWOS–3 134.775 (401) 466–5495.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BID.
SANDY POINT (L) VORW/DME 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

DOWNTOWN PROVIDENCE HELISTOP (See PROVIDENCE)

NEWPORT STATE (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
RWY 04–22: H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
RWY 04: VASI(V4L)—GA 4.0°TCH 51′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
RWY 16–34: H2623X75 (ASPH) S–30 MIRL 0.6% up S
RWY 16: VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys 'A' 'B' 'C' and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
WEATHER DATA SOURCES: ASOS 132.075 (401) 846–5910.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
HIWAS.
ILS/DME 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.



NORTH CENTRAL STATE (See PAWTUCKET)

RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

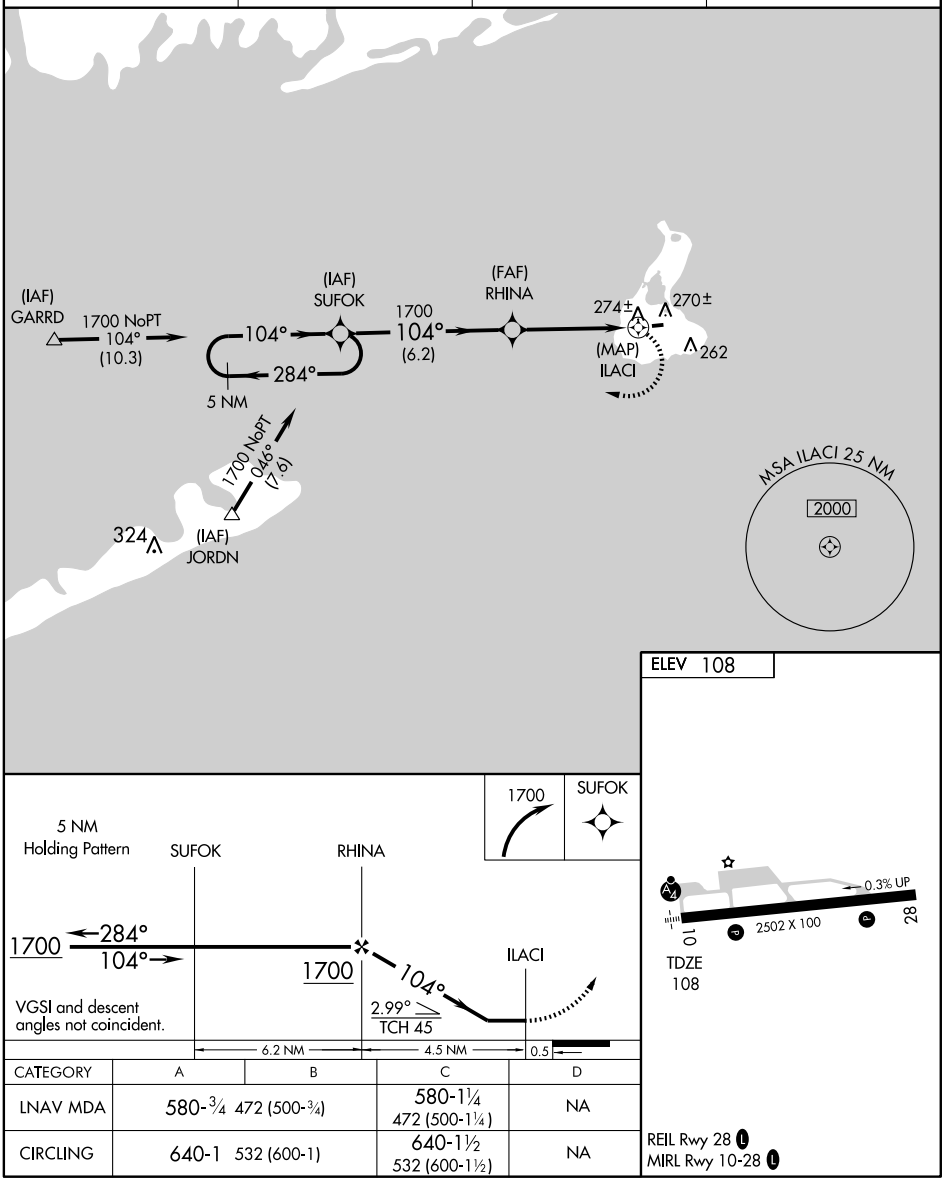
APP CRS	Rwy Idg	2502
104°	TDZE	108
	Apt Elev	108

Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-¾ 472 (500-¾)		580-1¼ 472 (500-1¼)	NA
CIRCLING	640-1 532 (600-1)		640-1½ 532 (600-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 70501	279°	Rwy Idg	2502
W28A		TDZE	108
		Apt Elev	108

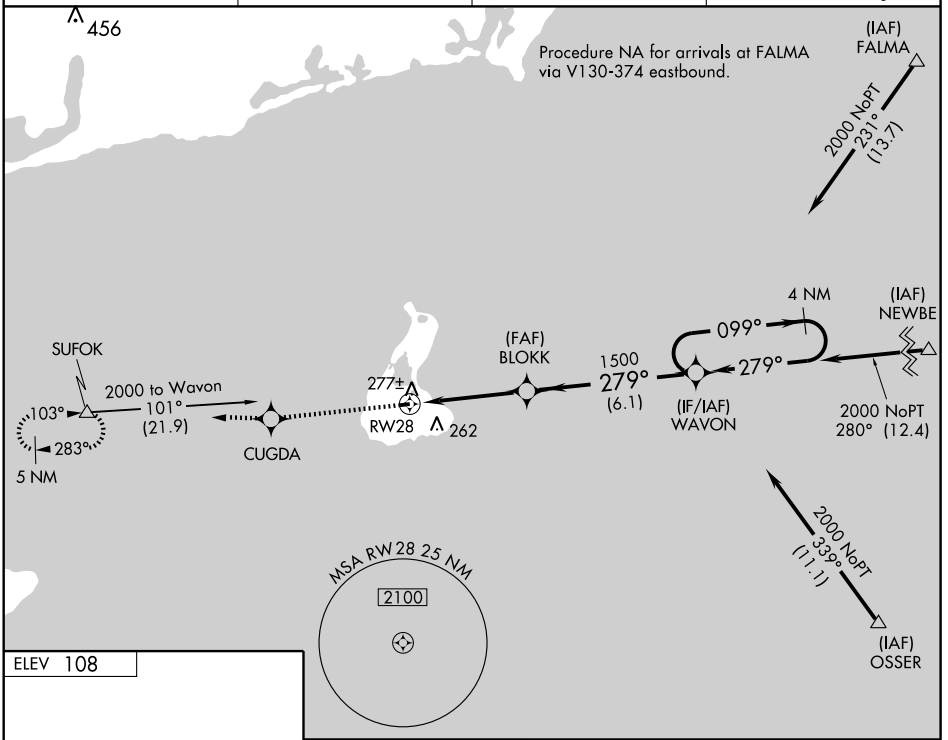
RNAV (GPS) RWY 28

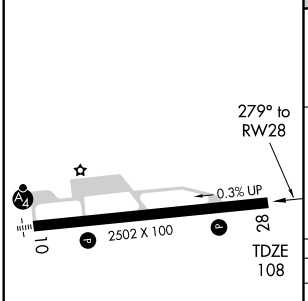
BLOCK ISLAND STATE (BID)

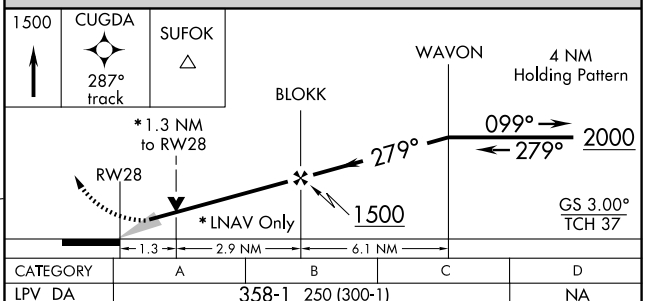
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 96°C (205°F).

MISSED APPROACH: Climb to 1500 direct CUGDA and via 287° track to SUFOK and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	358-1 250 (300-1)			NA
LNAV/VNAV DA	570-1¾ 462 (500-1¾)			NA
LNAV MDA	540-1 432 (500-1)		540-1¼ 432 (500-1¼)	NA
CIRCLING	580-1 472 (500-1)		580-1½ 472 (500-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	104°	TDZE	108
Chan 125		Apt Elev	108

VOR/DME RWY 10

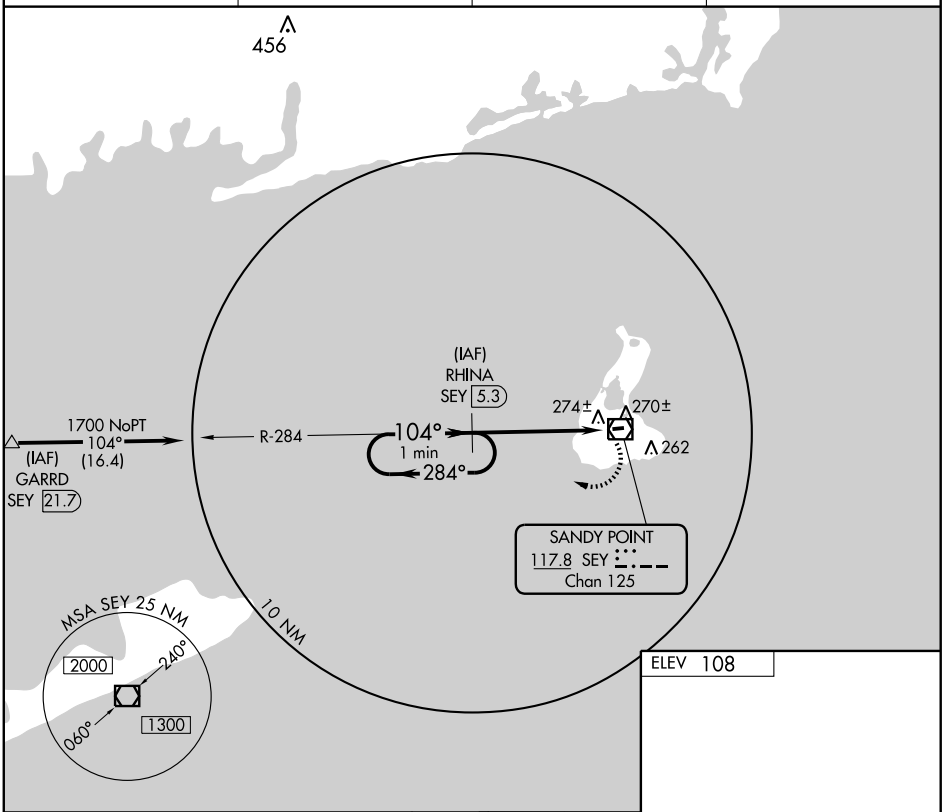
BLOCK ISLAND STATE (BID)

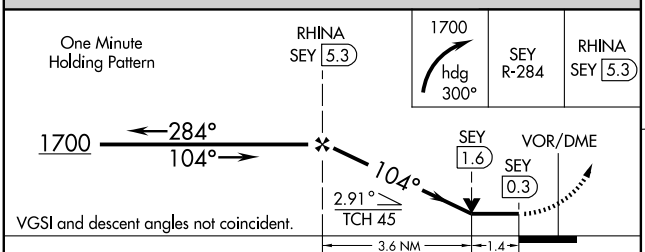
Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

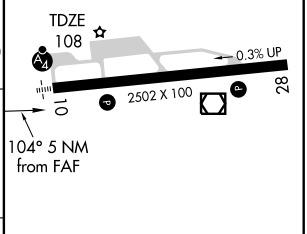
MALSF

MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	580-¾ 472 (500-¾)		580-1¼ 472 (500-1¼)	NA
CIRCLING	640-1 532 (600-1)		640-1½ 532 (600-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME SEY	APP CRS	Rwy Idg	2502
117.8	274°	TDZE	108
Chan 125		Apt Elev	108

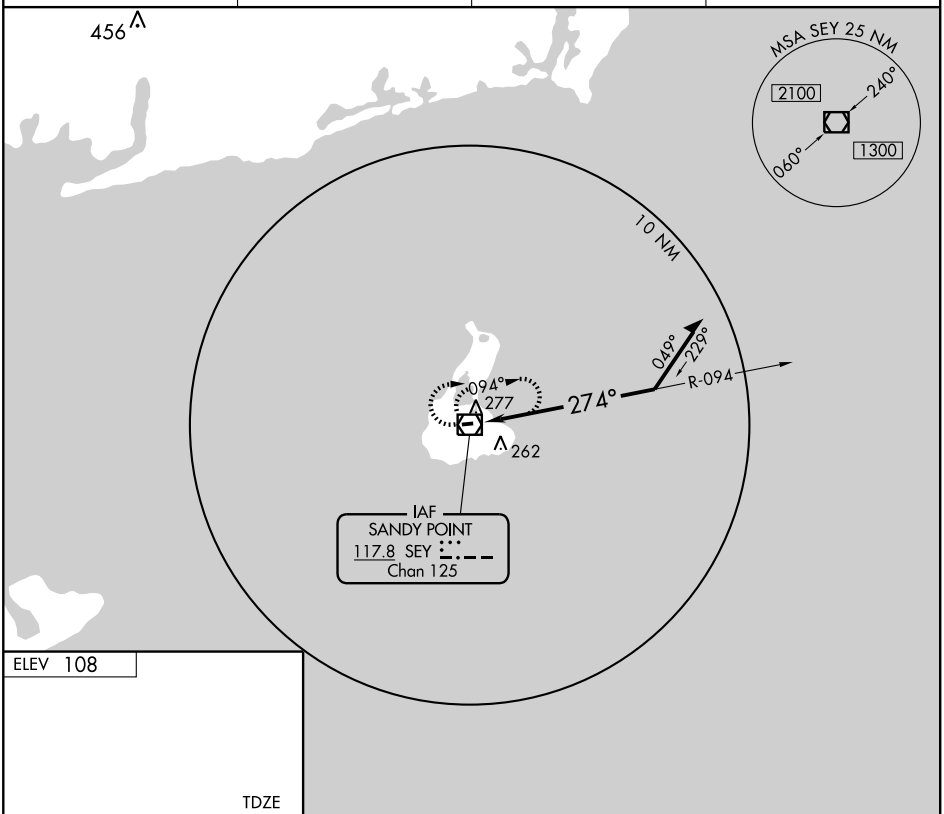
VOR RWY 28

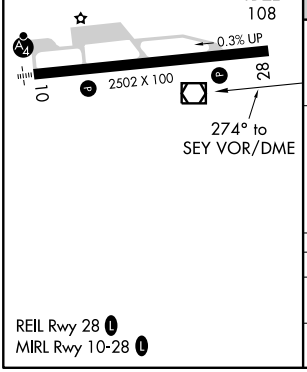
BLOCK ISLAND STATE (BID)

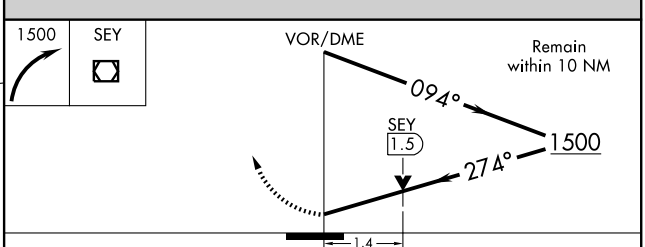
Visibility reduction by helicopters NA. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet and S-28 Cat C visibility ¼ mile. VDP NA when using Westerly State altimeter setting.

MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
134.775	125.75 319.2	120.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-28	580-1	472 (500-1)	580-1¼ 472 (500-1¼)	NA
CIRCLING	580-1	472 (500-1)	580-1½ 472 (500-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

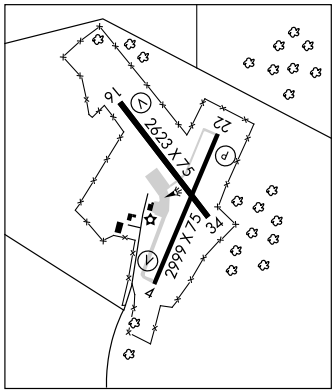
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ARMIN N41°48.62′ W71°21.19′ NOTAM FILE PVD.
NDB (LOM) 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

BLOCK ISLAND STATE (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
RWY 10–28: H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
RWY 10: MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
AIRPORT REMARKS: Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
WEATHER DATA SOURCES: AWOS–3 134.775 (401) 466–5495.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BID.
SANDY POINT (L) VORW/DME 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

DOWNTOWN PROVIDENCE HELISTOP (See PROVIDENCE)

NEWPORT STATE (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
RWY 04–22: H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
RWY 04: VASI(V4L)—GA 4.0°TCH 51′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
RWY 16–34: H2623X75 (ASPH) S–30 MIRL 0.6% up S
RWY 16: VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys 'A' 'B' 'C' and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
WEATHER DATA SOURCES: ASOS 132.075 (401) 846–5910.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
HIWAS.
ILS/DME 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.



NORTH CENTRAL STATE (See PAWTUCKET)

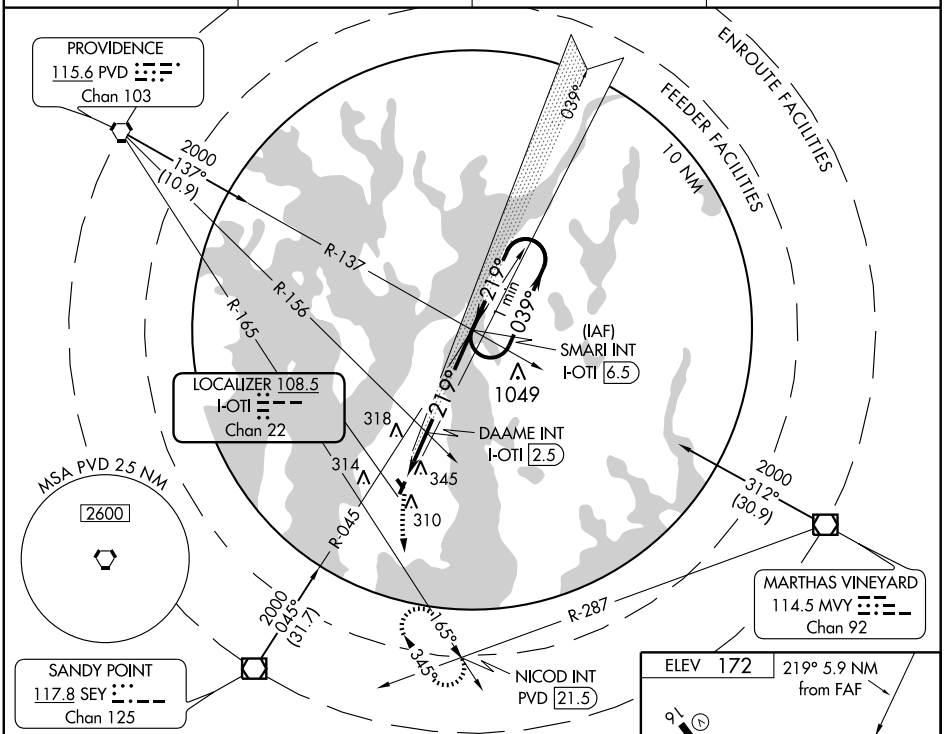
LOC/DME I-OTI	APP CRS	Rwy Idg 2999
108.5	219°	TDZE 172
Chan 22		Apt Elev 172

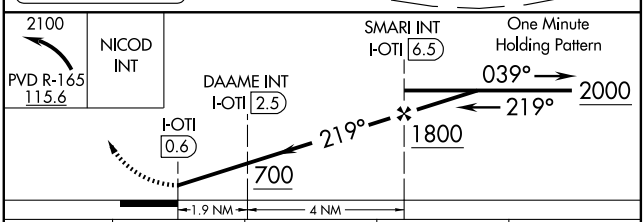
LOC RWY 22
NEWPORT STATE (UUU)

NA

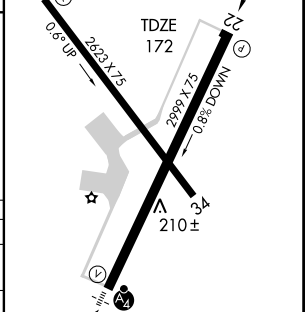
MISSED APPROACH: Climbing left turn to 2100 via PVD VORTAC R-165 to NICOD Int/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-22	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA
DAAME FIX MINIMUMS				
S-22	640-1	468 (500-1)	640-1¼ 468 (500-1¼)	NA
CIRCLING	760-1	588 (600-1)	760-1½ 588 (600-1½)	NA



REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

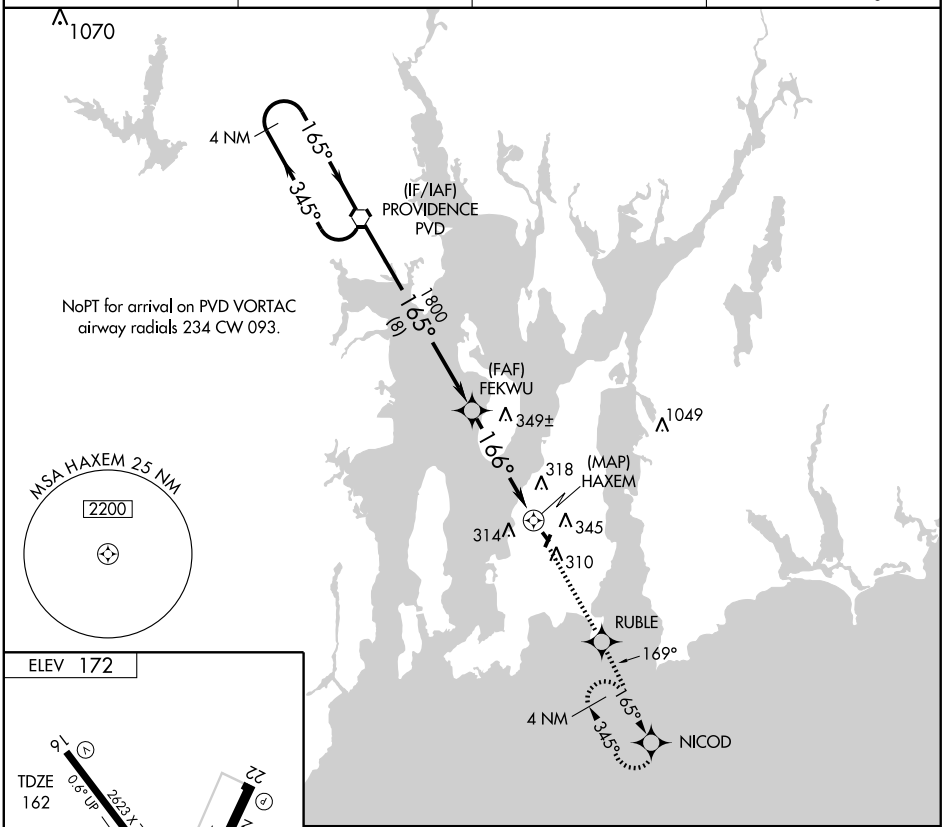
NEWPORT STATE (UUU)

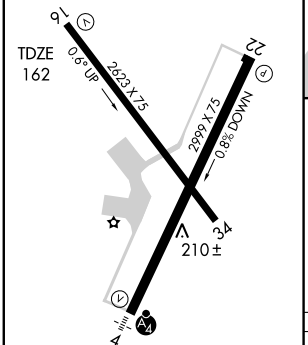
APP CRS	Rwy Idg	2623
166°	TDZE	162
	Apt Elev	172

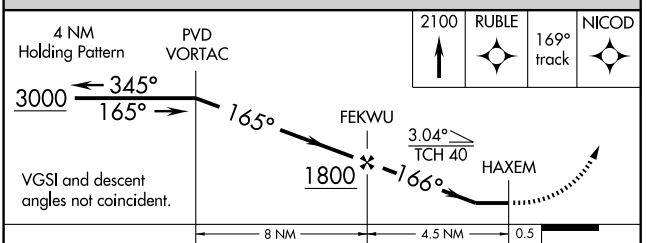
When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. VDP NA with Providence altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 438 (500-1)		600-1¼ 438 (500-1¼)	NA
CIRCLING	700-1 528 (600-1)		700-1½ 528 (600-1½)	NA

REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TEDDY THREE ARRIVAL

(BDL.TEDDY3) 07354

NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.

N

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

FL180
147°
(30)

SHIGY
N42°23.97′
W73°19.02′

R-030
(111)
41

PONEE
N42°16.19′
W73°08.26′

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
Expect to cross 20 NM NW of BDL VORTAC at or below FL210.

FL180
093°
(98)

11000
149°
(28)
R-329

PAWLING
114.3 PWL
Chan 90

WIPOR
41°39.38′
72°10.63′
Expect to cross at 11,000.

140°
(29)

NORTH CENTRAL STATE

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
Expect to cross 50 NM East of HNK VOR/DME at or below FL290.

R-100

6000
141°
(10)

PROVIDENCE
115.6 PVD
Chan 103

THEODORE FRANCIS GREEN STATE

HARTFORD
114.9 HFD
Chan 96

R-321

QUONSET STATE

NEW BEDFORD RGNL

LAFAY
N41°27.75′
W71°43.27′

3000
128°
(14)

R-234

NORWICH
110.0 ORW
Chan 37
N41°33.38′-W71°59.96′

NEWPORT STATE

NOTE: Chart not to scale.

PROVIDENCE, RHODE ISLAND

ST-333 (FAA)

TEDDY THREE ARRIVAL
(BDL.TEDDY3) 07354
PROVIDENCE, RHODE ISLAND

VORTAC PVD	APP CRS	Rwy Idg	2623
115.6	164°	TDZE	162
Chan 103		Apt Elev	172

VOR/DME RWY 16

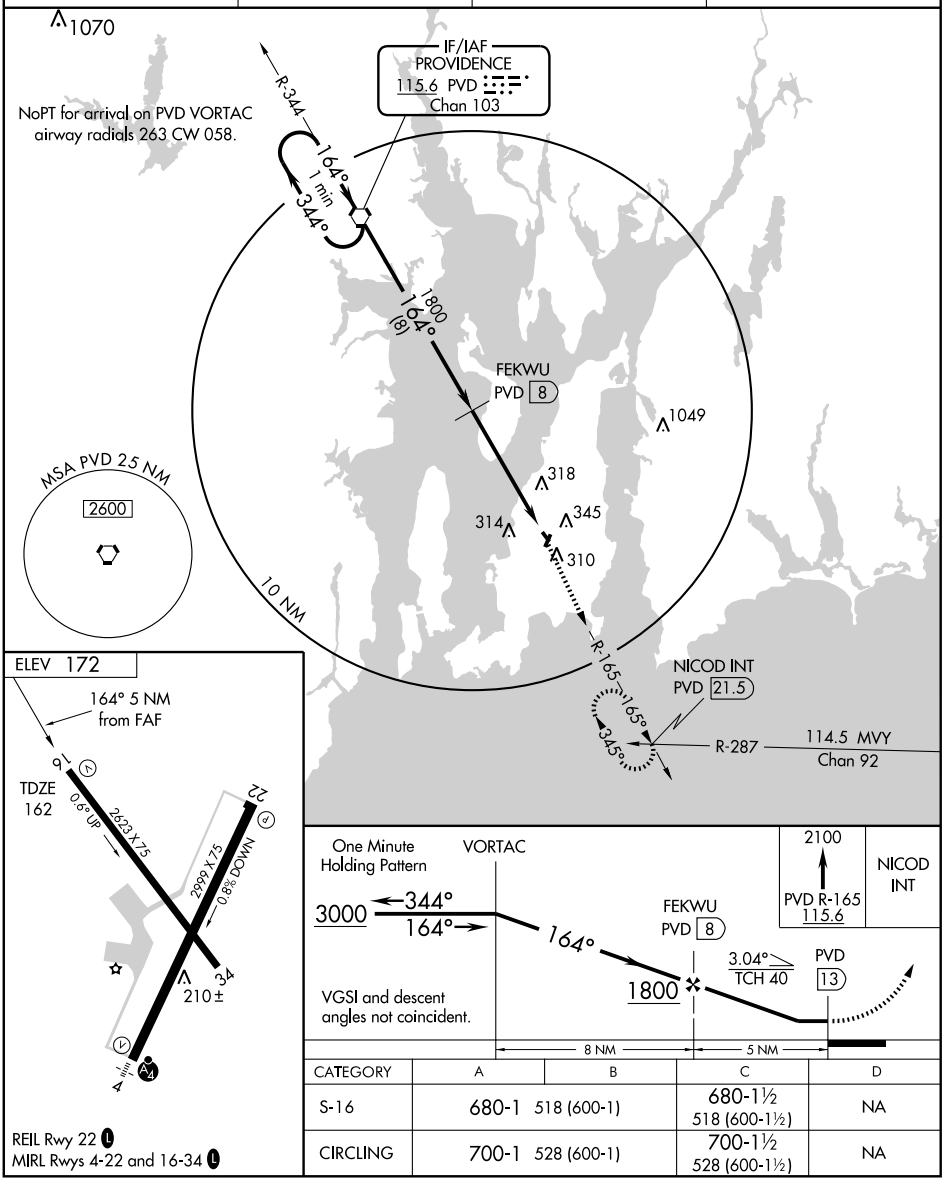
NEWPORT STATE (UUU)

▼ When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

▲

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

ASOS	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
132.075	128.7 269.525	127.25	122.8 (CTAF) L



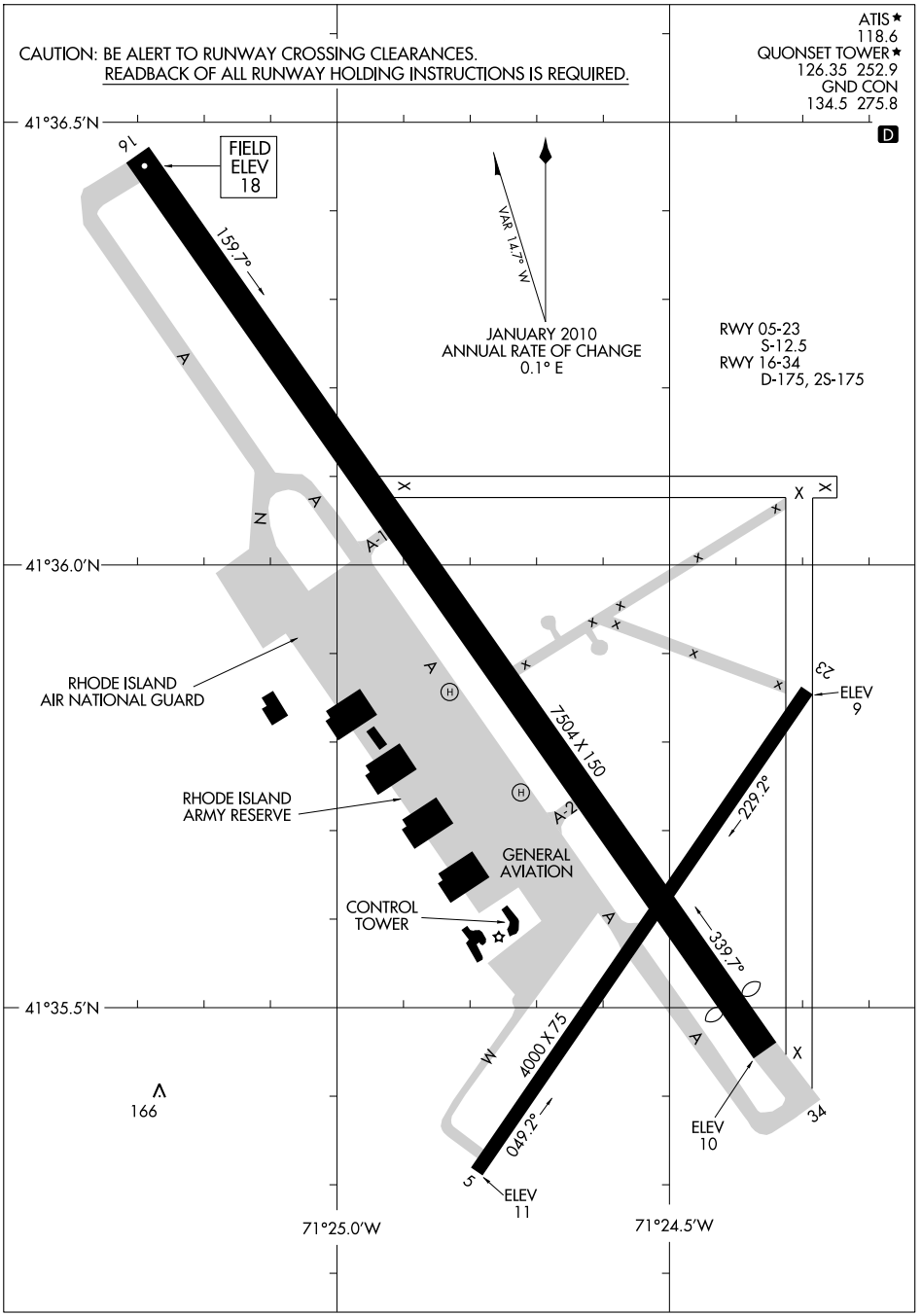
CATEGORY	A	B	C	D
S-16	680-1	518 (600-1)	680-1½ 518 (600-1½)	NA
CIRCLING	700-1	528 (600-1)	700-1½ 528 (600-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORTH KINGSTOWN/QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND

AL-338 (FAA)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

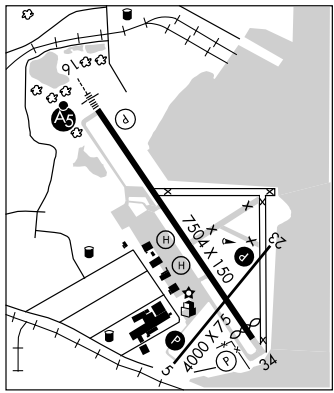
NORTH KINGSTOWN, RHODE ISLAND
NORTH KINGSTOWN/QUONSET STATE (OQU)

10210

NORTH KINGSTOWN

QUONSET STATE (OQU)(KOQU) CIV/MIL/P/ARNG/ANG 3 NE UTC−5(−4DT) **NEW YORK**
N41°35.83′ W71°24.73′ **H–10I, 11D, 12K, L–33C**
18 B **FUEL** 100LL, JET A LRA NOTAM FILE OQU **IAP, DIAP, AD**

RWY 16–34: H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL
RWY 16: MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Trees.
RWY 34: PAPI(P4L)—GA 3.0° TCH 58′. Thld dsplcd 403′.
RWY 05–23: H4000X75 (ASPH) S–12.5 MIRL
RWY 05: REIL. PAPI(P4L)–GA 3.0° TCH 40′. Pole.
RWY 23: REIL. PAPI(P4R)–GA 3.0° TCH 40°.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–7100 TODA–7100 ASDA–7100 LDA–7100
RWY 34: TORA–7500 TODA–7500 ASDA–7500 LDA–7100



MILITARY SERVICE: FUEL J8 (Military) A+, Landmark Aviation, opr 1100–0200Z‡. PPR mandatory during non–duty hr. Ctc C401–295–5020 extension 3008.) (NC–100LL, A)

AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1230–2230Z‡. Noise abatement procedures for heavy acft; ctc arpt manager 401–295–5020. Heavy acft 255,000 gross weight. Twy R and Twy E clsd indef. Lgtd cranes 125′ high at pier 1000′ SE of Rwy 05. Deer and birds on and invof arpt. 180° turns for acft over 12,500 pounds gross weight prohibited on Rwy 16–34. Rwy 16 8000′ avbl for military acft. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 16–34, MALSR Rwy 16, REIL Rwy 05 and Rwy 23, and PAPI Rwy 05 and Rwy 23, and twy lgts—CTAF. Ldg fee commercial and non Rhode Island registered acft/overnight parking fee. Flight Notification Service (ADCUS) available.

MILITARY REMARKS: RSTD 180° turns for acft over 12,500 lbs gross weight prohibited on Rwy 16–34. **MISC** Rwy 16 8000′ avbl for military acft only. **TFC PAT** Rotary/Wing 718 (700), Fixed/Wing 1018(1000). **ANG** PPR. Opr Tue–Fri 1200–2230Z‡, except holidays. Tran acft inbound to ANG ctc RHODY OPS 15 min out. ANG OPS DSN 476–3405/3422, C401–886–1405/1422. Req all acft carrying Distinguished Visitors to coordinate with RHODY OPS for arrangements outside normal duty hr. Bird Aircraft Strike Hazard program in effect. 1 Aug–31 Oct is designated Phase II for Bird Watch Condition. Increased hazard from Canadian geese flying east to west over rwy. Inbound acft ctc twr for latest Bird Watch Condition. No communications security/weapons storage avbl. Acft req customs/agriculture ctc RHODY OPS 7 days prior arrival. No hot cargo parking avbl. **ARNG** Opr Tue–Fri 1200–2230Z‡, except holidays. Ltd tran maintenance, fuel and parking avbl. PPR fuel DSN 247–4539, C401–275–4539. Tran military acft ctc ARNG OPS 38.95 253.4 if landing ARNG ramp.

COMMUNICATIONS: CTAF 126.35 **ATIS** 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡ Sun 1500–2300Z‡.)
UNICOM 122.95
RCO 122.3 (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 380.25 244.875 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 124.85 307.9 (0500–1045Z‡)
QUONSET TOWER 126.35 252.9 Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; clsd Mon and holidays **GND CON** 134.5 275.8 **ARNG OPS** 36.8 233.15
ANG OPS 383.3 (Call RHODY OPS)

AIRSPACE: CLASS D svc Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; except Mon and holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 188° 7.7 NM to fld. 49/14W. **HIWAS.**
ILS/DME 109.5 I–OQU Chan 32 Rwy 16. Class IA. Unmonitored when twr clsd. Preventive maintenance scheduled Thu 1400–1600Z‡.

LOC/DME I-OQU	APP CRS	Rwy Idg 7100
109.5	160°	TDZE 18
Chan 32		Apt Elev 18

ILS or LOC RWY 16

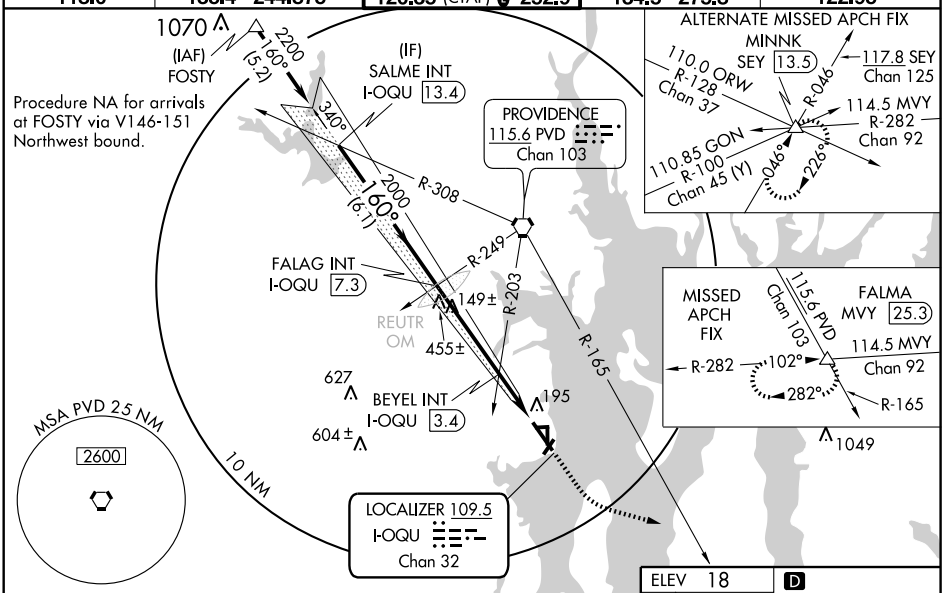
NORTH KINGSTOWN / QUONSET STATE (OQU)

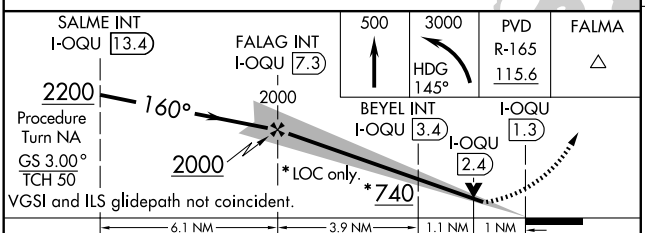
Visibility reduction by helicopters NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C,and D visibilities ¼ mile, and BEYEL fix minimums Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSR, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile.

MALSR

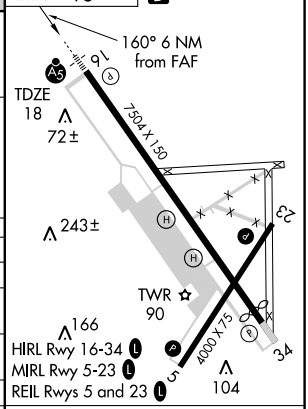
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/ MVY 25.3 DME and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95





CATEGORY	A	B	C	D
S-ILS 16	268-¾ 250 (300-¾)			
S-LOC 16	740-¾ 722 (800-¾)		740-1½ 722 (800-1½)	740-1¾ 722 (800-1¾)
CIRCLING	740-1 722 (800-1)		740-2 722 (800-2)	740-2¼ 722 (800-2¼)
BEYEL FIX MINIMUMS				
S-LOC 16	400-¾ 382 (400-¾)			
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB RWY 16

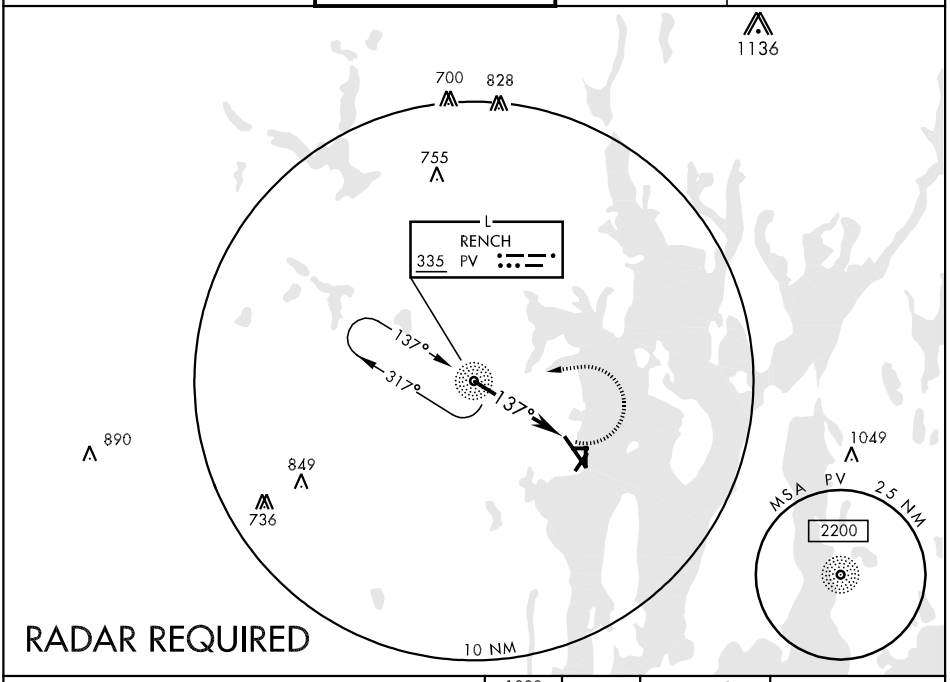
NDB PV 335	APCH CRS 137°	Rwy Idg 7504 TDZE 19 Arpt Elev 19	AL-338 [USA]	NORTH KINGSTOWN/ QUONSET STATE (OQU)

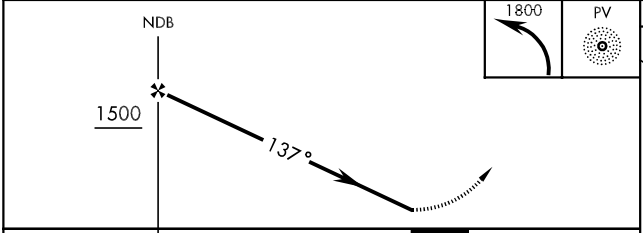
NA
Procedure not authorized when Providence approach control closed.
When local altimeter not received, use Providence altimeter setting.

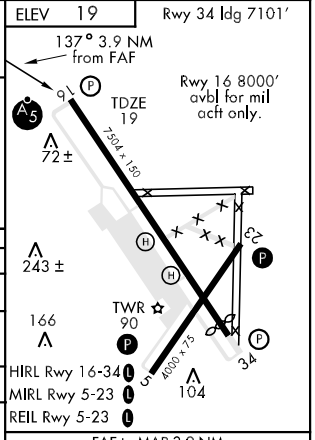
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct PV NDB and hold or as directed by ATC.

PROVIDENCE APP CON	QUONSET TOWER ★	GND CON	UNICOM
135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-16	520-1 501 (600-1)		520-1½ 501 (600-½)	
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-16	540-1 521 (600-1)		540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	600-1 581 (600-1)		600-1½ 581 (600-1½)	600-2 581 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93705 W16A	APP CRS 160°	Rwy Idg 7100 / TDZE 18 / Apt Elev 18

RNAV (GPS) RWY 16

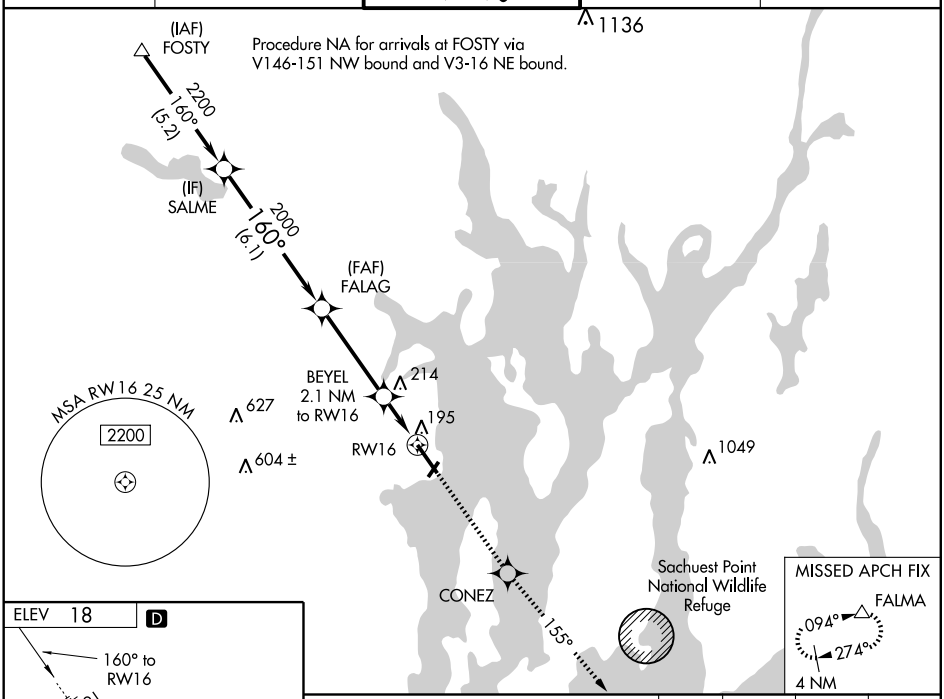
NORTH KINGSTOWN / QUONSET STATE (OQU)

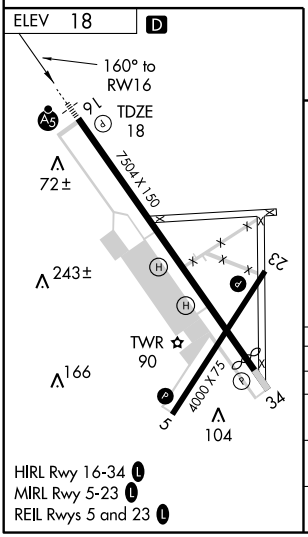
For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MALSR

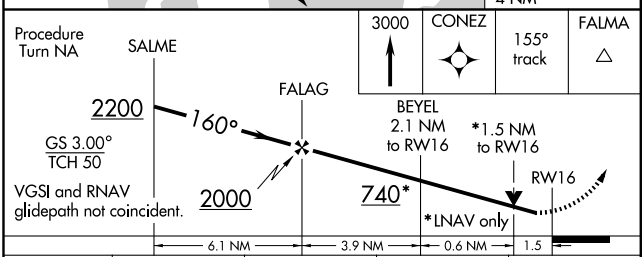
MISSED APPROACH: Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95





HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
LPV DA	320-¾ 302 (400-¾)			
LNAV/VNAV DA	445-1 427 (500-1)			
LNAV MDA	560-¾ 542 (600-¾)		560-1 542 (600-1)	560-1¼ 542 (600-1¼)
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7100
340°	TDZE	11
	Apt Elev	18

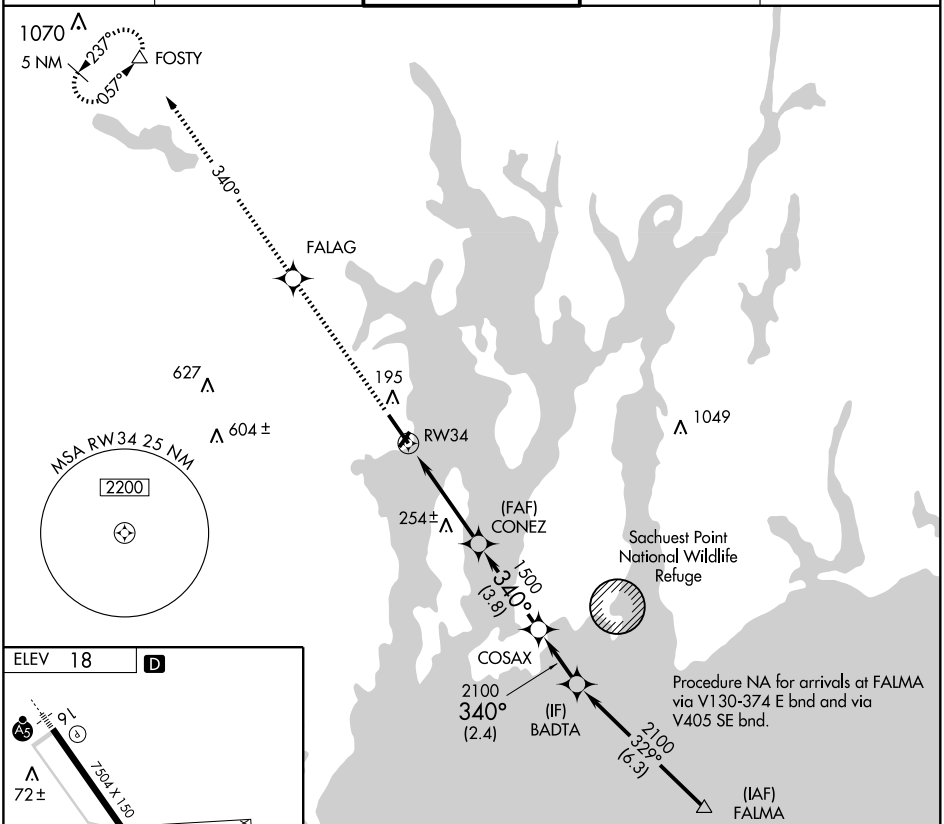
RNAV (GPS) RWY 34

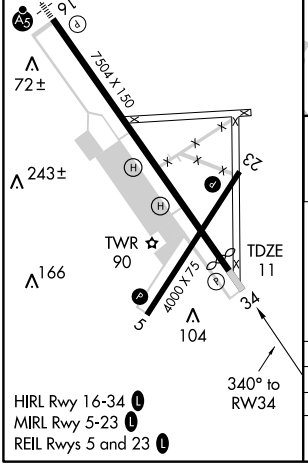
NORTH KINGSTOWN / QUONSET STATE (OQU)

DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile.

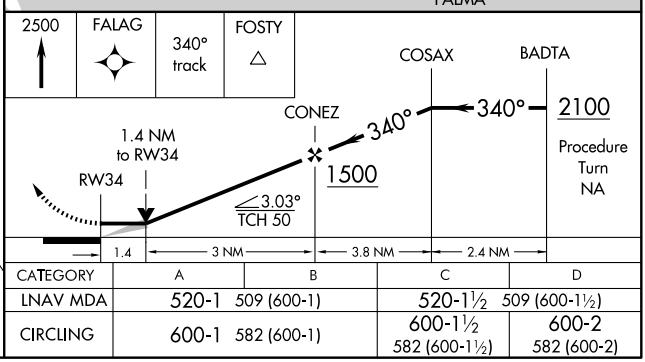
MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95





HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
LNAV MDA	520-1 509 (600-1)		520-1½ 509 (600-1½)	
CIRCLING	600-1 582 (600-1)		600-1½ 582 (600-1½)	600-2 582 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

TEDDY THREE ARRIVAL

(BDL.TEDDY3) 07354

NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.

N

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

FL180
147°
(30)

SHIGY
N42°23.97′
W73°19.02′

R-030
(111)
41

PONEE
N42°16.19′
W73°08.26′

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
Expect to cross 20 NM NW of BDL VORTAC at or below FL210.

FL180
093°
(98)

11000
149°
(28)
R-329

PAWLING
114.3 PWL
Chan 90

WIPOR
41°39.38′
72°10.63′
Expect to cross at 11,000.

140°
(29)

NORTH CENTRAL STATE

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
Expect to cross 50 NM East of HNK VOR/DME at or below FL290.

R-100

6000
141°
(10)

PROVIDENCE
115.6 PVD
Chan 103

THEODORE FRANCIS GREEN STATE

HARTFORD
114.9 HFD
Chan 96

R-321

QUONSET STATE

NEW BEDFORD RGNL

LAFAY
N41°27.75′
W71°43.27′

3000
128°
(14)

R-234

NORWICH
110.0 ORW
Chan 37
N41°33.38′-W71°59.96′

NEWPORT STATE

NOTE: Chart not to scale.

PROVIDENCE, RHODE ISLAND

ST-333 (FAA)

TEDDY THREE ARRIVAL
(BDL.TEDDY3) 07354
PROVIDENCE, RHODE ISLAND

VORTAC PVD 115.6 Chan 103	APP CRS 188°	Rwy Idg N/A TDZE N/A Apt Elev 19

VOR-A

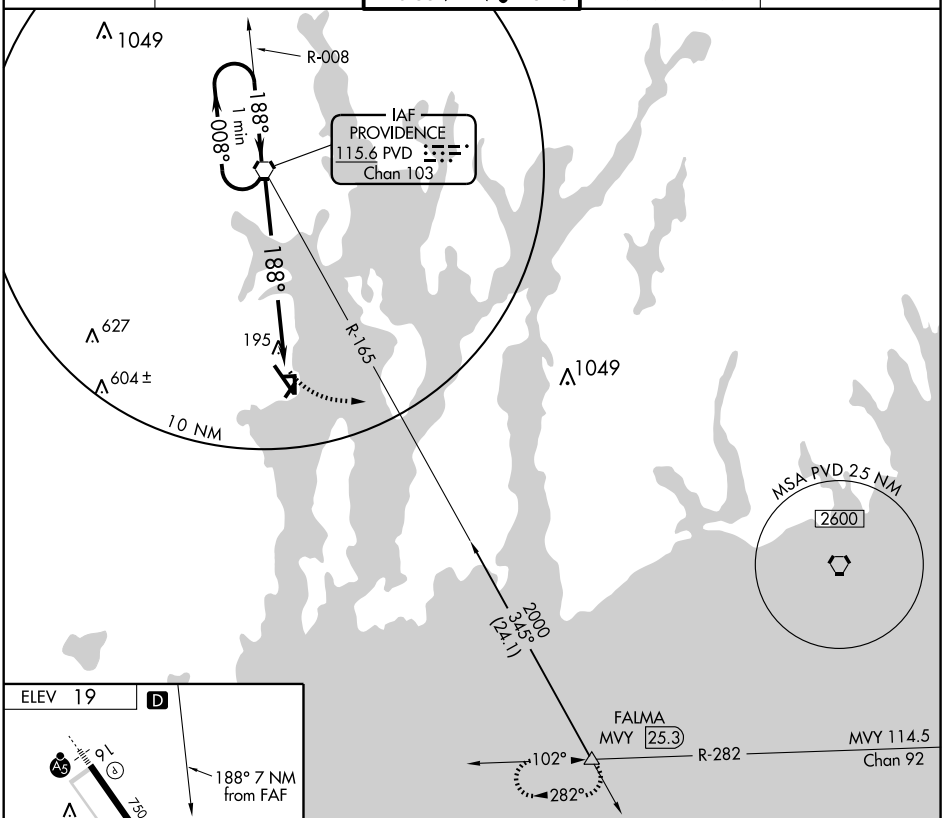
NORTH KINGSTOWN / QUONSET STATE (OQU)

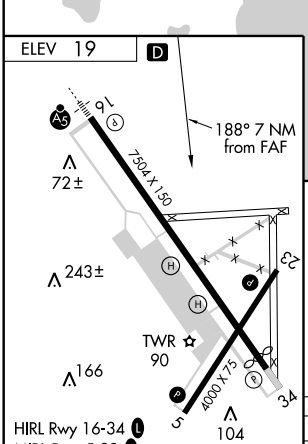
When local altimeter not received, use Providence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

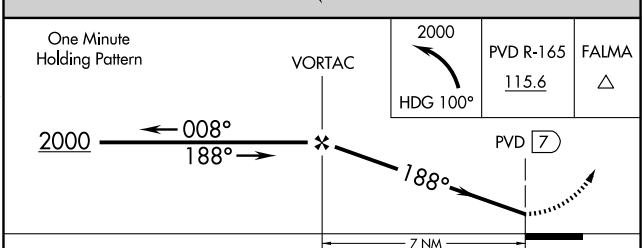
ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95

NE-1, 21 OCT 2010 to 18 NOV 2010





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)

PROVIDENCE ALTIMETER SETTING MINIMUMS				
CIRCLING	580-1 561 (600-1)		580-1½ 561 (600-1½)	580-2 561 (600-2)

VORTAC PVD	APP CRS	Rwy Idg	7100
115.6	006°	TDZE	12
Chan 103		Apt Elev	19

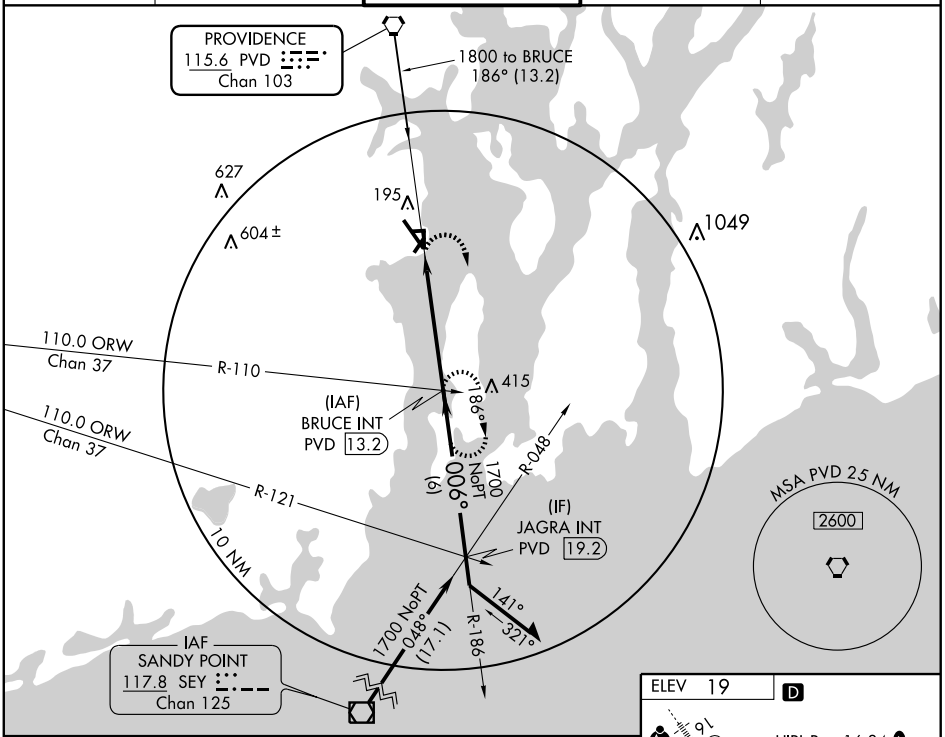
VOR RWY 34

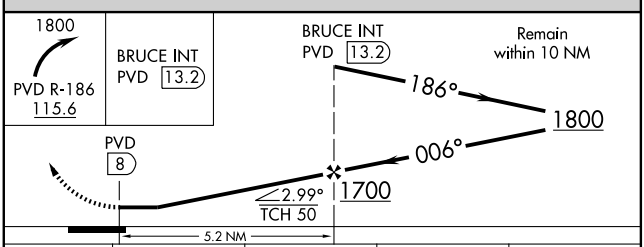
NORTH KINGSTOWN / QUONSET STATE (OQU)

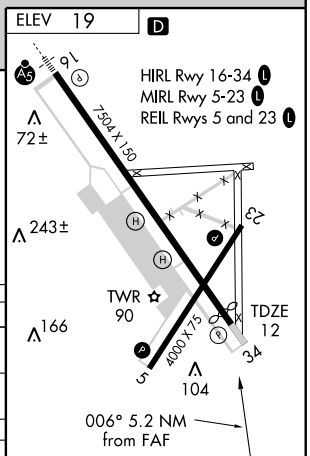
When local altimeter setting not received, use Providence altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

ATIS ★	PROVIDENCE APP CON ★	QUONSET TOWER ★	GND CON	UNICOM
118.6	135.4 244.875	126.35 (CTAF) L 252.9	134.5 275.8	122.95







CATEGORY	A	B	C	D
S-34	660-1 648 (700-1)		660-1¾ 648 (700-1¾)	660-2 648 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	660-2 641 (700-2)
PROVIDENCE ALTIMETER SETTING MINIMUMS				
S-34	680-1 668 (700-1)		680-1¾ 668 (700-1¾)	680-2 668 (700-2)
CIRCLING	680-1 661 (700-1)		680-1¾ 661 (700-1¾)	680-2 661 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

PAWTUCKET

NORTH CENTRAL STATE (SFZ) 3 E UTC−5(−4DT) N41°55.25′ W71°29.48′ NEW YORK

441 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE SFZ H–10I, 11D, 12K, L–33C, 34J IAP

RWY 05–23: H5000X100 (ASPH) S–30, D–60 HIRL

RWY 05: MALS. VASI(V4R)—GA 3.0° TCH 52′. Trees.

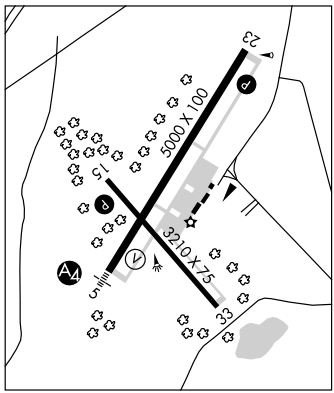
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.

RWY 15–33: H3210X75 (ASPH) S–12.5 MIRL 0.5% up SE

RWY 15: REIL. PAPI(P4R)—GA 3.5° TCH 35′. Trees.

RWY 33: REIL. Trees.

AIRPORT REMARKS: Attended 1200–0000Z‡. Parachute Jumping. Deer and birds on and invof arpt. Lgtd 250 ft MSL tower 3 2/5 miles SE. +50′ drop–off 250′ from Rwy 05 end, +40′ drop–off 250′ from Rwy 23 end. Rwy 23 intersection dep not authorized. For noise abatement, acft departing Rwy 23 maintain rwy heading for 1.1 miles prior to turn out. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 15–33; PAPI Rwy 15 and Rwy 23; MALS Rwy 05 and REIL Rwy 15, Rwy 23 and Rwy 33 and Twy lgts A, B, C, and D—CTAF. Overnight parking fee. Ldg fee for commercial acft and non–Rhode Island registered acft.



WEATHER DATA SOURCES: AWOS–3 120.025 (401) 334–0324

COMMUNICATIONS: CTAF/UNICOM 123.075

PROVIDENCE APP/DEP CON 135.4 (1045–0500Z‡) **CLNC DEL** 124.35

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 001° 12.1 NM to fld. 49/14W. **HIWAS.**

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 111° 15.9 NM to fld. 650/14W. NOTAM FILE BDR.

ILS/DME 111.9 I–SFZ Chan 56 Rwy 05. LOC only. LOC unmonitored.

PROVIDENCE N41°43.46′ W71°25.78′ NOTAM FILE PVD. NEW YORK

(H) VORTACW 115.6 PVD Chan 103 at Theodore Francis Green State. 49/14W. **HIWAS. H–10I, 11D, 12J, L–33C, 34J**

VOR portion unusable:

085°–105° byd 8 NM blo 3000′
336°–194° byd 30 NM blo 2000′
195°–228° byd 30 NM blo 2500′
229°–254° byd 30 NM blo 2000′
255°–279° byd 30 NM blo 2500′
280°–335° byd 30 NM blo 3000′

DME unusable:

220°–240° byd 35 NM blo 3000′
241°–310° byd 30 NM blo 3000′

RCO 122.6 (BRIDGEPORT RADIO)

PROVIDENCE

DOWNTOWN PROVIDENCE HELISTOP (RI9) 0 N UTC−5(−4DT) N41°49.45′ W71°24.52′ NEW YORK

7 NOTAM FILE BDR

HELIPAD H1: H25X25 (CONC)

HELIPORT REMARKS: Unattended. PPR for all ops call 401–737–4000, ext. 227. CAUTION: High rise obstructions 600 ft North, South, and East of helistop. Birds on and invof helistop. Landing Area 25 ft diameter CONC TDZ area. Helipad H1 +90 ft building 81 ft from NE side; +20 ft trees 150 ft from SE side; 20 ft tree 135 ft south; +331 ft MSL lgtd smokestacks 675 ft from SW side.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-SFZ	APP CRS	Rwy Idg	5000
111.9	047°	TDZE	429
Chan 56		Apt Elev	441

LOC RWY 5

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

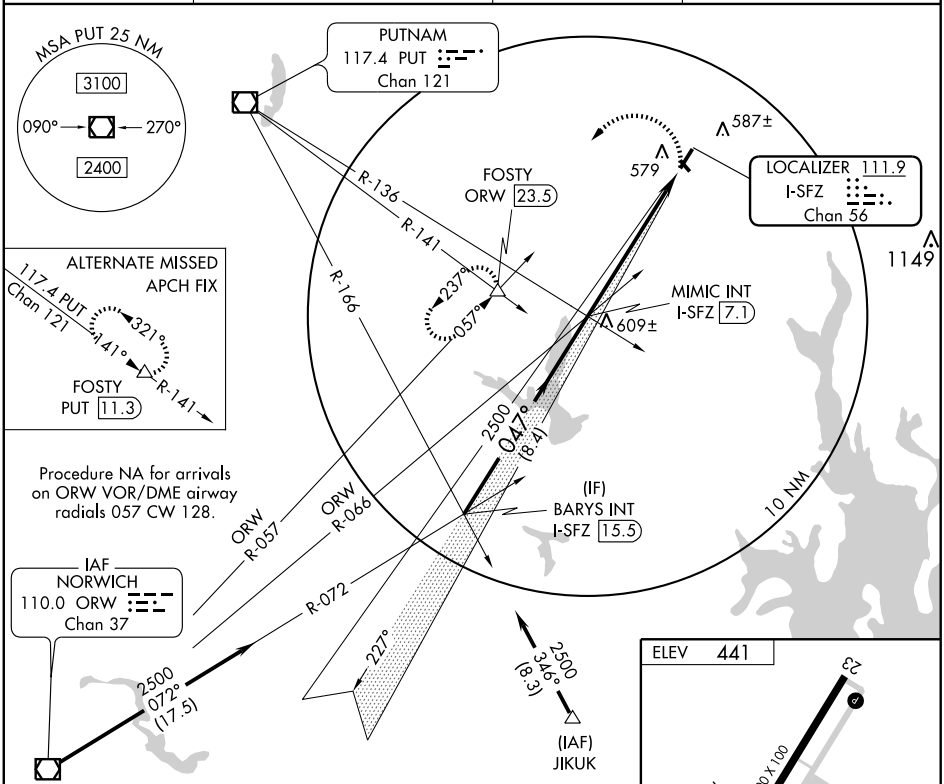
Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase S-5 and Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-5 Cat C. VDP NA when using Providence altimeter setting.

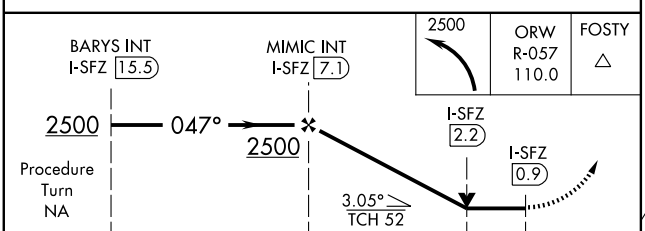
NA

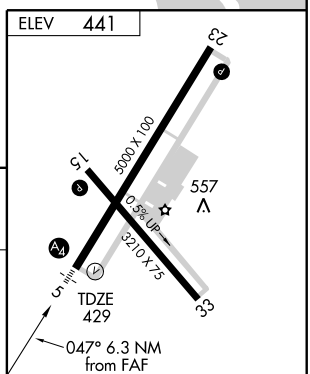
MALS

MISSED APPROACH: Climbing left turn to 2500 ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

CATEGORY	A	B	C	D
S-5	880-¾ 451 (500-¾)		880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

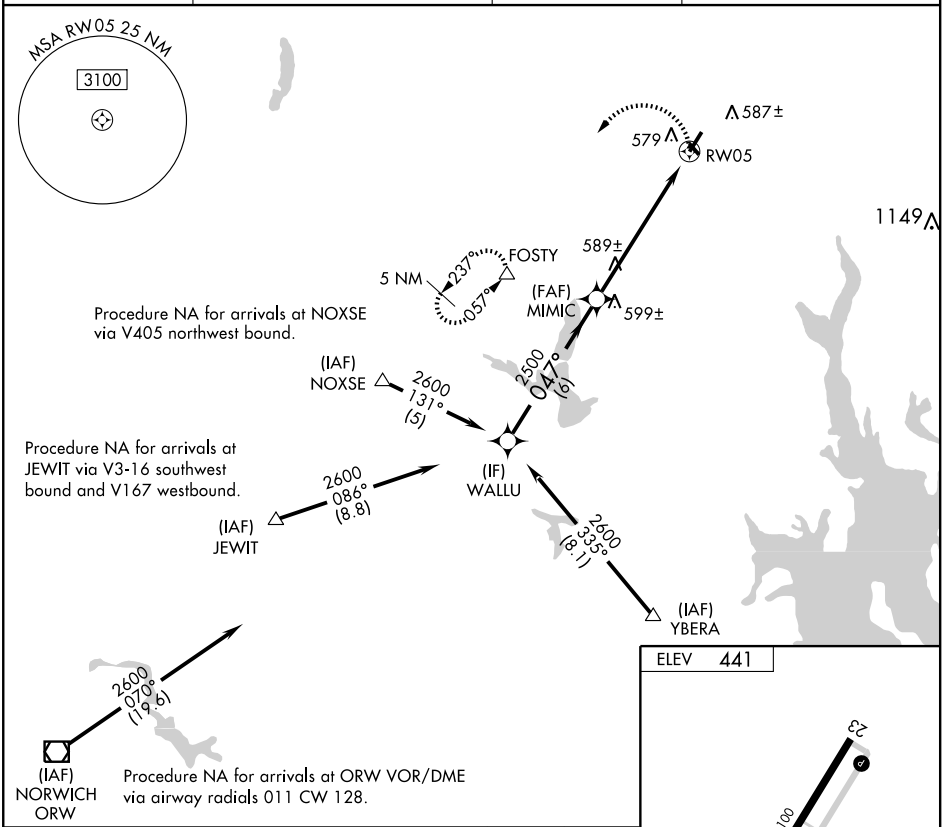
APP CRS	Rwy Idg	5000
047°	TDZE	429
	Apt Elev	441

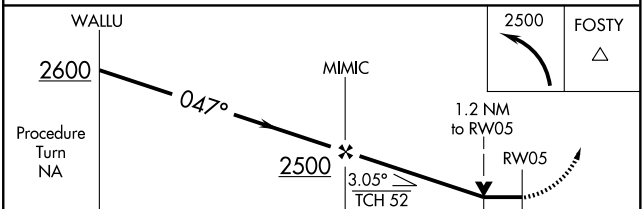
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Providence altimeter setting.

MALS

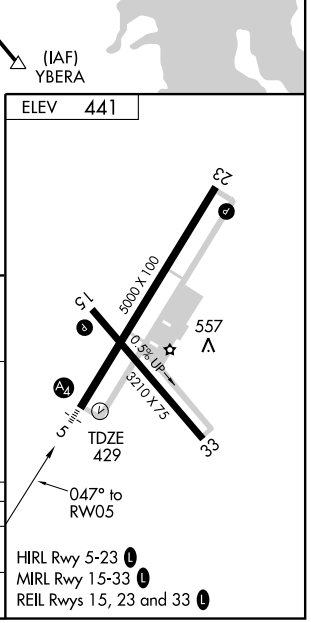
MISSED APPROACH: Climbing left turn to 2500 direct FOSTY and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	860-¾ 431 (500-¾)		860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA



HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
227°	TDZE	429
	Apt Elev	441

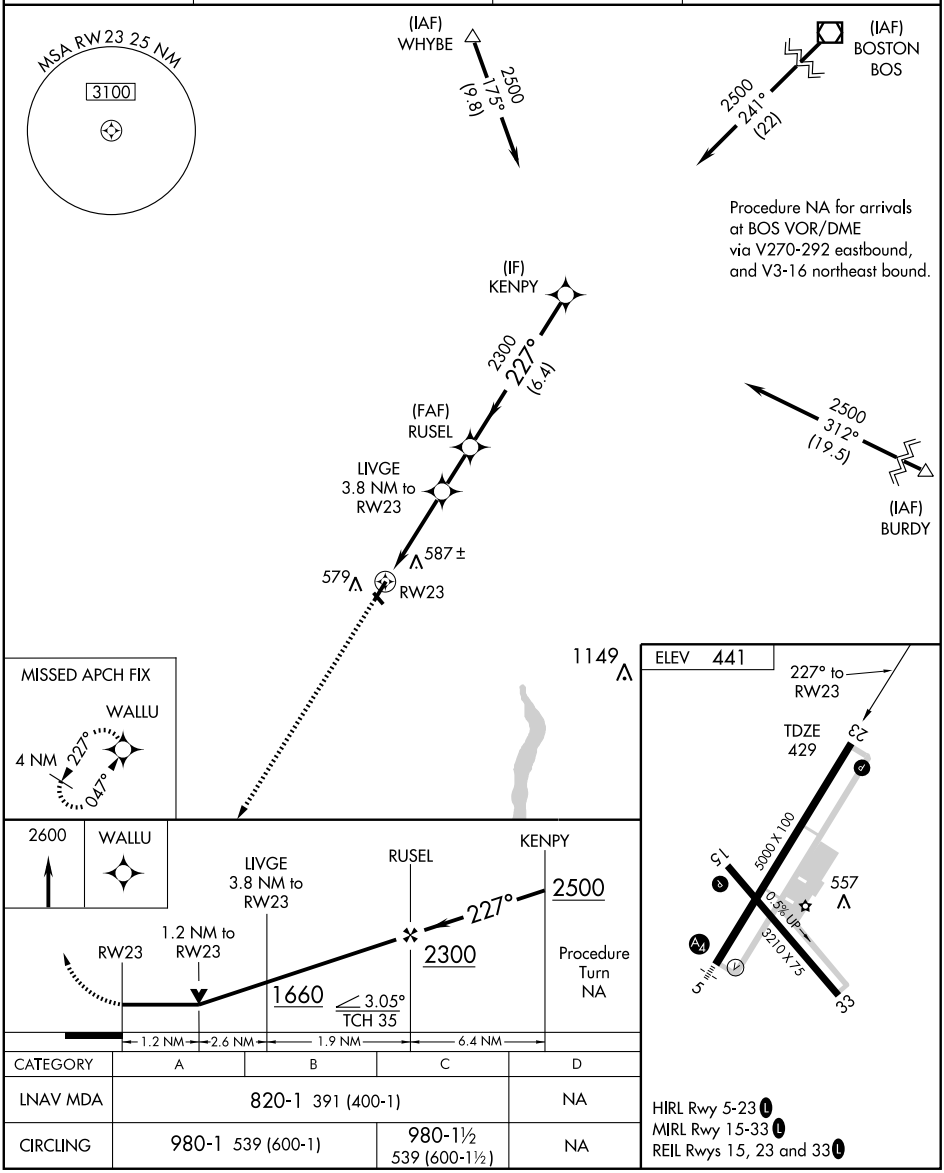
RNAV (GPS) RWY 23

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Providence altimeter setting.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

AWOS-3	PROVIDENCE APP CON★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-1 391 (400-1)			NA
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TEDDY THREE ARRIVAL

(BDL.TEDDY3) 07354

NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.

N

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

FL180
147°
(30)

SHIGY
N42°23.97′
W73°19.02′

R-030
(111)
41

PONEE
N42°16.19′
W73°08.26′

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
Expect to cross 20 NM NW of BDL VORTAC at or below FL210.

FL180
093°
(98)

11000
149°
(28)
R-329

PAWLING
114.3 PWL
Chan 90

WIPOR
41°39.38′
72°10.63′
Expect to cross at 11,000.

140°
(29)

NORTH CENTRAL STATE

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
Expect to cross 50 NM East of HNK VOR/DME at or below FL290.

R-100

6000
141°
(10)

PROVIDENCE
115.6 PVD
Chan 103

THEODORE FRANCIS GREEN STATE

HARTFORD
114.9 HFD
Chan 96

R-321

QUONSET STATE

NEW BEDFORD RGNL

LAFAY
N41°27.75′
W71°43.27′

3000
128°
(14)

R-234

NORWICH
110.0 ORW
Chan 37
N41°33.38′-W71°59.96′

NEWPORT STATE

NOTE: Chart not to scale.

PROVIDENCE, RHODE ISLAND

ST-333 (FAA)

TEDDY THREE ARRIVAL
(BDL.TEDDY3) 07354
PROVIDENCE, RHODE ISLAND

VORTAC PVD	APP CRS	Rwy Idg	N/A
115.6	001°	TDZE	N/A
Chan 103		Apt Elev	441

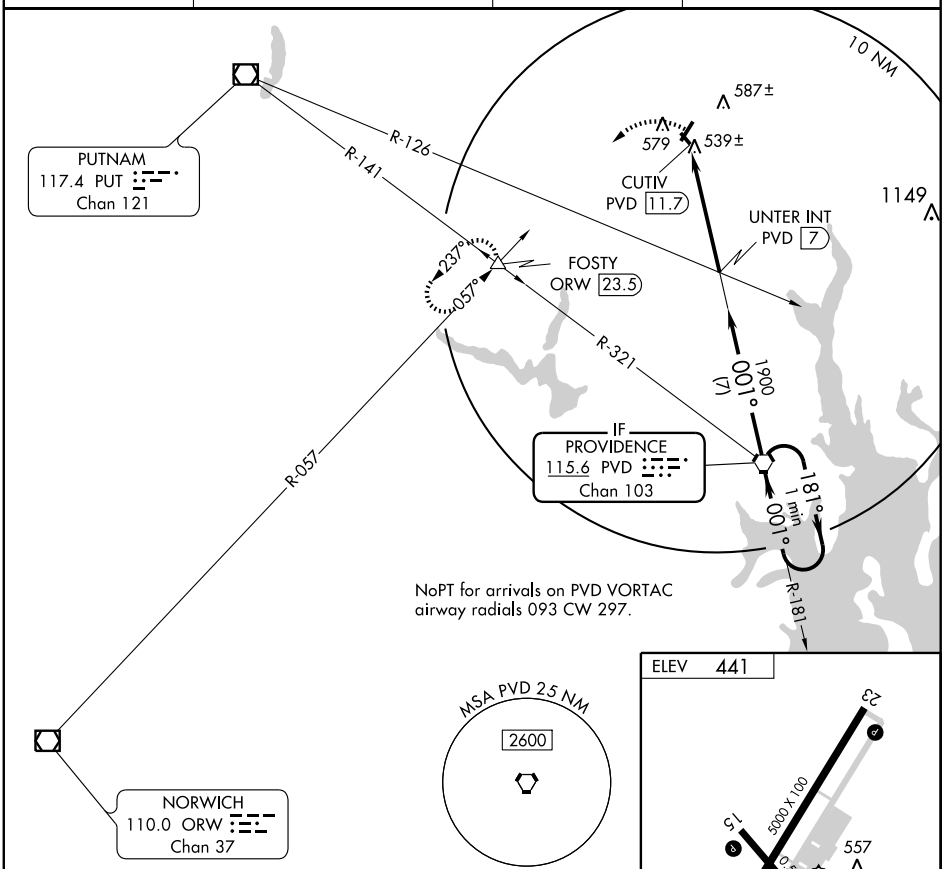
VOR-A

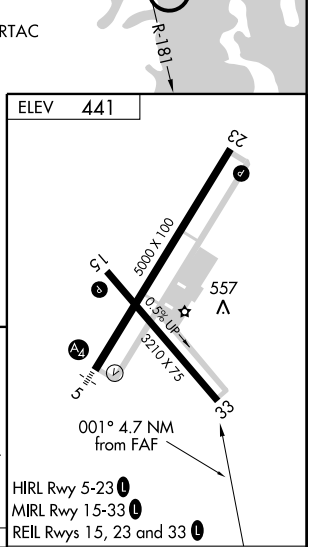
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

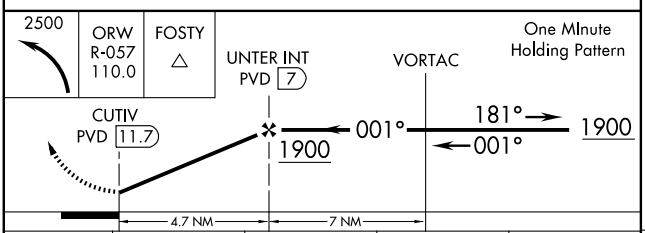
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	980-1 539 (500-1)		980-1½ 539 (500-1½)	NA

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PUT	APP CRS	Rwy Idg	N/A
117.4	111°	TDZE	N/A
Chan 121		Apt Elev	441

VOR-B

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3	PROVIDENCE APP CON ★	CLNC DEL	UNICOM
120.025	135.4 244.875	124.35	123.075 (CTAF) L

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

MSA PUT 25 NM
3100
090° 270°
2400

IAF
PUTNAM
117.4 PUT
Chan 121

1549

(IF)
BIRDS INT
PUT 4.8

KREAK INT
PUT 10.8

JOPVO
PUT 15.7

2500
111°
(4.8)

1800
111°
(6)

656

579

587±

R-141

R-342

R-328

R-321

R-057

237°

057°

10 NM

FOSTY
ORW 23.5

110.0 ORW
Chan 37

PROVIDENCE
115.6 PVD
Chan 103

ALTERNATE MISSED APCH FIX

R-005

185°

005°

PUTNAM
117.4 PUT
Chan 121

ELEV 441

111° 4.9 NM from FAF

5000 X 100

3210 X 75

0.5% UP

557

5 min

23

15

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

VOR/DME

Procedure Turn NA

2500

ORW R-057 110.0

FOSTY

BIRDS INT
PUT 4.8

KREAK INT
PUT 10.8

JOPVO
PUT 15.7

2500 111°

2500

1800

4.8 NM 6 NM 4.9 NM

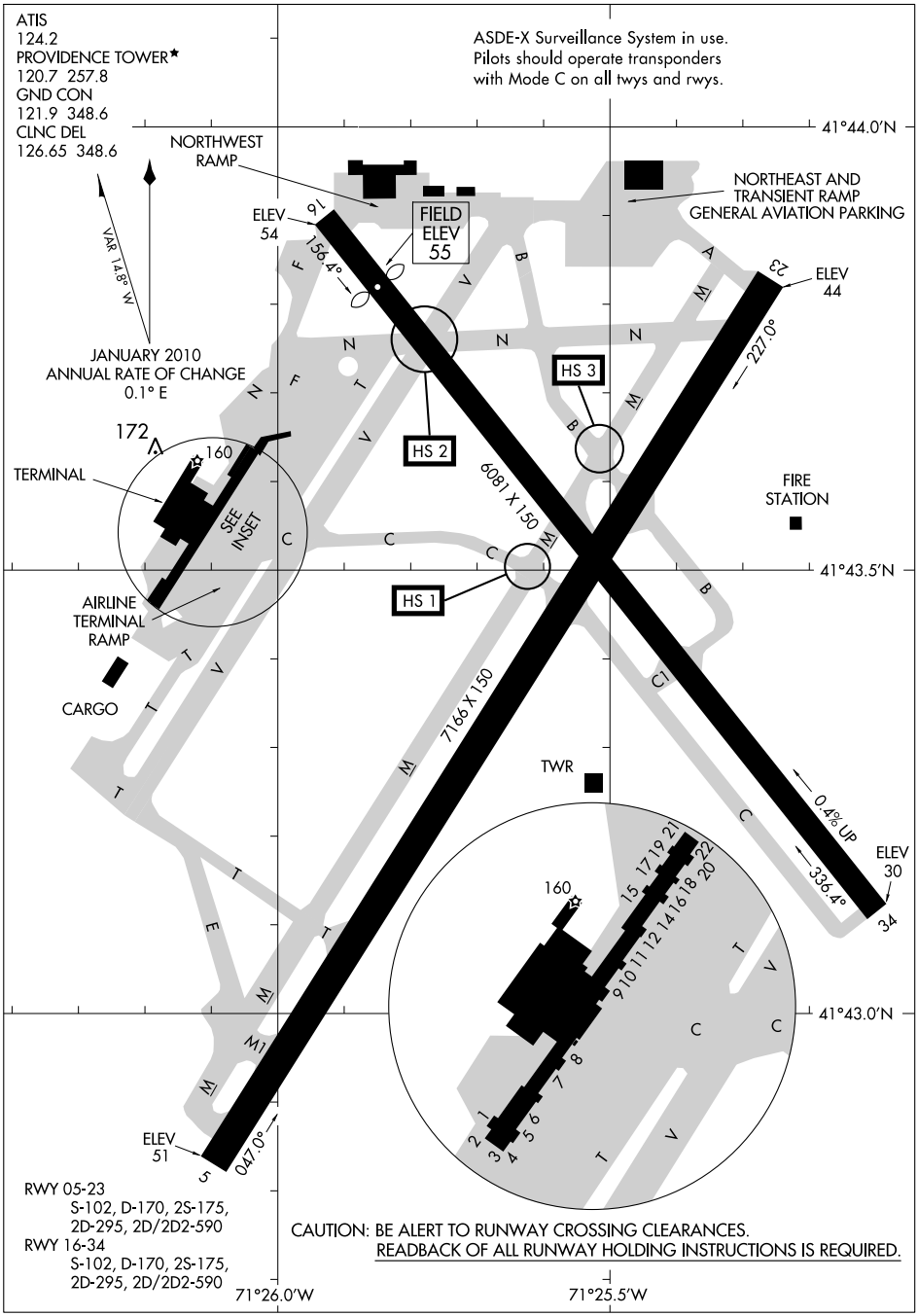
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	980-1 539 (600-1)		980-1½ 539 (600-1½)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)
AL-333 (FAA)
PROVIDENCE, RHODE ISLAND



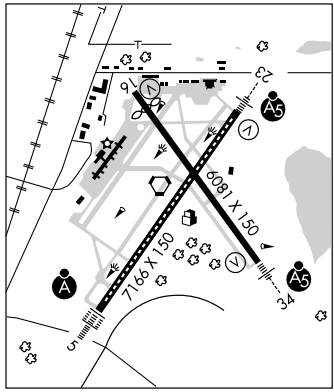
AIRPORT DIAGRAM

PROVIDENCE, RHODE ISLAND
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

10266

NE-1, 21 OCT 2010 to 18 NOV 2010

THEODORE FRANCIS GREEN STATE (PVD) 6 S UTC−5(−4DT) N41°43.44′ W71°25.69′ **NEW YORK**
55 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE PVD **H–10I, 11D, 12K, L–33C, 34J**
RWY 05–23: H7166X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL CL **IAP, AD**
RWY 05: ALSF2. TDZL.
RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 39′. Trees.
RWY 16–34: H6081X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL 0.4% up N
RWY 16: REIL. VASI(V4L)—GA 3.0°TCH 38′. Thld dsplcd 565′. Pole.
RWY 34: MALSR. VASI(V2L)—GA 2.8° TCH 35′. Trees.



AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. Rwy 16–34, 110 ft unmarked light poles 2700 ft from thld Rwy 34; 900 ft left of centerline. ASDE–X Surveillance System in Use: Pilots should operate transponders with Mode C on all twys and rwys. Terminal ramp prohibited for use to general aviation. Parked acft on the northeast ramp west of Twy A. Be alert. Northwest ramp acft with wingspan greater than 110′ req ground crew assistance for thru taxi and parking. Run up pads for Twys F and T clsd to acft with wingspan over 118 ft. Runup pad for Twy T used for overnight acft parking between 0100–1300Z‡. Twy V clsd daily 0100–1300Z‡; avbl for taxi north of Twy C. Noise abatement procedures in effect, ctc arpt manager 401–691–2297. Helicopters avoid residential areas when blo 1000′. Rwy 05 touchdown, midfield, and rollout runway visual range avbl. Rwy 23 touchdown runway visual range avbl. Rwy 34 touchdown runway visual range avbl. Rwy 05 ALSF2 becomes SSALR when twr clsd. When twr clsd ACTIVATE HIRL Rwys 05–23 and 16–34; SSALR Rwy 05; MALSR Rwys 23 and 34, Rwy 05 TDZL and Rwy 05–23 centerline lgts—CTAF. Ground vehicles monitor CTAF when twr closed. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (401) 737–7612. **HIWAS** 115.6 PVD. LLWAS.
COMMUNICATIONS: CTAF 120.7 **D–ATIS** 124.2 401–737–3215.
PROVIDENCE RCO 122.6 (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡) **BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
PROVIDENCE TOWER 120.7 (1045–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.65
BRIDGEPORT RADIO CLNC DEL 122.6 (0500–1100Z‡)
AIRSPACE: CLASS C svc 1045–0500Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.
PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ at fld. 49/14W. **HIWAS.**
RENCH NDB (LOM) 335 PV N41°38.51′ W71°29.68′ 046° 5.8 NM to fld. Unmonitored when twr closed.
ARMIN NDB (LOM) 356 AR N41°48.62′ W71°21.19′ 228° 6.2 NM to fld. Unmonitored when twr closed.
ILS/DME 109.3 I–PVD Chan 30 Rwy 05. Class IIIE. LOM RENCH NDB. ILS/DME unmonitored when twr closed.
ILS/DME 109.3 I–ARJ Chan 30 Rwy 23. Class IE. LOM ARMIN NDB. ILS/DME unmonitored when twr closed. DME unusable byd 10 NM. LOC unusable 10° right of course.
ILS/DME 111.5 I–UNQ Chan 52 Rwy 34. Class IE. ILS/DME unmonitored when twr closed. GS unusable byd 5° right of course.
COMM/NAV/WEATHER REMARKS: ILS/DME Rwy 05 CAT II and CAT III unavailable when twr closed.

QUONSET STATE (See NORTH KINGSTOWN)

RENCH N41°38.51′ W71°29.68′ NOTAM FILE PVD.
NDB (LOM) 335 PV 046° 5.8 NM to Theodore Francis Green State. Unmonitored when twr closed.

RICHMOND (See WEST KINGSTOWN)

SANDY POINT N41°10.05′ W71°34.57′ NOTAM FILE BID. **NEW YORK**
(L) VORW/DME 117.8 SEY Chan 125 at Block Island State. 100/15W. **H–10I, L–33C**
VOR/DME unusable 245°–250° byd 20 NM blo 3500′.

THEODORE FRANCIS GREEN STATE (See PROVIDENCE)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 5

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

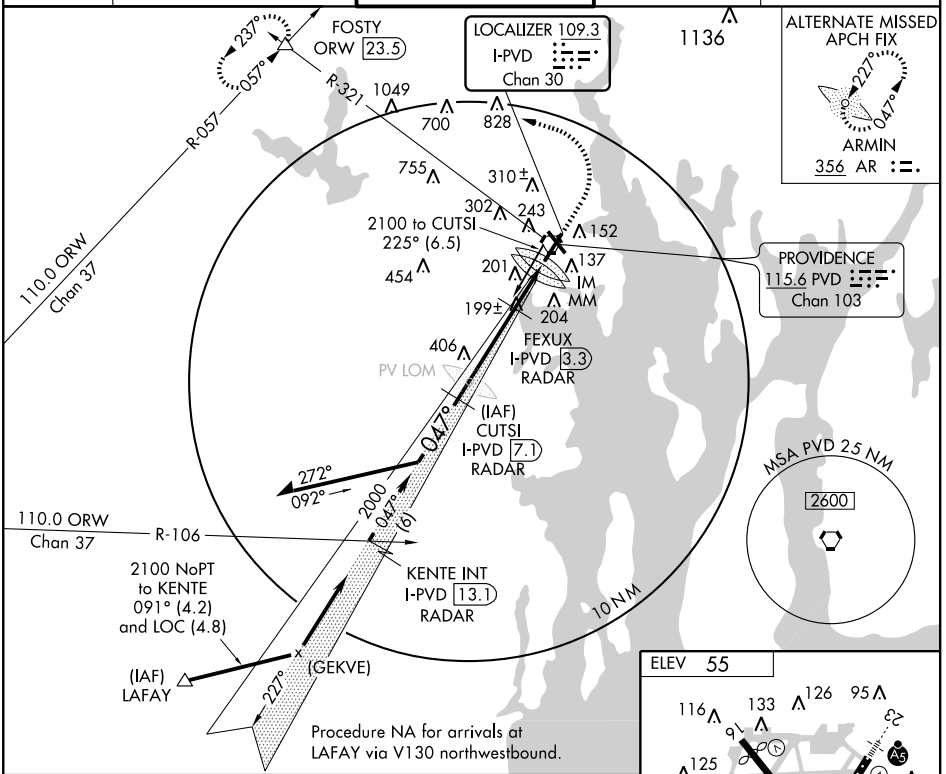
LOC/DME I-PVD	APP CRS	Rwy Idg	7166
109.3	047°	TDZE	53
Chan 30		Apt Elev	55

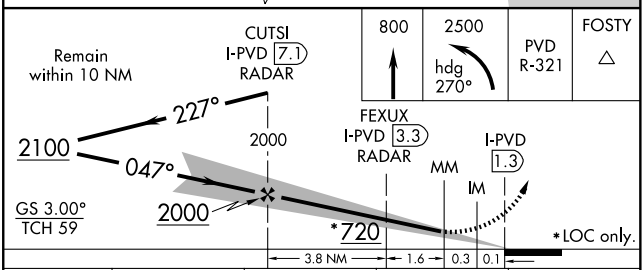
RADAR or DME Required for localizer minimums.

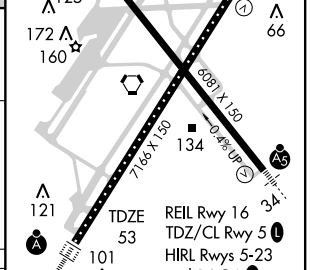
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-ILS 5		253/18	200 (200-½)	
S-LOC 5	460/24	407 (500-½)	460/40	407 (500-¾)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ARJ	APP CRS	Rwy Idg 7166
109.3	227°	TDZE 50
Chan 30		Apt Elev 55

ILS or LOC RWY 23

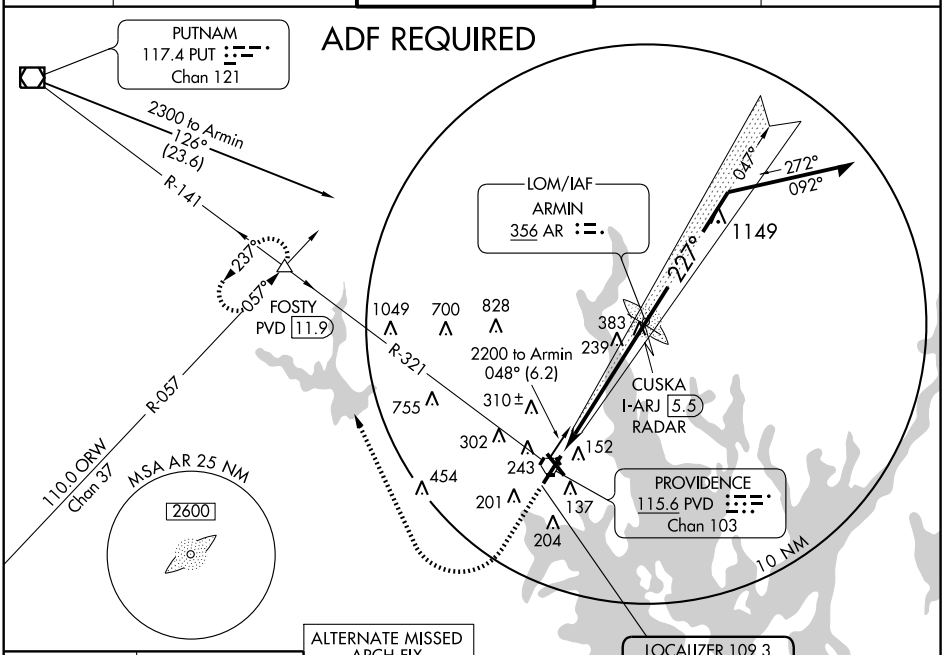
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

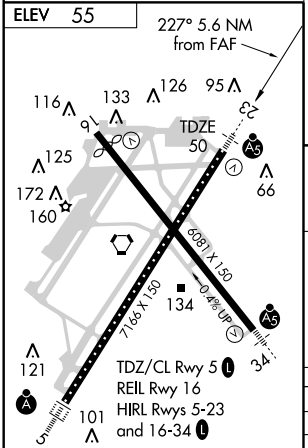
RADAR or DME REQUIRED

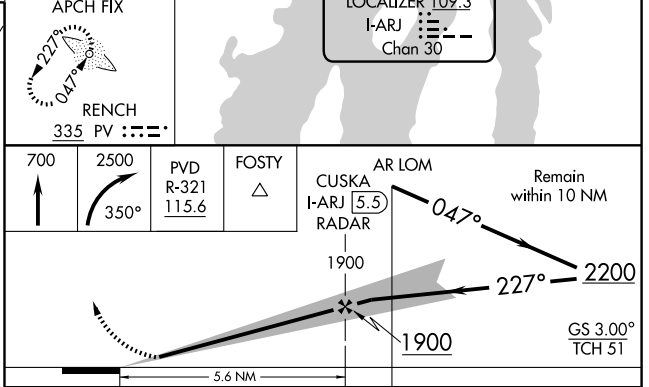
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2500 via 350° heading and PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-ILS 23	250/24 200 (200-½)			
S-LOC 23	540/24 490 (500-½)		540/40 490 (500-¾)	540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PVD	APP CRS	Rwy ldg 7166
109.3	047°	TDZE 53
Chan 30		Apt Elev 55

ILS RWY 5 (CAT II)

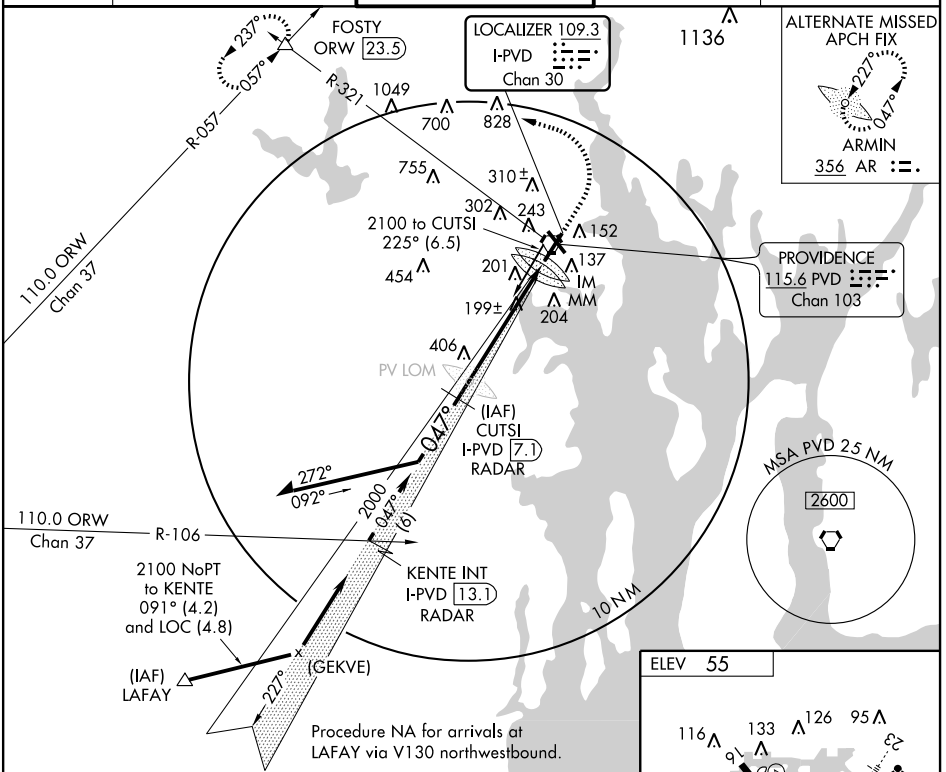
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

Cat II minimums NA when tower closed.

ALSF-2

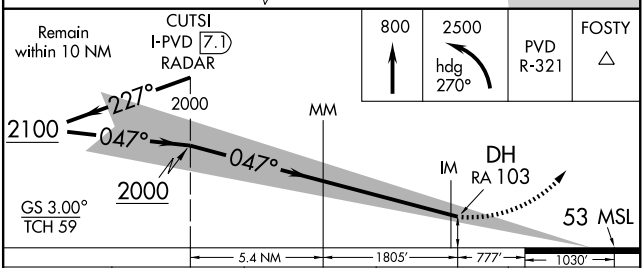
MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



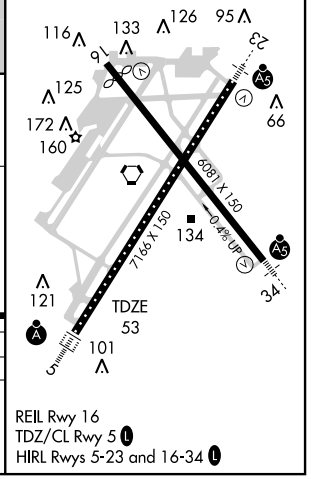
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 5	RA 103/12	100	DA 153	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

LOC/DME I-PVD	APP CRS	Rwy ldg	7166
109.3	047°	TDZE	53
Chan 30		Apt Elev	55

ILS RWY 5 (CAT III)

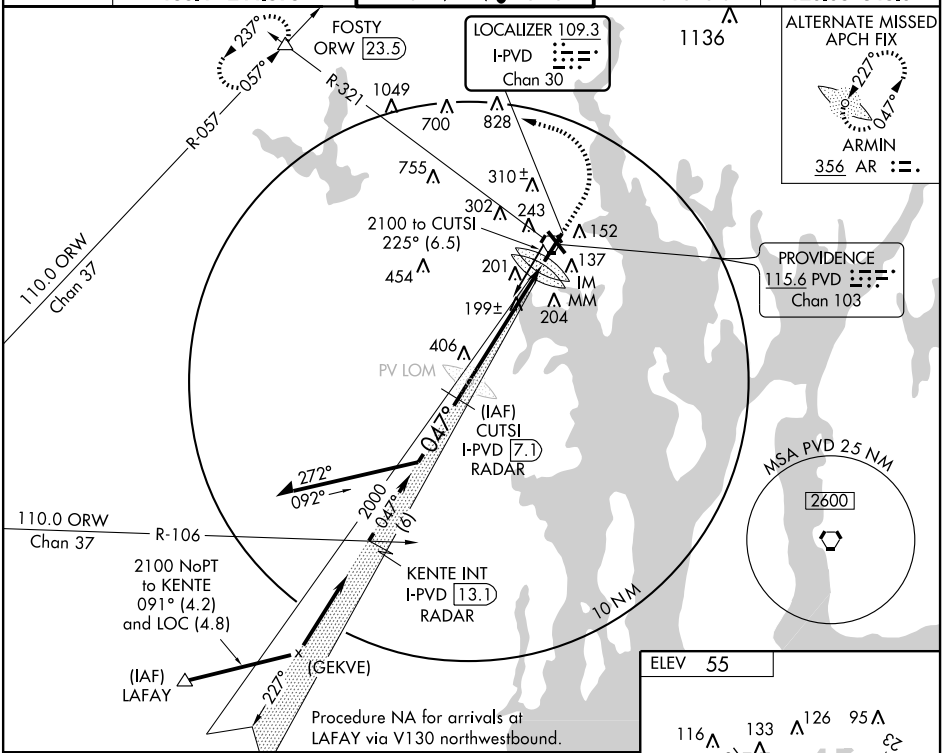
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

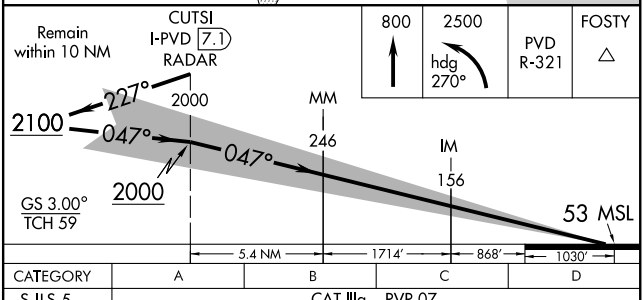
Cat III minimums NA when tower closed. Touchdown and Rollout RVR authorized for Cat III, both are controlling.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

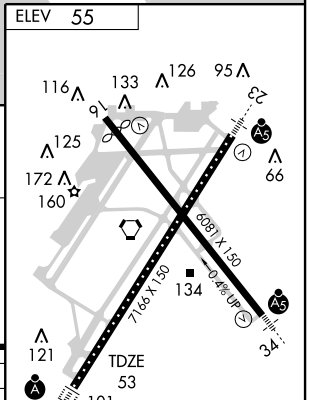
ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-ILS 5	CAT IIIa RVR 07			
S-ILS 5	CAT IIIb RVR 06			
S-ILS 5	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW &AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UNQ	APP CRS	Rwy Idg 6081
111.5	337°	TDZE 51
Chan 52		Apt Elev 55

ILS RWY 34

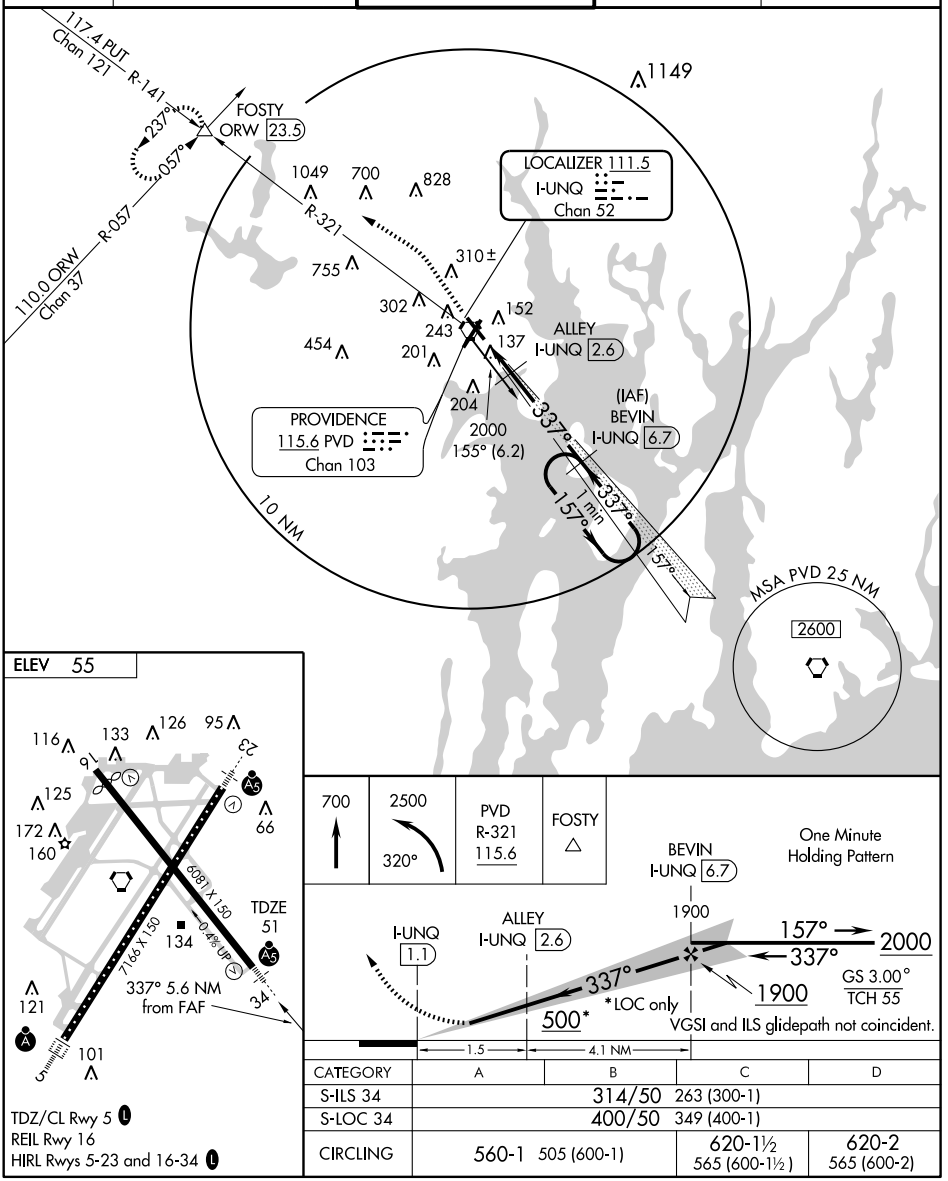
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

Inoperative table does not apply to S-ILS 34 or S-LOC 34 Cats A, B, and C. For inoperative MALSR, increase S-LOC 34 Cat D visibility to RVR 6000. DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via heading 320° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



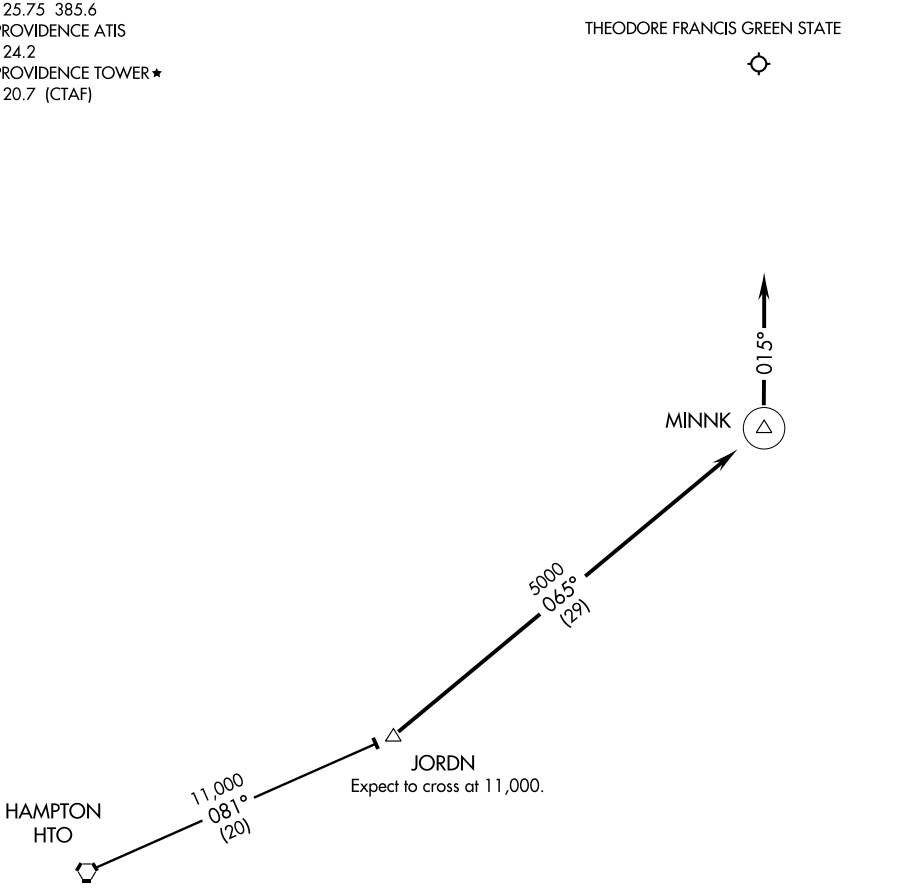
TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

CATEGORY	A	B	C	D
S-ILS 34	314/50 263 (300-1)			
S-LOC 34	400/50 349 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

JORDN TWO ARRIVAL (RNAV)

PROVIDENCE APP CON ★
125.75 385.6
PROVIDENCE ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)



NOTE: RADAR REQUIRED.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7166
CH 86218	047°	TDZE	53
W05A		Apt Elev	55

RNAV (GPS) RWY 5

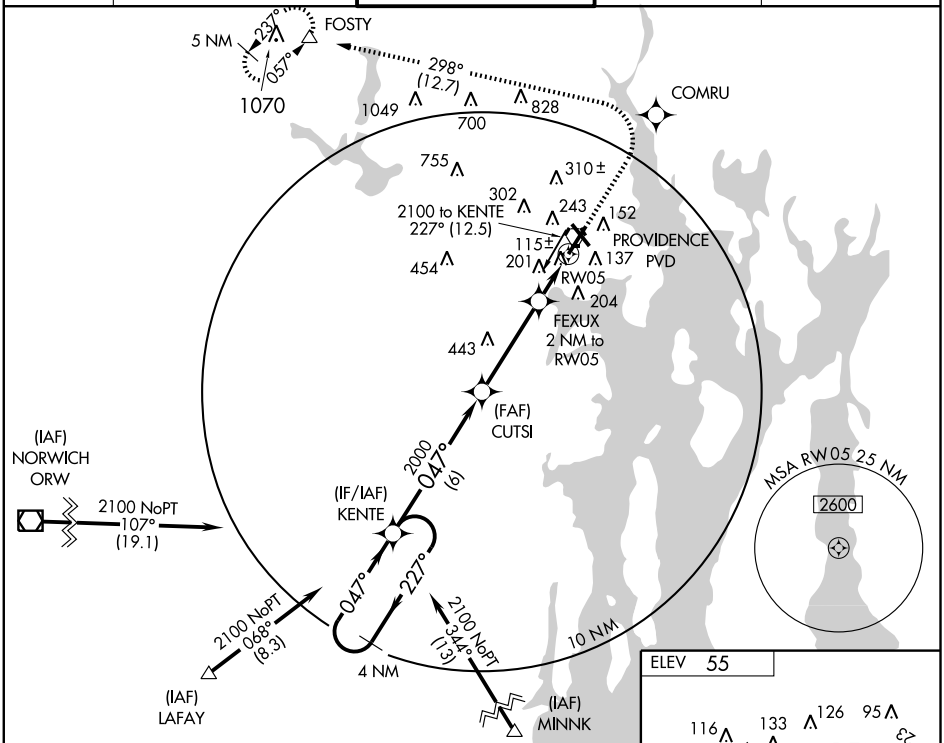
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

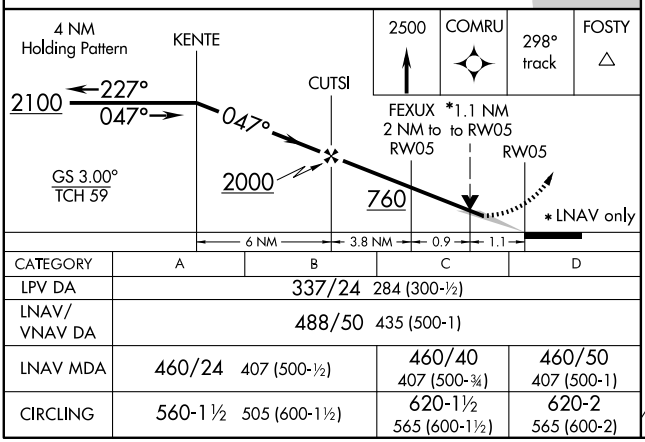
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
W For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.

ALSF-2

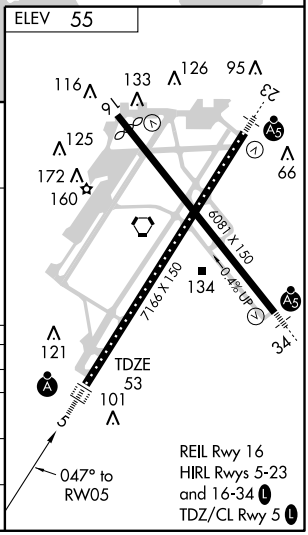
MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
LPV DA	337/24 284 (300-½)			
LNAV/ VNAV DA	488/50 435 (500-1)			
LNAV MDA	460/24 407 (500-½)		460/40 407 (500-¾)	460/50 407 (500-1)
CIRCLING	560-1½ 505 (600-1½)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5516
157°	TDZE	54
	Apt Elev	55

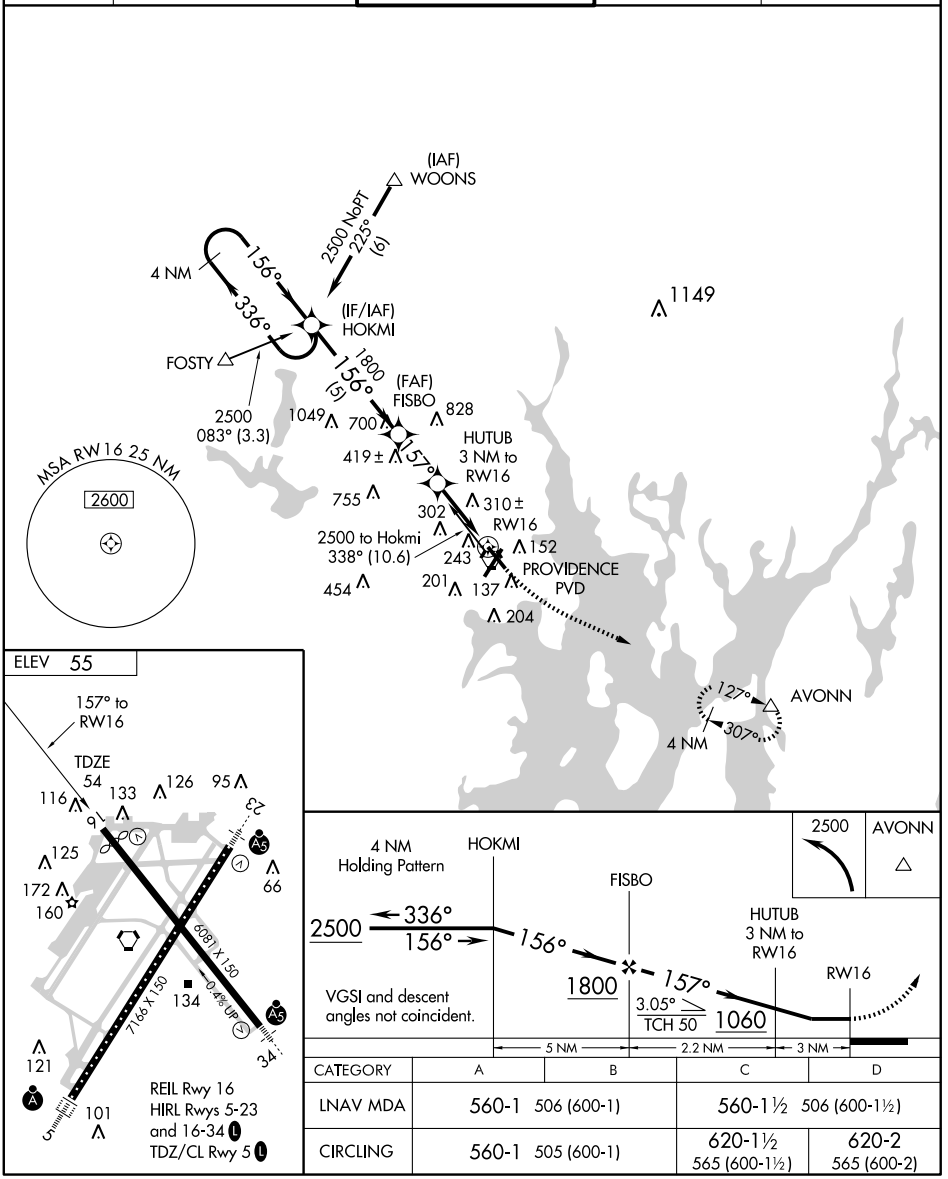
RNAV (GPS) RWY 16

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) Ⓛ 257.8	121.9 348.6	126.65 348.6



CATEGORY	A	B	C	D
LNAV MDA	560-1 506 (600-1)		560-1½ 506 (600-1½)	
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7166
227°	TDZE	50
	Apt Elev	55

RNAV (GPS) RWY 23

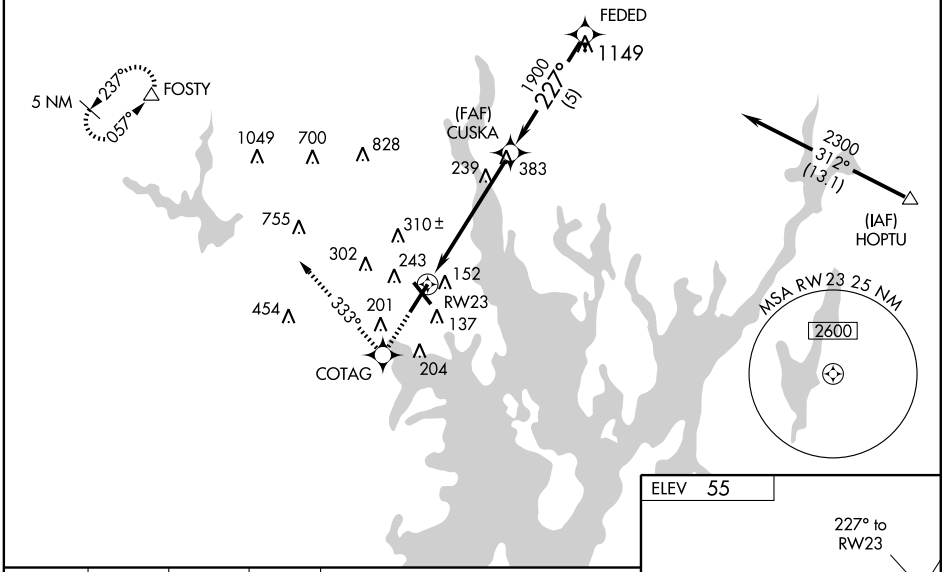
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

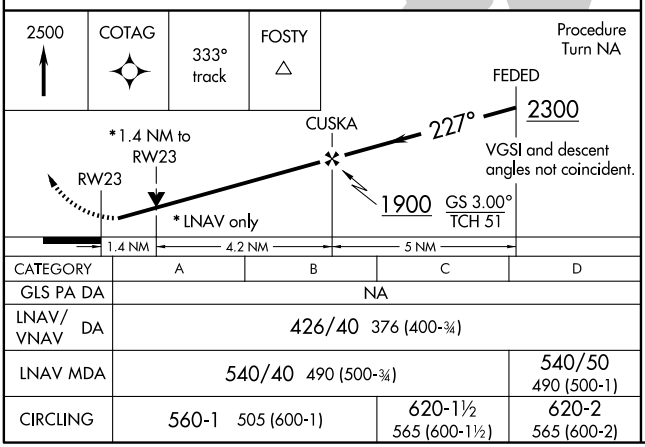
T W BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR A5

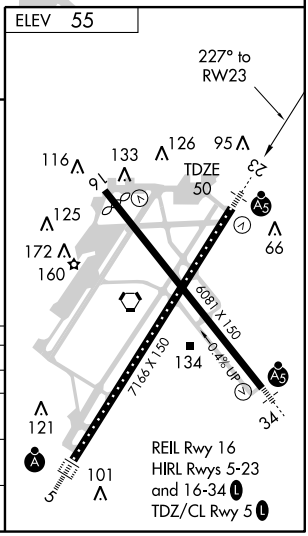
MISSED APPROACH: Climb to 2500 direct COTAG then via 333° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	426/40 376 (400-¾)			
LNAV MDA	540/40 490 (500-¾)			540/50 490 (500-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6081
337°	TDZE	51
	Apt Elev	55

RNAV (GPS) RWY 34

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

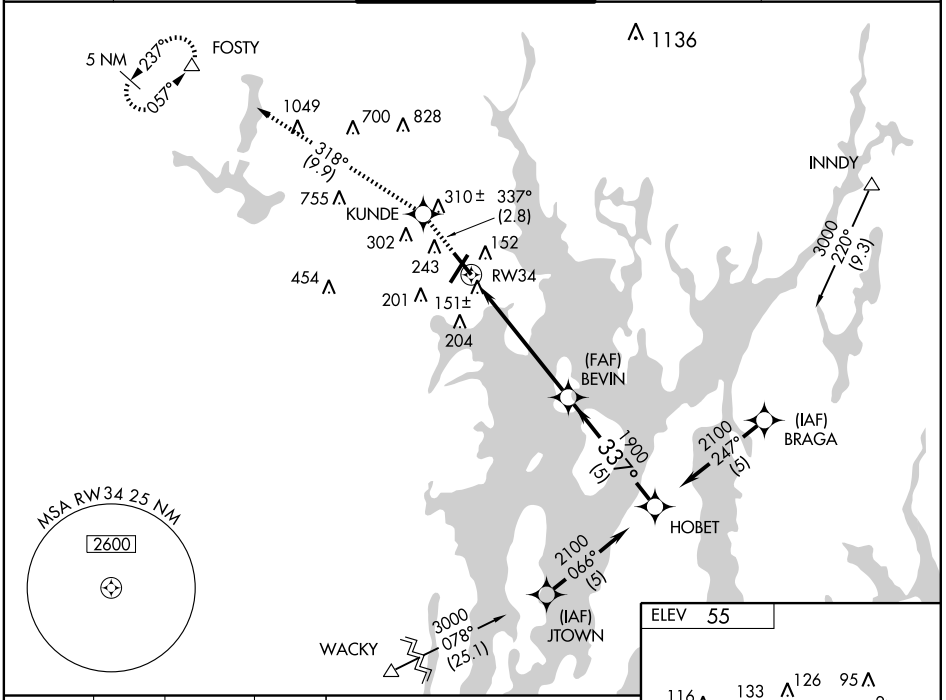
T
W

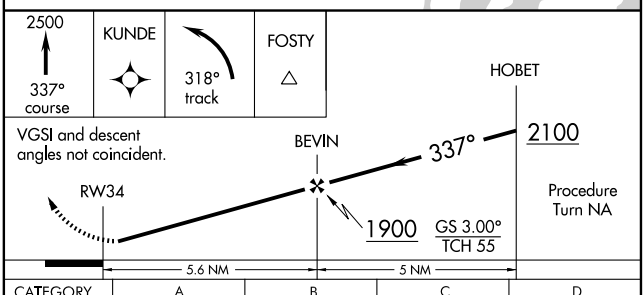
BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000; inoperative table does not apply to LNAV Cats A and B, increase LNAV Cats C and D visibility to RVR 6000.

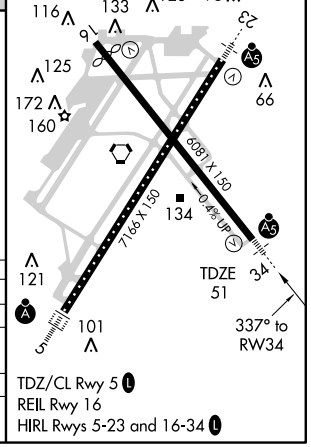
MALSR

MISSED APPROACH: Climb to 2500 via 337° course to KUNDE WP then left turn via 318° track to FOSTY and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420/50 369 (400-1)			
LNAV MDA	460/50 409 (500-1)			
CIRCLING	560-1¼ 505 (600-1¼)		620-1½ 565 (600-1½)	620-2 565 (600-2)

TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TEDDY THREE ARRIVAL

(BDL.TEDDY3) 07354

NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.

N

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

FL180
147°
(30)

SHIGY
N42°23.97′
W73°19.02′

R-030
(111)
41

PONEE
N42°16.19′
W73°08.26′

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
Expect to cross 20 NM NW of BDL VORTAC at or below FL210.

FL180
093°
(98)

11000
149°
(28)
R-329

PAWLING
114.3 PWL
Chan 90

WIPOR
41°39.38′
72°10.63′
Expect to cross at 11,000.

140°
(29)

NORTH CENTRAL STATE

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
Expect to cross 50 NM East of HNK VOR/DME at or below FL290.

R-100

6000
141°
(10)

PROVIDENCE
115.6 PVD
Chan 103

THEODORE FRANCIS GREEN STATE

HARTFORD
114.9 HFD
Chan 96

R-321

QUONSET STATE

NEW BEDFORD RGNL

LAFAY
N41°27.75′
W71°43.27′

3000
128°
(14)

R-234

NORWICH
110.0 ORW
Chan 37
N41°33.38′-W71°59.96′

NEWPORT STATE

NOTE: Chart not to scale.

PROVIDENCE, RHODE ISLAND

ST-333 (FAA)

TEDDY THREE ARRIVAL
(BDL.TEDDY3) 07354
PROVIDENCE, RHODE ISLAND

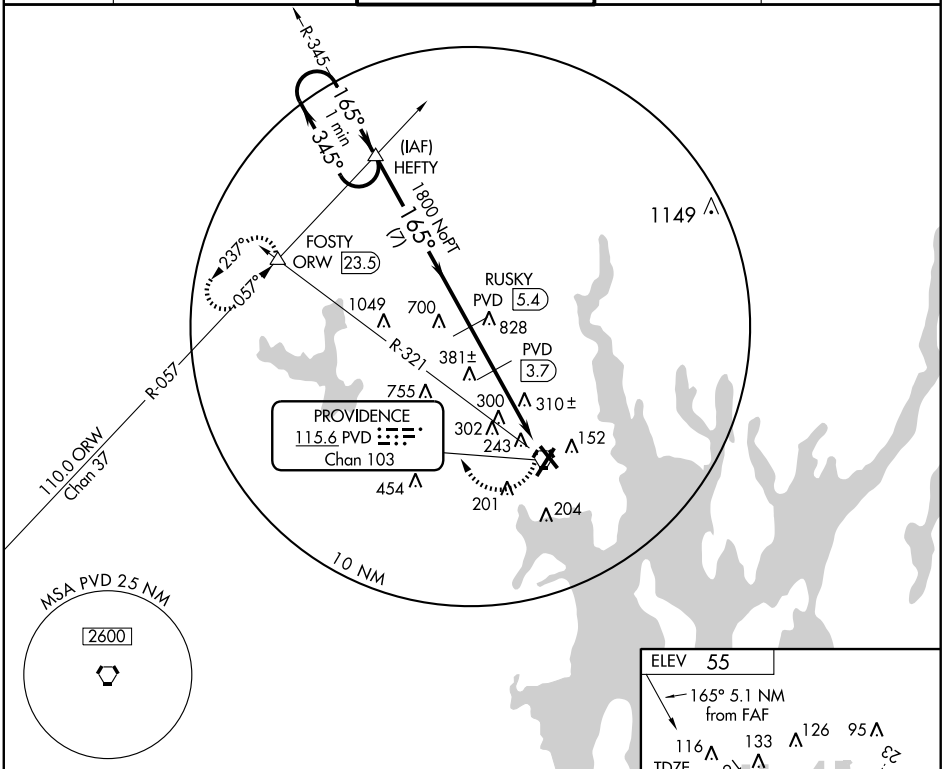
VORTAC PVD	APP CRS	Rwy Idg	5516
115.6	165°	TDZE	55
Chan 103		Apt Elev	55

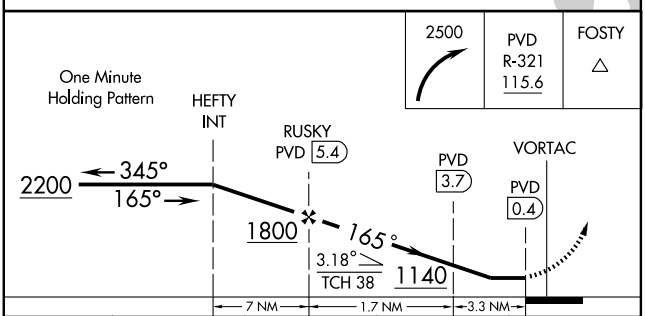
VOR/DME RWY 16

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

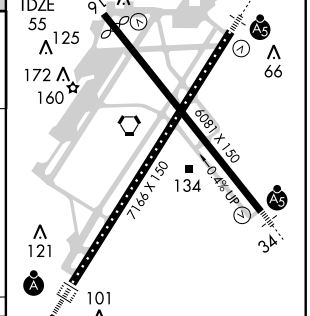
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) Ⓛ 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-16	560-1	505 (600-1)	560-1½	505 (600-1½)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)



TDZ/CL Rwy 5 Ⓛ
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 Ⓛ

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PVD	APP CRS	Rwy Idg	7166
115.6	233°	TDZE	50
Chan 103		Apt Elev	55

VOR/DME RWY 23

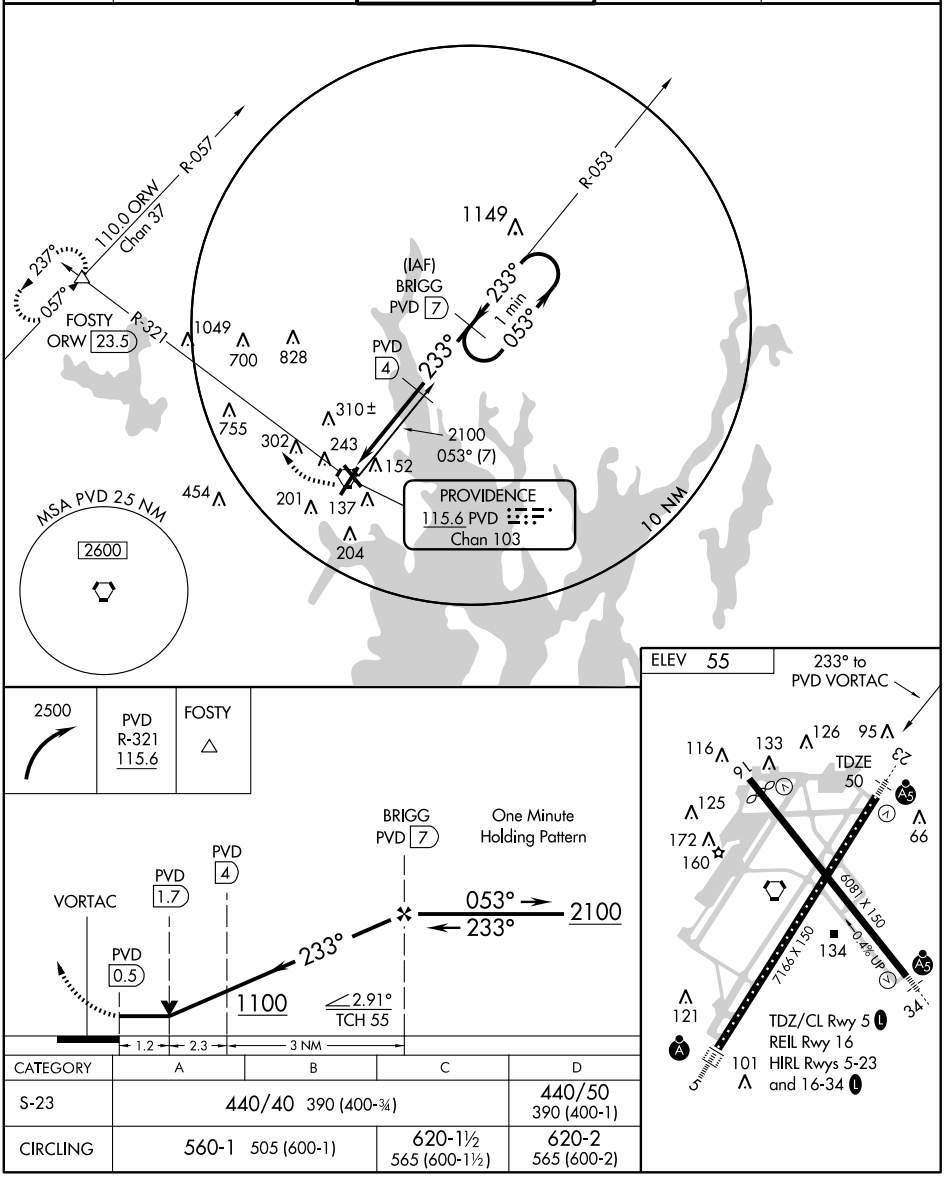
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6



CATEGORY	A	B	C	D
S-23	440/40 390 (400-¾)			440/50 390 (400-1)
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PVD 115.6 Chan 103	APP CRS 327°	Rwy Idg 6081 TDZE 51 Apt Elev 55

VOR/DME RWY 34

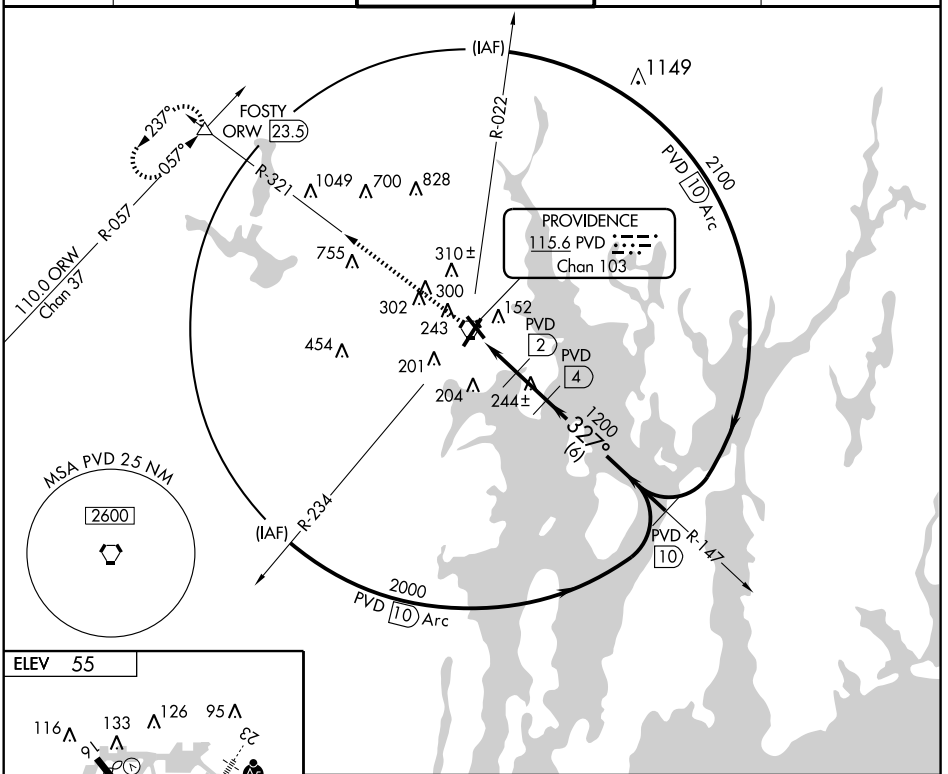
PROVIDENCE/ THEODORE FRANCIS GREEN STATE (PVD)

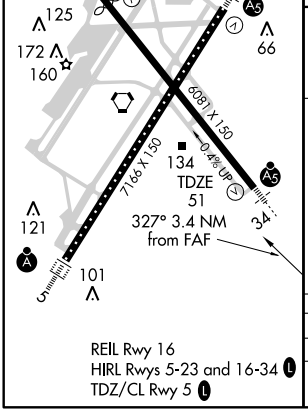
Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000.

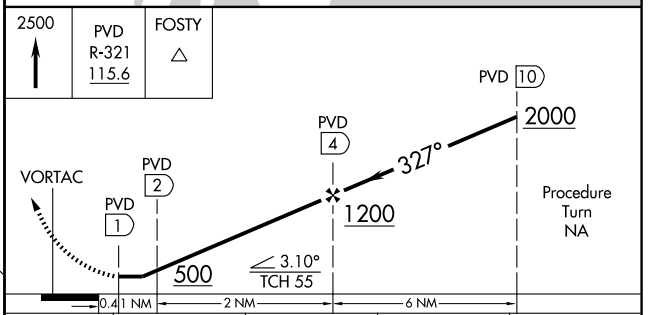
MALSR

MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

ATIS	PROVIDENCE APP CON *	PROVIDENCE TOWER *	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6







CATEGORY	A	B	C	D
S-34	420/50 369 (400-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PVD	APP CRS	Rwy Idg	7166
115.6	045°	TDZE	53
Chan 103		Apt Elev	55

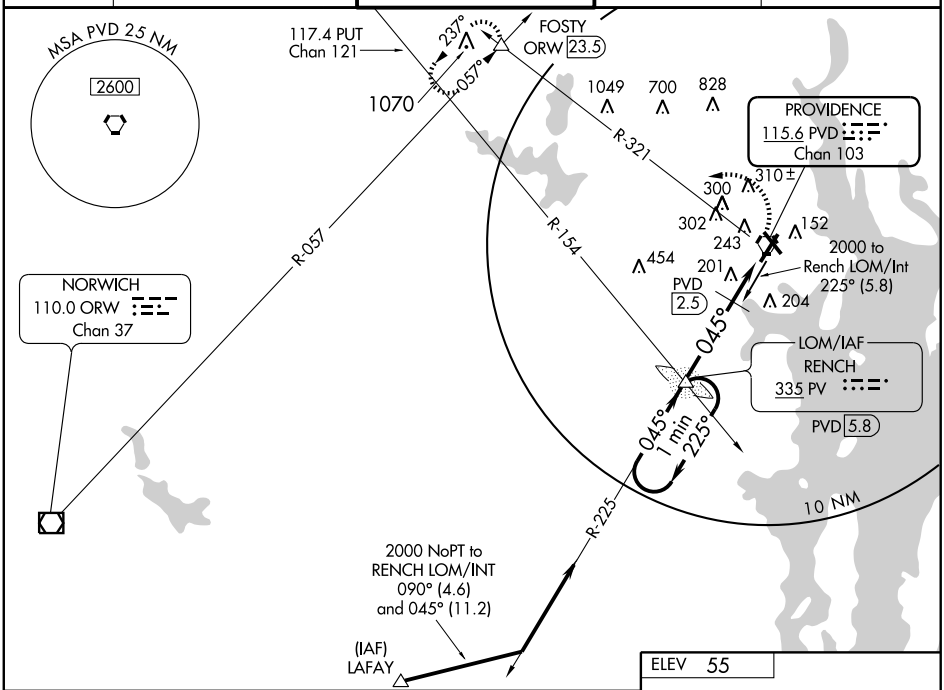
VOR RWY 5

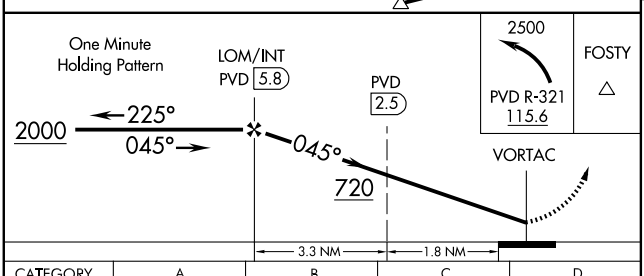
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

ALSF-2

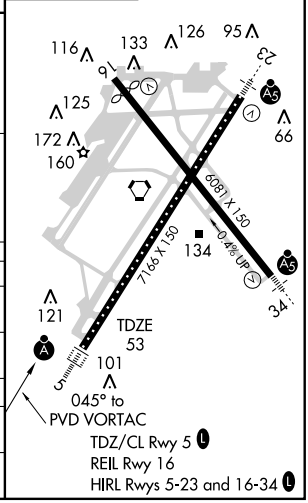
MISSED APPROACH: Climbing left turn to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





CATEGORY	A	B	C	D
S-5	720/24	667 (700-½)	720/60 667 (700-1¼)	720-1½ 667 (700-1½)
CIRCLING	720-1	665 (700-1)	720-1¾ 665 (700-1¾)	720-2 665 (700-2)
DME MINIMUMS				
S-5	540/24	487 (500-½)	540/40 487 (500-¾)	540/50 487 (500-1)
CIRCLING	560-1	505 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PVD	APP CRS	Rwy Idg	6081
115.6	327°	TDZE	51
Chan 103		Apt Elev	55

VOR RWY 34

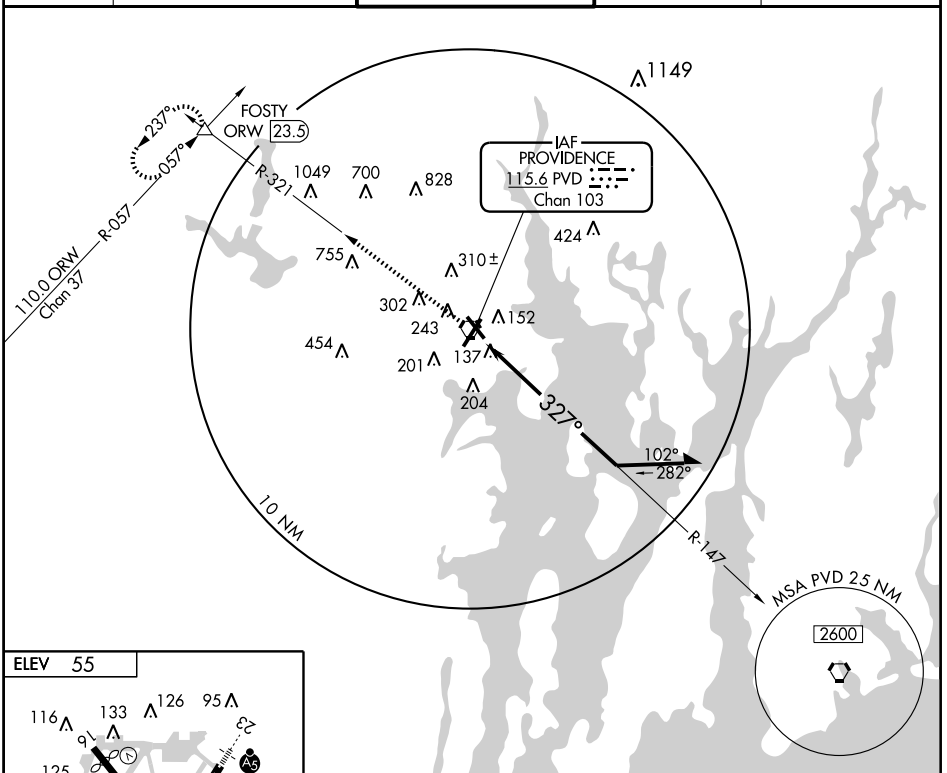
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

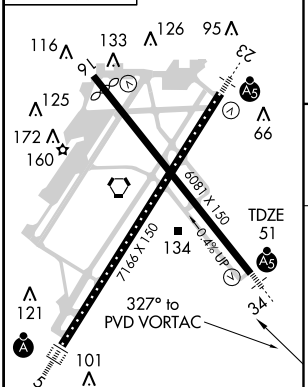
Inoperative table does not apply to Cats A and B.

MALSR

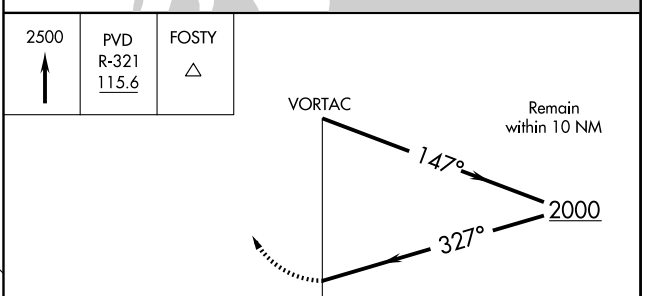
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int and hold.

ATIS	PROVIDENCE APP CON ★	PROVIDENCE TOWER ★	GND CON	CLNC DEL
124.2	135.4 244.875	120.7 (CTAF) L 257.8	121.9 348.6	126.65 348.6





REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L



CATEGORY	A	B	C	D
S-34	560/50 509 (600-1)			
CIRCLING	560-1 505 (600-1)		620-1½ 565 (600-1½)	620-2 565 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WESTERLY STATE (WST) 2 SE UTC−5(−4DT) N41°20.98′ W71°48.20′ NEW YORK

81 B S4 **FUEL** 100LL, JET A NOTAM FILE WST L–33C, 34I

RWY 07–25: H4010X100 (ASPH–GRVD) S–30, D–60 MIRL 0.7% up NE IAP

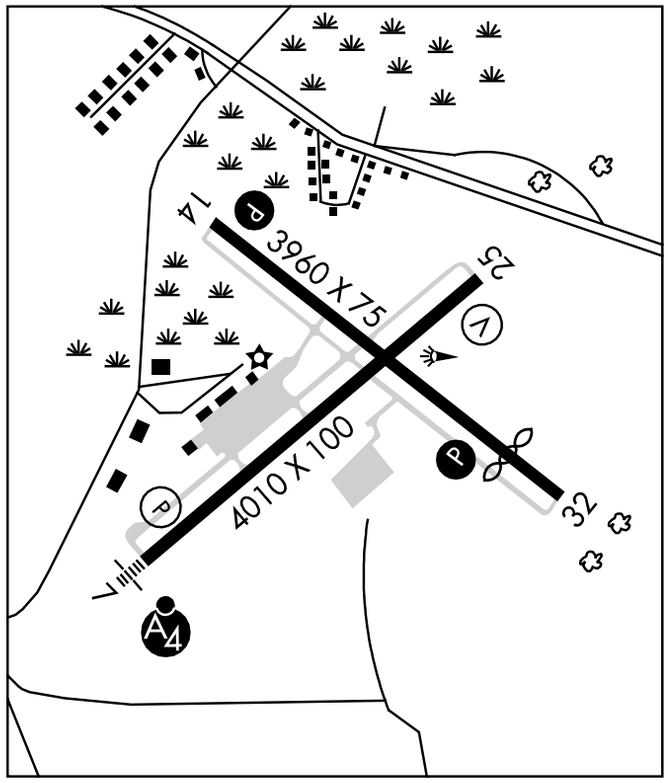
RWY 07: MALSF. PAPI(P4L)—GA 3.5° TCH 46′. Trees.

RWY 25: REIL. VASI(V2L)—GA 3.0°TCH 26′. Trees.

RWY 14–32: H3960X75 (ASPH) S–12.5 MIRL 0.6% up SE

RWY 14: PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 32: PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 750′. Trees.



AIRPORT REMARKS: Attended 1300–2130Z‡. Self svc 100LL fuel avbl 24 hrs. Deer and birds on and invof arpt. Rwy 07–25 is the preferred calm wind rwy. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–596–2357. Arpt located in noise sensitive area and populated areas to the south and west should be avoided. Noise abatement procedures in effect contact arpt manager at 401–596–2357. Banner tow ops on airfield and below 1000′ along southern coast of Rhode Island. ACTIVATE MIRL Rwy 07–25 and Rwy 14–32, MALSF Rwy 07 and REIL Rwy 25, Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32 —CTAF. Overnight parking fee. Ldg fee for commercial and non Rhode Island registered acft.

WEATHER DATA SOURCES: ASOS 132.375 (401) 596–9543.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **PROVIDENCE APP/DEP CON** 119.45 (S of ORW) (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GON.

GROTON (T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 098° 11.3 NM to fld. 20/14W.

ILS/DME 108.9 I–RLS Chan 26 Rwy 07. LOC only. LOC unmonitored.

WEST KINGSTON

RICHMOND (Ø8R) 3 W GMT–5(−4DT) N41°29.37′ W71°37.24′ NEW YORK

130 B S4 **FUEL** 100LL TPA—1130(1000) NOTAM FILE BDR

RWY 11–29: H2129X30 (ASPH) LIRL (NSTD)

RWY 11: Trees. **RWY 29:** TRCV (TRIL)–GA 5.5°. Thld dsplcd 130′. Tree.

AIRPORT REMARKS: Attended 1400–2200Z‡. Ultralights on and invof arpt. Deer and birds on and invof arpt. Rwy 11 CLOSED ngts. Rwy 11–29 +15′ trees 45′ N of centerline. +40′ drop–off 150′ from Rwy 29 end. +10′ drop–off 200′ from Rwy 11 end. Numerous perpendicular cracks and surface irregularities full length of rwy. Rwy 11–29 NSTD LIRL located 30′ from edge of pavement. Rotating bcn OTS indef. Rwy 29 dsplcd thld lgtd and marked with white bar and number. ACTIVATE LIRL Rwy 11–29 and windsock lgts—CTAF.
ACTIVATE LIRL Rwy 11–29 and windsock lgts.—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

LOC I-RLS	APP CRS	Rwy Idg	4010
108.9	068°	TDZE	76
Chan 26		Apt Elev	81

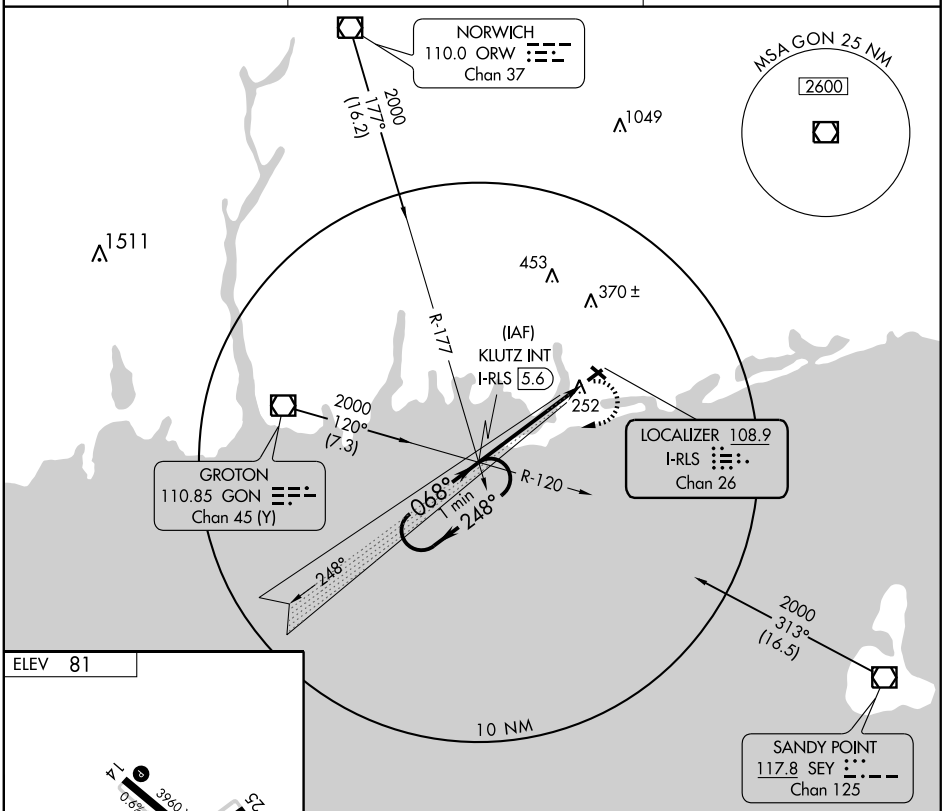
LOC RWY 7
WESTERLY STATE (WST)

NA — Inoperative table does not apply.

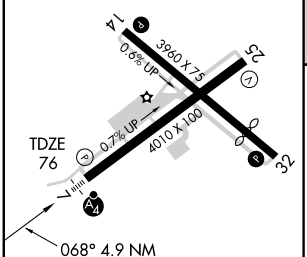
MALSF

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ Int/I-RLS 5.6 DME and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L

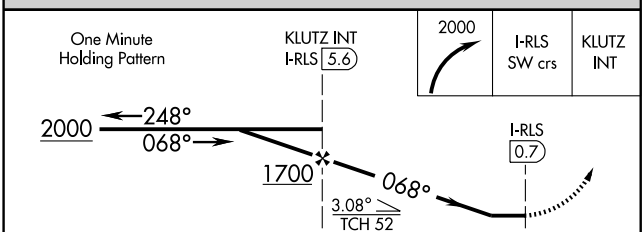


ELEV 81



REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-7	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	720-2 639 (700-2)

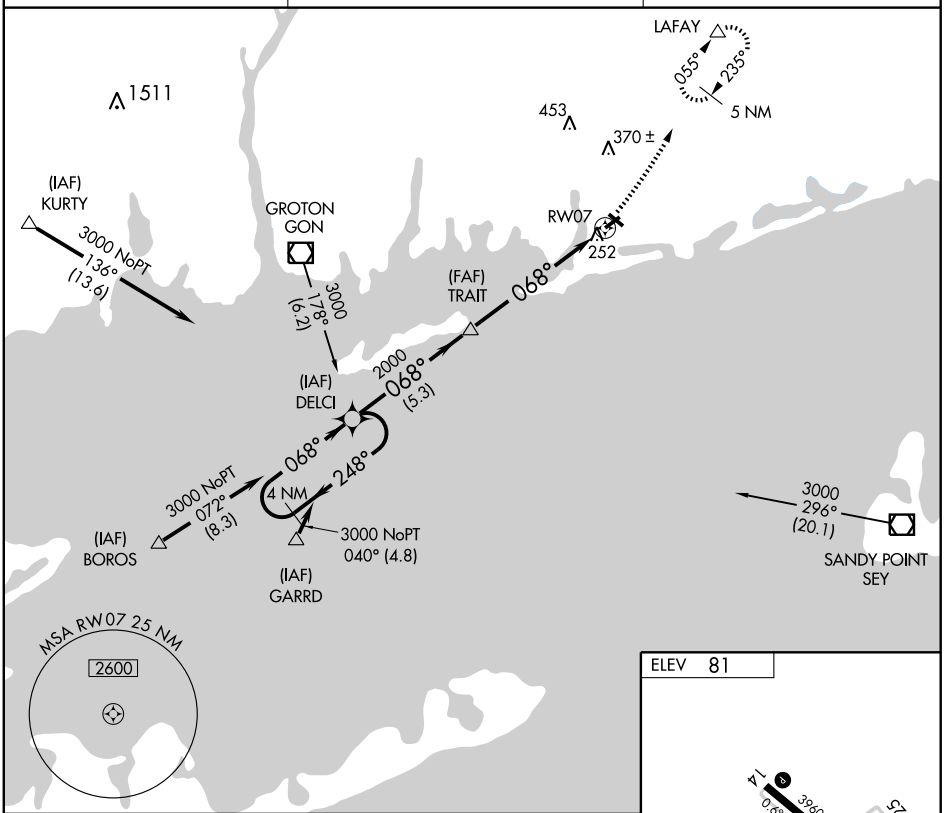
NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

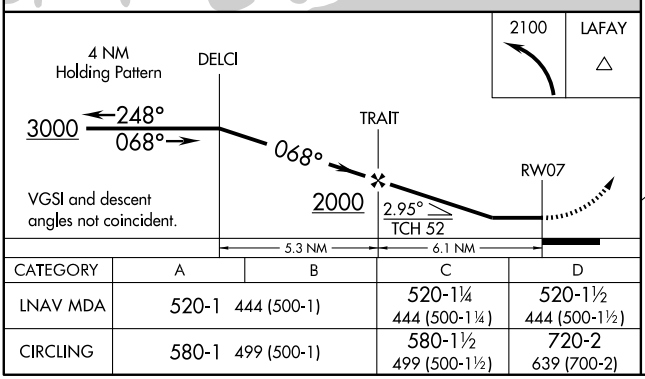
APP CRS	Rwy Idg	4010
068°	TDZE	76
	Apt Elev	81

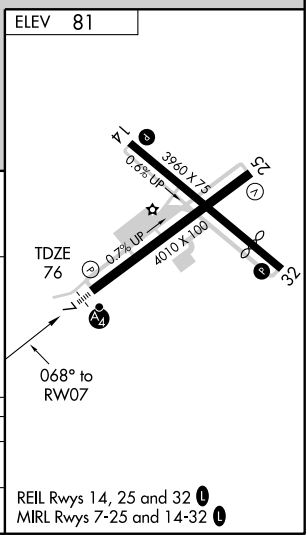
RNAV (GPS) RWY 7
WESTERLY STATE (WST)

▼ NA	Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSF
		MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.375	119.45 319.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 444 (500-1)		520-1¼ 444 (500-1¼)	520-1½ 444 (500-1½)
CIRCLING	580-1 499 (500-1)		580-1½ 499 (500-1½)	720-2 639 (700-2)

REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B

NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**

NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]

[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **LDA Rwy 33[12]**
LOC Rwy 15[1]
VOR/DME or TACAN Z Rwy 15[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE .. ..**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[3]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**

NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]

[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**

Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA

LEE COUNTY ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 19
NA when local weather not available.
Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

LEESBURG, VA

LEESBURG EXECUTIVE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]NA when local weather not available.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA

BLUE RIDGE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7**[12]
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

NAME ALTERNATE MINIMUMS

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33**[12]
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5**[1]
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A
NA when local weather not available.

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

WISE,VA

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

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DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 11, 10098 USA) ELEV 73

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/34/689	ABCD	**346**/50	280	(300-1)
	14	3.0°/59/1114	ABCD	**642**-2	590	(600-2)

When control tower clsd procedure NA.
[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN) ELEV 17

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[2 3]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[8 9]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

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OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[8]	5R[1]	3.0°/36/686	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/809	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/753	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/841	ABCDE	**121**-½	100	(100-½)
	32L[1]	3.0°/41/782	ABCDE	**123**-¼	100	(100-¼)
	14R	3.0°/38/711	ABCDE	**272**-1	250	(300-1)
PAR	14R		ABCDE	**360**-1¼	338	(400-1¼)
W/O GS[8]	5R[2]		ABCD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR	32R		AB	**360**-1¼	339	(400-1¼)
SIDESTEP[8]			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR W/O	5L		AB	**420**-1¼	399	(400-1¼)
GS SIDESTEP[8]			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**360**-1¼	340	(400-1¼)
			C	**360**-1½	340	(400-1½)
			DE	**360**-2	340	(400-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

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OCEANA NAS (KNTU), (Continued)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	5L		ABC	**400**-1	379	(400-1)
			DE	**400**-1¼	379	(400-1¼)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[7]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1¼	440	(500-1¼)
			DE	**460**-1½	440	(500-1½)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
	32R		AB	**440**-1	419	(500-1)
			CD	**440**-1¼	419	(500-1¼)
			E	**440**-1½	419	(500-1½)
CIR	All Rwy		AB	**480**-1	457	(500-1)
ASR			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR	All Rwy		ABC	**480**-1¾	457	(500-1¾)
PAR			D	**580**-2	557	(600-2)
			E	**620**-2¼	597	(600-2¼)
CIR	All Rwy		AB	**480**-1¼	457	(500-1¼)
PAR W/O GS			C	**480**-1½	457	(500-1½)
			D	**580**-2	558	(600-2)
			E	**620**-2	598	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

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PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

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QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course. **Rwy 24,** climb heading 241° to 3700 before proceeding on course.

NOTE: **Rwy 6,** vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. **Rwy 24,** hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

NAME	TAKE-OFF MINIMUMS

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

AMDT 9 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 33R,** std. w/ min. climb of 251' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before turning left. **Rwy 28,** climb heading 285° to 900 before turning right. **Rwy 33L,** climb heading 320° to 2000 before turning right.

NOTE: **Rwy 4,** rod on lighted pole 1921' from DER, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from DER, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from DER, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from DER, 481' right of centerline, 60' AGL/199' MSL. Tank 1.2 NM from DER, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from DER, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** trees beginning 648' from DER, 619' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from DER, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** light poles beginning 213' from DER, 365' left of centerline, up to 30' AGL/189' MSL. **Rwy 28,** tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** fence 203' from DER, 517' right of centerline, 9' AGL/149' MSL. Tree 2250' from DER, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 907' right of centerline, 126' AGL/265' MSL. Building 4693' from DER, 874' right of centerline, 127' AGL/266' MSL. Building-tower 4734' from DER, 922' right of centerline, 140' AGL/260' MSL. **Rwy 33R,** trees beginning 2925' from DER, 321' left of centerline, up to 70' AGL/289' MSL. Trees beginning 975' from DER, 116' right of centerline, up to 83' AGL/262' MSL. Light on pole 2384' from DER, 837' right of centerline, 55' AGL/254' MSL. Light on pole 2736' from DER, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from DER, 370' right of centerline, 40' AGL/242' MSL. Building 998' from DER, 654' left of centerline, 24' AGL/183' MSL. Signal 2453' from DER, 904' left of centerline, 45' AGL/204' MSL. Light on pole 3869' from DER, 603' left of centerline, 72' AGL/251' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

21 OCT 2010 to 18 NOV 2010

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD
CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)
FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

*Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)
DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE
DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 1200 before proceeding on course.

NOTE: **Rwy 17,** vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL. Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

21 OCT 2010 to 18 NOV 2010

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD 09267
Rwy 6, Obstacle identification surface begins 15' above DER.
Rwy 14, Obstacle identification surface begins 35' above DER.
Rwy 20, Obstacle identification surface begins 20' above DER.
Rwy 24, Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA 09295
Diverse departures not authorized.
Rwy 2, 400-2½*
Rwy 20, 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

21 OCT 2010 to 18 NOV 2010

QUINTON, VA

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

21 OCT 2010 to 18 NOV 2010

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

21 OCT 2010 to 18 NOV 2010

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

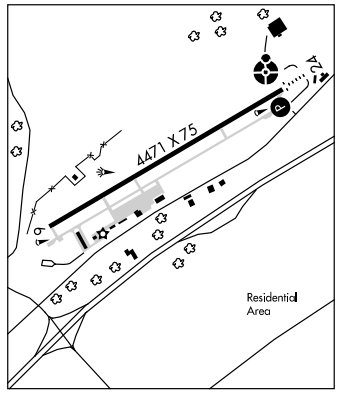
DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

21 OCT 2010 to 18 NOV 2010

ABINGDON

VIRGINIA HIGHLANDS (VJI) 2 W UTC−5(−4DT) N36°41.23′ W82°02.00′ CINCINNATI
2087 B **FUEL** 100LL, JET A TPA—3077 (990) NOTAM FILE VJI L–26H
RWY 06–24: H4471X75 (ASPH) S–12.5 MIRL 0.6% up NE IAP
RWY 06: Brush. **RWY 24:** ODALS. REIL. PAPI(P2L). Tree.
AIRPORT REMARKS: Attended Dec–Mar 1200–0000Z‡, Sat–Sun 1200–2200Z‡, Apr–Nov 1200–0200Z‡. For fuel after hrs call 276–628–6030/623–8686. Wildlife on and invof arpt. Ultralights on and in vicinity of arpt. MIRL Rwy 06–24 preset low ints. ACTIVATE higher ints, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.125 (276) 628–2940. Ceiling unreliable indef. Visibility unreliable indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
HOLSTON MOUNTAIN, TN RCO 122.1R 114.6T (NASHVILLE RADIO)
Ⓡ **TRI CITY APP/DEP CON** 128.67 (1100–0500Z‡)
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.85 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.
HOLSTON MOUNTAIN (L) VORTAC 114.6 HMV Chan 93 N36°26.22′ W82°07.78′ 021° 15.7 NM to fld. 4321/04W.
WHINE NDB (MHW/LOM) 236 VJ N36°44.02′ W81°56.94′ 241° 4.9 NM to fld. NOTAM FILE VJI. Unmonitored when arpt unattended. Unusable byd 15 NM.
ILS/DME 108.3 I–VJI Chan 20 Rwy 24. LOC only. LOM WHINE NDB. LOC/DME unmonitored when arpt unattended. LOC unusable byd 30° right of course.



ACCOMACK CO (See MELFA)

ALLEN C. PERKINSON/BAAF (See BLACKSTONE)

A P HILL AAF (FORT A P HILL) (APH)(KAPH) A UTC−5(−4DT) N38°04.13′ W77°19.10′ WASHINGTON
220 TPA–See Remarks NOTAM FILE DCA Not insp. L–34E, 36H
RWY 05–23: 2201X100 (TURF)
RWY 23: Rgt tfc.
MILITARY SERVICE: FUEL J8 Avbl 1300–2130Z‡ with 24 hr PPR DSN 578–8224/8374, C804–633–8224/8374 Dial 8360 from fld phone if Petrol, Oils and Lubricants truck not at fld.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, excluding holidays, other times on req. **RSTD** 24 hr PPR all acft. Use of airfld by fixed wing acft emerg only. Rwy 11–29 CLOSED to Arr/Dep traffic. **CAUTION** Range impact area R–6601 located 600 meters SE of rwy. **TFC PAT** TPA–900(680) **MISC** 40X40 conc pad SE of rwy at midfld. Flight plans open/clsd by phone Leesburg FSS, dial 9–1–800–468–6621. Phone avbl under shelter adjacent to twr. Attended/advisory service from range control Mon-Fri. HILL RDO CTAF 241.0 FM 38.5 A/G use.
COMMUNICATIONS: CTAF 126.2
Ⓡ **POTOMAC APP/DEP CON** 134.7 307.2
RANGE CONTROL 38.5
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NDB (MHW) 396 APH N38°05.27′, W77°19.50′ 173° 1.1 NM to fld. Unmonitored 2130–1300Z‡.

APPOLLO SOUCEK FLD (See OCEANA)

ARMEL N38°56.08′ W77°28.00′ NOTAM FILE IAD. WASHINGTON
(L) VORTAC 113.5 AML Chan 82 at Washington Dulles Intl. 297/08W. COPTER
VOR portion unusable: H–10H, L–29E, 34E, 36I, A
123°–135° byd 20NM blo 2500′
145°–155°
210°–250°
320°–050° byd 15 NM
DME unusable byd 35 NM blo 2500′.
RCO 122.1R 113.5T (LEESBURG RADIO)

AZALEA PARK N38°00.61′ W78°31.09′ NOTAM FILE CHO. WASHINGTON
NDB (MHW) 336 AZS 030° 8.3 NM to Charlottesville–Albemarle. L–26J, 36H
NDB unmonitored when twr clsd.

BALES N36°35.39′ W79°55.04′ NOTAM FILE MTV. CINCINNATI
NDB (MHW/LOM) 396 UV 304° 5.5 NM to Blue Ridge. Unmonitored when arpt unattended. L–26J, 36F

LOC/DME I-VJI	APP CRS	Rwy Idg	4471
108.3	241°	TDZE	2087
Chan 20		Apt Elev	2087

LOC RWY 24

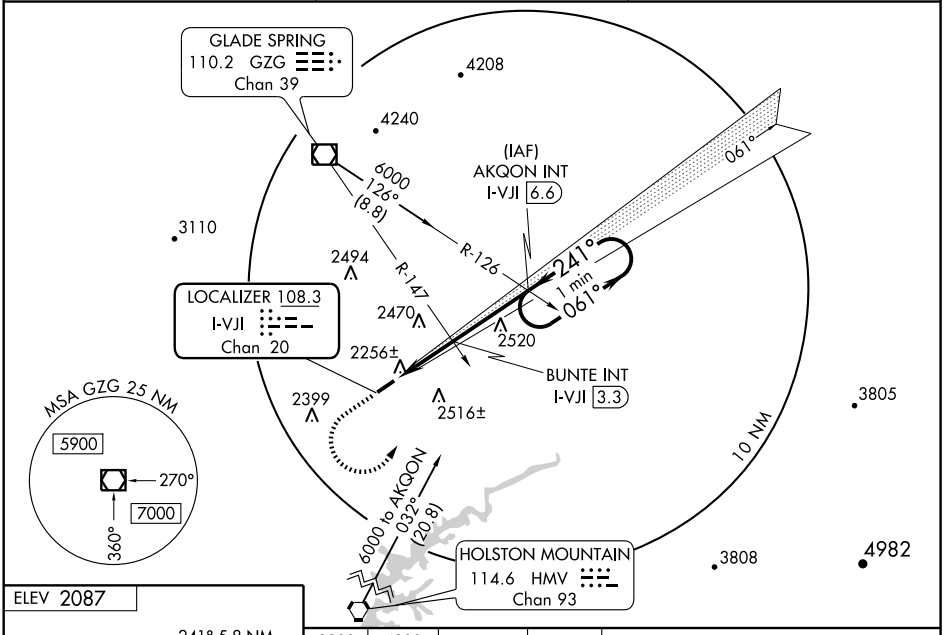
ABINGDON / VIRGINIA HIGHLANDS (VJI)

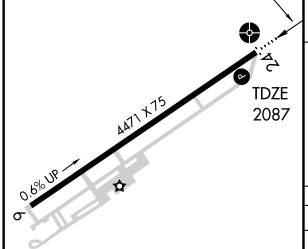
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile. S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

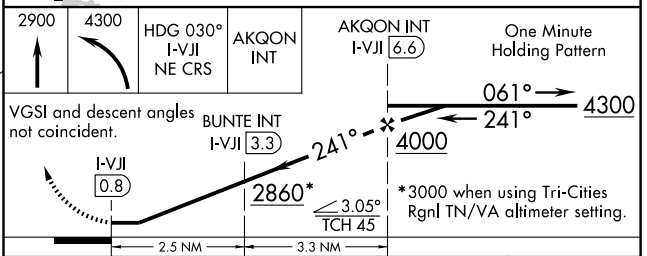
AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8(CTAF) L





MIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-24	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)
BUNTE FIX MINIMUMS				
S-24	2520-1 433 (500-1)		2520-1¼ 433 (500-1¼)	2520-1½ 433 (500-1½)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4471
CH 82411	061°	TDZE	2068
W06A		Apt Elev	2087

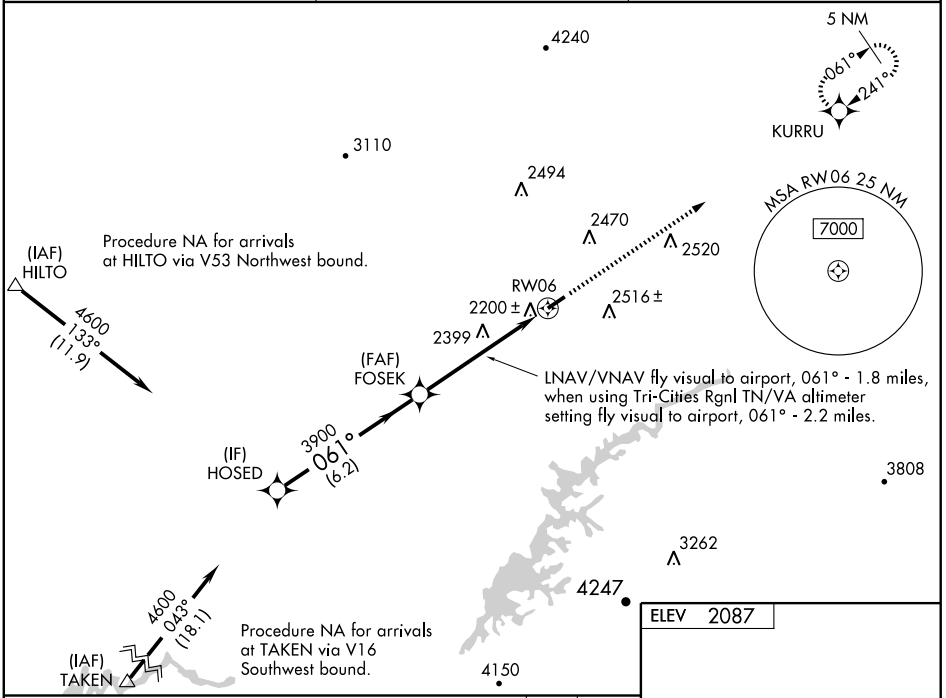
RNAV (GPS) RWY 6

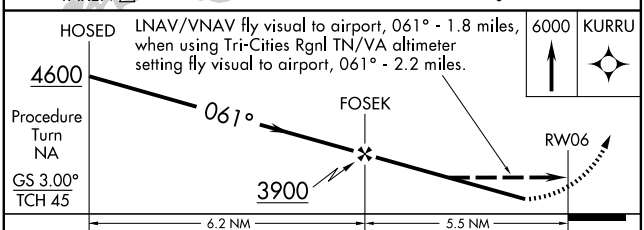
ABINGDON / VIRGINIA HIGHLANDS (VJI)

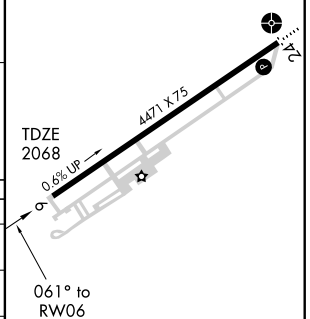
▼ Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2436-1¼ 368 (400-1¼)			
LNAV/VNAV DA	2669-2 601 (600-2)			
LNAV MDA	2660-1 592 (600-1)		2660-1½ 592 (600-1½)	2660-1¾ 592 (600-1¾)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

MIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4471
241°	TDZE	2087
	Apt Elev	2087

RNAV (GPS) RWY 24

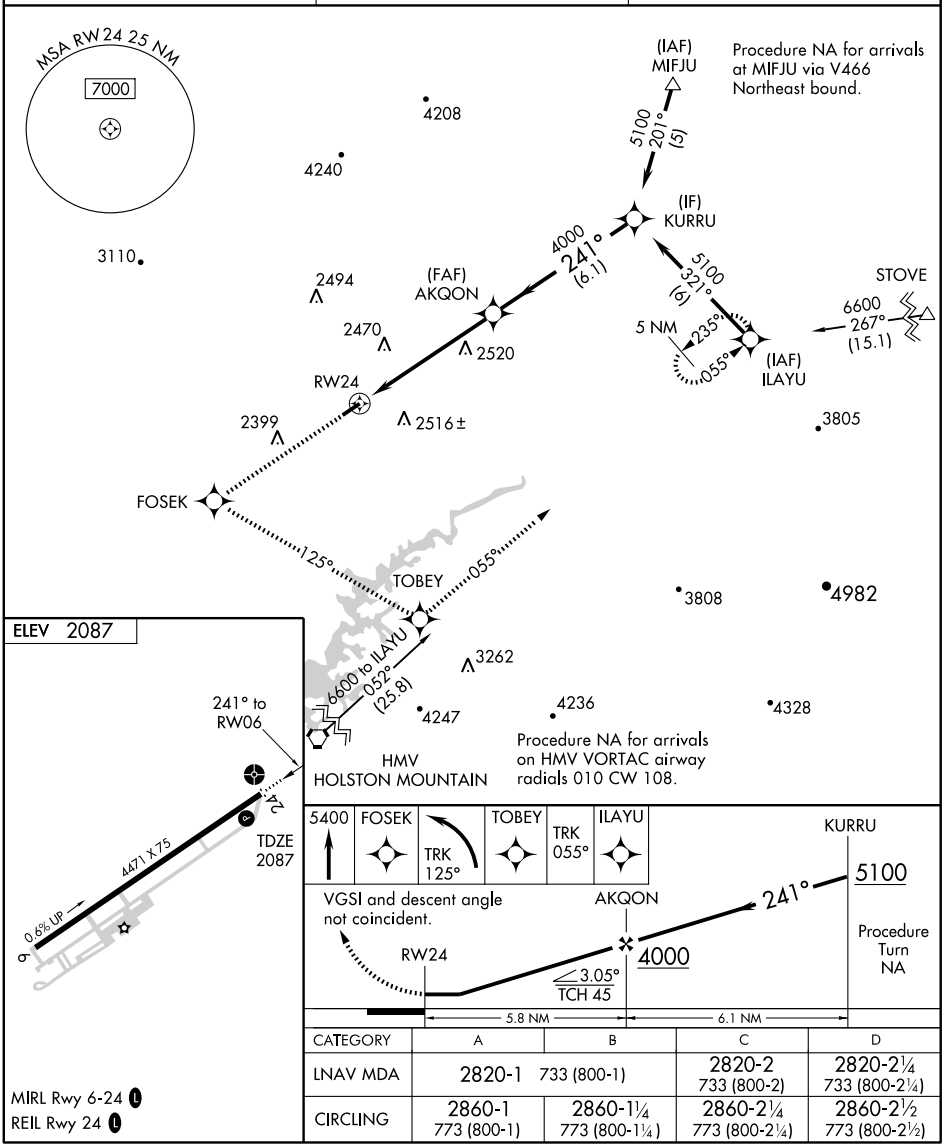
ABINGDON / VIRGINIA HIGHLANDS (VJI)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility ¼ mile, increase LNAV and Circling Cat. C/D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2820-1	733 (800-1)	2820-2 733 (800-2)	2820-2¼ 733 (800-2¼)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

MIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HMV 114.6 Chan 93	APP CRS 021°	Rwy Idg N/A TDZE N/A Apt Elev 2087

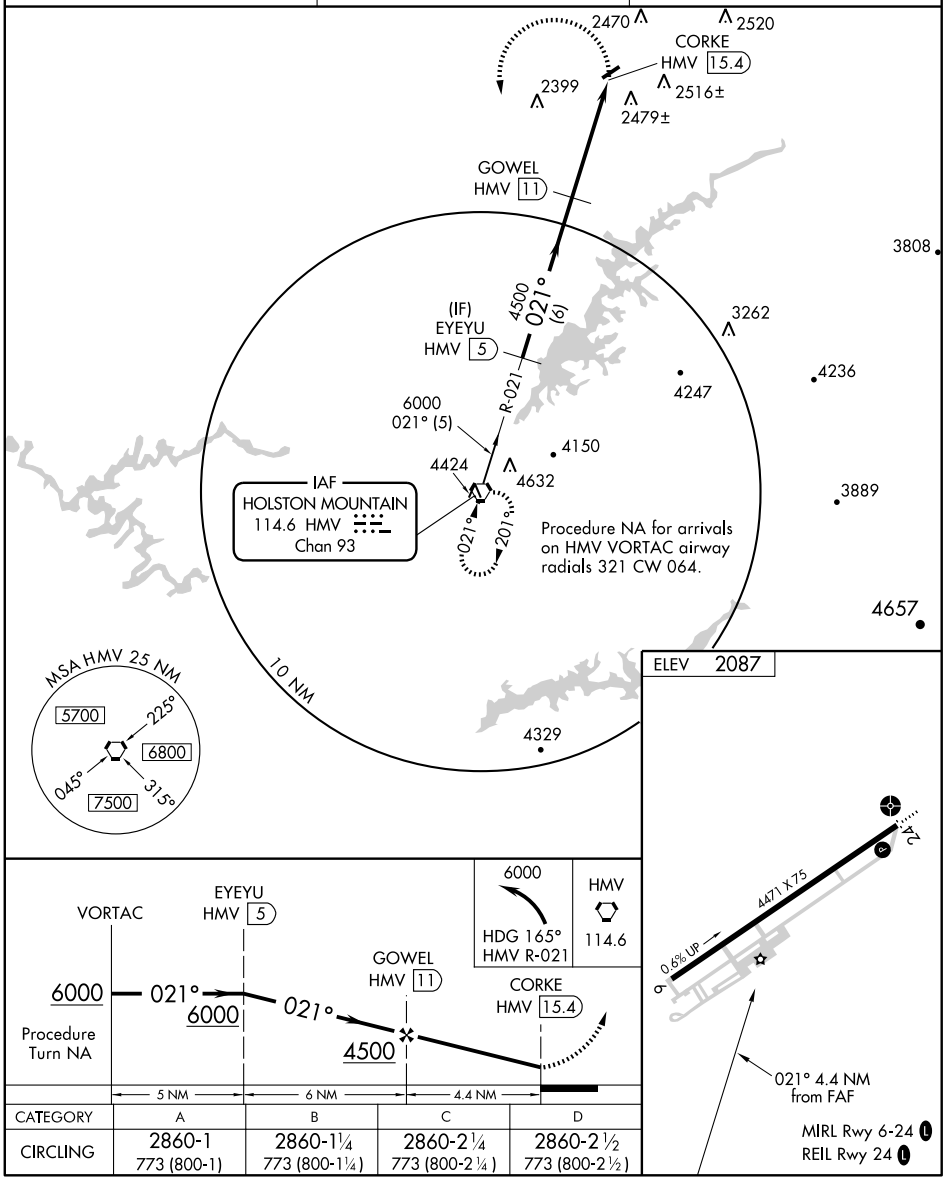
VOR/DME-B

ABINGDON / VIRGINIA HIGHLANDS (VJI)

When local altimeter setting not received; use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase Cat. A visibility ¼ mile, Cats. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L

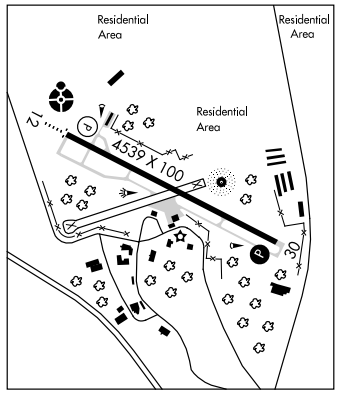


CATEGORY	A	B	C	D
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB) 3 S UTC−5(−4DT) N37°12.46′ W80°24.47′ **CINCINNATI**
2132 B S4 **FUEL** 100LL, JET A TPA–See Remarks NOTAM FILE BCB **L–26I**
RWY 12–30: H4539X100 (ASPH) MIRL 0.4% up SE **IAP**
RWY 12: ODALS. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 30: REIL. PAPI(P2L)—GA 3.75°. Brush.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–0000Z‡. PPR for fuel when arpt unattended; phone 540–231–4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD twy in–line with rwy. White arrow should be yellow. Thld is end of rwy. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12–30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.

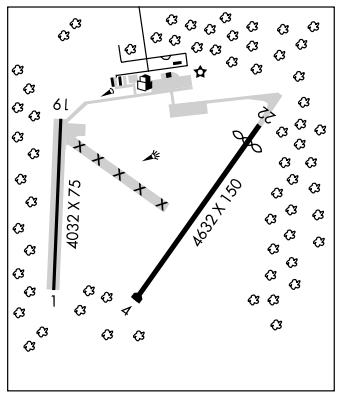


WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.
COMMUNICATIONS: CTAF/UNICOM 123.05
ROANOKE APP/DEP CON 126.9 **ROANOKE CLNC DEL** 124.85
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 070° 16.3 NM to fld. 2120/06W. **HIWAS.**
TECH NDB (MHW) 368 TEC N37°12.52′ W80°24.21′ at fld. NOTAM FILE BCB.
ILS/DME 109.1 I–BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.

BLACKSTONE N37°07.65′ W78°02.67′ NOTAM FILE DCA **WASHINGTON**
NDB (MHW) 326 BKT 135° 5.5 NM to Allen C Perkinson/BAAF. **L–36H**

BLACKSTONE

ALLEN C. PERKINSON BLACKSTONE AAF (FORT PICKETT) (BKT) 2 E UTC−5(−4DT) **WASHINGTON**
N37°04.46′ W77°57.44′ **L–36H**
439 B **FUEL** 100LL, JET A NOTAM FILE DCA **IAP, DIAP, AD**
RWY 04–22: H4632X150 (CONC) PCN 64 R/C/W/T MIRL 0.8% up NE
RWY 04: Tree. **RWY 22:** Thld dsplcd 700′. Tree.
RWY 01–19: H4032X75 (ASPH–CON) PCN 1 R/D/W/T
RWY 01: Tree. **RWY 19:** Tree. Rgt tfc.
MILITARY SERVICE: FUEL A+, J8 (Mil) (NC–100LL, A) (Town of Blackstone, Opr Mon–Fri 1300–2200Z‡, C434–292–7251, other times C434–645–4824 or C434–292–7558.)
AIRPORT REMARKS: Attended Mon–Fri 1700–0130Z‡. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01–19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C–130 and C–17 PPR for ldg Rwy 04–22 call 434–292–2193. When twr clsd ACTIVATE MIRL Rwy 04–22—CTAF. Rwy 22 has 700 ft relocated thld.



MILITARY REMARKS: Military acft ctc RANGE OPS. **RSTD** 24 hr PPR DSN 438–2193 for ldg at post helipads. Military opr call C434–292–2193/2116. Rwy 04–22 PPR and rwy condition call C434–292–2193. **MISC** Crash/Rescue svc DSN 438–2193/2217.
COMMUNICATIONS: CTAF/UNICOM 122.95
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75 377.1
BLACKSTONE TOWER 38.3 126.2 241.0 Opr Mon–Fri 1200–2030Z‡ except federal holidays. Other times by NOTAM.
RANGE OPS 38.3 41.05
AIRSPACE: CLASS D svc Mon–Fri 1200–2030Z‡ except holidays. Other times by NOTAM. Other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LAWRENCEVILLE (L) VORTAC 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 358° 15.6 NM to fld. 350/08W.
BLACKSTONE NDB (MHW) 326 BKT N37°07.65′ W78°02.67′ 126° 5.5 NM to fld.

BLUE RIDGE (See MARTINSVILLE)

LOC/DME I-BCB	APP CRS	Rwy Idg	4539
109.1	123°	TDZE	2113
Chan 28		Apt Elev	2132

LOC/DME RWY 12

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

V NA — Inoperative table does not apply. When VGSI inop, procedure NA at night.

ODALS

MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L

MSA TEC 25 NM
5700

R-210
(IAF) ZOOMS
4073
6000 NoPT
210° (10.5)
3956

GREENBRIER
116.05 LWB
Chan 107 (Y)

Procedures NA for arrivals at ZOOMS via V-140 northeast bound.

3670
ROANOKE
109.4 ROA
Chan 31
6100
271° (28.5)

4080
4210
3797
4361
(IF/IAF) PATDA INT
I-BCB 14.3
R-210
303°
123°
1 min
303°
5200
4200
123° (3.2)
123° (4.7)
R-271

Use of ROA R-271 and LWB R-210 may be required to locate PATDA.

4328

JUBOP
I-BCB 11.1
IGFIL
I-BCB 6.5
CIYAS
I-BCB 3.7

TECH
368 TEC
3010
2310±
2286
6000 to PATDA
303° (14)
2201±
2609

6000 to TEC
305° (19.5)
3986
TABER

LOCALIZER 109.1
I-BCB
Chan 28

10 NM
6000
016° (13.7)

PULASKI
116.8 PSK
Chan 115

018°
198°
R-198

ELEV 2132

123° 5.7 NM from FAF
2239±
12
0.4% UP
4539 X 100
TDZE
2113
30

2700	6000	PSK
		116.8

One Minute Holding Pattern

PATDA INT
I-BCB 14.3
JUBOP
I-BCB 11.1
IGFIL
I-BCB 6.5
CIYAS
I-BCB 3.7
I-BCB 0.8

303°
123°
6000
5200
4200
3200
3.39°
TCH 45

VGSI and descent angles not coincident.

3.2 NM — 4.7 NM — 2.8 NM — 2.9 NM

CATEGORY	A	B	C	D
S-12	2460-1 347 (400-1)			NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NDB TEC	APP CRS	Rwy Idg	N/A
368	069°	TDZE	N/A
		Apt Elev	2132

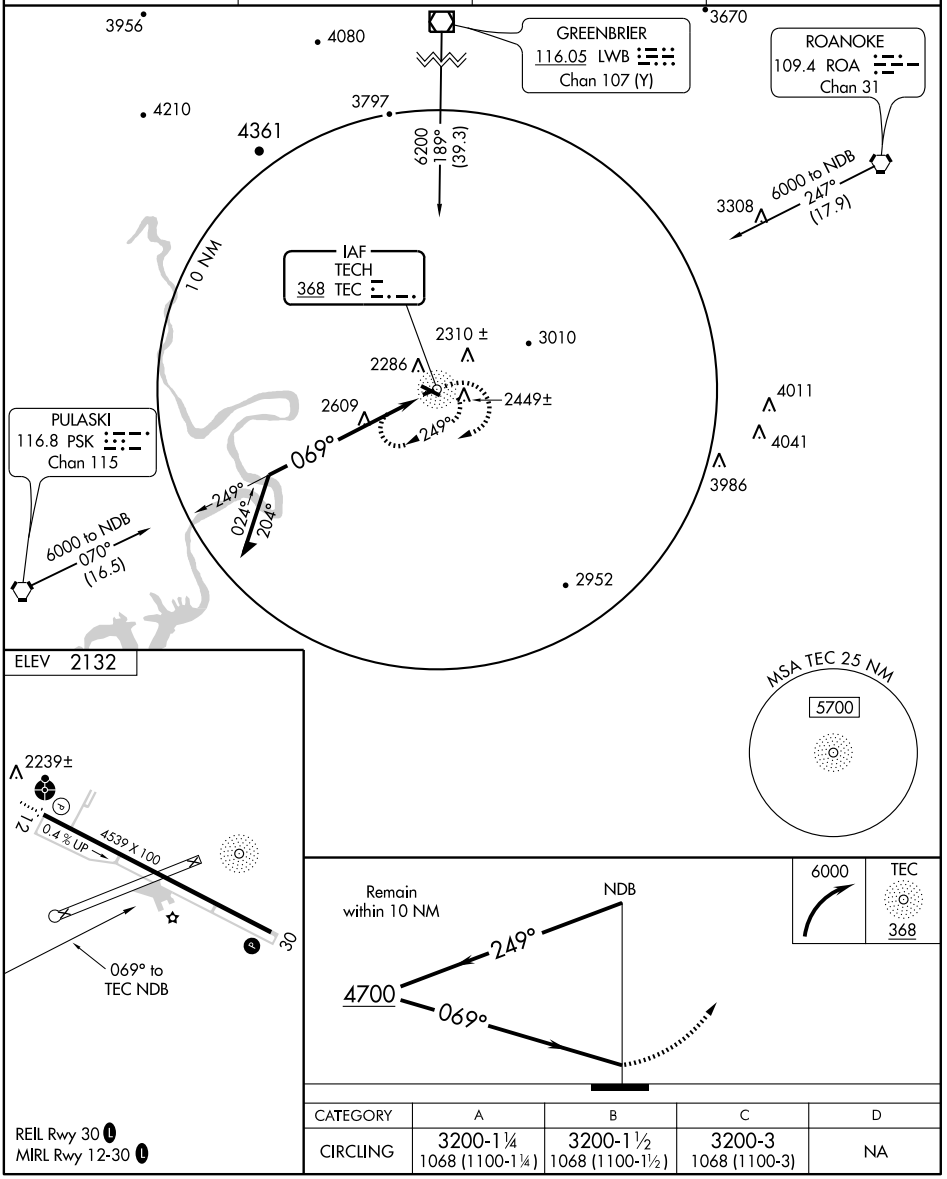
NDB-A

BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

T NA — When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4539
CH 86712	123°	TDZE	2113
W12A		Apt Elev	2132

RNAV (GPS) RWY 12

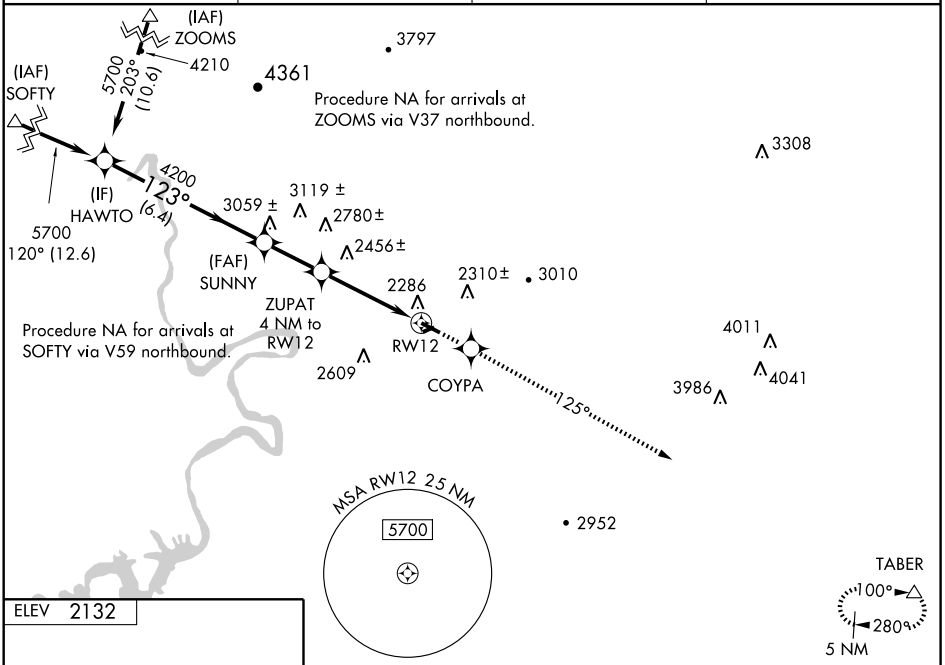
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

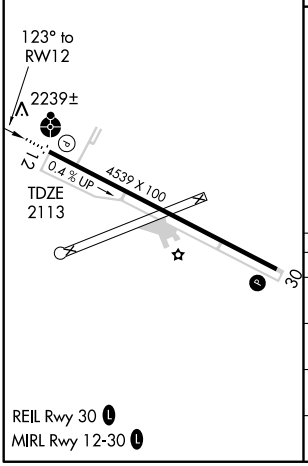
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

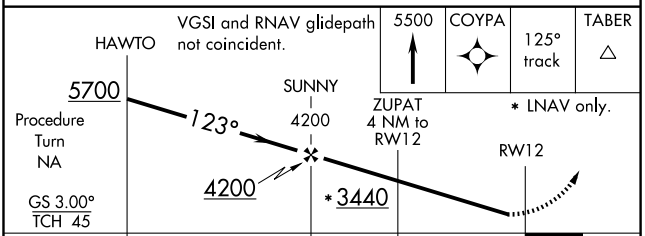
ODALS

MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2506-1½ 393 (400-1½)			NA
LNAV/VNAV DA	2586-1¾ 473 (500-1¾)			NA
LNAV MDA	2700-1 587 (600-1)		2700-1½ 587 (600-1½)	NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4539
303°	TDZE	2132
	Apt Elev	2132

RNAV (GPS) RWY 30

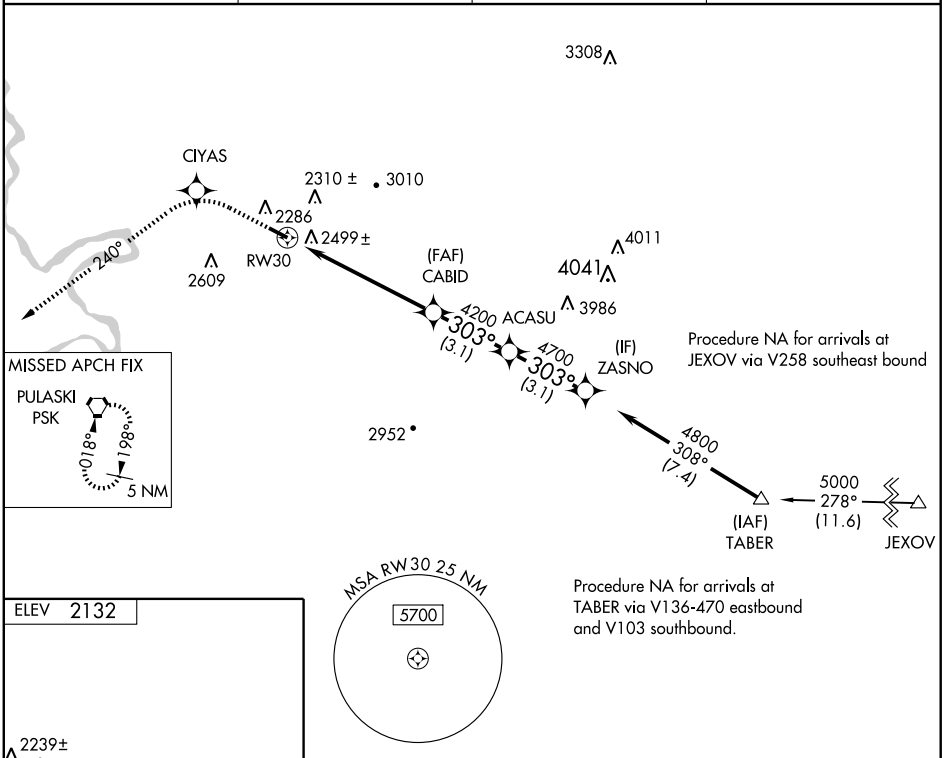
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

T
A

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.
VDP NA when using Dublin altimeter setting.

MISSED APPROACH: Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2760-1	628 (700-1)	2760-1¾ 628 (700-1¾)	NA
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA

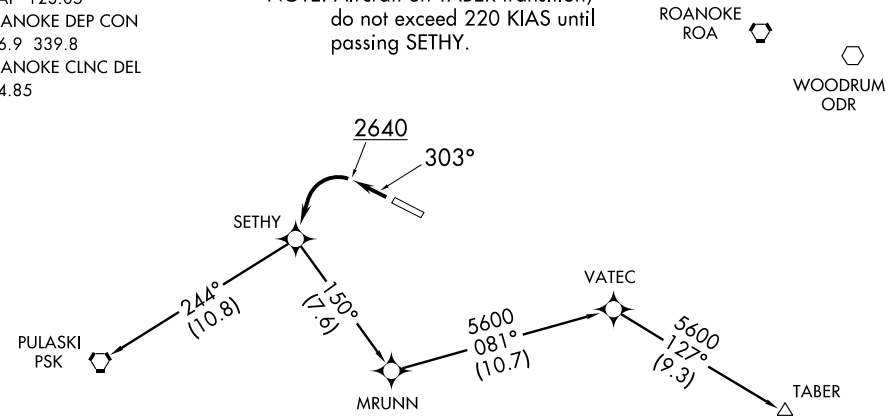
REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010

SETHY TWO DEPARTURE (RNAV)

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85

NOTE: Aircraft on TABER transition, do not exceed 220 KIAS until passing SETHY.



NOTE: GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 30:
Trees beginning 90′ from DER, 461′ left of centerline, up to 46′ AGL/2140′ MSL.
Fence and OL pole beginning 546′ from DER, 161′ left of centerline, up to 12′ AGL/2139′ MSL.
Vehicle on road beginning 567′ from DER, 310′ left of centerline, up to 24′ AGL/2137′ MSL.
Trees beginning 2080′ from DER, 788′ left of centerline, up to 100′ AGL/2201′ MSL.
Fence 861′ from DER, 52′ right of centerline, up to 12′ AGL/2135′ MSL.
Trees beginning 539′ from DER, 326′ right of centerline, up to 40′ AGL/2153′ MSL.
Trees beginning 1328′ from DER, 117′ right of centerline, up to 100′ AGL/2182′ MSL.
Terrain beginning 330′ from DER, 366′ right of centerline, up to 2138′ MSL.
Pole and antenna beginning 1149′ from DER, 391′ right of centerline, up to 40′ AGL/2151′ MSL.

TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.
Rwy 30: Standard with minimum climb of 300′ per NM to 2640.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . .

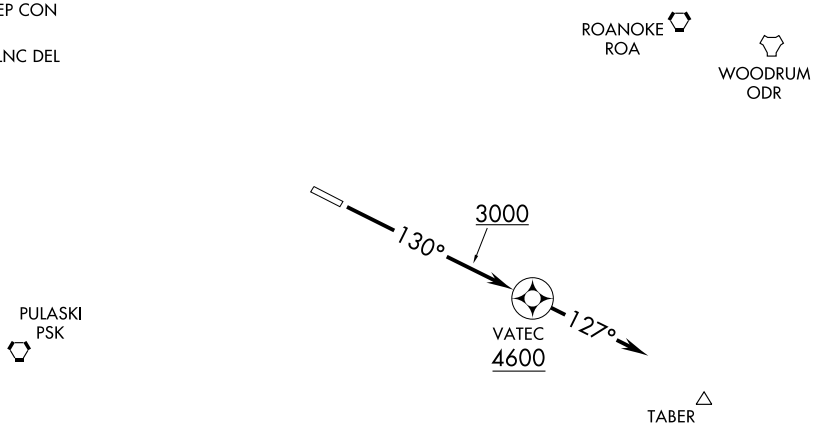
. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

PULASKI TRANSITION (SETHY2.PSK)
TABER TRANSITION (SETHY2.TABER)

NE-3, 21 OCT 2010 to 18 NOV 2010

VATEC ONE DEPARTURE (RNAV)

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275' from DER, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from DER, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from DER, 1324' right of centerline, up to 100' AGL/2279' MSL.

TAKE-OFF MINIMUMS

Rwy 30: NA-ATC.
Rwy 12: 400-1¼ with minimum climb of 250' per NM to 4600 or standard with minimum climb of 563' per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

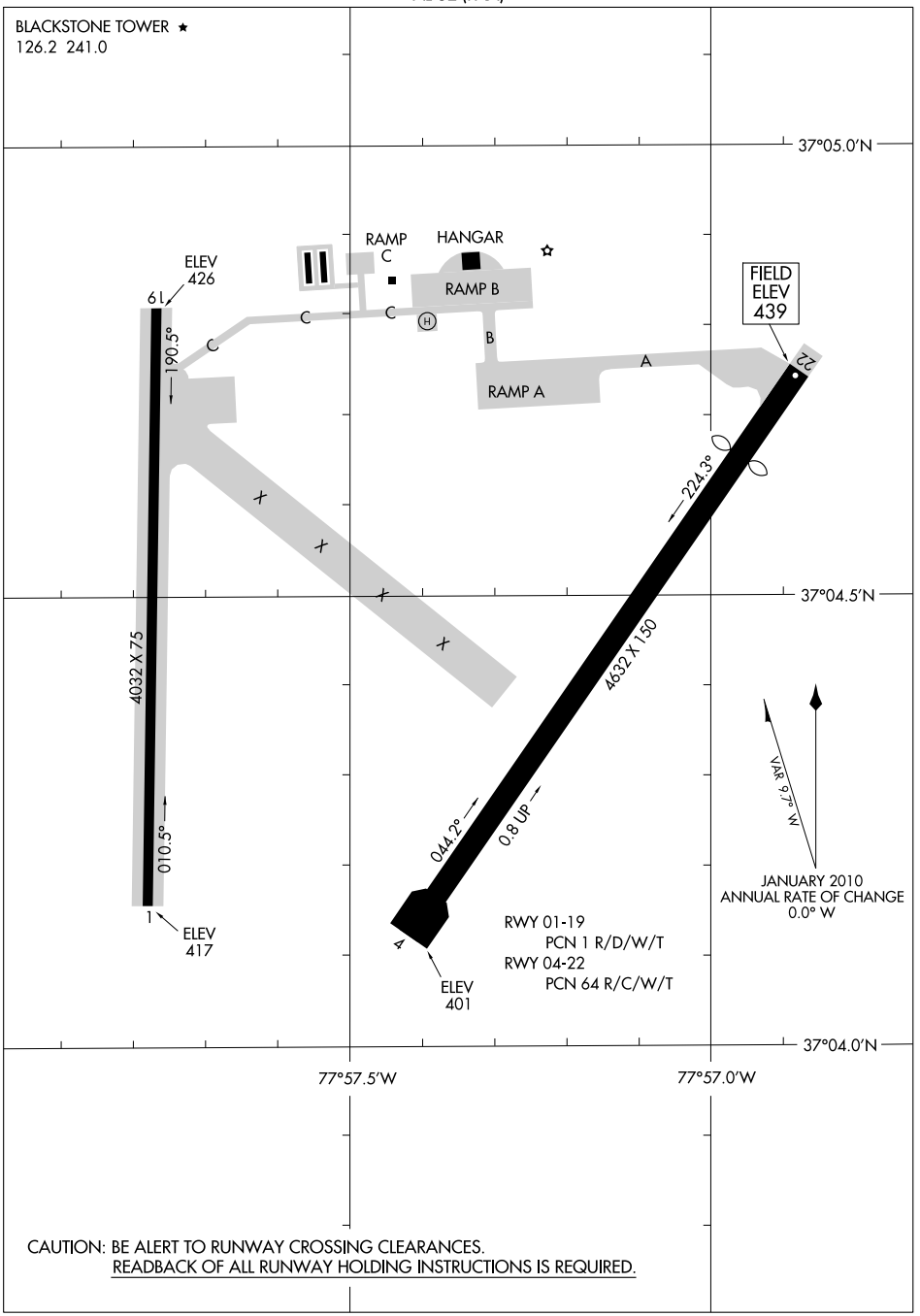
TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)
BLACKSTONE, VIRGINIA
AL-52 (FAA)



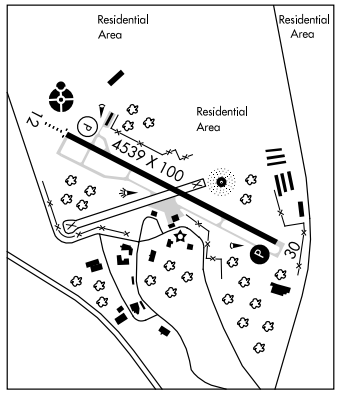
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

BLACKSBURG

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB) 3 S UTC−5(−4DT) N37°12.46′ W80°24.47′ **CINCINNATI**
2132 B S4 **FUEL** 100LL, JET A TPA–See Remarks NOTAM FILE BCB **L–26I**
RWY 12–30: H4539X100 (ASPH) MIRL 0.4% up SE **IAP**
RWY 12: ODALS. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 30: REIL. PAPI(P2L)—GA 3.75°. Brush.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–0000Z‡. PPR for fuel when arpt unattended; phone 540–231–4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD twy in–line with rwy. White arrow should be yellow. Thld is end of rwy. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12–30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.

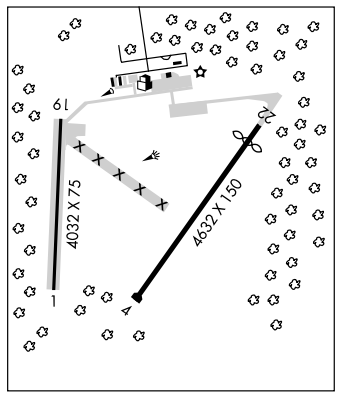


WEATHER DATA SOURCES: AWOS–3 133.325 (540) 231–4837.
COMMUNICATIONS: CTAF/UNICOM 123.05
ROANOKE APP/DEP CON 126.9 **ROANOKE CLNC DEL** 124.85
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 070° 16.3 NM to fld. 2120/06W. **HIWAS.**
TECH NDB (MHW) 368 TEC N37°12.52′ W80°24.21′ at fld. NOTAM FILE BCB.
ILS/DME 109.1 I–BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.

BLACKSTONE N37°07.65′ W78°02.67′ NOTAM FILE DCA **WASHINGTON**
NDB (MHW) 326 BKT 135° 5.5 NM to Allen C Perkinson/BAAF. **L–36H**

BLACKSTONE

ALLEN C. PERKINSON BLACKSTONE AAF (FORT PICKETT) (BKT) 2 E UTC−5(−4DT) **WASHINGTON**
N37°04.46′ W77°57.44′ **L–36H**
439 B **FUEL** 100LL, JET A NOTAM FILE DCA **IAP, DIAP, AD**
RWY 04–22: H4632X150 (CONC) PCN 64 R/C/W/T MIRL 0.8% up NE
RWY 04: Tree. **RWY 22:** Thld dsplcd 700′. Tree.
RWY 01–19: H4032X75 (ASPH–CON) PCN 1 R/D/W/T
RWY 01: Tree. **RWY 19:** Tree. Rgt tfc.
MILITARY SERVICE: FUEL A+, J8 (Mil) (NC–100LL, A) (Town of Blackstone, Opr Mon–Fri 1300–2200Z‡, C434–292–7251, other times C434–645–4824 or C434–292–7558.)
AIRPORT REMARKS: Attended Mon–Fri 1700–0130Z‡. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01–19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C–130 and C–17 PPR for ldg Rwy 04–22 call 434–292–2193. When twr clsd ACTIVATE MIRL Rwy 04–22—CTAF. Rwy 22 has 700 ft relocated thld.



MILITARY REMARKS: Military acft ctc RANGE OPS. **RSTD** 24 hr PPR DSN 438–2193 for ldg at post helipads. Military opr call C434–292–2193/2116. Rwy 04–22 PPR and rwy condition call C434–292–2193. **MISC** Crash/Rescue svc DSN 438–2193/2217.
COMMUNICATIONS: CTAF/UNICOM 122.95
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75 377.1
BLACKSTONE TOWER 38.3 126.2 241.0 Opr Mon–Fri 1200–2030Z‡ except federal holidays. Other times by NOTAM.
RANGE OPS 38.3 41.05
AIRSPACE: CLASS D svc Mon–Fri 1200–2030Z‡ except holidays. Other times by NOTAM. Other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LAWRENCEVILLE (L) VORTAC 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 358° 15.6 NM to fld. 350/08W.
BLACKSTONE NDB (MHW) 326 BKT N37°07.65′ W78°02.67′ 126° 5.5 NM to fld.

BLUE RIDGE (See MARTINSVILLE)

NDB-B

NDB BKT 326	APCH CRS 135°	Rwy Idg NA TDZE NA Arpt Elev 439

AL-52 [USA]

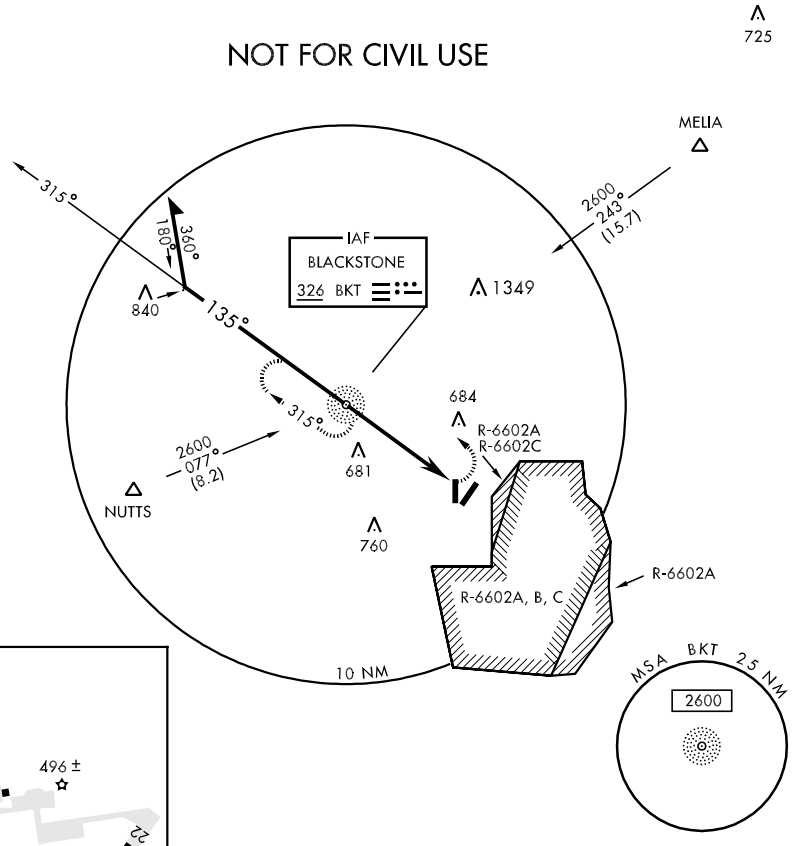
BLACKSTONE/
ALLEN C. PERKINSON BAAF (BKT)

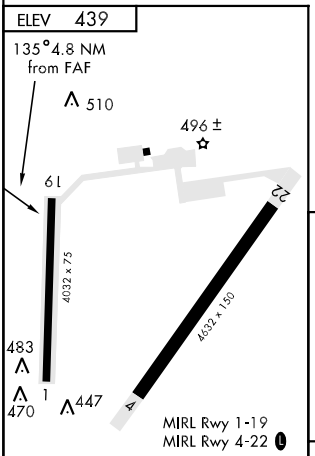
* Circling not authorized East of Rwy 4-22.
Use Mecklenburg-Brunswick Regional altimeter setting.

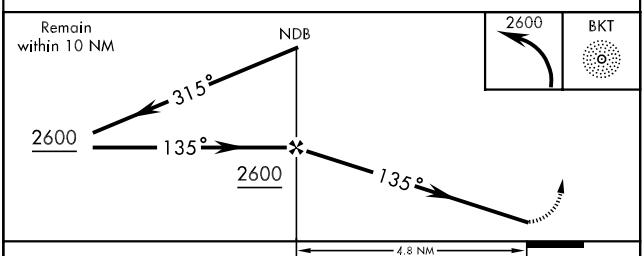
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER	UNICOM
118.75 377.1	126.2 241.0	122.95 (CTAF) L

NOT FOR CIVIL USE







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING *	1040-1 601 (700-1)		1040-1¾ 601 (700-1¾)	1040-2 601 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NDB BKT 326	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 439

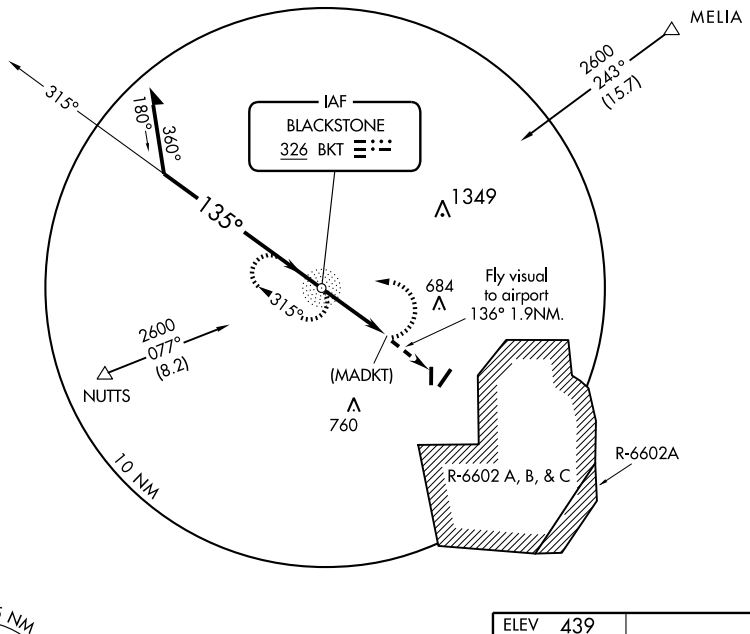
NDB or GPS-A

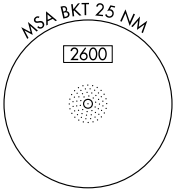
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

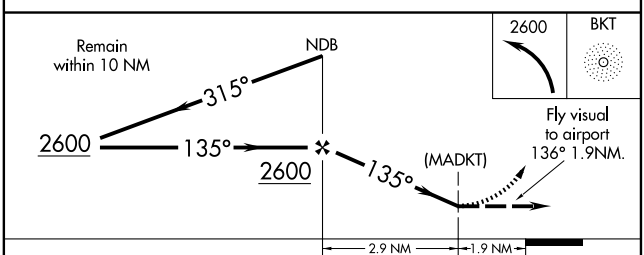
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling not authorized east of Rwy 4-22.
NA Fly visual to airport, 136° 1.9 NM.

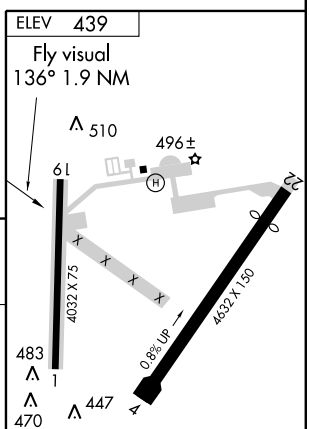
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER ★	UNICOM
118.75 377.1	126.2 241.0	122.95 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1100-2¼ 661 (700-2¼)			NA

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4632
058°	TDZE	429
	Apt Elev	439

AL-52 (FAA)

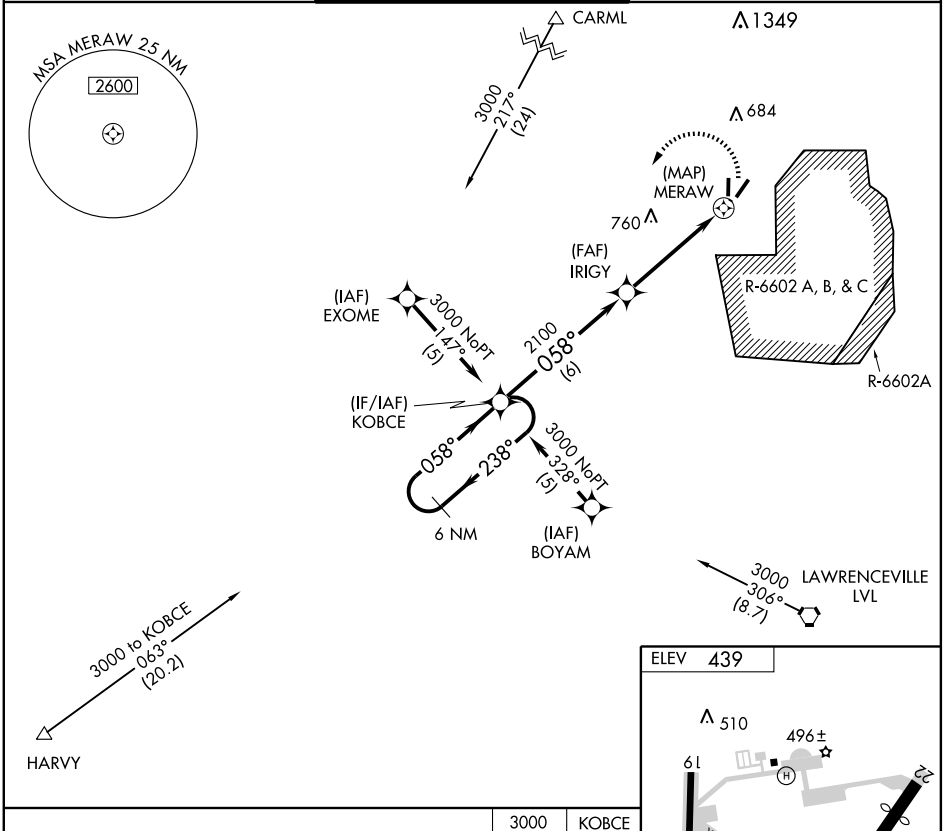
RNAV (GPS) RWY 4

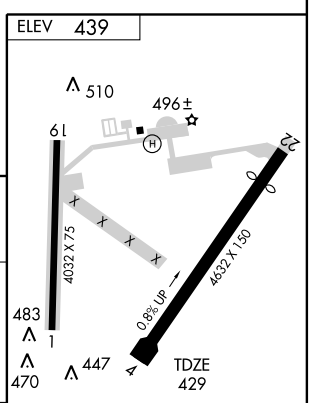
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

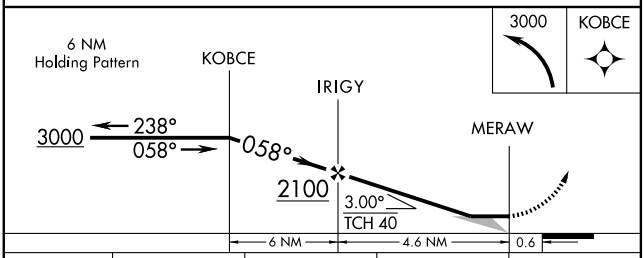
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KOBCE and hold.

WASHINGTON CENTER	BLACKSTONE TOWER ★	UNICOM
118.75 377.1	126.2 241.0	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 511 (600-1)		940-1½ 511 (600-1½)	NA
CIRCLING	940-1 501 (600-1)		940-1½ 501 (600-1½)	NA

MIRL Rwy 4-22 L

NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

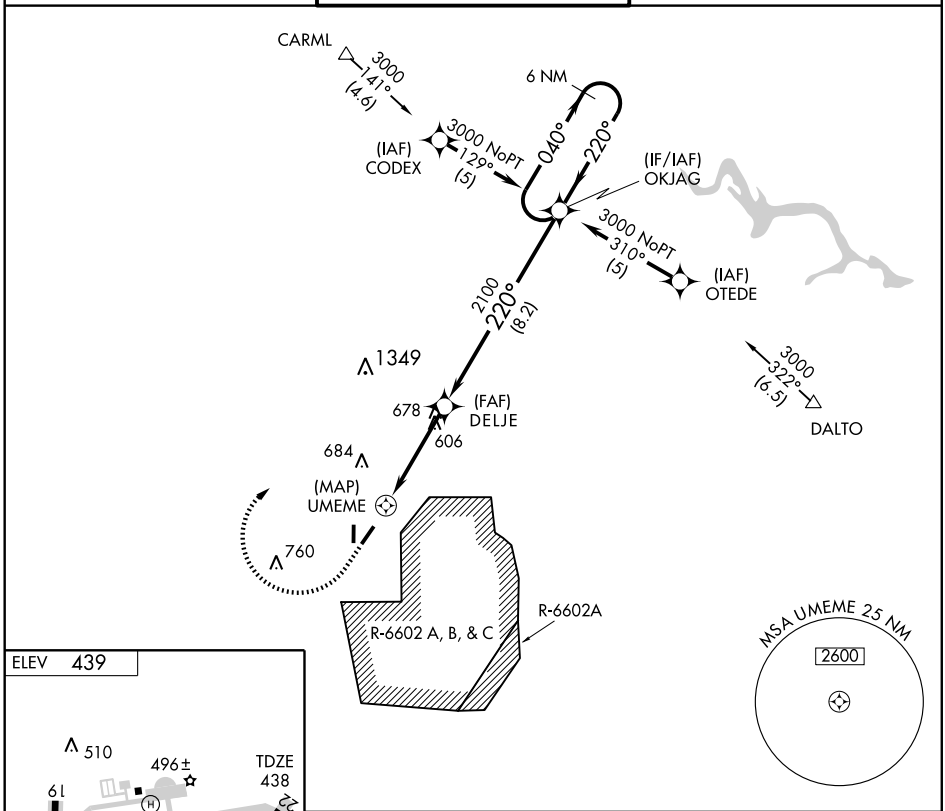
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

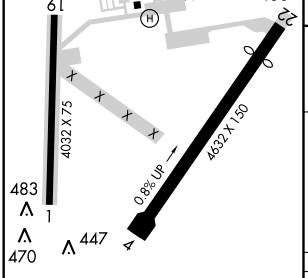
APP CRS	Rwy Idg	3932
220°	TDZE	438
	Apt Elev	439

Use Mecklenburg-Brunswick Rgnl altimeter setting.
NA Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

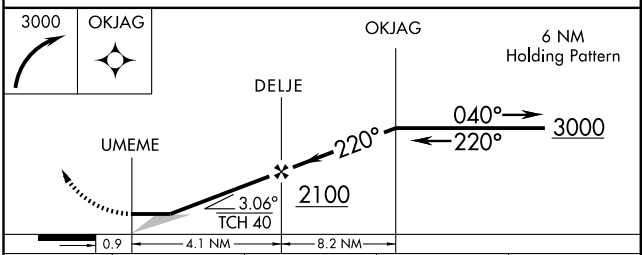
MISSED APPROACH: Climbing right turn to 3000 direct OKJAG and hold.

WASHINGTON CENTER	BLACKSTONE TOWER ★	UNICOM
118.75 377.1	126.2 241.0	122.95 (CTAF) L





MIRL Rwy 4-22 L

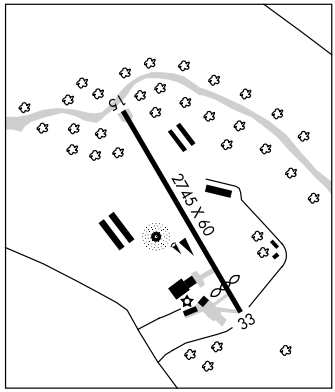


CATEGORY	A	B	C	D
LNAV MDA	980-1 542 (600-1)		980-1½ 542 (600-1½)	NA
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

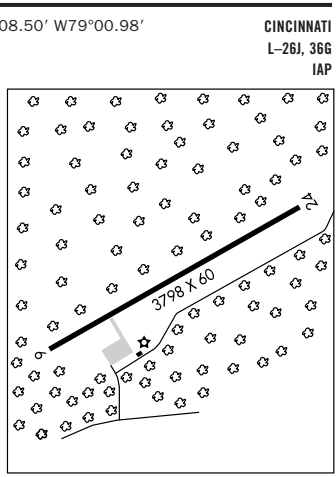
BOJAR N37°15.75′ W 79°14.60′ NOTAM FILE LYH. CINCINNATI
NDB (MHW/LOM) 385 LY 036° 4.4 NM to Lynchburg Rgnl–Preston Glenn Fld. L–26J, 36G
NDB unmonitored when tower clsd.

BRIDGEWATER AIR PARK (VBW) 1 NW UTC−5(−4DT) N38°22.00′ W78°57.62′ WASHINGTON
1165 B **FUEL** 100LL, JET A NOTAM FILE DCA L–26J
RWY 15–33: H2745X60 (ASPH) S–22 MIRL 0.3% up SE IAP
RWY 15: Tree. **RWY 33:** Thld dsplcd 368′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 019° 28.8 NM to fld. 3460/05W.
NDB (MHW) 241 VBW N38°21.94′ W78°57.67′ at fld. Unmonitored when arpt unattended. Unusable 225°–235° byd 21 NM.



BROOKE N38°20.18′ W77°21.18′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W. H–10H, L–29E, 34E, 36I, A
VOR portion unusable:
077°–083°
084° byd 16 NM
084° blo 9000′
085°–089° byd 16 NM
090°–140° byd 10 NM blo 3000′
341°–006° byd 10 NM blo 5500′
341°–006° byd 30 NM blo 8500′
341°–006° byd 36 NM
341°–006° blo 2500′
DME portion unusable byd 35 NM blo 3500′
VORTAC unusable:
141°–308° byd 10 NM blo 3000′
141°–308° byd 24 NM blo 6000′
RCO 122.1R 114.5T (LEESBURG RADIO)

BROOKNEAL/CAMPBELL CO (ØV4) 06 NW UTC−5(−4DT) N37°08.50′ W79°00.98′ CINCINNATI
596 B NOTAM FILE DCA L–26J, 36G
RWY 06–24: H3798X60 (ASPH) S–12.5 MIRL IAP
RWY 06: Tree. **RWY 24:** Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. MIRL Rwy 06–24 preset low, ACTIVATE higher ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 128° 12.5 NM to fld. 880/05W. **HIWAS.**



BUCK'S ELBOW MOUNTAIN N38°06.25′ W78°44.62′ WASHINGTON
RCO 122.65 122.2 (LEESBURG RADIO) L–26J, 36H

RNAV (GPS) RWY 15

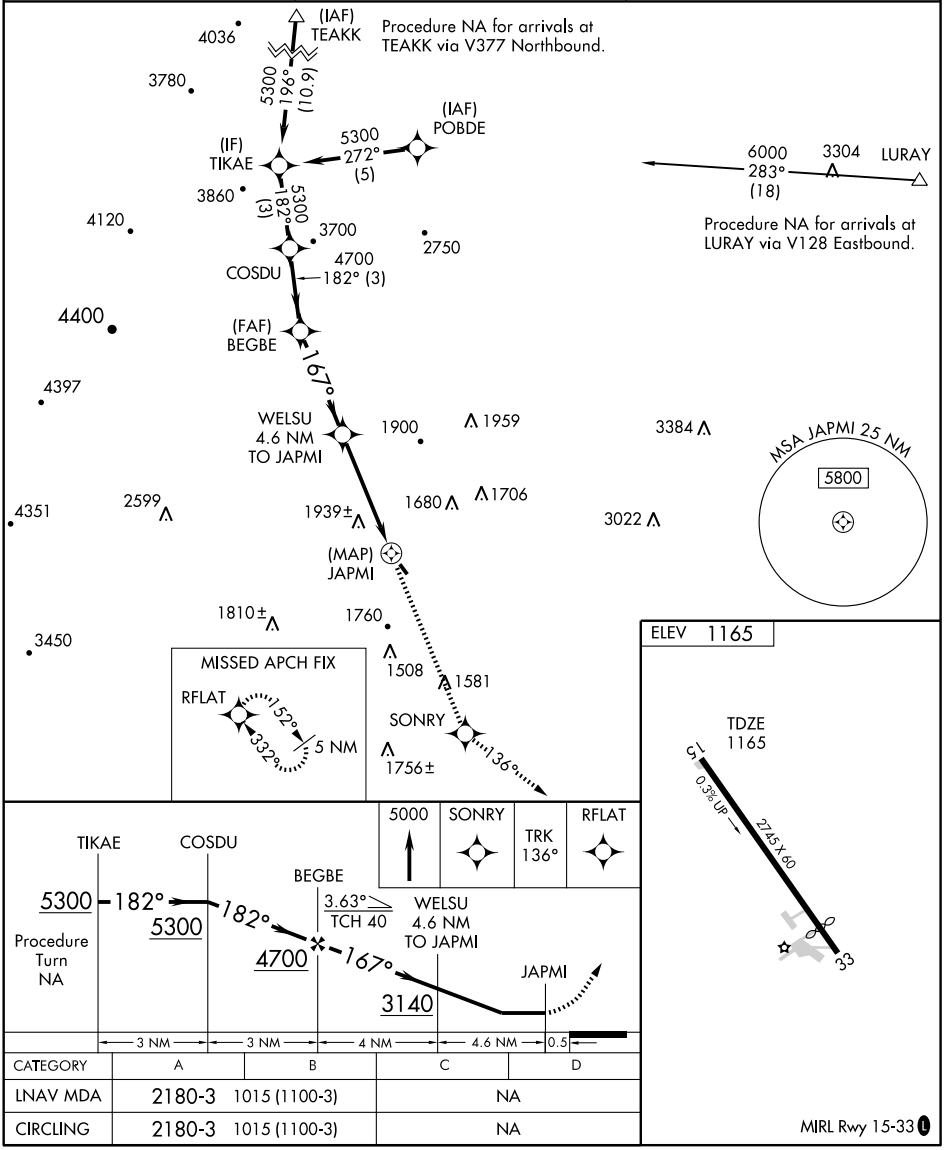
BRIDGEWATER AIR PARK (VBW)

APP CRS	Rwy Idg	2745
167°	TDZE	1165
	Apt Elev	1165

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 5000 direct SONRY and via track 136° to RFLAT and hold, continue climb-in-hold to 5000.

STAUNTON/WAYNESBORO/ HARRISONBURG AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2180-3	1015 (1100-3)	NA	
CIRCLING	2180-3	1015 (1100-3)	NA	

MIRL Rwy 15-33 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

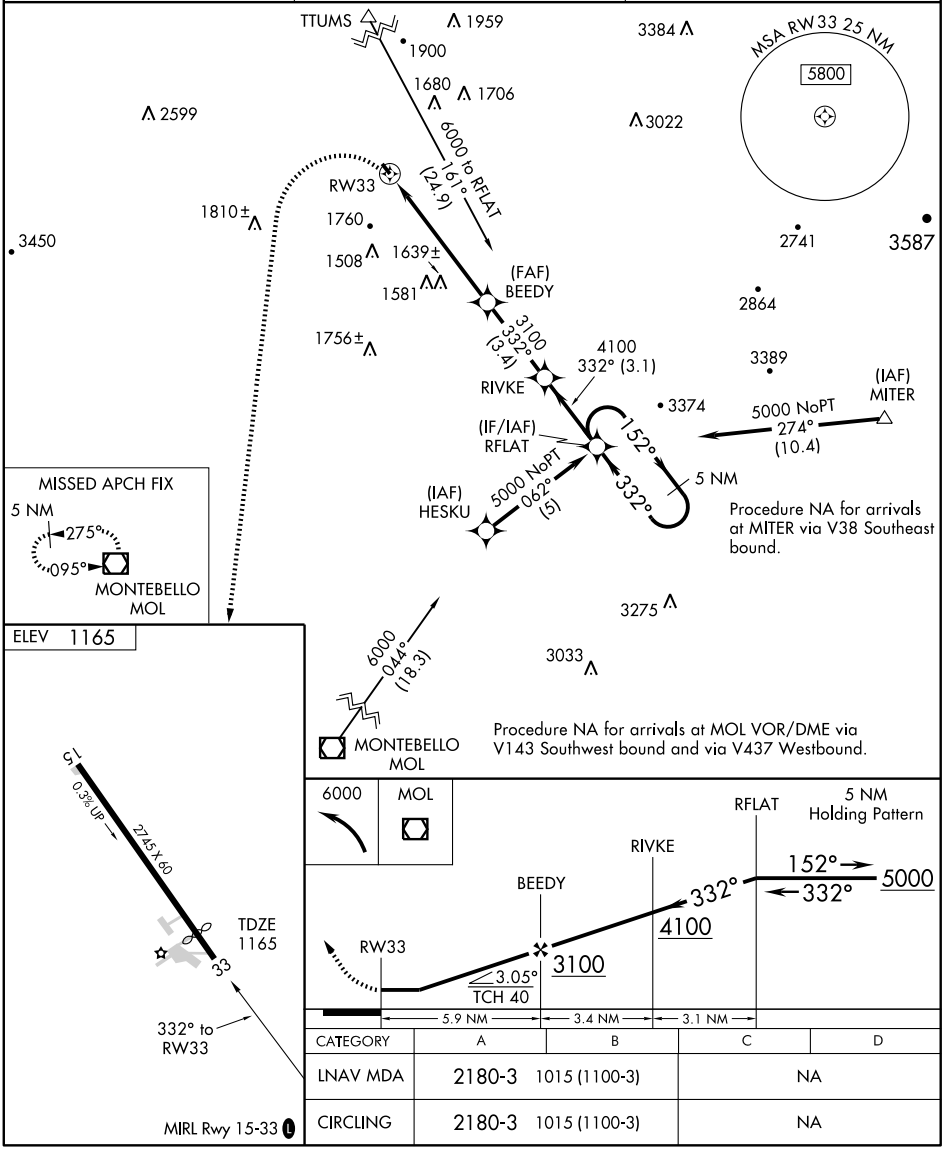
BRIDGEWATER AIR PARK (VBW)

APP CRS	Rwy Idg	2377
332°	TDZE	1165
	Apt Elev	1165

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 6000 direct MOL VOR/DME and hold.

STAUNTON/WAYNESBORO/ HARRISONBURG AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	122.7 (CTAF) L

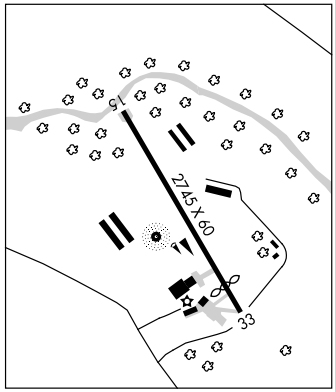


CATEGORY	A	B	C	D
LNAV MDA	2180-3 1015 (1100-3)		NA	
CIRCLING	2180-3 1015 (1100-3)		NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

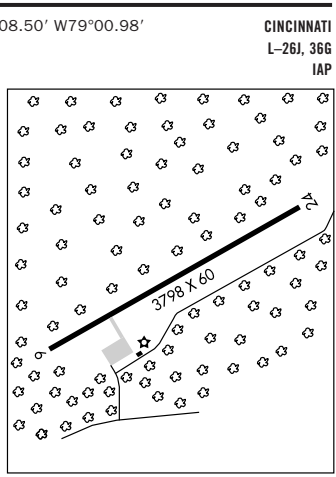
BOJAR N37°15.75′ W 79°14.60′ NOTAM FILE LYH. CINCINNATI
NDB (MHW/LOM) 385 LY 036° 4.4 NM to Lynchburg Rgnl–Preston Glenn Fld. L–26J, 36G
NDB unmonitored when tower clsd.

BRIDGEWATER AIR PARK (VBW) 1 NW UTC−5(−4DT) N38°22.00′ W78°57.62′ WASHINGTON
1165 B **FUEL** 100LL, JET A NOTAM FILE DCA L–26J
RWY 15–33: H2745X60 (ASPH) S–22 MIRL 0.3% up SE IAP
RWY 15: Tree. **RWY 33:** Thld dsplcd 368′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 019° 28.8 NM to fld. 3460/05W.
NDB (MHW) 241 VBW N38°21.94′ W78°57.67′ at fld. Unmonitored when arpt unattended. Unusable 225°–235° byd 21 NM.



BROOKE N38°20.18′ W77°21.18′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W. H–10H, L–29E, 34E, 36I, A
VOR portion unusable:
077°–083°
084° byd 16 NM
084° blo 9000′
085°–089° byd 16 NM
090°–140° byd 10 NM blo 3000′
341°–006° byd 10 NM blo 5500′
341°–006° byd 30 NM blo 8500′
341°–006° byd 36 NM
341°–006° blo 2500′
DME portion unusable byd 35 NM blo 3500′
VORTAC unusable:
141°–308° byd 10 NM blo 3000′
141°–308° byd 24 NM blo 6000′
RCO 122.1R 114.5T (LEESBURG RADIO)

BROOKNEAL/CAMPBELL CO (ØV4) 06 NW UTC−5(−4DT) N37°08.50′ W79°00.98′ CINCINNATI
596 B NOTAM FILE DCA L–26J, 36G
RWY 06–24: H3798X60 (ASPH) S–12.5 MIRL IAP
RWY 06: Tree. **RWY 24:** Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. MIRL Rwy 06–24 preset low, ACTIVATE higher ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 128° 12.5 NM to fld. 880/05W. **HIWAS.**



BUCK'S ELBOW MOUNTAIN N38°06.25′ W78°44.62′ WASHINGTON
RCO 122.65 122.2 (LEESBURG RADIO) L–26J, 36H

RNAV (GPS) RWY 24

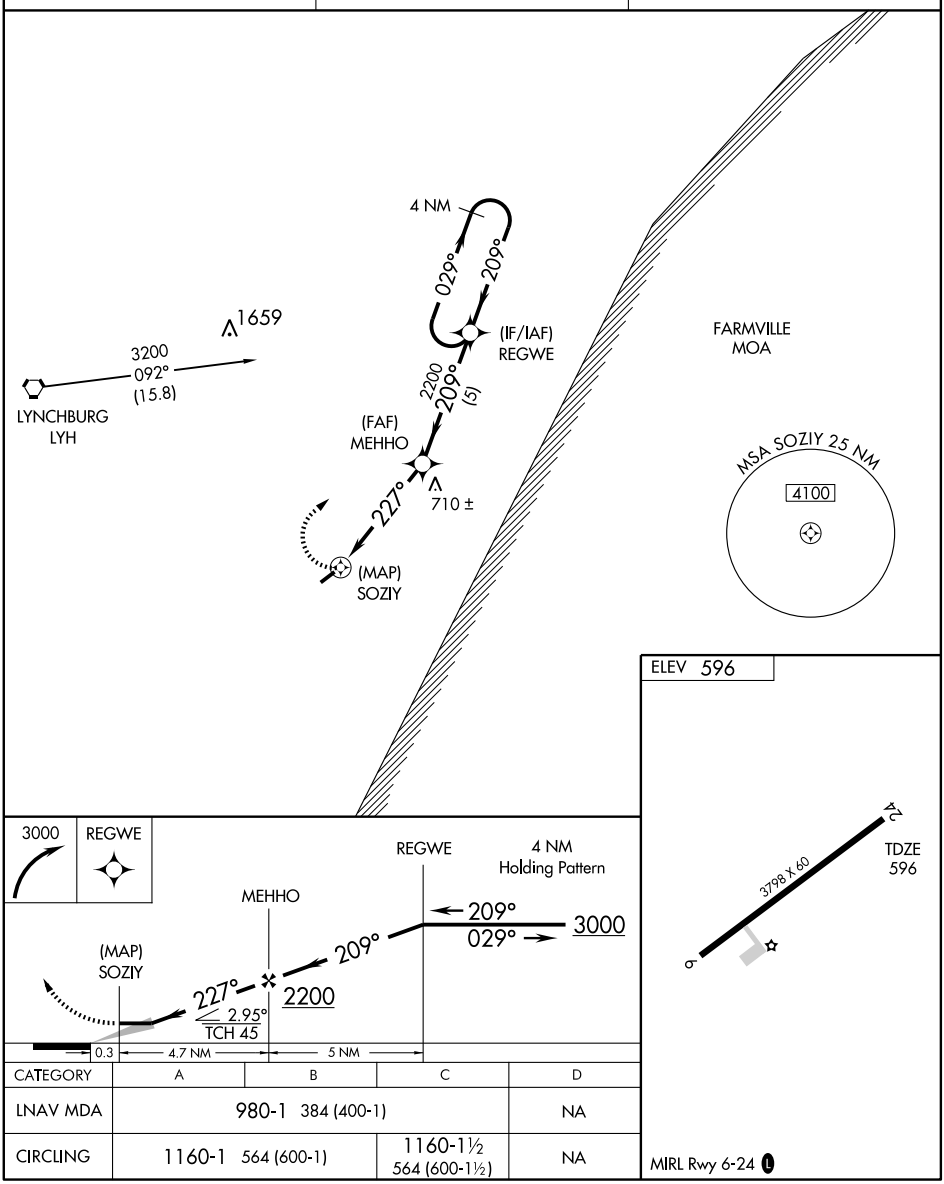
BROOKNEAL/CAMPBELL COUNTY (ØV4)

APP CRS	Rwy ldg	3798
227°	TDZE	596
	Apt Elev	596

Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct REGWE WP and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	980-1 384 (400-1)			NA
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LYH 109.2 Chan 29	APP CRS 128°	Rwy Idg N/A TDZE N/A Apt Elev 596

VOR/DME-A

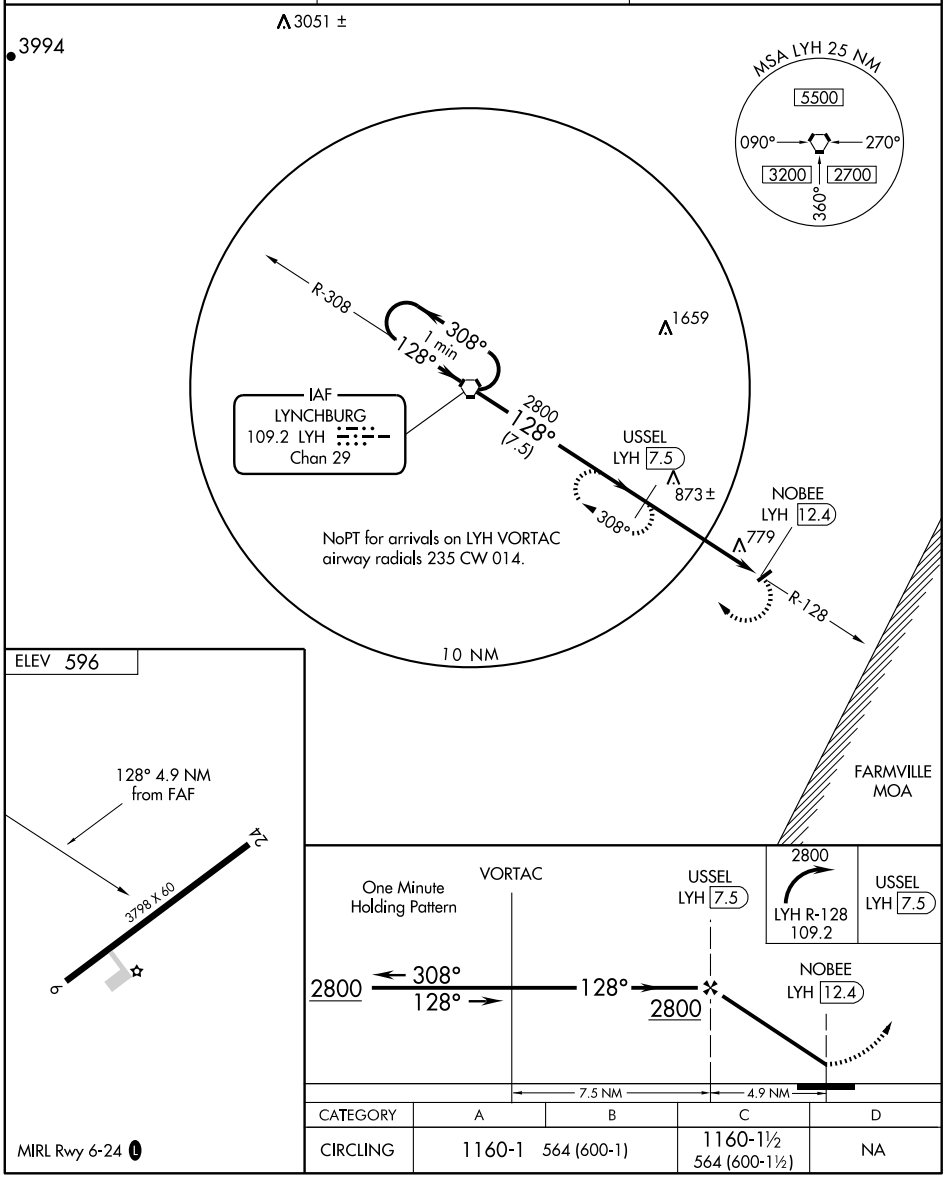
BROOKNEAL/CAMPBELL COUNTY (ØV4)

Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2800 via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA

ATIS
118.425
CHARLOTTESVILLE TOWER ★
124.5 338.275
GND CON
121.9 338.275

D

38°09.0'N

38°08.5'N

38°08.0'N

78°27.5'W

78°27.0'W

VAR 9.6° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

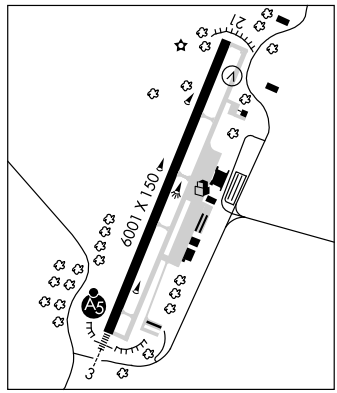
12
ELEV
621
211.7°
0.3% UP
21
A
E
TERMINAL
FIRE STATION
TWR
685
HANGARS
HANGAR
D
6001 X 150
C
A
F
760
A
F
031.7°
B
3
HANGAR
FIELD
ELEV
639

RWY 03-21
S-100, D-160, 2S-175, 2D-300

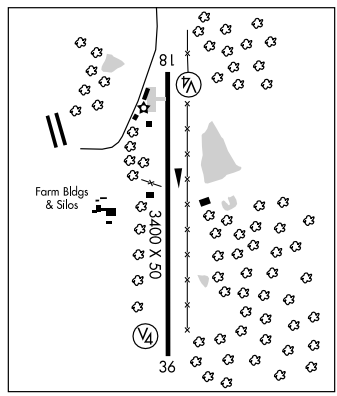
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 21 OCT 2010 to 18 NOV 2010

CHARLOTTESVILLE–ALBEMARLE (CHO) 7 N UTC−5(−4DT) N38°08.32′ W78°27.17′ **WASHINGTON**
639 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO **H–10H, 12I, L–26J, 36H**
RWY 03–21: H6001X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 HIRL 0.3% up SW **IAP, AD**
RWY 03: MALSR.
RWY 21: REIL. VASI(V4L)—GA 3.0°TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6001 TODA–6001 ASDA–6001 LDA–6001
RWY 21: TORA–6001 TODA–6001 ASDA–6001 LDA–6001
AIRPORT REMARKS: Attended 0930–0530Z‡. Deer and birds on and invof arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. When twr clsd HIRL Rwy 03–21 and twy lgts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03–21 and twy lgts and ACTIVATE MALSR Rwy 03—CTAF. VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.
WEATHER DATA SOURCES: ASOS 118.425 (434) 973–5024. ASOS wind unreliable.
COMMUNICATIONS: CTAF 124.5 **ATIS** 118.425 **UNICOM** 122.95
CHARLOTTESVILLE RCO 122.65 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
TOWER 124.5 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 304° 16.1 NM to fld. 382/06W. HIWAS.
AZALEA PARK NDB (MHW) 336 AZS N38°00.61′ W78°31.09′ 030° 8.3 NM to fld. NOTAM FILE CHO. NDB unmonitored when twr clsd. SHUTDOWN.
ILS/DME 111.7 I–CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.



CHASE CITY MUNI (CXE) 2 W UTC−5(−4DT) N36°47.30′ W78°30.09′ **WASHINGTON**
503 B TPA 1303 (800) NOTAM FILE DCA **L–36G**
RWY 18–36: H3400X50 (ASPH) S–12.5 LIRL 0.5% up N **IAP**
RWY 18: TRCV(TRIL). Road. **RWY 36:** TRCV(TRIL). Tree.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 18 TRCV OTS indef. Rwy 36 TRCV OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 079° 25.7 NM to fld. 530/05W.



CHESAPEAKE RGNL (See NORFOLK)

CHESI N36°35.99′ W76°22.91′ NOTAM FILE ORF. **WASHINGTON**
NDB (MHW/LOM) 233 EY 046° 4.9 NM to Chesapeake Rgnl. **L–35D**

CHESTER

MC LAUGHLIN (2G6) 6 E UTC−5(−4DT) N37°19.23′ W77°20.75′ **WASHINGTON**
7 NOTAM FILE DCA Not insp.
WATERWAY 05–23: 2500X150 (WATER)
SEAPLANE REMARKS: unattended.
COMMUNICATIONS: CTAF 122.9

LOC I-CHO	APP CRS	Rwy Idg	6001
111.7	030°	TDZE	639
		Apt Elev	639

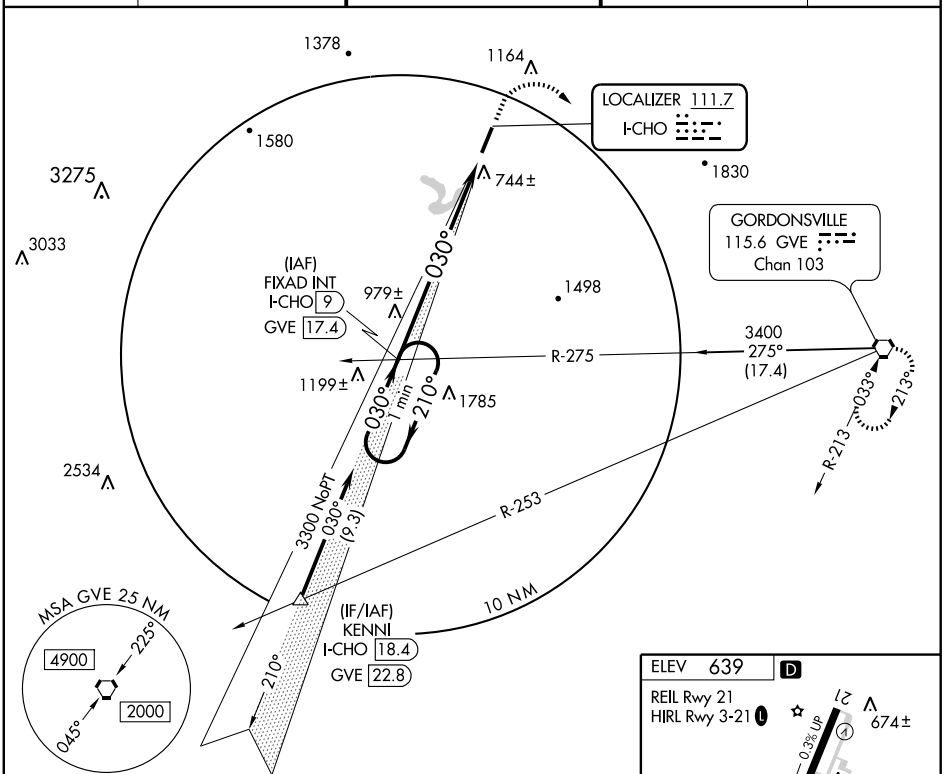
ILS or LOC RWY 3

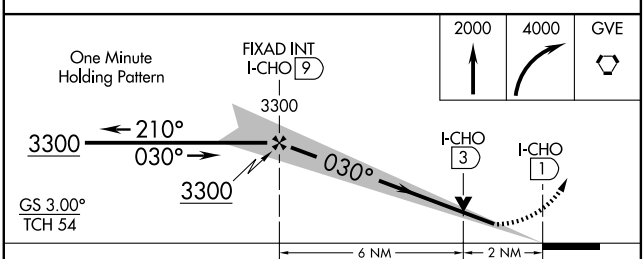
CHARLOTTESVILLE-ALBEMARLE (CHO)

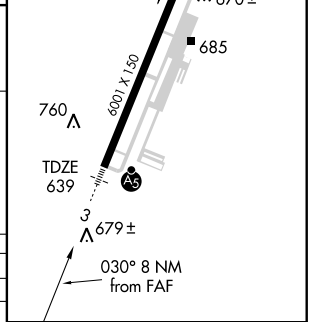
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
S-ILS 3	839-½ 200 (200-½)			
S-LOC 3	1340-½ 701 (800-½)		1340-1½ 701 (800-1½)	1340-1¾ 701 (800-1¾)
CIRCLING	1340-1 701 (800-1)		1340-2 701 (800-2)	1400-2½ 761 (800-2½)

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6001
CH 61105	030°	TDZE	639
W03A		Apt Elev	639

RNAV (GPS) RWY 3

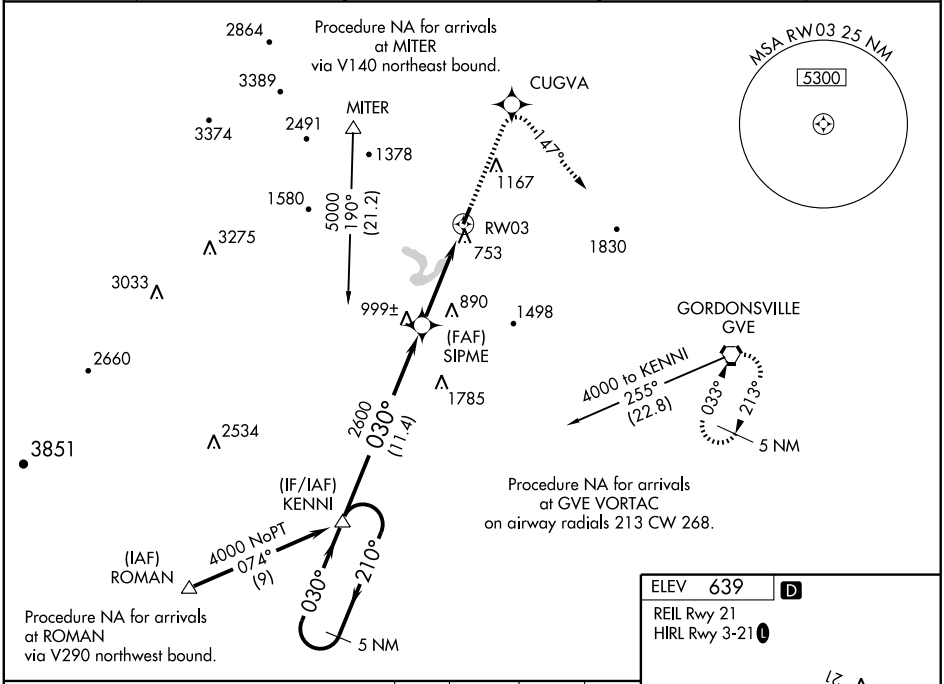
CHARLOTTESVILLE-ALBEMARLE (CHO)

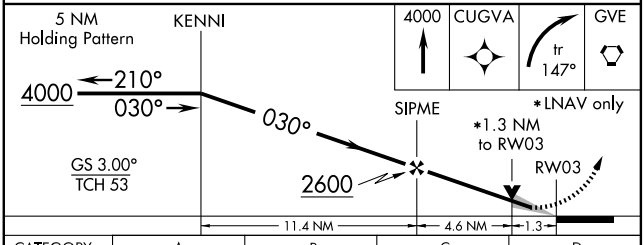
If local altimeter setting not received, use Staunton-Waynesboro-Harrisonburg altimeter setting and increase all DAs/MDAs 140 feet.
VDP NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. Baro-VNAV NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 mile all Cats. DME/DME RNP-0.3 NA.

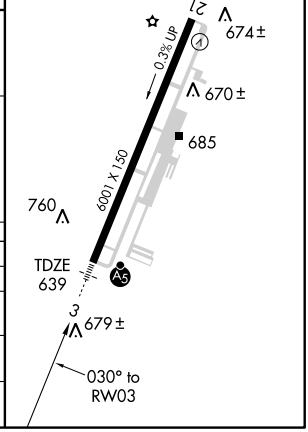
MALSR

MISSED APPROACH: Climb to 4000 direct CUGVA and right turn via 147° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LPV DA	903-½ 264 (300-½)			
LNAV/VNAV DA	1100-1 461 (500-1)			
LNAV MDA	1120-½ 481 (500-½)		1120-¾ 481 (500-¾)	1120-1 481 (500-1)
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (600-1½)	1560-3 921 (1000-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6001
196°	TDZE	628
	Apt Elev	639

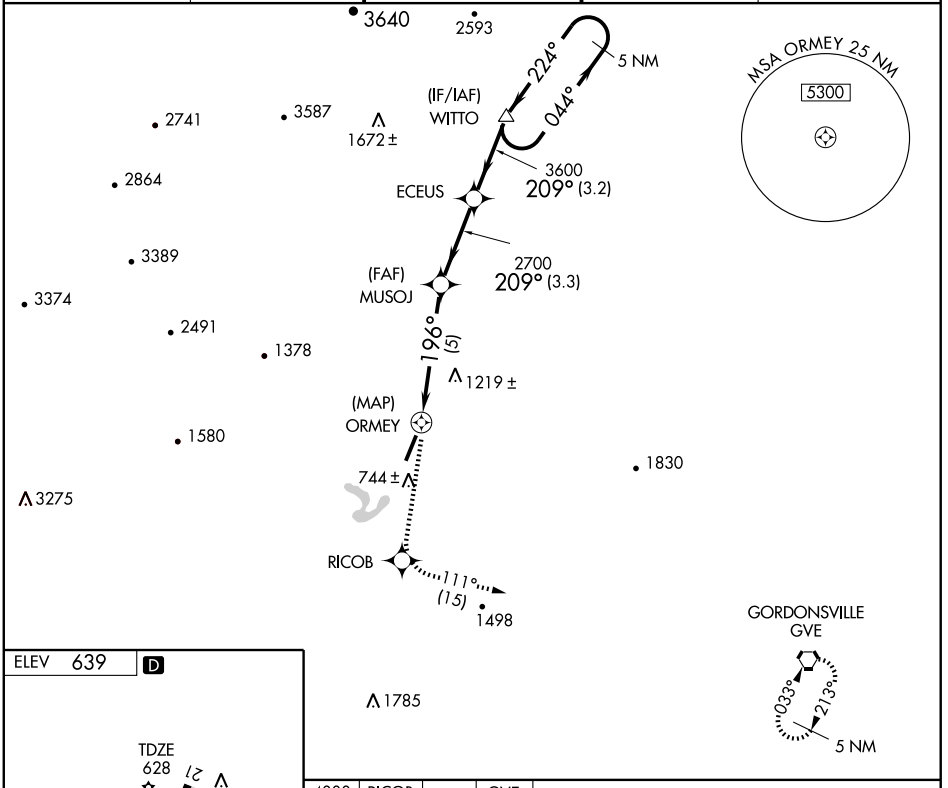
RNAV (GPS) Y RWY 21

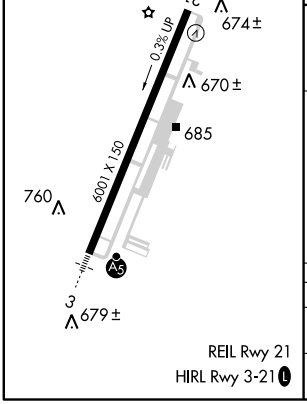
CHARLOTTESVILLE-ALBEMARLE (CHO)

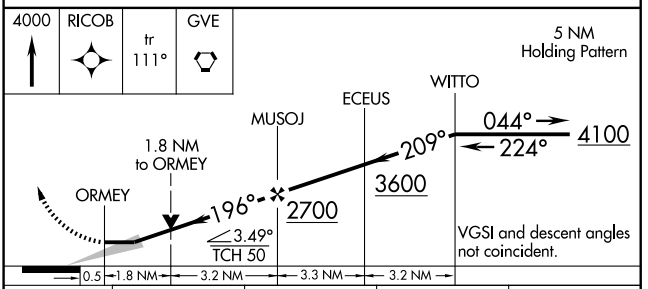
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LNAV MDA	1380-1 752 (800-1)	1380-1¼ 752 (800-1¼)	1380-2¼ 752 (800-2¼)	1380-2½ 752 (800-2½)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6001
CH 45602	210°	TDZE	628
W21A		Apt Elev	639

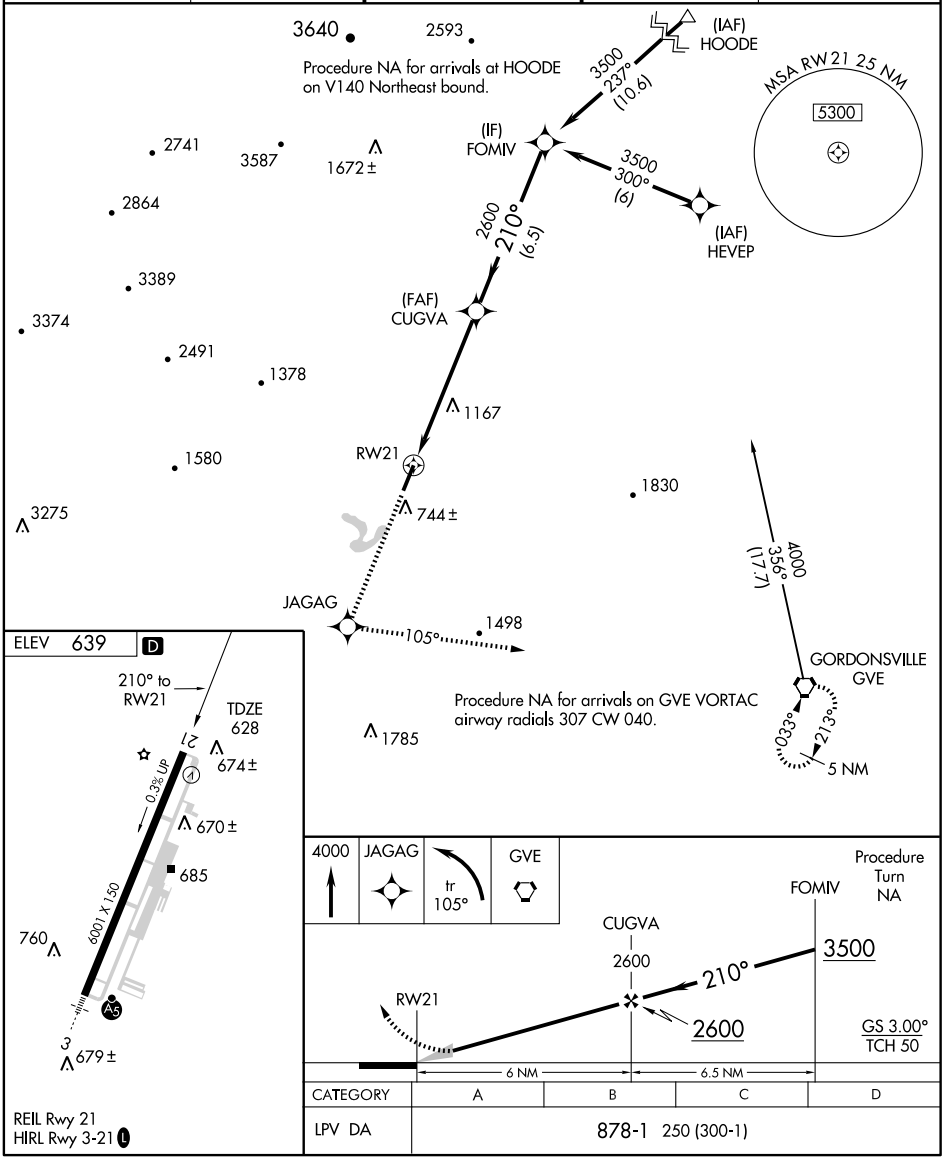
RNAV (GPS) Z RWY 21

CHARLOTTESVILLE-ALBEMARLE (CHO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase DA 140 feet and increase LPV visibility ½ mile all Cats.

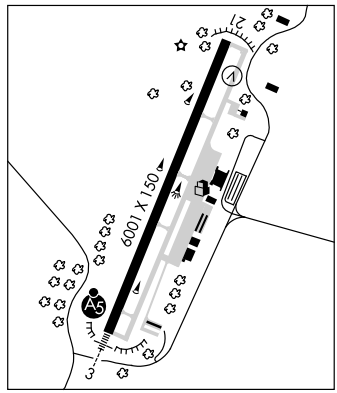
MISSED APPROACH: Climb to 4000 direct JAGAG and left turn via track 105° to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95

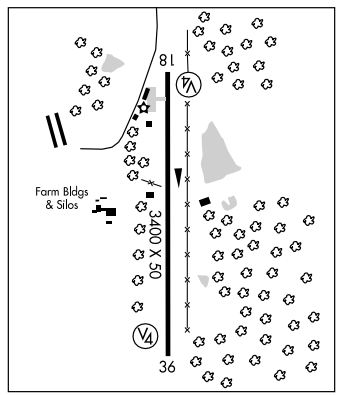


NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CHARLOTTESVILLE–ALBEMARLE (CHO) 7 N UTC−5(−4DT) N38°08.32′ W78°27.17′ **WASHINGTON**
639 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO **H–10H, 12I, L–26J, 36H**
RWY 03–21: H6001X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 HIRL 0.3% up SW **IAP, AD**
RWY 03: MALSR.
RWY 21: REIL. VASI(V4L)—GA 3.0°TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6001 TODA–6001 ASDA–6001 LDA–6001
RWY 21: TORA–6001 TODA–6001 ASDA–6001 LDA–6001
AIRPORT REMARKS: Attended 0930–0530Z‡. Deer and birds on and invof arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. When twr clsd HIRL Rwy 03–21 and twy lgts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03–21 and twy lgts and ACTIVATE MALSR Rwy 03—CTAF. VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.
WEATHER DATA SOURCES: ASOS 118.425 (434) 973–5024. ASOS wind unreliable.
COMMUNICATIONS: CTAF 124.5 **ATIS** 118.425 **UNICOM** 122.95
CHARLOTTESVILLE RCO 122.65 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
TOWER 124.5 (1100–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 304° 16.1 NM to fld. 382/06W. HIWAS.
AZALEA PARK NDB (MHW) 336 AZS N38°00.61′ W78°31.09′ 030° 8.3 NM to fld. NOTAM FILE CHO. NDB unmonitored when twr clsd. SHUTDOWN.
ILS/DME 111.7 I–CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.



CHASE CITY MUNI (CXE) 2 W UTC−5(−4DT) N36°47.30′ W78°30.09′ **WASHINGTON**
503 B TPA 1303 (800) NOTAM FILE DCA **L–36G**
RWY 18–36: H3400X50 (ASPH) S–12.5 LIRL 0.5% up N **IAP**
RWY 18: TRCV(TRIL). Road. **RWY 36:** TRCV(TRIL). Tree.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 18 TRCV OTS indef. Rwy 36 TRCV OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 079° 25.7 NM to fld. 530/05W.



CHESAPEAKE RGNL (See NORFOLK)

CHESI N36°35.99′ W76°22.91′ NOTAM FILE ORF. **WASHINGTON**
NDB (MHW/LOM) 233 EY 046° 4.9 NM to Chesapeake Rgnl. **L–35D**

CHESTER

MC LAUGHLIN (2G6) 6 E UTC−5(−4DT) N37°19.23′ W77°20.75′ **WASHINGTON**
7 NOTAM FILE DCA Not insp.
WATERWAY 05–23: 2500X150 (WATER)
SEAPLANE REMARKS: unattended.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 18

CHASE CITY MUNI (CXE)

APP CRS		
184°	Rwy Idg	3400
	TDZE	503
	Apt Elev	503

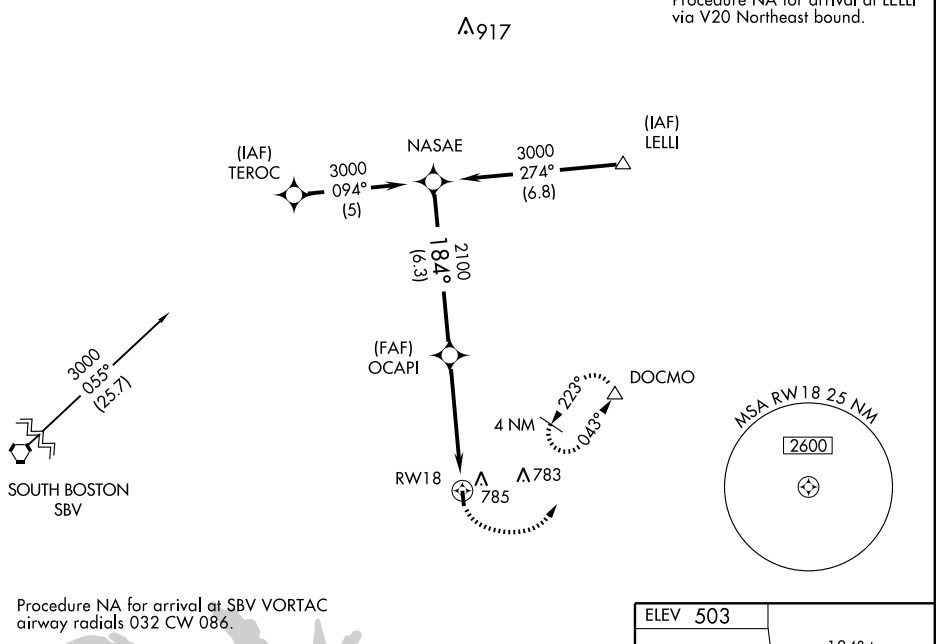
DME/DME RNP-0.3 NA. Use South Hill altimeter setting; when not received, use Danville altimeter setting. Procedure NA at night.

NA

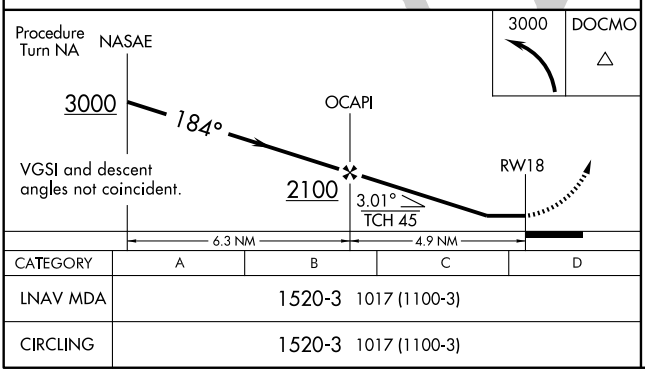
MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	122.9 (CTAF)

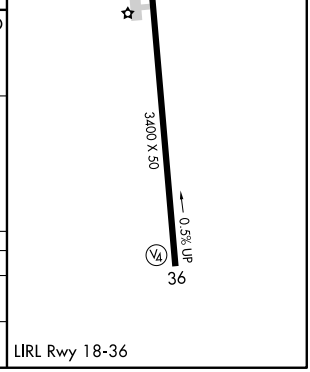
Procedure NA for arrival at LELLI via V20 Northeast bound.



Procedure NA for arrival at SBV VORTAC airway radials 032 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1520-3 1017 (1100-3)			
CIRCLING	1520-3 1017 (1100-3)			



LIRL Rwy 18-36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3400
004°	TDZE	503
	Apt Elev	503

RNAV (GPS) RWY 36

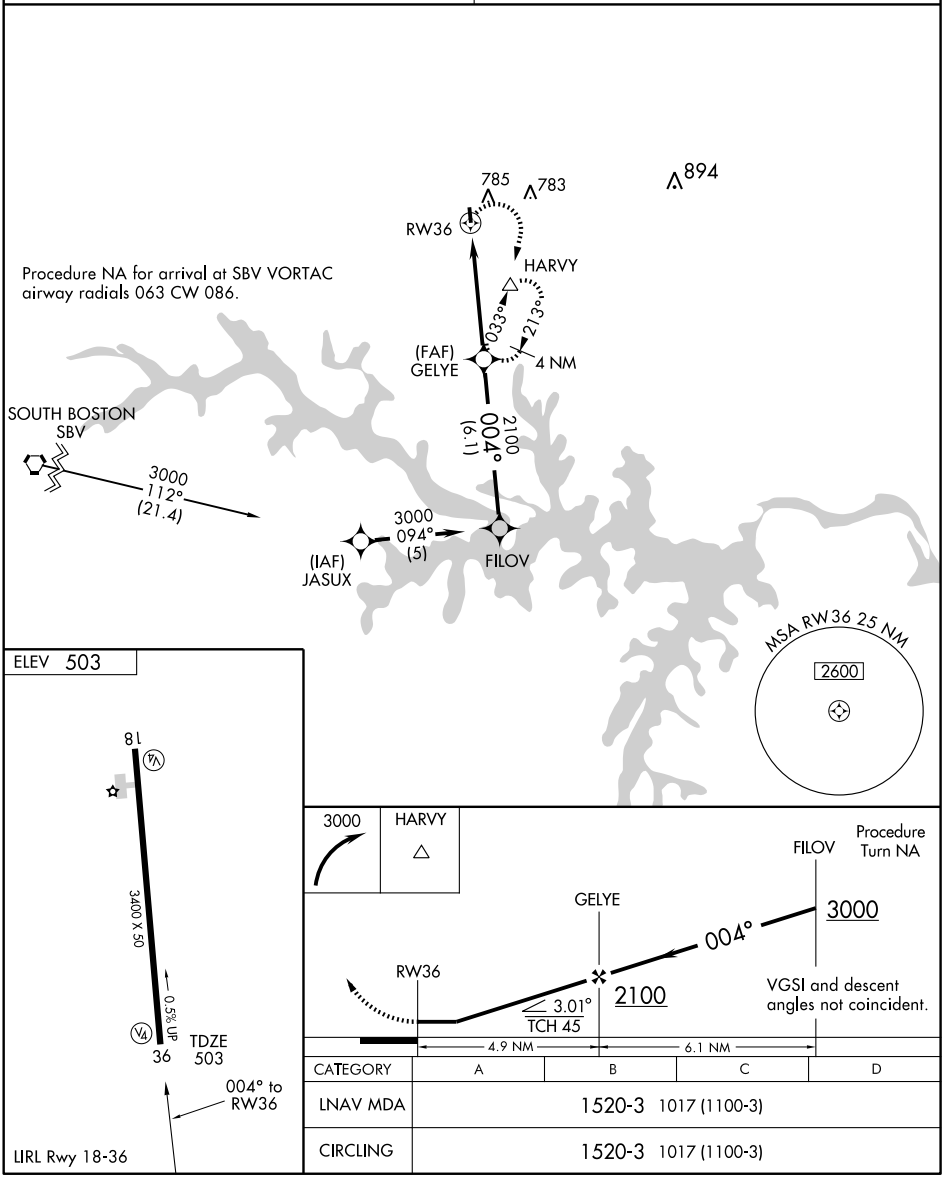
CHASE CITY MUNI (CXE)

DME/DME RNP-0.3 NA. Use South Hill altimeter setting; when not received, use Danville altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	122.9 (CTAF)

NE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1520-3 1017 (1100-3)			
CIRCLING	1520-3 1017 (1100-3)			

CHESTERFIELD CO (See RICHMOND)

CLARKSVILLE

LAKE COUNTRY RGNL (W63) 2 S UTC−5(−4DT) N36°35.75′ W78°33.61′ WASHINGTON L–36G IAP

421 B TPA—1221(800) NOTAM FILE DCA

RWY 04–22: H4488X50 (ASPH) S–12.5 MIRL

RWY 04: Tree. **RWY 22:** Thld dsplcd 460′. Road.

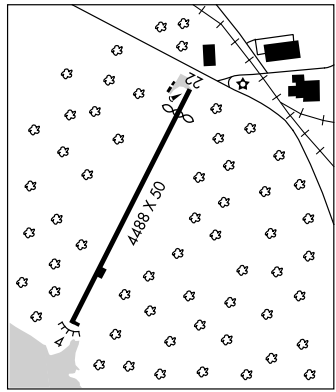
AIRPORT REMARKS: Unattended. For fuel call number posted beside public pay phone on side of hangar. Wildlife invof arpt.

COMMUNICATIONS: CTAF 122.9

WASHINGTON CENTER APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 107° 22.5 NM to fld. 530/05W.



CREWE MUNI (W81) 1E UTC−5(−4DT) N37°10.86′ W78°05.90′ WASHINGTON L–36H

420 B S2 **FUEL** 100LL NOTAM FILE DCA

RWY 15–33: H3300X60 (ASPH) S–12 MIRL

RWY 15: APAP(PNIL)—GA 5.0° TCH 17′. Thld dsplcd 87′. Ground.

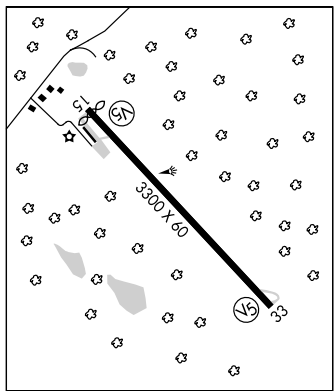
RWY 33: APAP(PNIL)—GA 3.0° TCH 8′. Tree.

AIRPORT REMARKS: Attended 1400–2200Z‡. Deer and turkey on and invof arpt. For airframe and power plant repairs call 804–645–9393. Rwy 15 APAP not lgtd. PNIL unavailable at night. Rwy 33 APAP not lgtd. PNIL unavailable at night. For MIRL Rwy 15–33 key CTAF 5 times on; 3 times off.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LAWRENCEVILLE (L) VORTAC 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 345° 23.7 NM to fld. 350/08W.



APP CRS	Rwy Idg	4488
036°	TDZE	403
	Apt Elev	421

GPS RWY 4

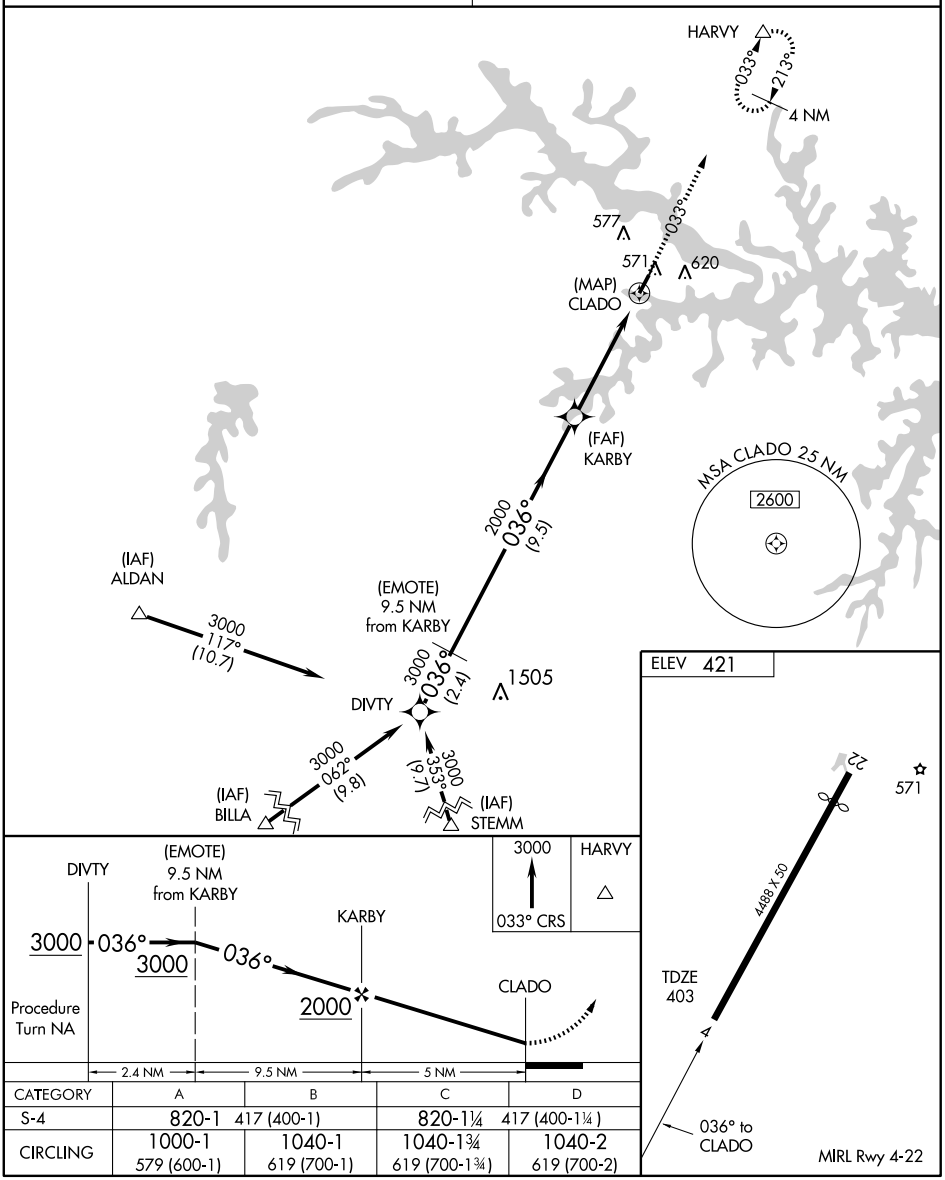
CLARKSVILLE/LAKE COUNTRY RGNL (W63)

Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER
118.75 377.1

CTAF **122.9**



CATEGORY	A	B	C	D
S-4	820-1 417 (400-1)		820-1¼ 417 (400-1¼)	
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SBV	APP CRS	Rwy Idg	N/A
110.4	107°	TDZE	N/A
Chan 41		Apt Elev	421

VOR/DME-A

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

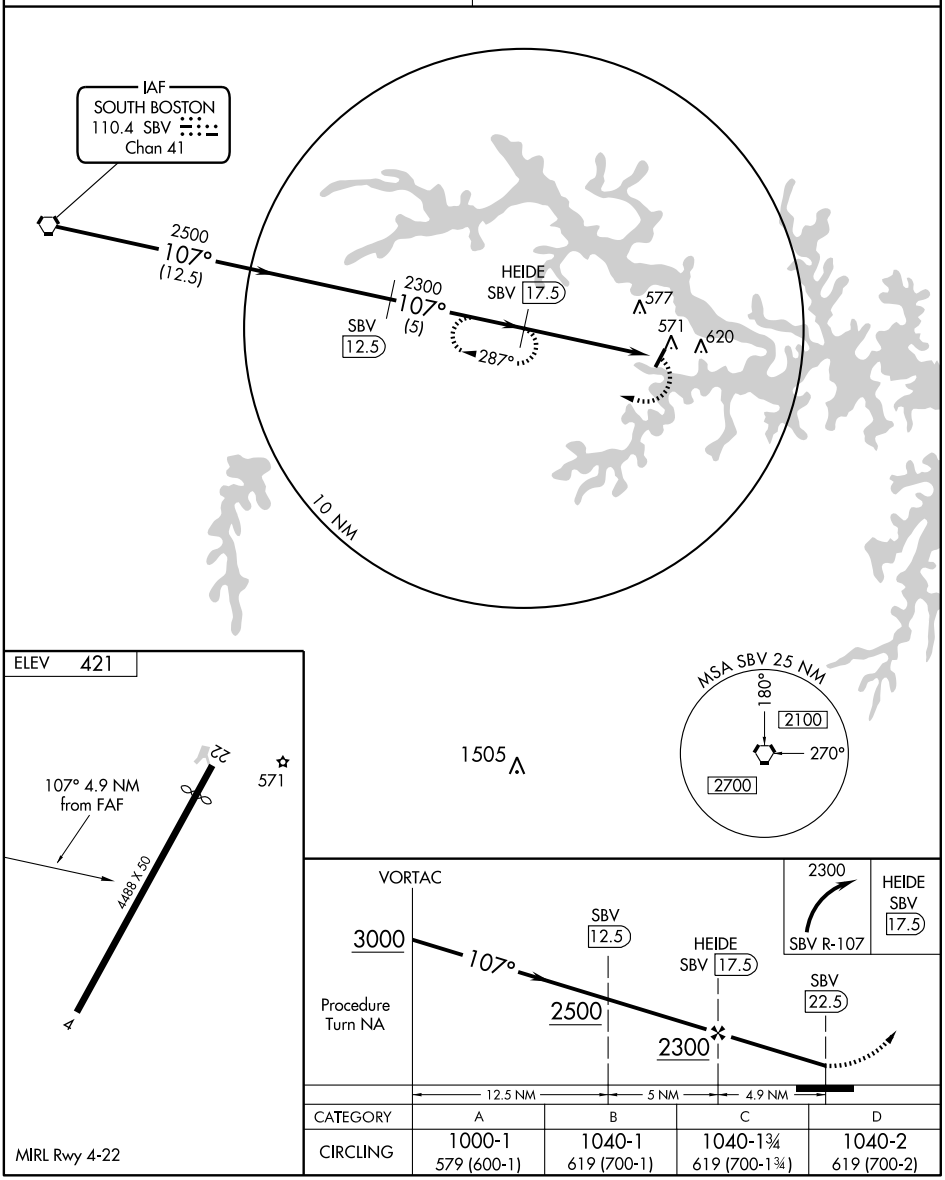
NA

Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via SBV R-107 to HEIDE/ 17.5 DME and hold.

WASHINGTON CENTER
118.75 377.1

CTAF 122.9



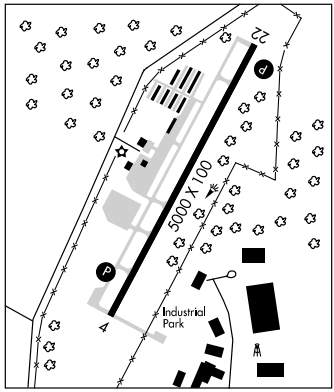
CATEGORY	A	B	C	D
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

MIRL Rwy 4-22

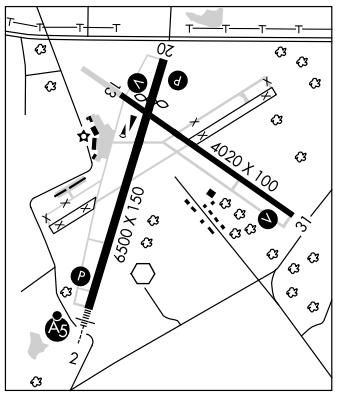
NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

CULPEPER RGNL (CJR) 7 NE UTC−5(−4DT) N38°31.53′ W77°51.58′ **WASHINGTON**
316 B S4 **FUEL** 100LL, JET A NOTAM FILE CJR **H–10H, 12I, L–29E, 34E, 36I, A**
RWY 04–22: H5000X100 (ASPH) S–40 MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Fence.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Bldg.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0100Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (540) 727–0523.
COMMUNICATIONS: CTAF/UNICOM 123.075
CASANOVA RCO 122.1R 116.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 124.65
GCO 121.6 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47′ W77°51.93′ 184° 6.9 NM to fld. 439/06W.
NAILR NDB (MHW) 351 MSQ N38°27.26′ W77°54.32′ 037° 4.8 NM to fld.
ILS 109.95 I–DZH Rwy 04. LOC only.



DANVILLE RGNL (DAN) 3 E UTC−5(−4DT) N36°34.37′ W79°20.17′ **CINCINNATI**
571 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DAN **H–9C, 12I, L–26J, 36G**
RWY 02–20: H6500X150 (ASPH–GRVD) S–90, D–130, 2S–165 HIRL 0.4% up N **IAP**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 54′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 900′. Tree.
RWY 13–31: H4020X100 (ASPH) S–90, D–130, 2S–165 MIRL 1.1% up NW
RWY 13: REIL. VASI(V2L)—GA 3.0°. Tree.
RWY 31: REIL. VASI(V2L)—GA 3.0°. TCH 73′. Road.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 02: TORA–6500 TODA–6500 ASDA–5600 LDA–5600
RWY 20: TORA–6500 TODA–6500 ASDA–6500 LDA–5600
AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1200–0000Z‡. Arpt unattended Christmas Day. Rwy 02–20 cracks in pavement. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000′. Ctc arpt administration prior to conducting specialized aero activities 434–799–5110. TPA–1371 (800) lgt aircraft, 2071 (1500) turbine aircraft. Rwy 02 is designated calm wind rwy. Rwy 31 VASI unusable byd 8° left of course. ACTIVATE HIRL Rwy 02–20; MIRL Rwy 13–31; REIL Rwys 13 and 31 and 20; MALSR Rwy 02; VASI Rwys 13 and 31; PAPI Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: ASOS 128.125 (434) 799–1701.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.2 (LEESBURG RADIO)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 124.05
AIRSPACE: CLASS E svc effective 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 254° 16.7 NM to fld. 530/05W.
(L) VOR 113.1 DAN N36°34.13′ W79°20.20′ at fld. NOTAM FILE DAN.
ILS 110.7 I–DAN Rwy 02. Class IE. ILS unmonitored.



DAVEE N38°39.70′ W77°06.61′ NOTAM FILE DCA. **WASHINGTON**
NDB (MHW/LOM) 223 DAA 323° 4.6 NM to Davison AAF (Fort Belvoir). Opr Mon–Fri 1000–0130Z‡ except holidays. **L–29E, 34E, 36I**

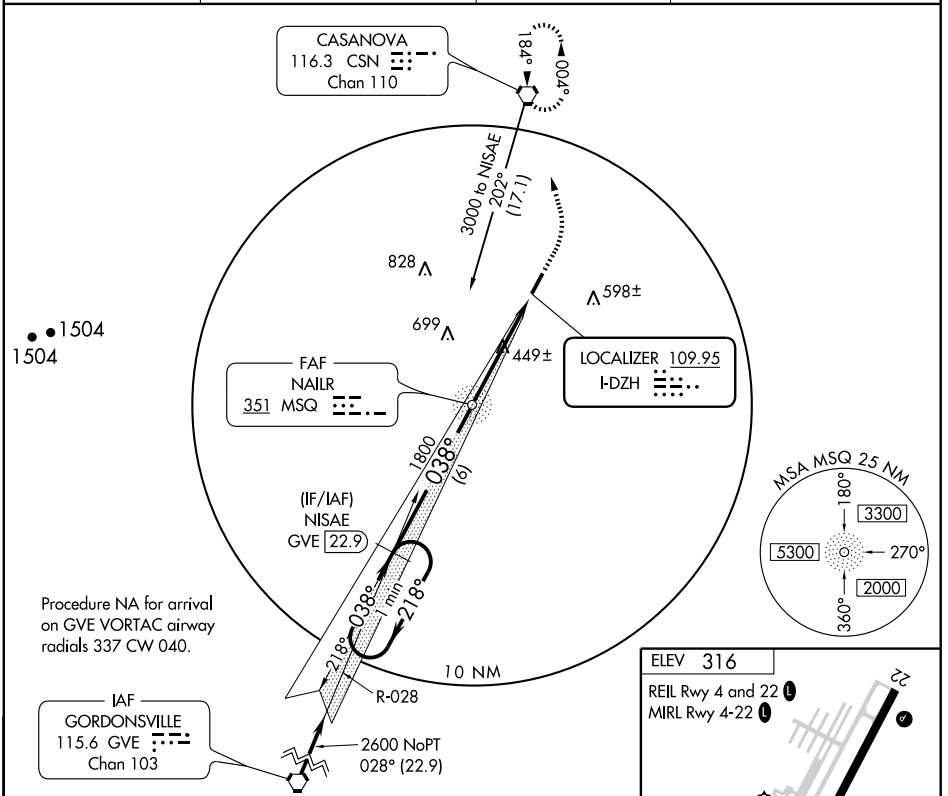
LOC I-DZH	APP CRS	Rwy Idg	5000
109.95	038°	TDZE	316
		Apt Elev	316

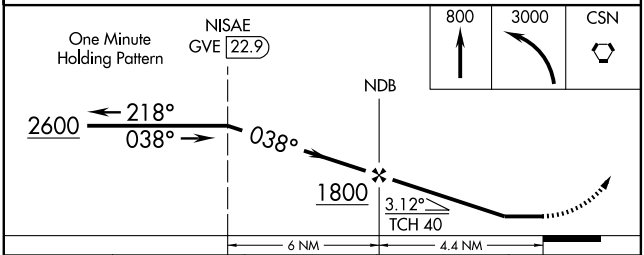
LOC RWY 4
CULPEPER RGNL (CJR)

ADF required.

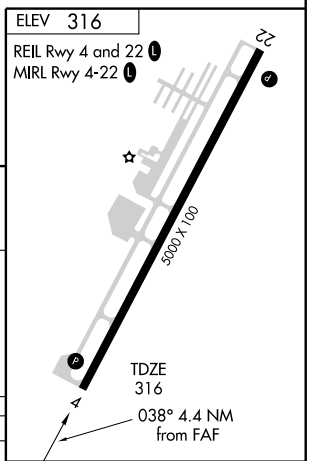
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
119.325	124.65 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1¾ 604 (700-1¾)	NA



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

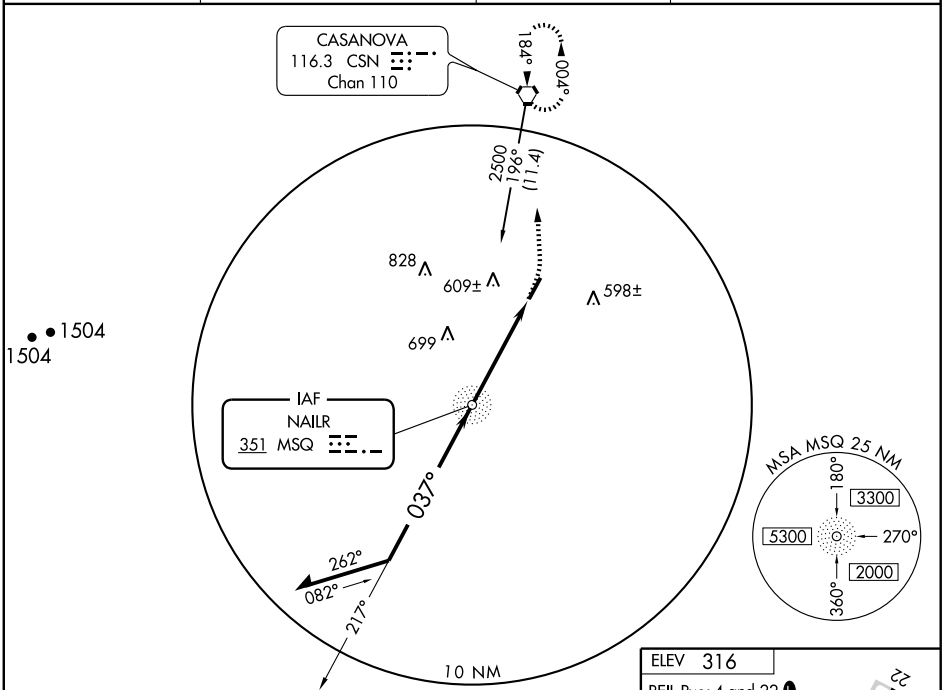
NDB MSQ	APP CRS	Rwy Idg	5000
351	037°	TDZE	316
		Apt Elev	316

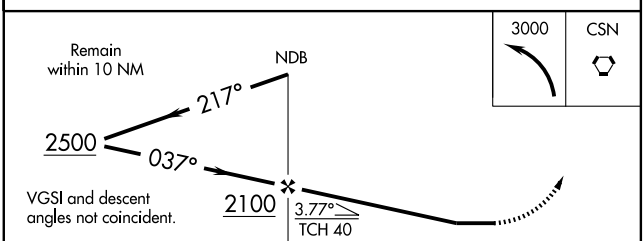
NDB RWY 4

CULPEPER RGNL (CJR)

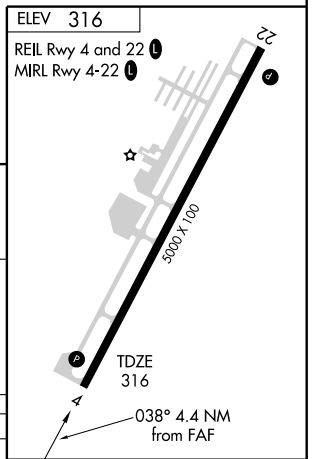
MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
119.325	124.65 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-4	920-1 604 (700-1)		920-1¾ 604 (700-1¾)	NA
CIRCLING	920-1 604 (700-1)		920-1¾ 604 (700-1¾)	NA



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77606	038°	TDZE	316
W04A		Apt Elev	316

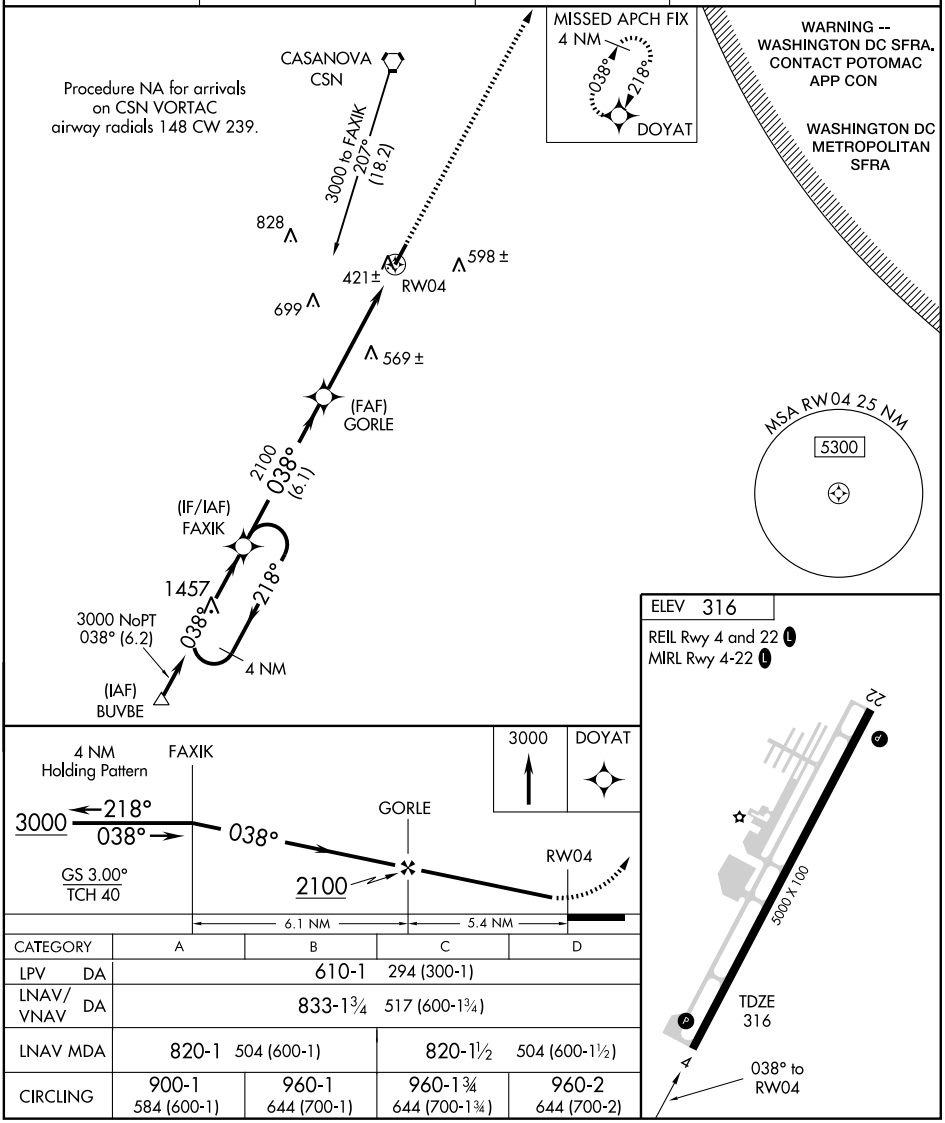
RNAV (GPS) RWY 4

CULPEPER RGNL (CJR)

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
119.325	124.65 306.925	121.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

AL-5877 (FAA)

RNAV (GPS) RWY 22

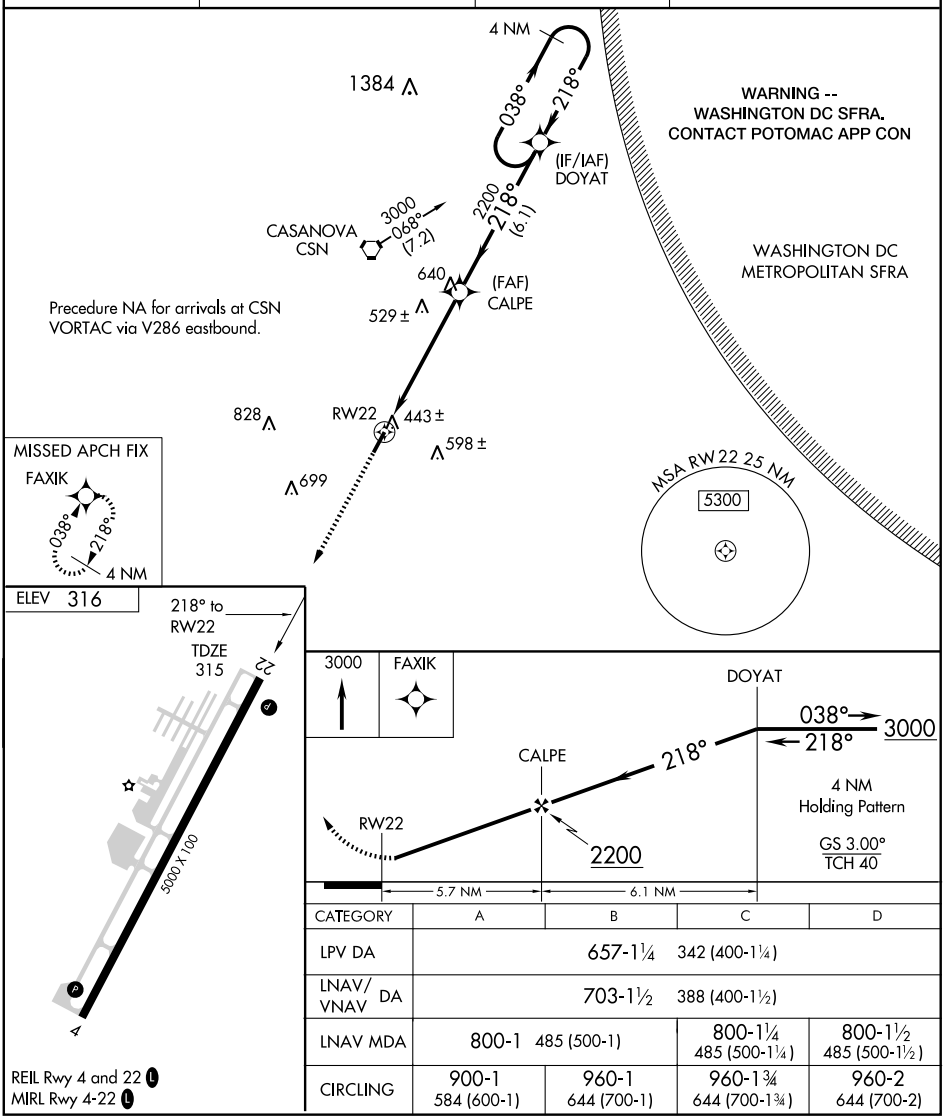
CULPEPER RGNL (CJR)

WAAS	APP CRS	Rwy Idg	5000
CH 56306	218°	TDZE	315
W22A		Apt Elev	316

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
119.325	124.65 306.925	121.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

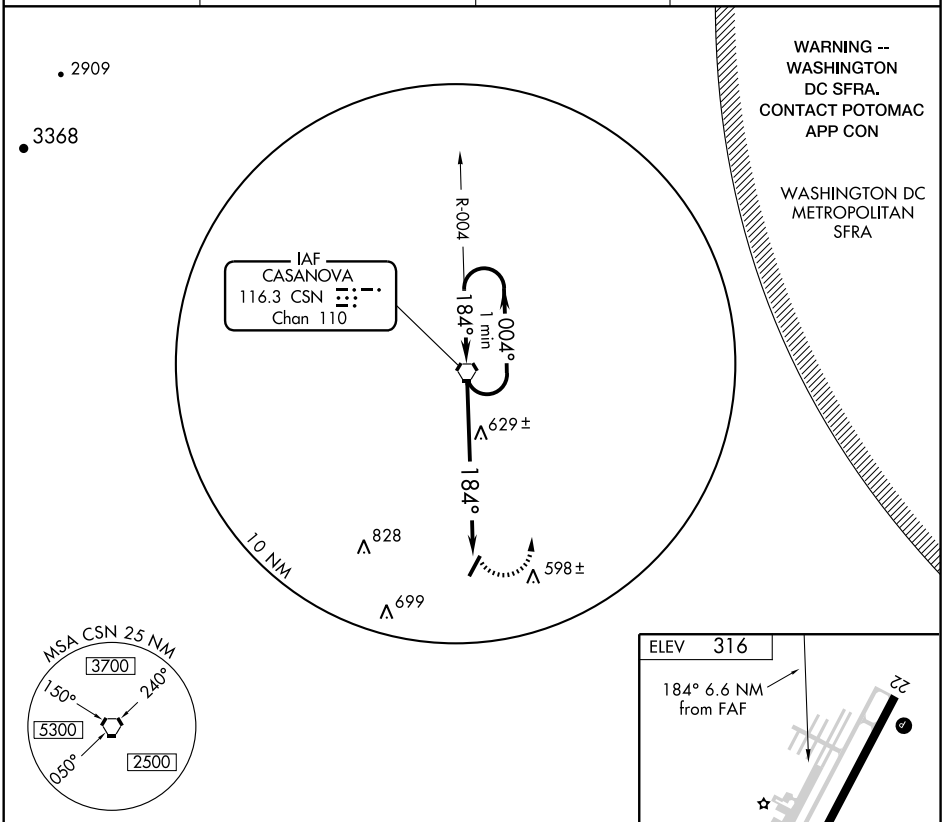
VORTAC CSN	APP CRS	Rwy Idg	N/A
116.3	184°	TDZE	N/A
Chan 110		Apt Elev	316

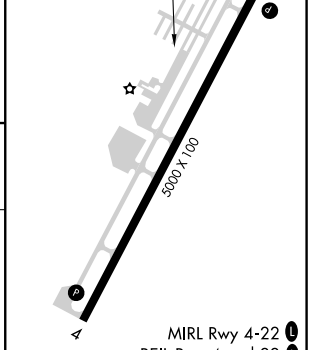
VOR-A
CULPEPER RGNL (CJR)

When VGSI inoperative, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

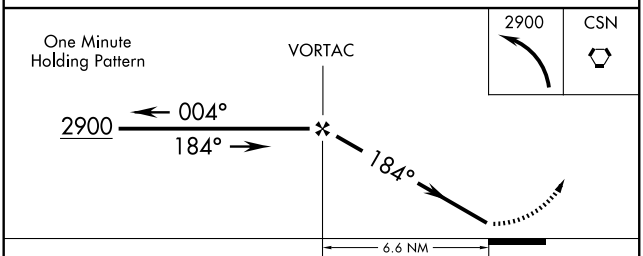
MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
119.325	124.65 306.925	121.6	123.075 (CTAF) L





MIRL Rwy 4-22 L
REIL Rwy 4 and 22 L

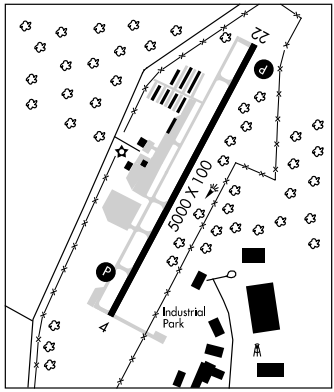


CATEGORY	A	B	C	D
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-1)

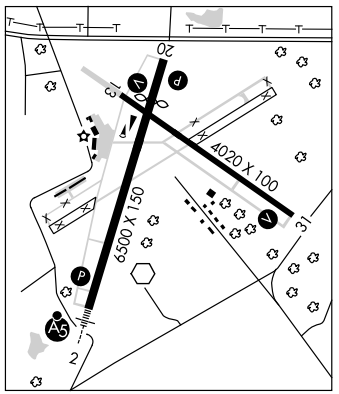
FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

CULPEPER RGNL (CJR) 7 NE UTC−5(−4DT) N38°31.53′ W77°51.58′ **WASHINGTON**
316 B S4 **FUEL** 100LL, JET A NOTAM FILE CJR **H–10H, 12I, L–29E, 34E, 36I, A**
RWY 04–22: H5000X100 (ASPH) S–40 MIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Fence.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Bldg.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0100Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (540) 727–0523.
COMMUNICATIONS: CTAF/UNICOM 123.075
CASANOVA RCO 122.1R 116.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 124.65
GCO 121.6 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47′ W77°51.93′ 184° 6.9 NM to fld. 439/06W.
NAILR NDB (MHW) 351 MSQ N38°27.26′ W77°54.32′ 037° 4.8 NM to fld.
ILS 109.95 I–DZH Rwy 04. LOC only.



DANVILLE RGNL (DAN) 3 E UTC−5(−4DT) N36°34.37′ W79°20.17′ **CINCINNATI**
571 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DAN **H–9C, 12I, L–26J, 36G**
RWY 02–20: H6500X150 (ASPH–GRVD) S–90, D–130, 2S–165 HIRL 0.4% up N **IAP**
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 54′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 900′. Tree.
RWY 13–31: H4020X100 (ASPH) S–90, D–130, 2S–165 MIRL 1.1% up NW
RWY 13: REIL. VASI(V2L)—GA 3.0°. Tree.
RWY 31: REIL. VASI(V2L)—GA 3.0°. TCH 73′. Road.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 02: TORA–6500 TODA–6500 ASDA–5600 LDA–5600
RWY 20: TORA–6500 TODA–6500 ASDA–6500 LDA–5600
AIRPORT REMARKS: Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1200–0000Z‡. Arpt unattended Christmas Day. Rwy 02–20 cracks in pavement. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000′. Ctc arpt administration prior to conducting specialized aero activities 434–799–5110. TPA–1371 (800) lgt aircraft, 2071 (1500) turbine aircraft. Rwy 02 is designated calm wind rwy. Rwy 31 VASI unusable byd 8° left of course. ACTIVATE HIRL Rwy 02–20; MIRL Rwy 13–31; REIL Rwys 13 and 31 and 20; MALSR Rwy 02; VASI Rwys 13 and 31; PAPI Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: ASOS 128.125 (434) 799–1701.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.2 (LEESBURG RADIO)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 124.05
AIRSPACE: CLASS E svc effective 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 254° 16.7 NM to fld. 530/05W.
(L) VOR 113.1 DAN N36°34.13′ W79°20.20′ at fld. NOTAM FILE DAN.
ILS 110.7 I–DAN Rwy 02. Class IE. ILS unmonitored.



DAVEE N38°39.70′ W77°06.61′ NOTAM FILE DCA. **WASHINGTON**
NDB (MHW/LOM) 223 DAA 323° 4.6 NM to Davison AAF (Fort Belvoir). Opr Mon–Fri 1000–0130Z‡ except holidays. **L–29E, 34E, 36I**

LOC I-DAN	APP CRS	Rwy Idg	5600
110.7	025°	TDZE	558
		Apt Elev	571

ILS or LOC RWY 2

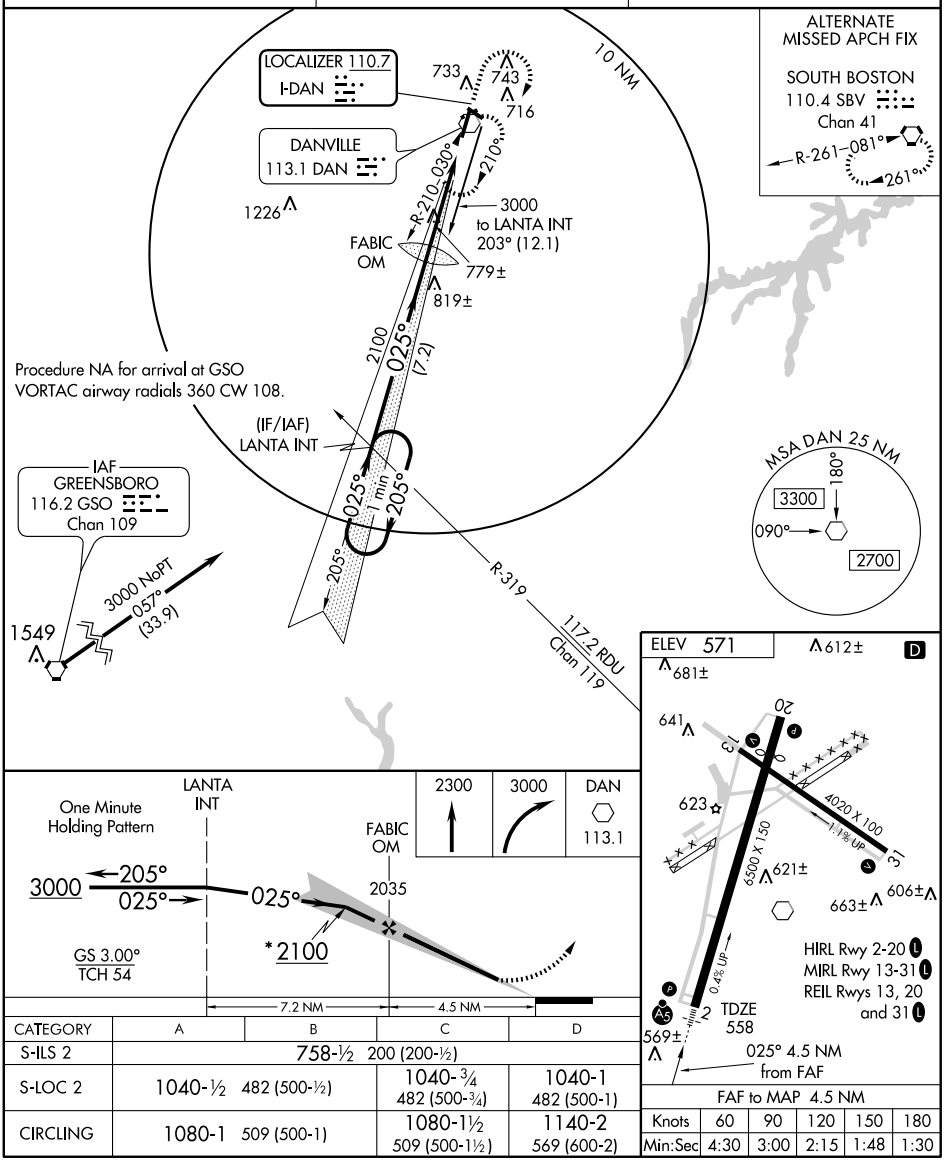
DANVILLE RGNL (DAN)

When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase S-LOC 2 visibility Cats C and D ¼ mile. For inoperative MALSR when using Roxboro, NC altimeter setting, increase S-ILS 2 visibility all Cats to 1. Circling NA at night to Rwy 31.

MALSR

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF)



CATEGORY	A	B	C	D
S-ILS 2	758-½ 200 (200-½)			
S-LOC 2	1040-½ 482 (500-½)		1040-¾ 482 (500-¾)	1040-1 482 (500-1)
CIRCLING	1080-1 509 (500-1)		1080-1½ 509 (500-1½)	1140-2 569 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

DANVILLE RGNL (DAN)

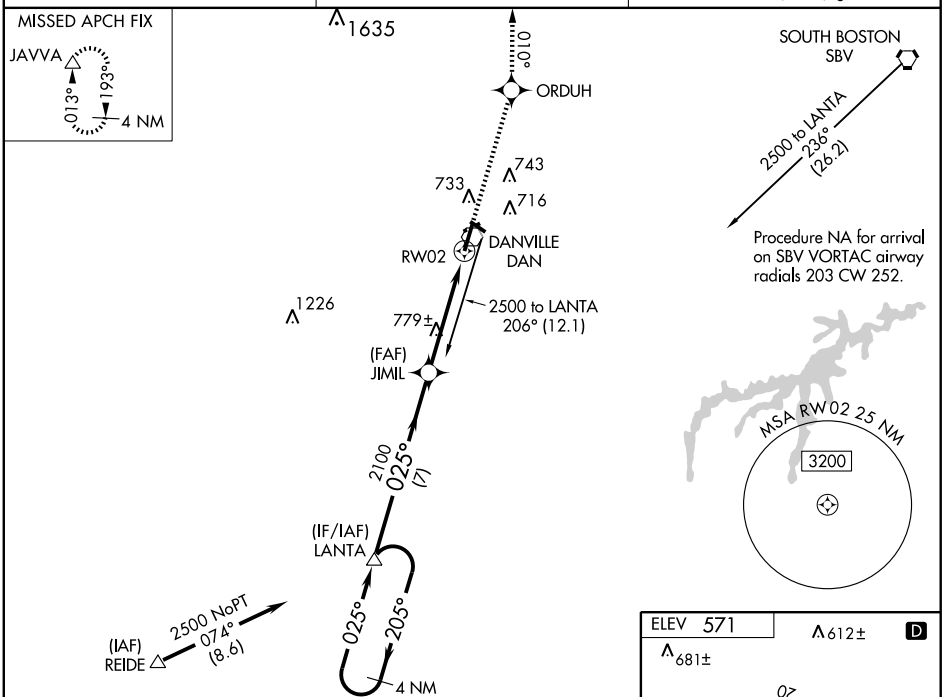
WAAS	APP CRS	Rwy Idg	5600
CH 42916	025°	TDZE	558
W02A		Apt Elev	571

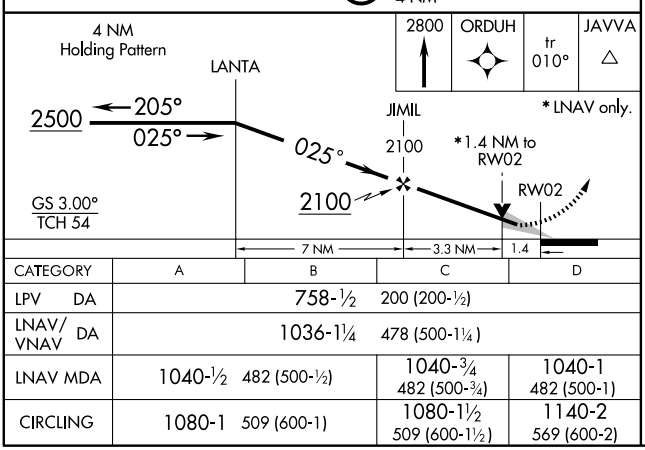
Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting nor received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility ¼ mile. Circling NA at night to Rwy 31. For inoperative MALSR when using Roxboro, NC altimeter setting, increase LPV all Cats visibility to 1. VDP NA with Roxboro, NC altimeter setting.

MALSR

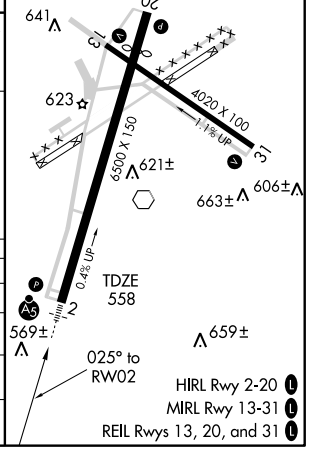
MISSED APPROACH: Climb to 2800 direct ORDUH and via track 010° to JAVVA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF)





CATEGORY	A	B	C	D
LPV DA	758-½ 200 (200-½)			
LNAV/VNAV DA	1036-1¼ 478 (500-1¼)			
LNAV MDA	1040-½ 482 (500-½)		1040-¾ 482 (500-¾)	1040-1 482 (500-1)
CIRCLING	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

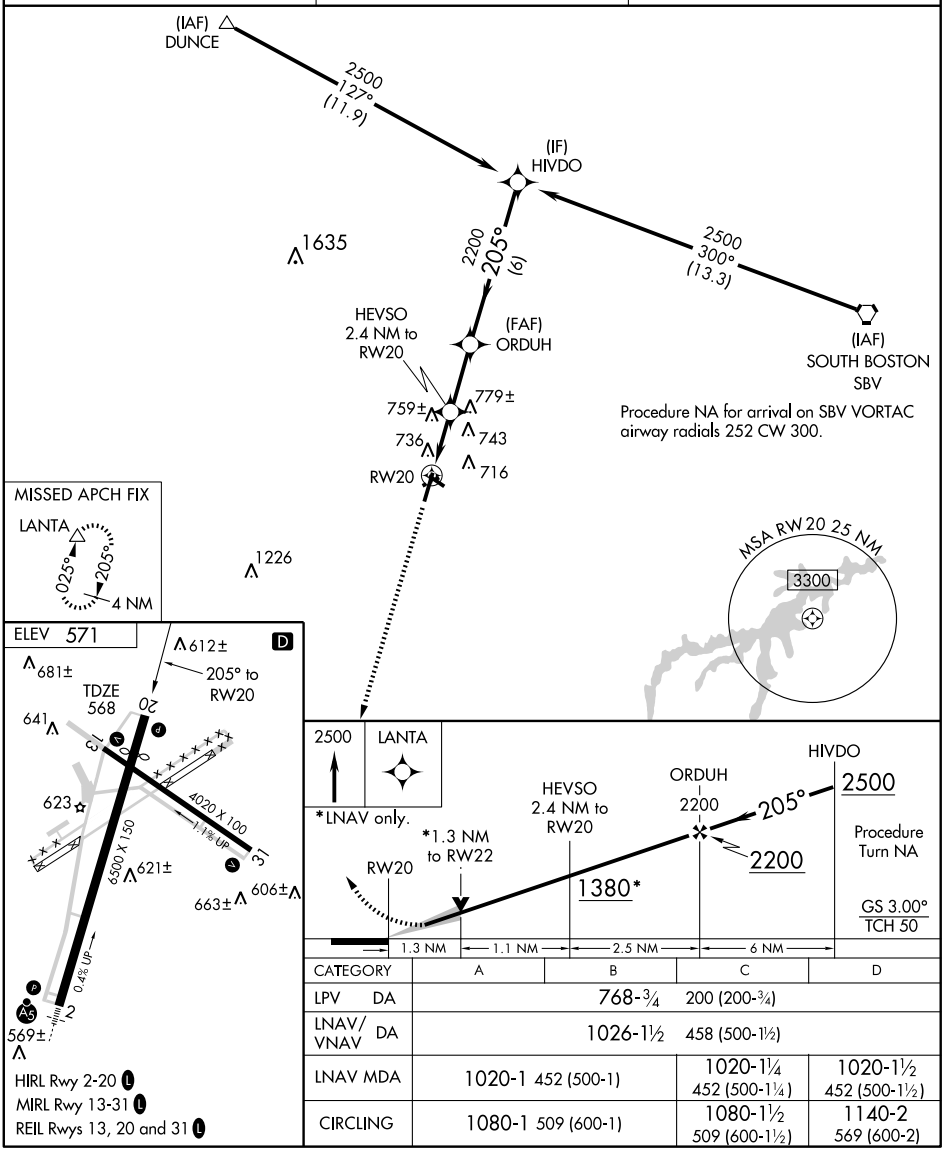
DANVILLE RGNL (DAN)

WAAS	APP CRS	Rwy Idg	5600
CH 87116	205°	TDZE	568
W20A		Apt Elev	571

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. Circling NA at night to Rwy 31. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	768-¾ 200 (200-¾)			
LNAV/VNAV DA	1026-1½ 458 (500-1½)			
LNAV MDA	1020-1 452 (500-1)		1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)
CIRCLING	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR DAN 113.1	APP CRS 030°	Rwy Idg 5600 TDZE 558 Apt Elev 571

VOR RWY 2

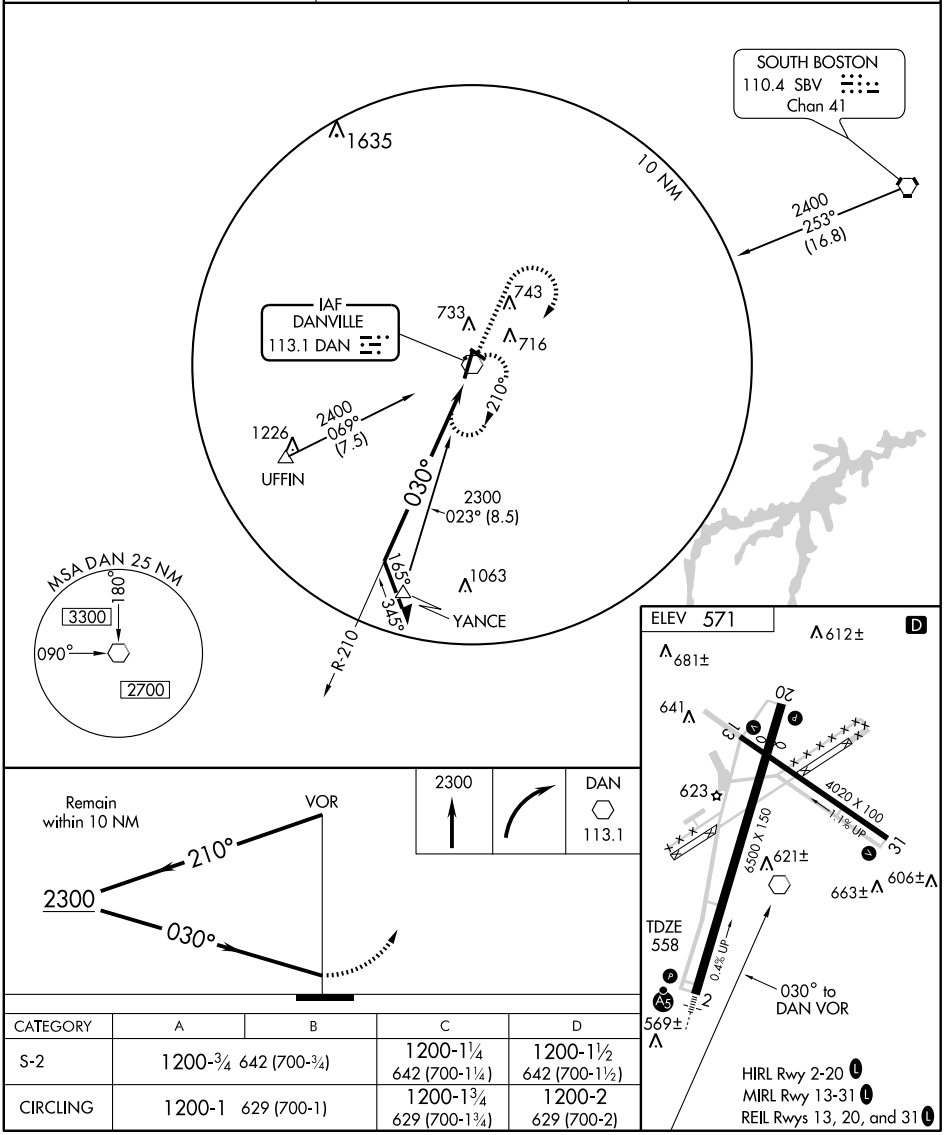
DANVILLE RGNL (DAN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet and S-2 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR for local altimeter setting and when using Roxboro, NC altimeter setting, increase S-2 visibility Cats A and B to 1. Circling NA at night to Rwy 31.

MALSR

MISSED APPROACH: Climb to 2300 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-2	1200-¾ 642 (700-¾)		1200-1¼ 642 (700-1¼)	1200-1½ 642 (700-1½)
CIRCLING	1200-1 629 (700-1)		1200-1¾ 629 (700-1¾)	1200-2 629 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR DAN 113.1	APP CRS 195°	Rwy Idg 5600 TDZE 568 Apt Elev 571

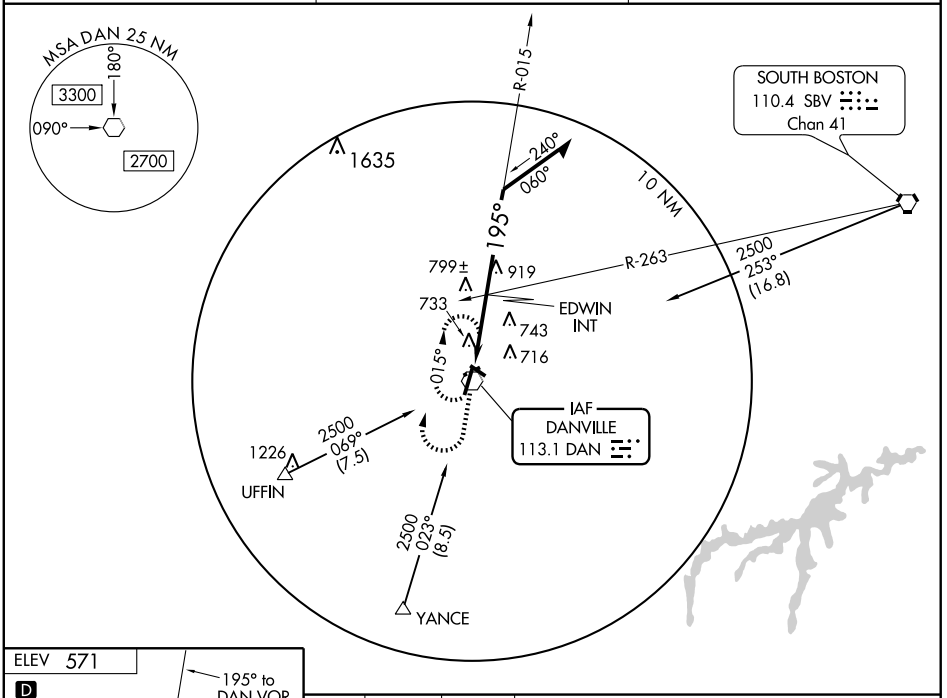
VOR RWY 20

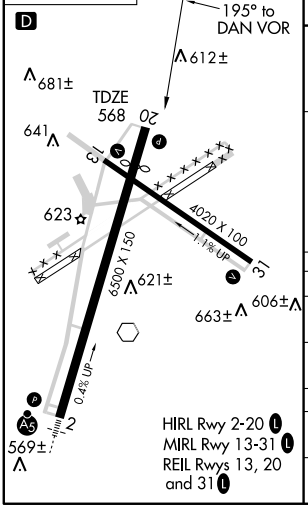
DANVILLE RGNL (DAN)

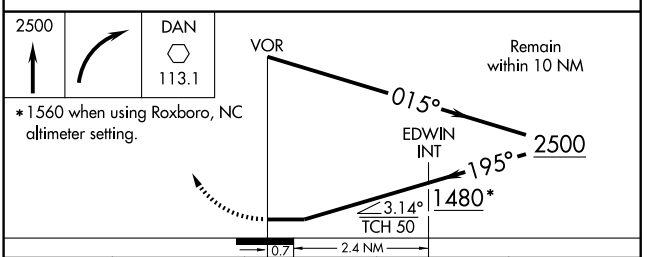
When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet, increase S-20 and Circling Cats B and C visibility ¼ mile, when using EDWIN fix minimums increase S-20 Cats C and D visibility ¼ mile. Circling NA at night to Rwy 31.

MISSED APPROACH: Climb to 2500 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-20	1480-1¼ 912 (1000-1¼)		1480-2¾ 912 (1000-2¾)	1480-3 912 (1000-3)
CIRCLING	1480-1¼ 909 (1000-1¼)		1480-2¾ 909 (1000-2¾)	1480-3 909 (1000-3)
EDWIN FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-20	1060-1 492 (500-1)		1060-1¼ 492 (500-1¼)	1060-1½ 492 (500-1½)
CIRCLING	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)

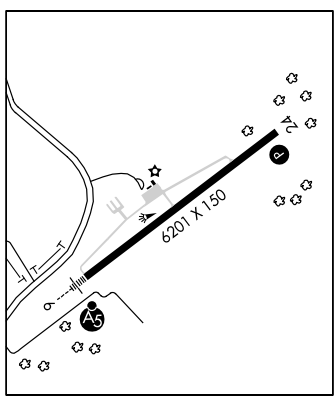
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DAVISON AAF (FORT BELVOIR) (DAA)(KDAA) A (ARNG) 3 NW UTC−5(−4DT) WASHINGTON
N38°42.90′ W77°10.87′ COPTER
73 B TPA–See Remarks NOTAM FILE DCA Not insp. H–10H, 12I, L–29E, 34E, 36I, A
RWY 14–32: H5618X75 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW DIAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 600′. **RWY 32:** MALSF. REIL. Thld dsplced 900′.
MILITARY SERVICE: LGT When twr clsd HIRL Rwy 14–32 preset med ints. **FUEL** J8. Avbl Mon–Fri 1130–0330Z‡, weekends and holidays, 1300–2200Z‡, other times 2 hr PPR.
OIL O–123–128–148–156.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200–2100Z‡, DSN 656–7683/7682, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. **CAUTION** Expect shear/crosswind shift touch down zone Rwy 32 during SW–NW wind. Bird and deer hazard. **TFC PAT** TPA–Fixed wing SW 1500(1427), rotary wing NE 1100(1027). **NS ABTMT** Twr will advise of restriction to engine run up, tkf and ldg between Mon–Sat 0300–1300Z‡, Sun and holidays 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and holidays 1700–0300Z‡. **MISC** Aerodrome bcn lctd 4600′ E–NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy app end overrun for tkf roll. Wx obsn augmented/back–up as reg Mon–Fri 1030–0230Z‡ exc holidays. Auto voice obsn continuous DSN 656–7313. Wx forecast Mon–Fri 1100–0230Z‡, exc holidays, other times remote briefing svc avbl 15th OWS, Scott AFB DSN 576–9755, C618–256–9755, fax extension 4855 or https://ows.scott.af.mil. See VFR–S for Pentagon Heliport. **ARNG** Opr continuously.
COMMUNICATIONS: CTAF 126.3 **ATIS** 128.175 230.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **PTD** 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)
Ⓡ **POTOMAC APP CON** 119.85 322.3
TOWER 126.3 229.4 241.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **GND CON** 121.9 245.2
CLNC DEL 245.2
Ⓡ **POTOMAC DEP CON** 118.1 343.7
METRO PMSV 139.4 **BASE OPS** 139.4 34.1 **ARNG OPS** 52.75
AIRSPACE: CLASS D svc Mon–Fri 1100–0230Z‡, excluding holidays other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 145° 18.8 NM to fld. 297/8W.
DAVEE NDB (MHW/LOM) 223.0 DAA N38°39.70′ W77°06.61′ 323° 4.6 NM to fld. NOTAM FILE DCA. Opr Mon–Fri 1000–0130Z‡ except holidays.
ILS/DME 108.9 I–DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.
ASR/PAR (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
HELIPAD 14–32: H450X50 (CONC)

DINWIDDIE CO (See PETERSBURG)

DUBLIN

NEW RIVER VALLEY (PSK) 2 N UTC−5(−4DT) N37°08.24′ W80°40.71′ CINCINNATI
2105 B S2 **FUEL** 100LL, JET A NOTAM FILE PSK H–10H, 12H, 6G, L–26I
RWY 06–24: H6201X150 (ASPH) D–60 HIRL 0.5% up SW IAP
RWY 06: MALSR. Ground.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1400–2300Z‡. Military contract fuel unavbl. Deer on and invof arpt. Customs service on airport. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731. **HIWAS** 116.8 PSK.
COMMUNICATIONS: CTAF/UNICOM 122.7
PULASKI RCO 122.3 122.1R 116.8T (LEESBURG RADIO)
ROANOKE APP/DEP CON 126.0 **ROANOKE CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 031° 2.9 NM to fld. 2120/06W. **HIWAS.**
ILS 110.9 I–PSK Rwy 06. Class IA. ILS unmonitored during hours arpt unattended.



EAGLE'S NEST (See WAYNESBORO)

LOC I-PSK	APP CRS	Rwy Idg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

AL-5084 (FAA)

ILS or LOC RWY 6

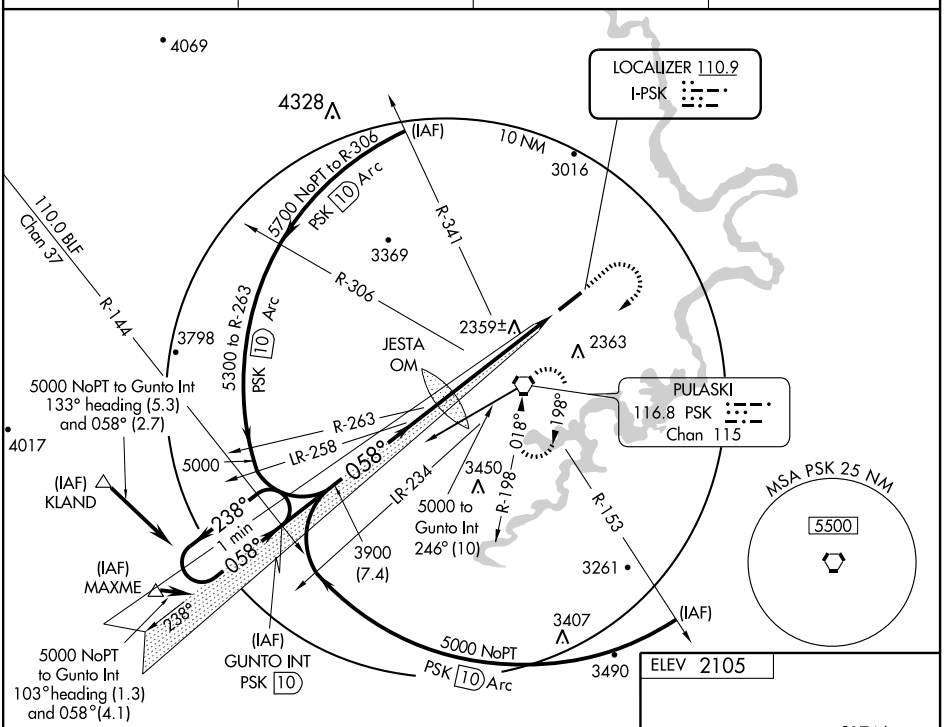
DUBLIN/NEW RIVER VALLEY (PSK)

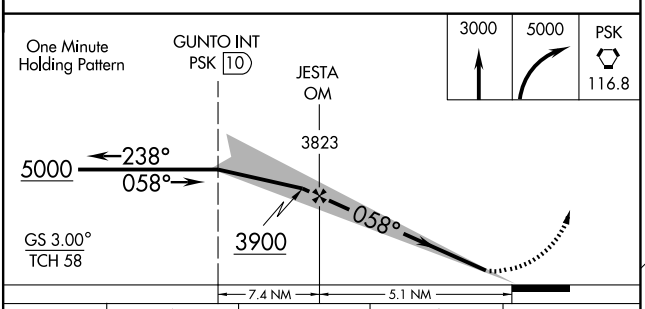
Inoperative table does not apply to S-ILS.
Inoperative table does not apply to S-LOC 6 Cats A and B.
Visibility reduction by helicopters NA.

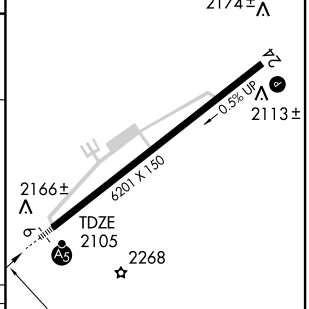
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF)







CATEGORY	A	B	C	D
S-ILS 6	2314-1 209 (300-1)			
S-LOC 6	2620-1 515 (600-1)			2620-1¼ 515 (600-1¼)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS Chan **86227** **W24A**	APP CRS **238°**	Rwy Idg **6201** TDZE **2087** Apt Elev **2105**

RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

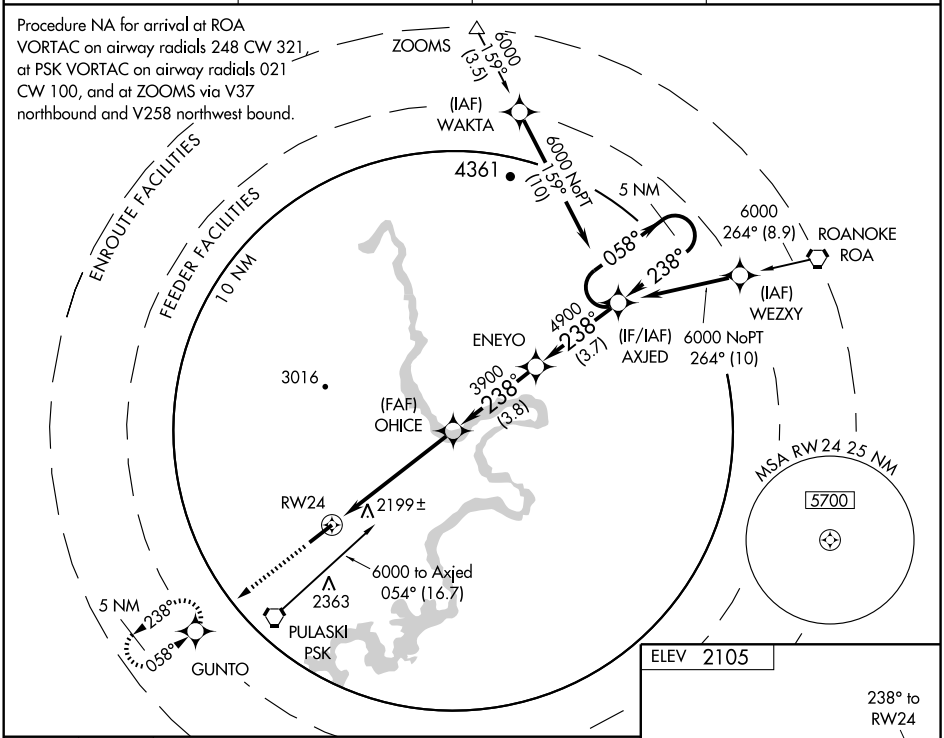
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive altimeter setting. If local altimeter setting not received, use Virginia Tech/ Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

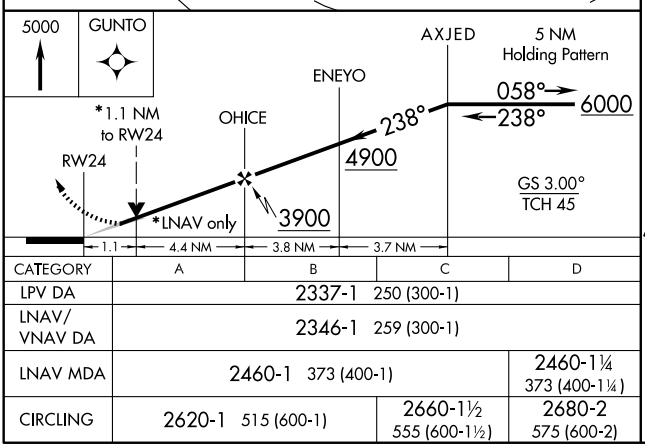
NA

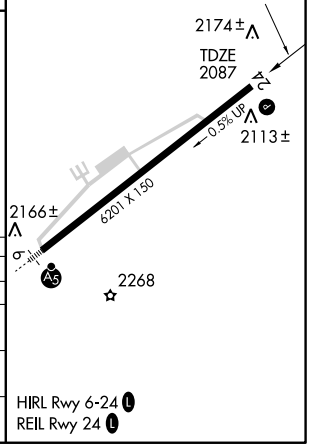
MISSED APPROACH: Climb to 5000 direct GUNTO and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	**126.0** **339.8**	**121.7**	**122.7** (CTAF) L

Procedure NA for arrival at ROA VORTAC on airway radials 248 CW 321 at PSK VORTAC on airway radials 021 CW 100, and at ZOOMS via V37 northbound and V258 northwest bound.







CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/ VNAV DA	2346-1 259 (300-1)			
LNAV MDA	2460-1 373 (400-1)			2460-1¼ 373 (400-1¼)
CIRCLING	2620-1 515 (600-1)		2660-1½ 555 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE 2105 Apt Elev 2105

VOR/DME or GPS RWY 6

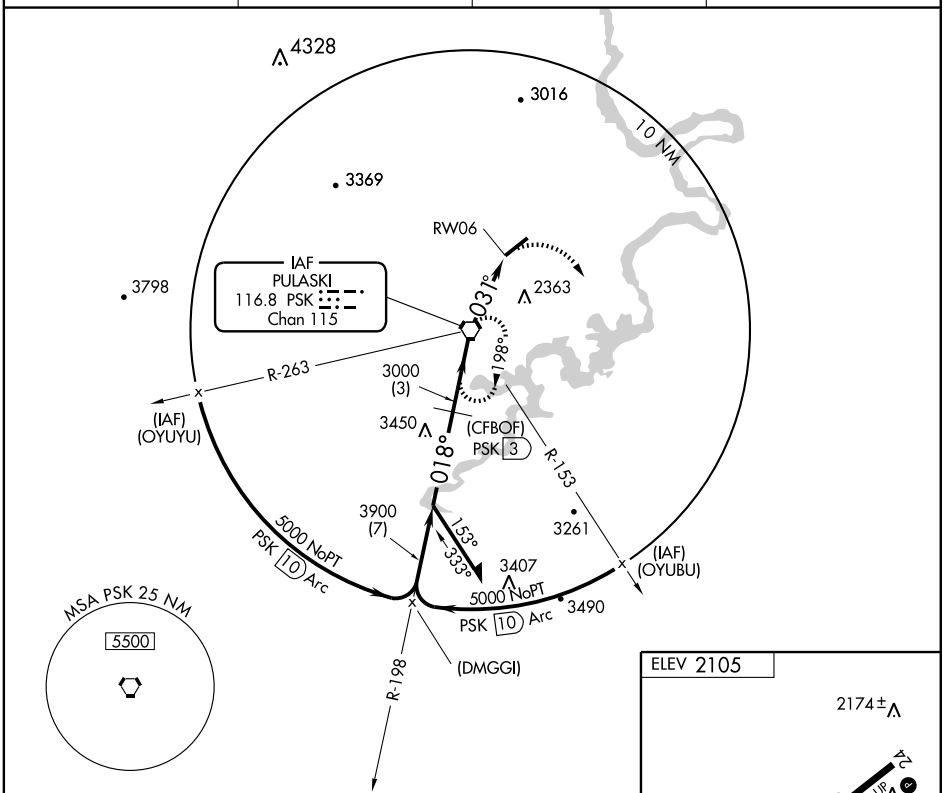
DUBLIN/ NEW RIVER VALLEY (PSK)

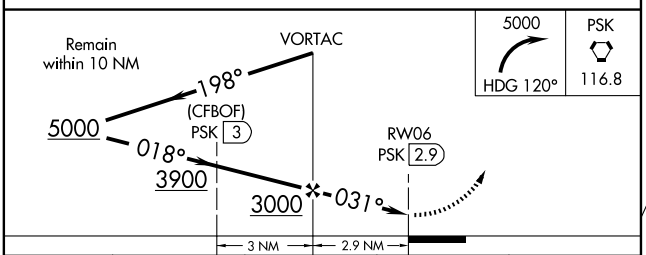
▼ Inoperative table does not apply.

MALSR

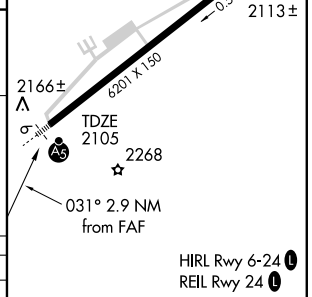
MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





5000 HDG 120°	PSK 116.8



CATEGORY	A	B	C	D
S-6	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

Knots	60	90	120	150	180
Min:Sec					

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE N/A Apt Elev 2105

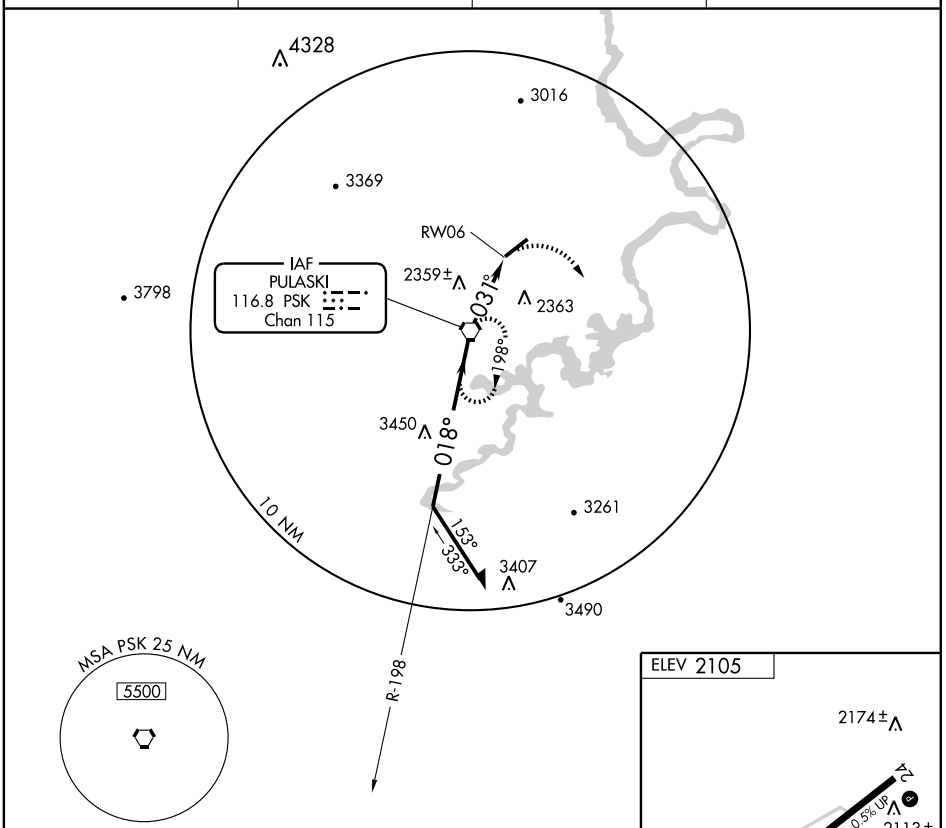
VOR or GPS-A

DUBLIN/ NEW RIVER VALLEY (PSK)

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L

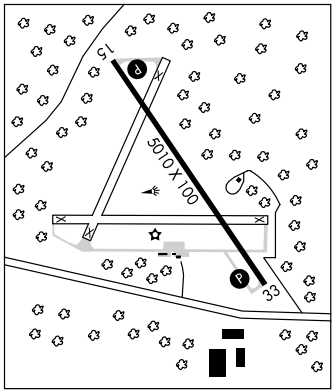


CATEGORY	A	B	C	D
CIRCLING	2740-1 635 (700-1)		2740-1¾ 635 (700-1¾)	2740-2¼ 635 (700-2¼)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

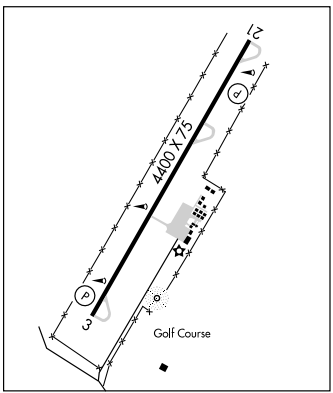
EMPORIA–GREENSVILLE RGNL (EMV) 3 E UTC−5(−4DT) N36°41.21′ W77°28.97′ **WASHINGTON**
127 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EMV **H–9C, 10H, 12H, L–36G**
RWY 15–33: H5010X100 (ASPH) S–30, D–50, 2D–85 MIRL 0.3% up N **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE MIRL Rwy 15–33, PAPI Rwys 15 and 33, and REIL Rwys 15 and 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (804) 434–0656.
COMMUNICATIONS: CTAF/UNICOM 123.0
WASHINGTON CENTER APP/DEP CON 132.025
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 275° 22.8 NM to fld. 90/09W.
NDB (MHW) 261 ELQ N36°37.08′ W77°25.53′ 336° 5.0 NM to fld. NOTAM FILE DCA.
ILS 108.75 I–EMV Rwy 33. Localizer only.



FALLS CHURCH N38°54.20′ W77°10.50′ **WASHINGTON**
RCO 122.6 122.2 (LEESBURG RADIO) **COPTER**
L–29E, 34F

FALWELL (See LYNCHBURG)

FARMVILLE RGNL (FVX) 4 NW UTC−5(−4DT) N37°21.45′ W78°26.27′ **WASHINGTON**
416 B S2 **FUEL** 100LL, JET A NOTAM FILE FVX **L–36H**
RWY 03–21: H4400X75 (ASPH) S–12.5 MIRL **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 52′. Tree.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 52′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000′ AGL and blo. Rwy 03–21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.725 (434) 392–9718.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4
GCO 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
FLAT ROCK (H) VORTAC 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 257° 30.9 NM to fld. 460/06W.
NDB (MHW) 367 FVX N37°21.18′ W78°26.25′ at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.



LOC I-EMV	APP CRS	Rwy Idg	5010
108.75	335°	TDZE	121
		Apt Elev	127

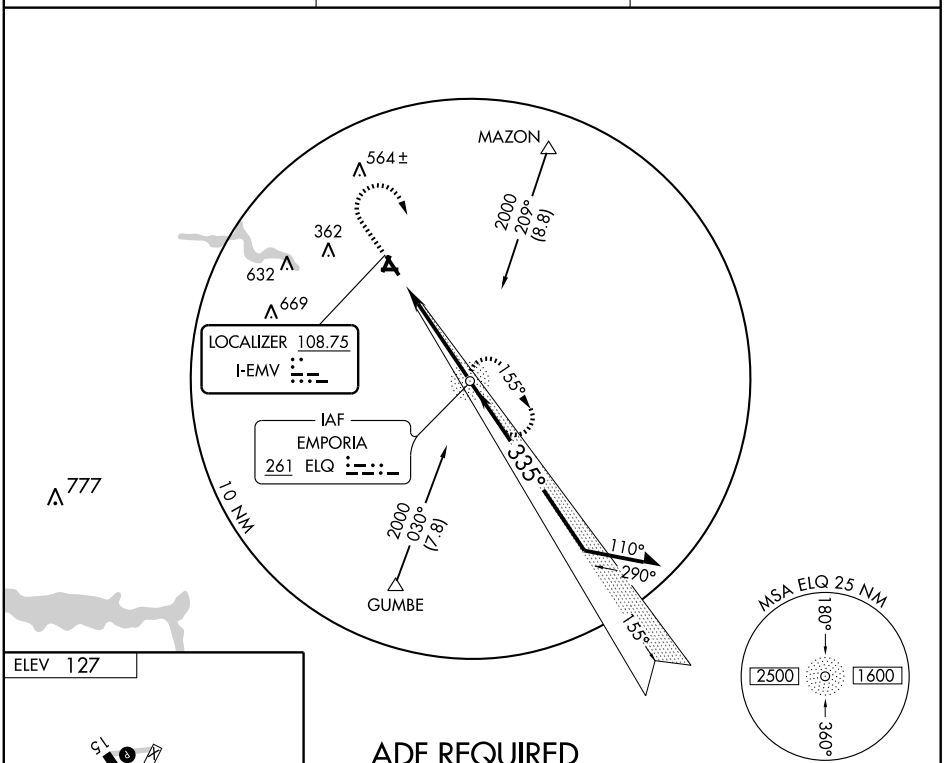
LOC RWY 33

EMPORIA-GREENSVILLE RGNL (EMV)

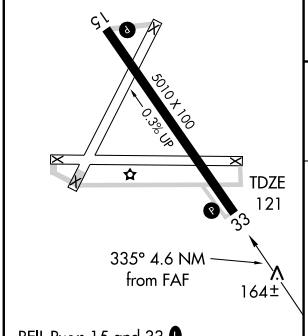
NA

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L



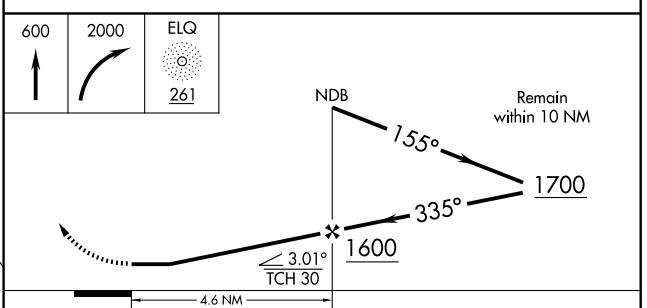
ADF REQUIRED



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-LOC 33	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5010
155°	TDZE	127
	Apt Elev	127

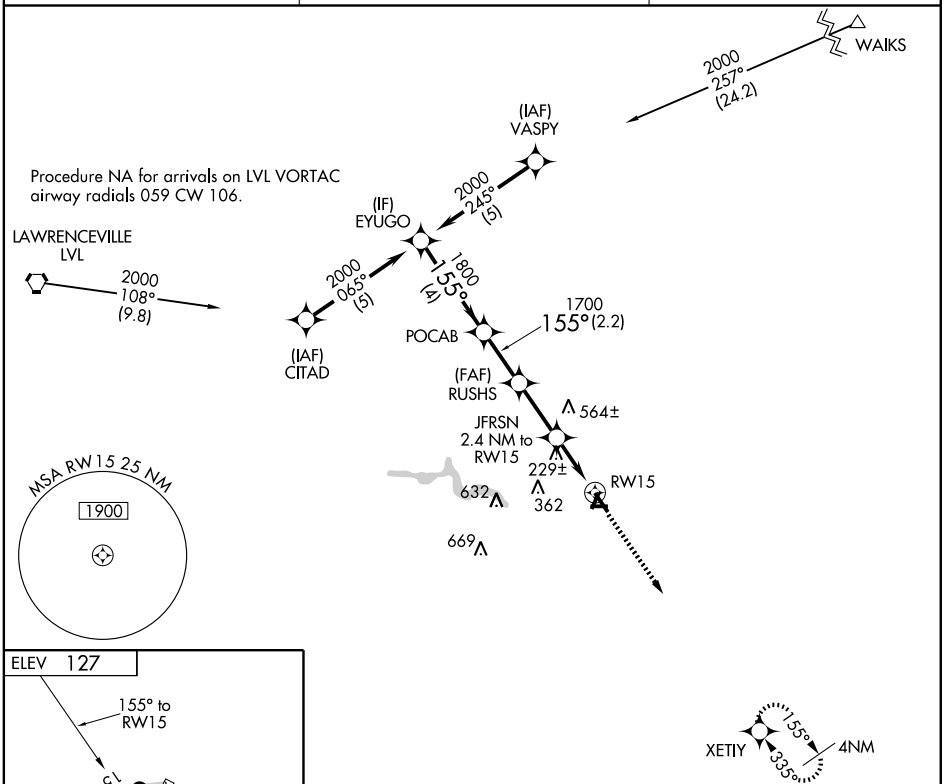
RNAV (GPS) RWY 15

EMPORIA-GREENSVILLE RGNL (EMV)

Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct XETIY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1	353 (400-1)	NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5010
335°	TDZE	121
	Apt Elev	127

RNAV (GPS) RWY 33

EMPORIA-GREENSVILLE RGNL (EMV)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

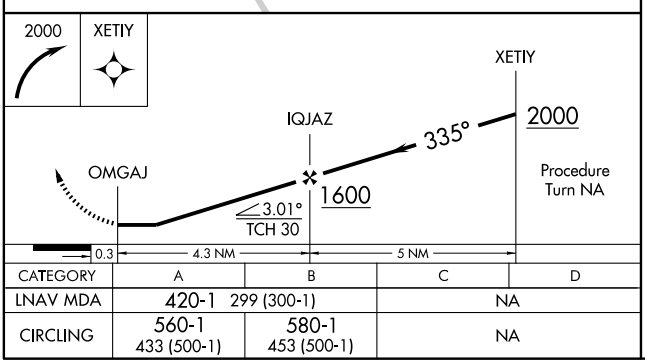
NA

MISSED APPROACH: Climbing right turn to 2000 direct XETIY WP and hold.

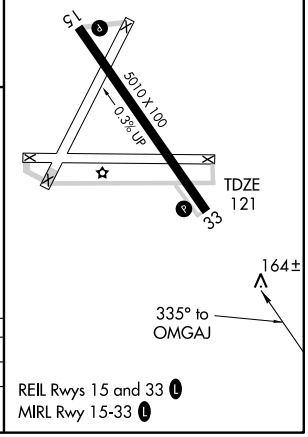
AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L

NE-3, 21 OCT 2010 to 18 NOV 2010

564±
362
632
669
(MAP) OMGAJ
(FAF) IQJAZ
1600
335° (5)
2000 246° (5) (IAF) WIGUQ
XETIY
155°
335°
4NM
2000 065° (5) (IAF) URFAW
777
FRANKLIN FKN
2000 251° (14.7)
2000 071° (18.9) DUFFI
MSA OMGAJ 25 NM
2500

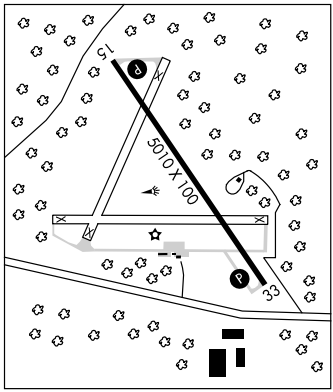


CATEGORY	A	B	C	D
LNAV MDA	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

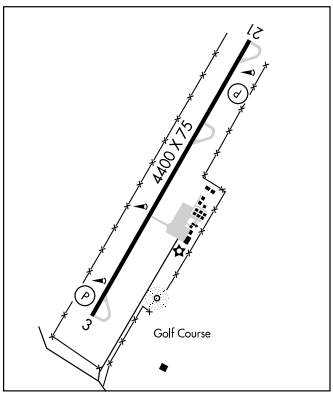
EMPORIA–GREENSVILLE RGNL (EMV) 3 E UTC−5(−4DT) N36°41.21′ W77°28.97′ **WASHINGTON**
127 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EMV **H–9C, 10H, 12H, L–36G**
RWY 15–33: H5010X100 (ASPH) S–30, D–50, 2D–85 MIRL 0.3% up N **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
AIRPORT REMARKS: Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE MIRL Rwy 15–33, PAPI Rwys 15 and 33, and REIL Rwys 15 and 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (804) 434–0656.
COMMUNICATIONS: CTAF/UNICOM 123.0
WASHINGTON CENTER APP/DEP CON 132.025
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 275° 22.8 NM to fld. 90/09W.
NDB (MHW) 261 ELQ N36°37.08′ W77°25.53′ 336° 5.0 NM to fld. NOTAM FILE DCA.
ILS 108.75 I–EMV Rwy 33. Localizer only.



FALLS CHURCH N38°54.20′ W77°10.50′ **WASHINGTON**
RCO 122.6 122.2 (LEESBURG RADIO) **COPTER**
L–29E, 34F

FALWELL (See LYNCHBURG)

FARMVILLE RGNL (FVX) 4 NW UTC−5(−4DT) N37°21.45′ W78°26.27′ **WASHINGTON**
416 B S2 **FUEL** 100LL, JET A NOTAM FILE FVX **L–36H**
RWY 03–21: H4400X75 (ASPH) S–12.5 MIRL **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 52′. Tree.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 52′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000′ AGL and blo. Rwy 03–21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.725 (434) 392–9718.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4
GCO 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
FLAT ROCK (H) VORTAC 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 257° 30.9 NM to fld. 460/06W.
NDB (MHW) 367 FVX N37°21.18′ W78°26.25′ at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.



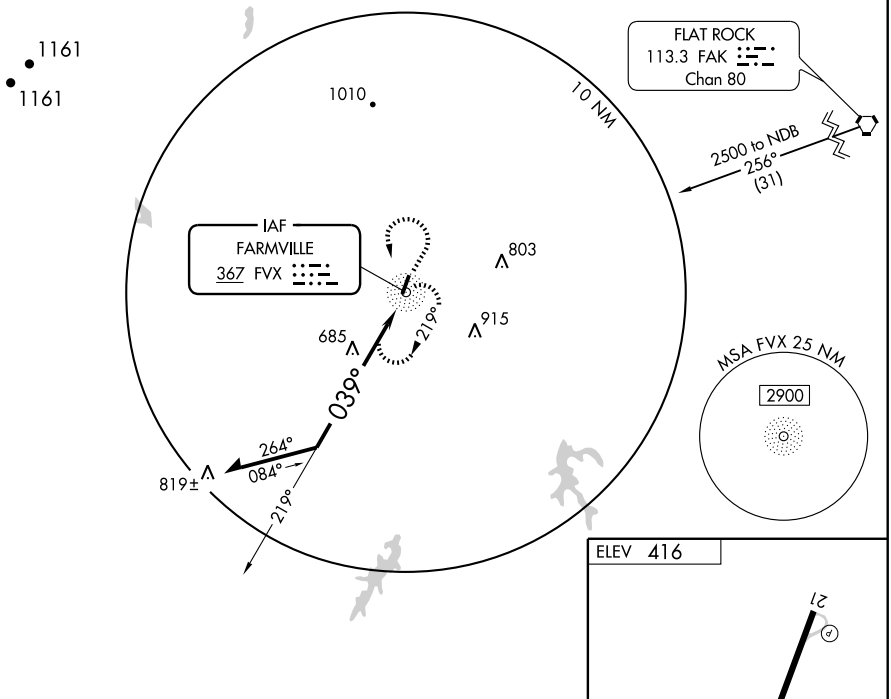
NDB FVX	APP CRS	Rwy Idg	4400
367	039°	TDZE	410
		Apt Elev	416

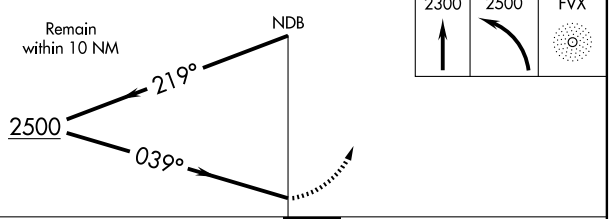
NDB RWY 3
FARMVILLE RGNL (FVX)

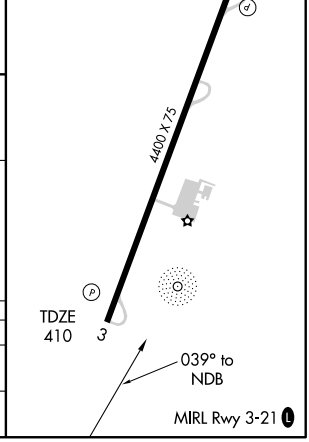
Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all MDA 160 feet. Increase visibility Cats A and B ¼ , Cat C ¾ .

MISSED APPROACH: Climb to 2300 then climbing left turn to 2500 direct FVX NDB and hold.

AWOS-3	WASHINGTON CENTER	GCO	UNICOM
132.725	135.4 263.1	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2¼ 810 (900-2¼)	NA
CIRCLING	1220-1 804 (900-1)	1220-1¼ 804 (900-1¼)	1220-2¼ 804 (900-2¼)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49017 W03A	APP CRS 029°	Rwy Idg 4400 TDZE 410 Apt Elev 416

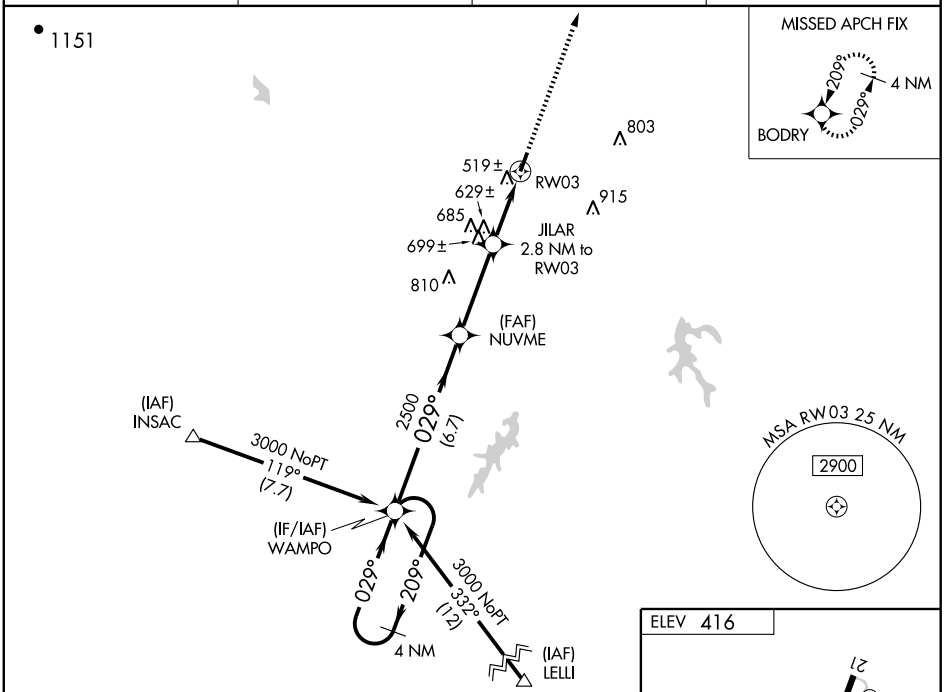
RNAV (GPS) RWY 3

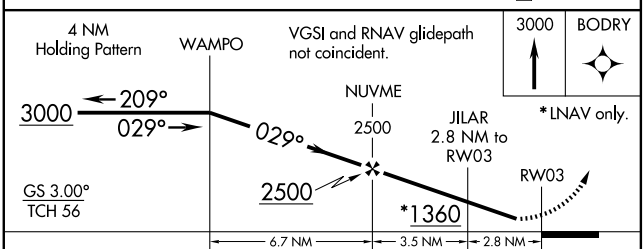
FARMVILLE RGNL (FVX)

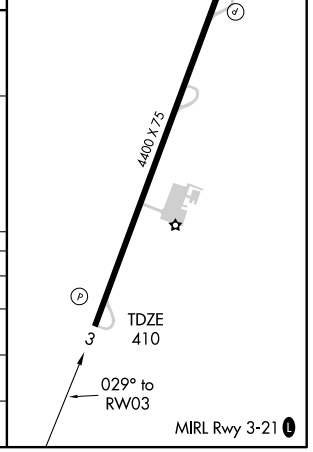
Baro-VNAV NA when using Lynchburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BODRY and hold.

AWOS-3	WASHINGTON CENTER	GCO	UNICOM
132.725	135.4 263.1	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	720-1 310 (400-1)			NA
LNAV/VNAV DA	812-1½ 402 (400-1½)			NA
LNAV MDA	880-1 470 (500-1)		880-1¼ 470 (500-1¼)	NA
CIRCLING	900-1 484 (500-1)		900-1½ 484 (500-1½)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

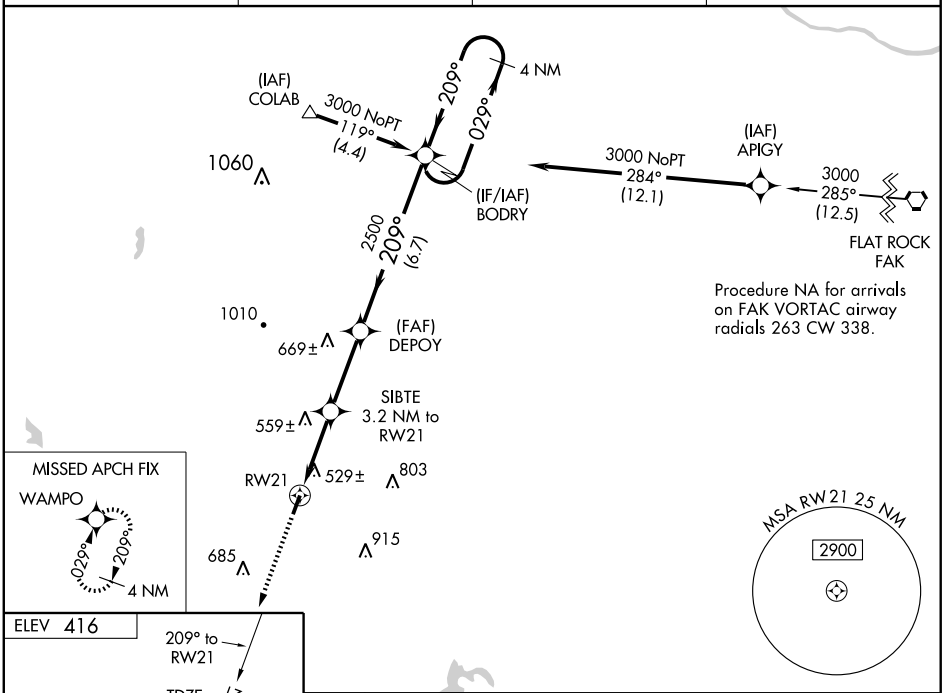
FARMVILLE RGNL (FVX)

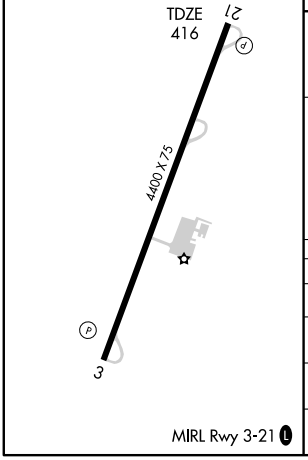
WAAS CH 70517 W21A	APP CRS 209°	Rwy Idg 4400 TDZE 416 Apt Elev 416

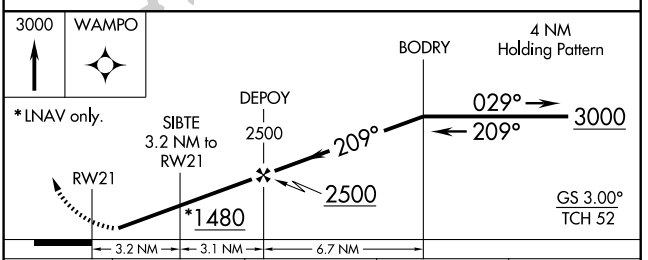
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV all Cats, LNAV and Circling Cat C visibility ½ mile; increase LNAV/VNAV visibility ¾ mile all Cats.

MISSED APPROACH: Climb to 3000 direct WAMPO and hold.

AWOS-3	WASHINGTON CENTER	GCO	UNICOM
132.725	135.4 263.1	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	696-1 280 (300-1)			NA
LNAV/VNAV DA	866-1½ 450 (500-1½)			NA
LNAV MDA	860-1 444 (500-1)		860-1¼ 444 (500-1¼)	NA
CIRCLING	900-1 484 (500-1)		900-1½ 484 (500-1½)	NA

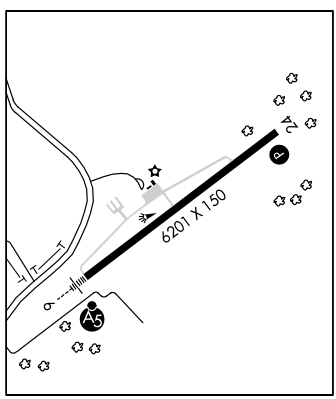
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

DAVISON AAF (FORT BELVOIR) (DAA)(KDAA) A (ARNG) 3 NW UTC−5(−4DT) WASHINGTON
N38°42.90′ W77°10.87′ COPTER
73 B TPA–See Remarks NOTAM FILE DCA Not insp. H–10H, 12I, L–29E, 34E, 36I, A
RWY 14–32: H5618X75 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW DIAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 600′. **RWY 32:** MALSF. REIL. Thld dsplced 900′.
MILITARY SERVICE: LGT When twr clsd HIRL Rwy 14–32 preset med ints. **FUEL** J8. Avbl Mon–Fri 1130–0330Z‡, weekends and holidays, 1300–2200Z‡, other times 2 hr PPR.
OIL O–123–128–148–156.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200–2100Z‡, DSN 656–7683/7682, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. **CAUTION** Expect shear/crosswind shift touch down zone Rwy 32 during SW–NW wind. Bird and deer hazard. **TFC PAT** TPA–Fixed wing SW 1500(1427), rotary wing NE 1100(1027). **NS ABTMT** Twr will advise of restriction to engine run up, tkf and ldg between Mon–Sat 0300–1300Z‡, Sun and holidays 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and holidays 1700–0300Z‡. **MISC** Aerodrome bcn lctd 4600′ E–NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy app end overrun for tkf roll. Wx obsn augmented/back–up as reg Mon–Fri 1030–0230Z‡ exc holidays. Auto voice obsn continuous DSN 656–7313. Wx forecast Mon–Fri 1100–0230Z‡, exc holidays, other times remote briefing svc avbl 15th OWS, Scott AFB DSN 576–9755, C618–256–9755, fax extension 4855 or https://ows.scott.af.mil. See VFR–S for Pentagon Heliport. **ARNG** Opr continuously.
COMMUNICATIONS: CTAF 126.3 **ATIS** 128.175 230.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **PTD** 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)
Ⓡ **POTOMAC APP CON** 119.85 322.3
TOWER 126.3 229.4 241.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **GND CON** 121.9 245.2
CLNC DEL 245.2
Ⓡ **POTOMAC DEP CON** 118.1 343.7
METRO PMSV 139.4 **BASE OPS** 139.4 34.1 **ARNG OPS** 52.75
AIRSPACE: CLASS D svc Mon–Fri 1100–0230Z‡, excluding holidays other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 145° 18.8 NM to fld. 297/8W.
DAVEE NDB (MHW/LOM) 223.0 DAA N38°39.70′ W77°06.61′ 323° 4.6 NM to fld. NOTAM FILE DCA. Opr Mon–Fri 1000–0130Z‡ except holidays.
ILS/DME 108.9 I–DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.
ASR/PAR (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.
HELIPAD 14–32: H450X50 (CONC)

DINWIDDIE CO (See PETERSBURG)

DUBLIN

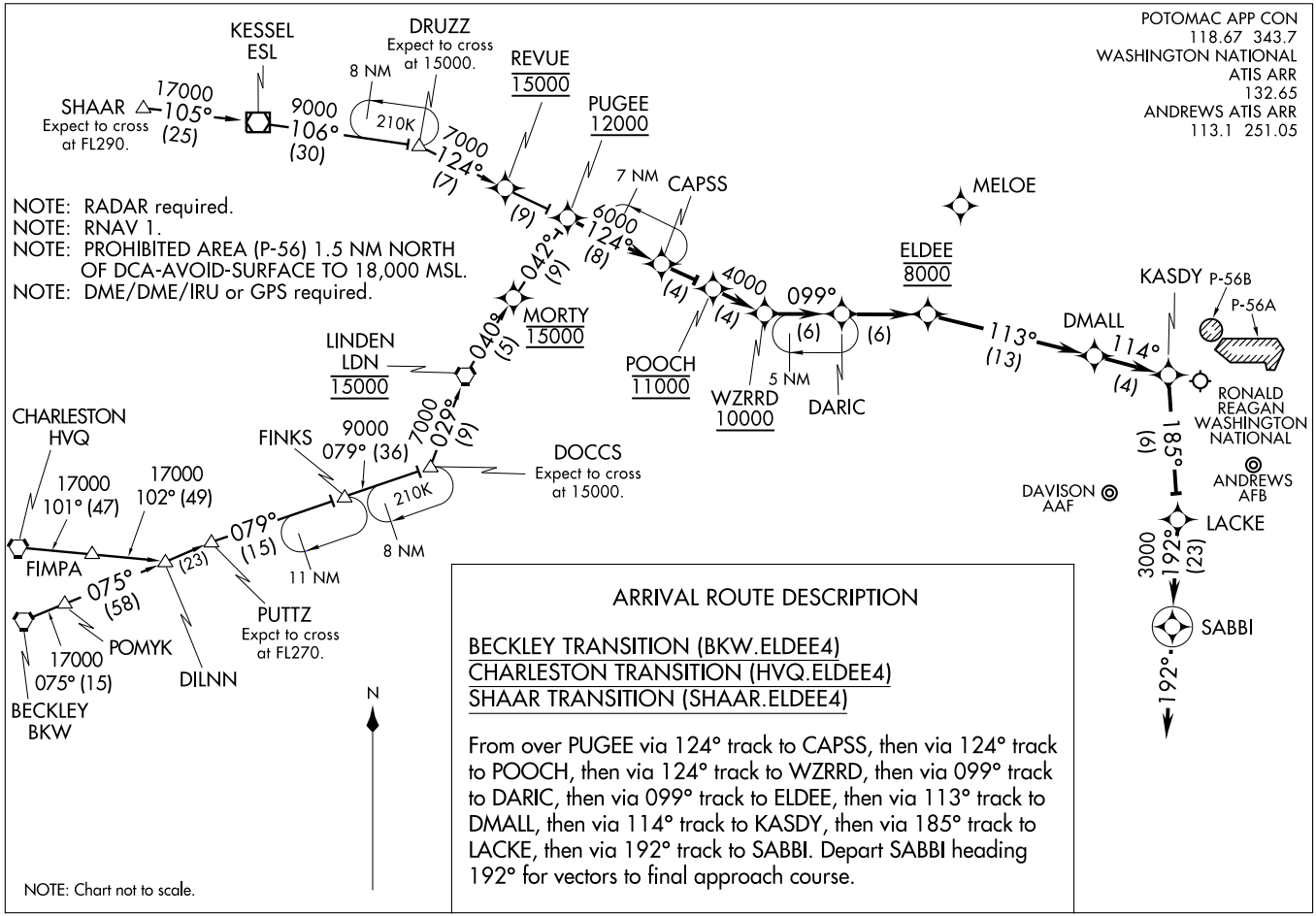
NEW RIVER VALLEY (PSK) 2 N UTC−5(−4DT) N37°08.24′ W80°40.71′ CINCINNATI
2105 B S2 **FUEL** 100LL, JET A NOTAM FILE PSK H–10H, 12H, 6G, L–26I
RWY 06–24: H6201X150 (ASPH) D–60 HIRL 0.5% up SW IAP
RWY 06: MALSR. Ground.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Brush.
AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1400–2300Z‡. Military contract fuel unavbl. Deer on and invof arpt. Customs service on airport. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.375 (540) 674–2731. **HIWAS** 116.8 PSK.
COMMUNICATIONS: CTAF/UNICOM 122.7
PULASKI RCO 122.3 122.1R 116.8T (LEESBURG RADIO)
ROANOKE APP/DEP CON 126.0 **ROANOKE CLNC DEL** 121.7
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 031° 2.9 NM to fld. 2120/06W. **HIWAS.**
ILS 110.9 I–PSK Rwy 06. Class IA. ILS unmonitored during hours arpt unattended.



EAGLE'S NEST (See WAYNESBORO)

ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ELDEE4)
CHARLESTON TRANSITION (HVQ.ELDEE4)
SHAAR TRANSITION (SHAAR.ELDEE4)

From over PUGEE via 124° track to CAPSS, then via 124° track to POOCH, then via 124° track to WZRRD, then via 099° track to DARIC, then via 099° track to ELDEE, then via 113° track to DMALL, then via 114° track to KASDY, then via 185° track to LACKE, then via 192° track to SABBI. Depart SABBI heading 192° for vectors to final approach course.

WASHINGTON, DC

ELDEE FOUR ARRIVAL (RNAV)
(ELDEE.ELDEE4) 09015
WASHINGTON, DC

ST-443 (FAA)

ILS or LOC RWY 32

LOC/DME I-DAA	APCH CRS	Rwy ldg	4727
108.9 Chan 26	322°	TDZE	66
		Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

▼ * When ALS inop, increase CAT D vis to 1½ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

MALSF

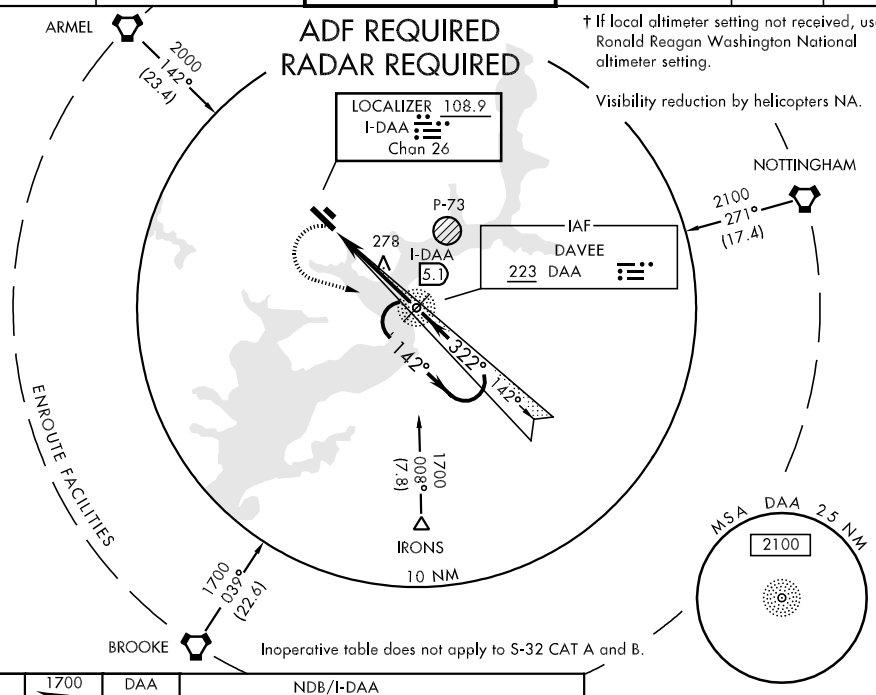
MISSED APPROACH: Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold; or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM, expect radar vectors.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	

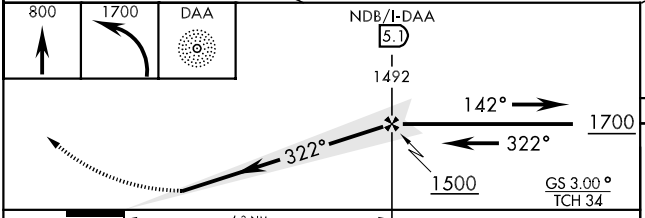
ADF REQUIRED
RADAR REQUIRED

† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

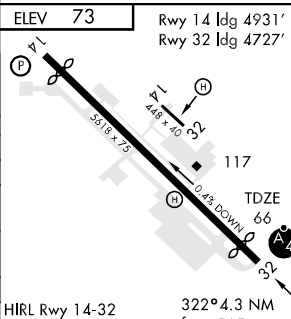
Visibility reduction by helicopters NA.



Inoperative table does not apply to S-32 CAT A and B.



CATEGORY	A	B	C	D
S-ILS 32	346/50 280 (300-1)			
S-LOC 32 *	540/50 474 (500-1)			540/60 474 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	379/50 313 (400- 1)			
S-LOC 32 **	580/50 514 (600-1)		580/60 514 (600-1¼)	580-1½ 514 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 32

NDB DAA	APCH CRS	Rwy ldg	4727
223	323°	TDZE	66
		Arpt Elev	73

AL-5504 [USA]

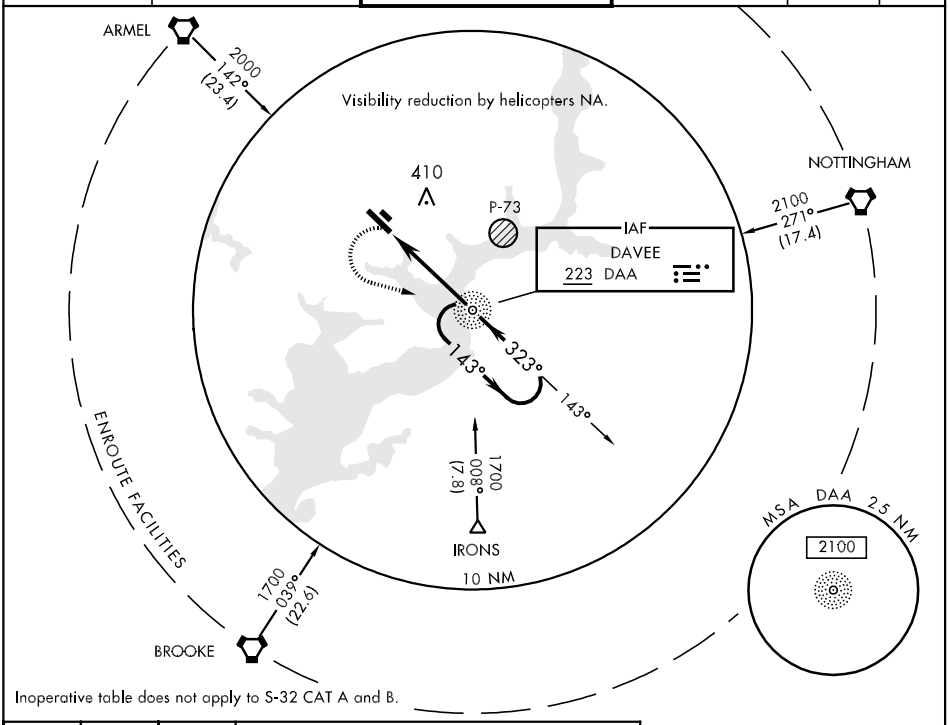
DAVISON AAF (KDAA)

* When ALS inop, increase CAT D vis to 2¼ miles.
** If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

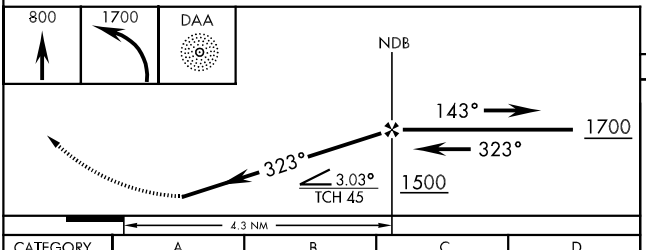
MALSF

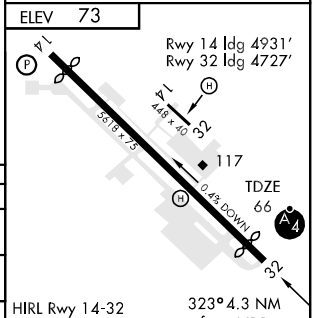
MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DAA NDB and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	



Inoperative table does not apply to S-32 CAT A and B.





CATEGORY	A	B	C	D
S-32 *	740/50 674 (700-1)		740-1¾ 674 (700-1¾)	740-2 674 (700-2)
CIRCLING	740-1 667 (700-1)		740-1 ¾ 667 (700-1¾)	760-2¼ 687 (700-2 ¼)
** RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/50 714 (800-1)		780-1¾ 714 (800-1¾)	780-2 714 (800-2)
CIRCLING	780-1 707 (800-1)		780-1¾ 707 (800-1¾)	800-2¼ 727 (800-2 ¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	4931
142°	TDZE	52
	Arpt Elev	73

AL-5504 [USA]

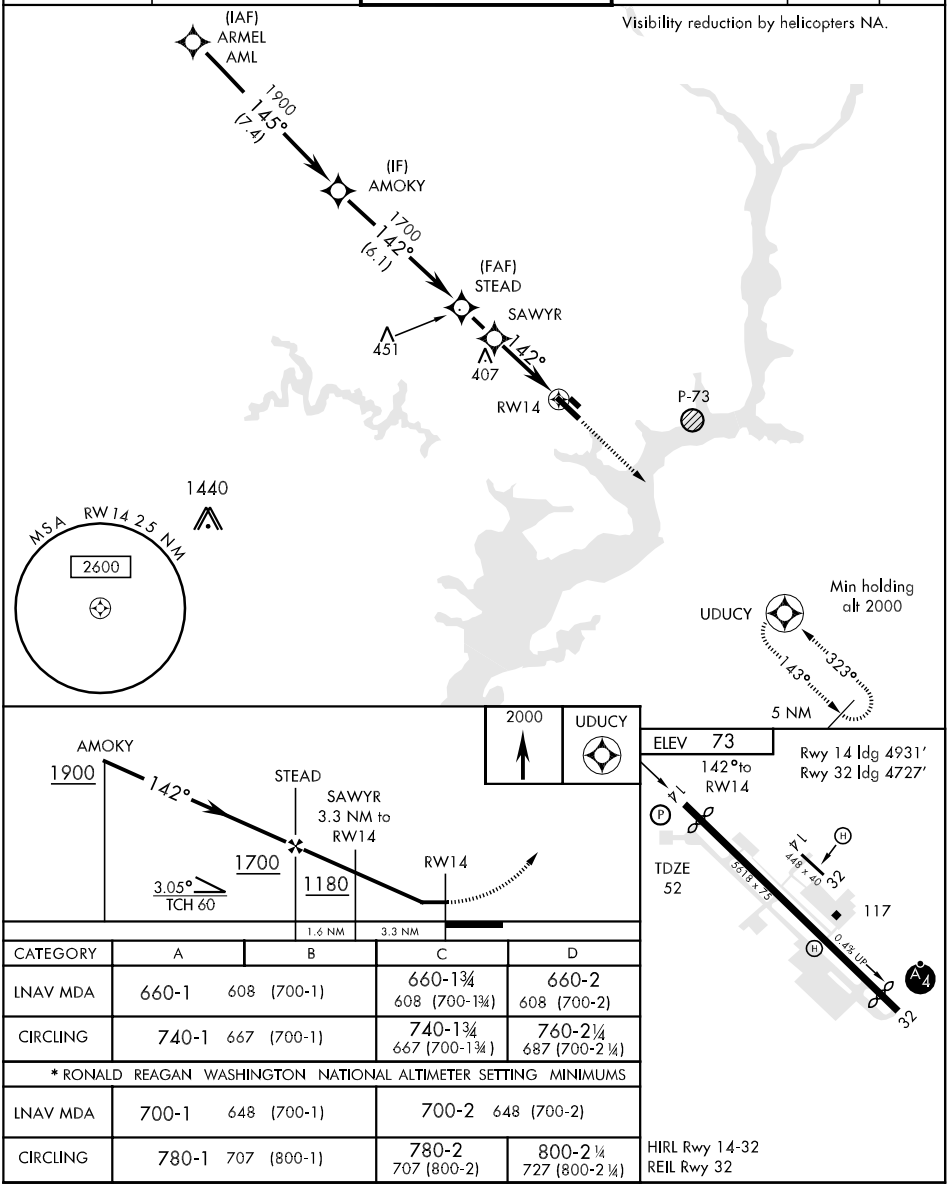
DAVISON AAF (KDAA)

* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	

Visibility reduction by helicopters NA.



CATEGORY	A	B	C	D
LNAV MDA	660-1 608 (700-1)		660-1¾ 608 (700-1¾)	660-2 608 (700-2)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
* RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1 648 (700-1)		700-2 648 (700-2)	
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	4727
323°	TDZE	66
	Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

* When ALS inop, increase CAT D vis to 1½ miles.
** When ALS inop, increase CAT C vis to 1½ miles, and CAT D to 1¾ miles.

MALSF

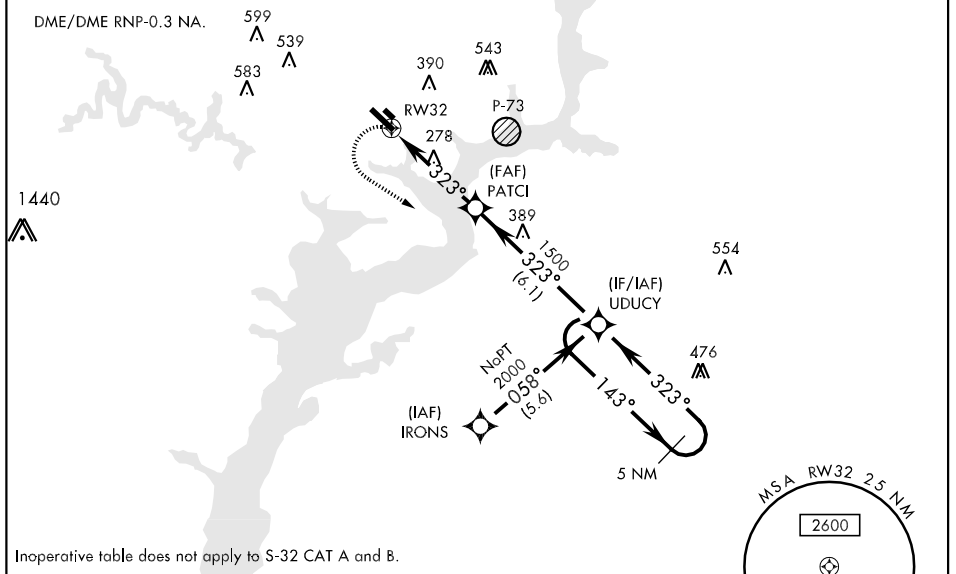
MISSED APPROACH: Climbing left turn to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	

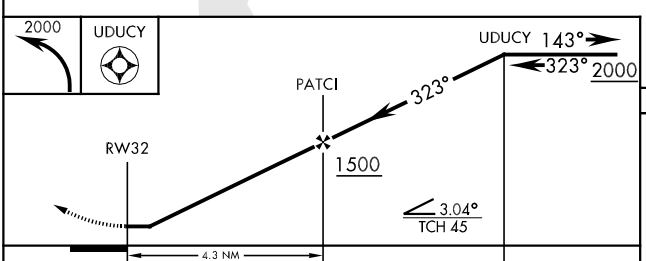
† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters NA.

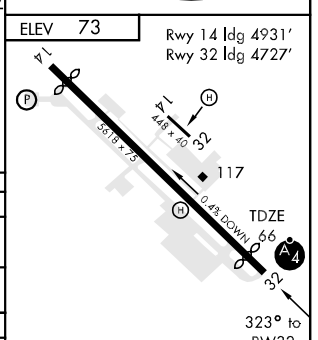
DME/DME RNP-0.3 NA.



Inoperative table does not apply to S-32 CAT A and B.



CATEGORY	A	B	C	D
LNAV MDA *	540/50 474 (500-1)			540/60 474 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2 ¼ 687 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA **	580/50 514 (600-1)		580/60 514 (600-1¼)	580-1½ 514 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2½ 727 (800-2½)



HIRL Rwy 14-32
REIL Rwy 32

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

NE-3, 21 OCT 2010 to 18 NOV 2010

WZRRD TWO ARRIVAL

WASHINGTON, DC

(WZRRD.WZRRD2) 09071

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

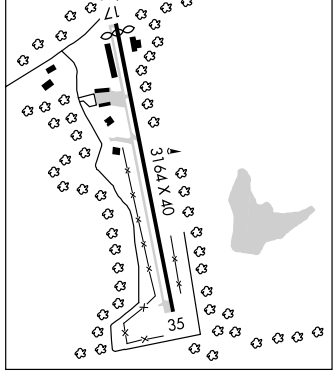
NE-3, 21 OCT 2010 to 18 NOV 2010

FELKER AAF (FORT EUSTIS) (FAF)(KFAF) A 0 N UTC−5(−4DT) N37°07.95′ W76°36.53′ **WASHINGTON**
11 B TPA–See Remarks NOTAM FILE DCA Not insp. **L–34E, 35D, 36H**
RWY 14–32: H3025X75 (ASPH) PCN 13 F/B/Y/T HIRL **DIAP**
RWY 14: ODALS. PVASI(PSIL). Rgt tfc. **RWY 32:** PVASI(PSIL).
MILITARY SERVICE: LGT ACTIVATE HIRL RWY 14–32, PSIL Rwy 14 and Rwy 32–CTAF. ODALS Rwy 14 controlled by twr.
JASU 2(AGPU) **FUEL** J8. **TRAN ALERT** Svc avbl Mon–Fri 1100–2100Z‡ except Federal holidays.
MILITARY REMARKS: Base OPS Mon–Fri 1200–2200Z‡ except holidays, DSN 826–3588/2584, C757–878–3398/3588. **RSTD** Acft entering from south-southeast maximum altitude 500′ due to instrument apch into Newport News/Williamsburg Arpt. No hazardous Cargo Area avbl. **CAUTION** Deer and bird hazard. No overflight main post. Eagle Management Area 1 NM south AER 32 at east shore James River and Morrison Creek. Avoid over flight blo 1000′ and 750′ horizontally. No fly area 1.6 NM SE Rwy 32 to include entire peninsula. **TFC PAT** TPA–Fixed wing 999(988), rgt tfc Rwy 14. Rotary wing 499(488). **MISC** Wx forecast on duty Mon–Fri 1030–0400Z‡ except holidays. C757–878–5300, DSN 826–5300, (fax) DSN 826–2817. Remote briefing avbl from 15 OWS Scott AFB,IL, DSN 576–9755/9702, C618–256–9755/9702, (fax) DSN 576–4855 http://ows.scott.af.mil. Wx obsn avbl 24 hrs at http://160.138.118.174/pv/localtop.htm or C757–878–5314. Supplemented Wx obsn avbl as rqr 1100–0400Z‡ Mon–Fri exp exc federal holidays. Prevailing visibility may not be representative of entire airfield due to tree/bldg obstruction ½ SM NW–NE, ¼ to ¾ SM all other quads on auto obsn. Wind speeds may not be representative of entire airfield due to bldg obstruction to NE. RVR reporting capabilities not avbl. ATC will assist in cooperative wx watch (CWW) by notifying forecaster of unreported wx conditions. When twr and/or surface visibility is blo 4 SM, the lesser value is reported as prevailing during supplemented wx obsn. FAA Leesburg FSS C800–992–7433. Heli–deck marking located north of and adjacent to the approach of Rwy 14.
COMMUNICATIONS: CTAF 126.3
Ⓡ **NORFOLD APP/DEP CON** 125.7 335.625
TOWER 126.3 269.25 (Mon–Fri 1200–0400Z‡ except Federal holidays) **GND CON** 121.35 229.4
PMSV METRO 134.1 (Monitored Mon–Fri 1000–2200Z‡ except holidays. Maximum range 30 NM.)
BASE OPS 134.1
AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, except Federal holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
NDB (MHW) 226 FAF N37°08.33′ W76°37.11′ at fld. Unmonitored when twr clsd. Unusable byd 20 NM.

FLAT ROCK N37°31.71′ W77°49.69′ NOTAM FILE DCA. **WASHINGTON**
(H) VORTAC 113.3 FAK Chan 80 122° 16 NM to Chesterfield Co. 460/06W. **H–10H, L–36H**
VOR portion unusable:
111°–169° byd 30 NM
111°–169° blo 2600′
274°–337°
RCO 122.1R 113.3T (LEESBURG RADIO)

FOREST

NEW LONDON (W9Ø) 6 SW UTC−5(−4DT) N37°16.31′ W79°20.15′ **CINCINNATI**
849 S2 **FUEL** MOGAS, 100LL NOTAM FILE DCA **L–26J**
RWY 17–35: H3164X40 (ASPH)
RWY 17: Thld dsplcd 115′. Ground.
RWY 35: Trees.
AIRPORT REMARKS: Attended 1430–2300Z‡. Parachute Jumping. Ultralgt acft on and invof arpt. Rwy used as drag strip on Sundays summer months. NOTAMED when arpt CLOSED.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 287° 4.9 NM to fld. 880/05W. **HIWAS.**



FORT A P HILL (See A P HILL)

FORT BELVOIR (See DAVISON AAF)

COPTER NDB RWY 14

NDB FAF	APCH CRS	Rwy ldg	3025
226	139°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

2000
174°
(19.1)

319°

2000
121°
(26.4)

184°

004°

Limit final and missed approach airspeed to 90 KIAS.

139°

319°

139°

366

230

334

IAF
FELKER
226 FAF

MSA FAF 25 NM
1600
090°
270°
2300

2000
046°
(31.7)

5 NM

FRANKLIN
110.6 FKN
Chan 43

ENROUTE FACILITIES

ELEV 11

139° 0.4 NM from NDB

TDZE 11

TWR 122

3025 x 75

133

HIRL Rwy 14-32 L

Remain within 5 NM

NDB

319°

1600

139°

1600 FAF

CATEGORY	COPTER		
H-14	540-¾	529	(600-¾)

NE-3, 21 OCT 2010 to 18 NOV 2010

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	3025
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altemeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) Ⓛ 269.25	121.35 229.4

NOT FOR CIVIL USE

NE-3, 21 OCT 2010 to 18 NOV 2010

HARCUM

2000 183° (12.9)

(IAF) VARUC

2000 229° (3.0)

HOPEWELL

2000 131° (20.3)

RACOL

2000 049° (3.0)

1600 139° (3.0)

(FAF) WAVRA

Limit Final and Missed Approach airspeed to 90 KIAS.

229°

049°

(IAF) OGTOE

230

139°

RW14

124

2000 036° (29.4)

MSA RW14 2.5 NM

2300

FRANKLIN

ELEV 11

139° to RW14

TDZE 11

TWR 122

3025 × 75

133

HIRL Rwy 14-32 Ⓛ

VGSI and descent angles not coincident.

2000

OGTOE

RACOL

2000

139°

WAVRA

1.2 NM to RW14

RW14

3.70° MDA

1600

3.0 NM

CATEGORY	COPTER		
LNAV MDA	420-¾	409	(500-¾)

COPTER RNAV (GPS) RWY 14

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 14

NDB FAF	APCH CRS	Rwy Idg	3025
226	129°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

2000
121°
(26.4)

2000
046°
(31.7)

ENROUTE FACILITIES

10 NM

309°
354°
174°
129°
309°
129°
230
530
366
437
370

IAF
FELKER
226 FAF

MSA FAF 25 NM
1600
090°
270°
2300

ELEV 11

2000
309°
129°
NDB
Remain within 10 NM

2000
FAF

129° 0.4 NM from NDB

TDZE 11

TWR 122

3025 x 75

133

HIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	540-¾	529 (600-¾)	NA	
CIRCLING	540-1	529 (600-1)		

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	3025
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

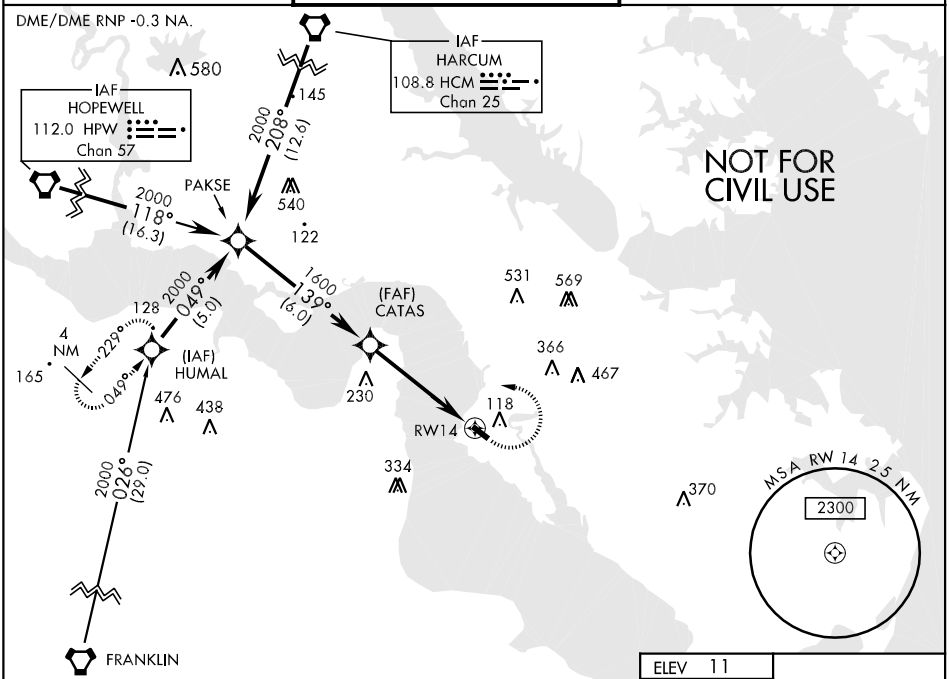
NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) 269.25	121.35 229.4

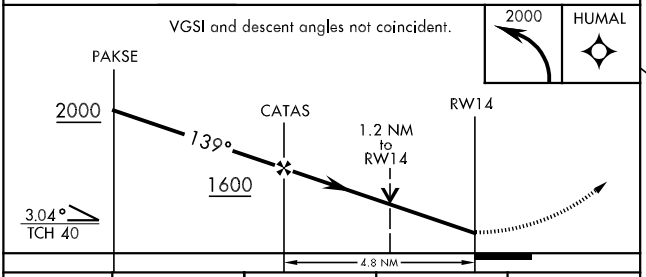
DME/DME RNP -0.3 NA.

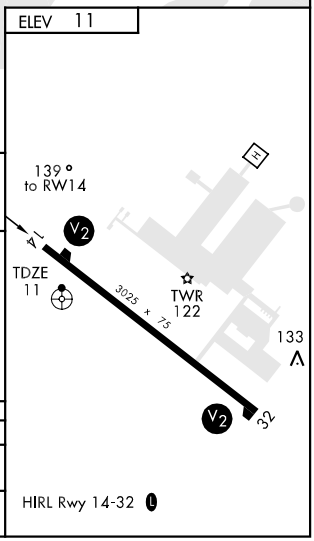
IAF HOPEWELL 112.0 HPW Chan 57

IAF HARCUM 108.8 HCM Chan 25

NOT FOR CIVIL USE







CATEGORY	A	B	C	D
LNAV MDA	420 - ¾ 409 (500-¾)		NA	
CIRCLING	440 - 1 429 (500-1)	480 - 1 469 (500- 1)	NA	

HIRL Rwy 14-32 L

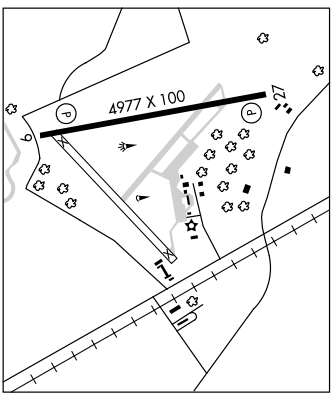
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

FORT LEE HELIPAD NR 3 (VA39) A 0 S UTC−5(−4DT) N37°15.01′ W77°19.98′ **WASHINGTON**
100 NOTAM FILE DCA Not insp. **L–36H**
HELIPAD 36: H40X40 (CON) **DIAP**
MILITARY SERVICE: LGT Key 126.2 3 times for boundary lgt, auto turn–off after 15 min.
MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
COMMUNICATIONS:
Ⓡ **POTOMAC APP/DEP CON** 126.4 282.375 **MEDIVAC** 32.5 (KENNER)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 252° 11.4 NM to fld. 70/6W. **HIWAS.**

FORT EUSTIS (See FELKER AAF)

FRANKLIN N36°42.85′ W77°00.74′ NOTAM FILE FKN. **WASHINGTON**
(L) VORTAC 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni–John Beverly Rose. **H–9C, H–10H, L–35C, 36H**
90/09W.
VOR portion unusable:
090°–119° byd 18 NM blo 2000′
119°–128° byd 10 NM
129°–134° byd 33 NM
135°–148°
DME unusable:
90°–139°
RCO 122.1R 110.6T (LEESBURG RADIO)

FRANKLIN MUNI–JOHN BEVERLY ROSE (FKN) 2 NE UTC−5(−4DT) **WASHINGTON**
N36°41.89′ W76°54.23′ **L–35C, 36H**
41 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FKN **IAP**
RWY 09–27: H4977X100 (ASPH–GRVD) MIRL
RWY 09: PAPI(P2L)—GA 3.0°. TCH 46′. Brush.
RWY 27: PAPI(P2L)—GA 3.0°. TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and invof arpt. Drainage ditches next to rwy and twys. ACTIVATE MIRL Rwy 09–27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.
WEATHER DATA SOURCES: AWOS–3 124.675 (757) 562–8765. Ceiling unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NORFOLK APP/DEP CON** 127.9
GCO 135.075 (NORFOLK CLNC) GCO unreliable indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 109° 5.3 NM to fld. 90/9W.



VORTAC HPW	APCH CRS	Rwy Idg	N/A
112.0	262°	TDZE	N/A
Chan 57		Arpt Elev	100

AL-2437 [USA]

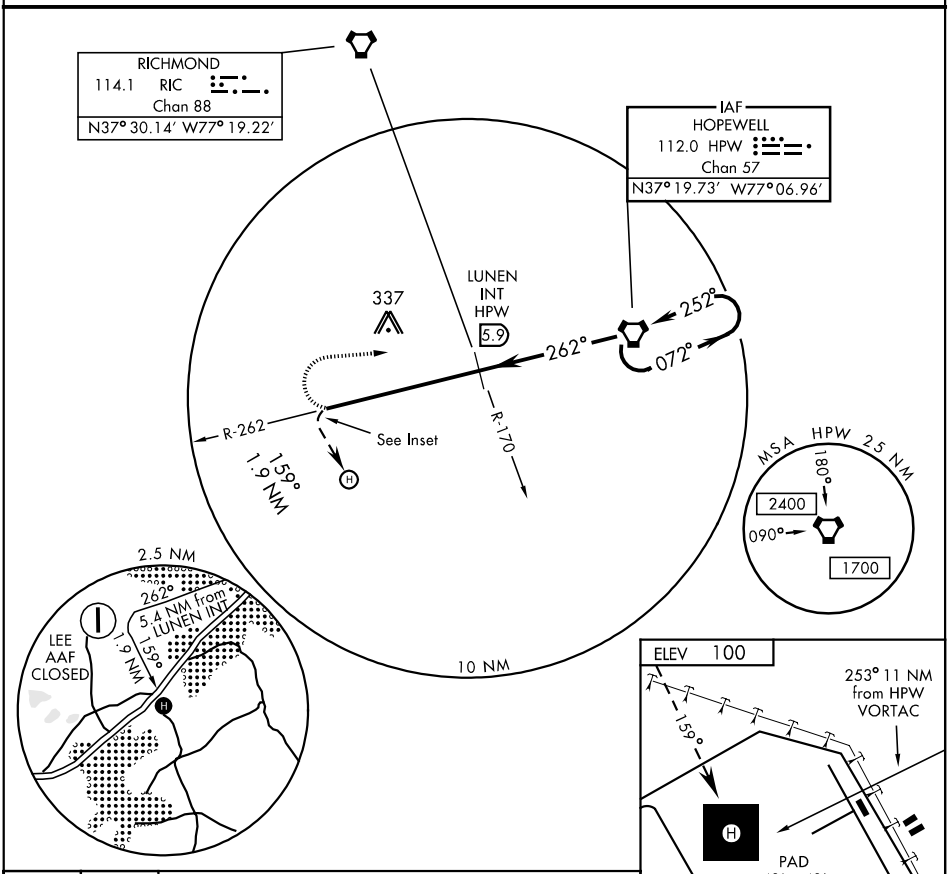
COPTER VOR 262°

FORT LEE HELIPAD NR. 3, VA (VA39)

⚠ NA Use Richmond altimeter setting.
Procedure not authorized at night.
Activate Helipad lights and make advsy on 126.2.
Proceed visually from MAP to landing area or conduct the specified missed approach.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON
126.4 319.8



FAF to MAP 5.4 NM

CATEGORY	COPTER				
H- 262°	680- ¾	560	(600- ¾)		
Knots	45	60	75	90	105
Min:Sec	7:12	5:24	4:19	3:36	3:05

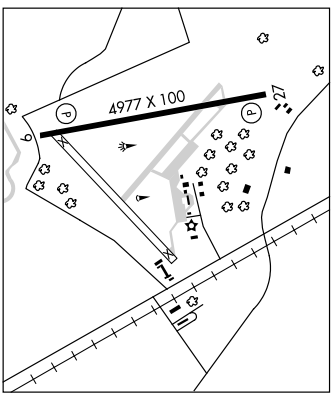
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

FORT LEE HELIPAD NR 3 (VA39) A 0 S UTC−5(−4DT) N37°15.01′ W77°19.98′ **WASHINGTON**
100 NOTAM FILE DCA Not insp. **L–36H**
HELIPAD 36: H40X40 (CON) **DIAP**
MILITARY SERVICE: LGT Key 126.2 3 times for boundary lgt, auto turn–off after 15 min.
MILITARY REMARKS: RSTD 24 HR PPR DSN 687–6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
COMMUNICATIONS:
Ⓡ **POTOMAC APP/DEP CON** 126.4 282.375 **MEDIVAC** 32.5 (KENNER)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 252° 11.4 NM to fld. 70/6W. **HIWAS.**

FORT EUSTIS (See FELKER AAF)

FRANKLIN N36°42.85′ W77°00.74′ NOTAM FILE FKN. **WASHINGTON**
(L) VORTAC 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni–John Beverly Rose. **H–9C, H–10H, L–35C, 36H**
90/09W.
VOR portion unusable:
090°–119° byd 18 NM blo 2000′
119°–128° byd 10 NM
129°–134° byd 33 NM
135°–148°
DME unusable:
90°–139°
RCO 122.1R 110.6T (LEESBURG RADIO)

FRANKLIN MUNI–JOHN BEVERLY ROSE (FKN) 2 NE UTC−5(−4DT) **WASHINGTON**
N36°41.89′ W76°54.23′ **L–35C, 36H**
41 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FKN **IAP**
RWY 09–27: H4977X100 (ASPH–GRVD) MIRL
RWY 09: PAPI(P2L)—GA 3.0°. TCH 46′. Brush.
RWY 27: PAPI(P2L)—GA 3.0°. TCH 40′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and invof arpt. Drainage ditches next to rwy and twys. ACTIVATE MIRL Rwy 09–27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.
WEATHER DATA SOURCES: AWOS–3 124.675 (757) 562–8765. Ceiling unreliable.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NORFOLK APP/DEP CON** 127.9
GCO 135.075 (NORFOLK CLNC) GCO unreliable indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 109° 5.3 NM to fld. 90/9W.



APP CRS	Rwy Idg	4977
090°	TDZE	35
	Apt Elev	41

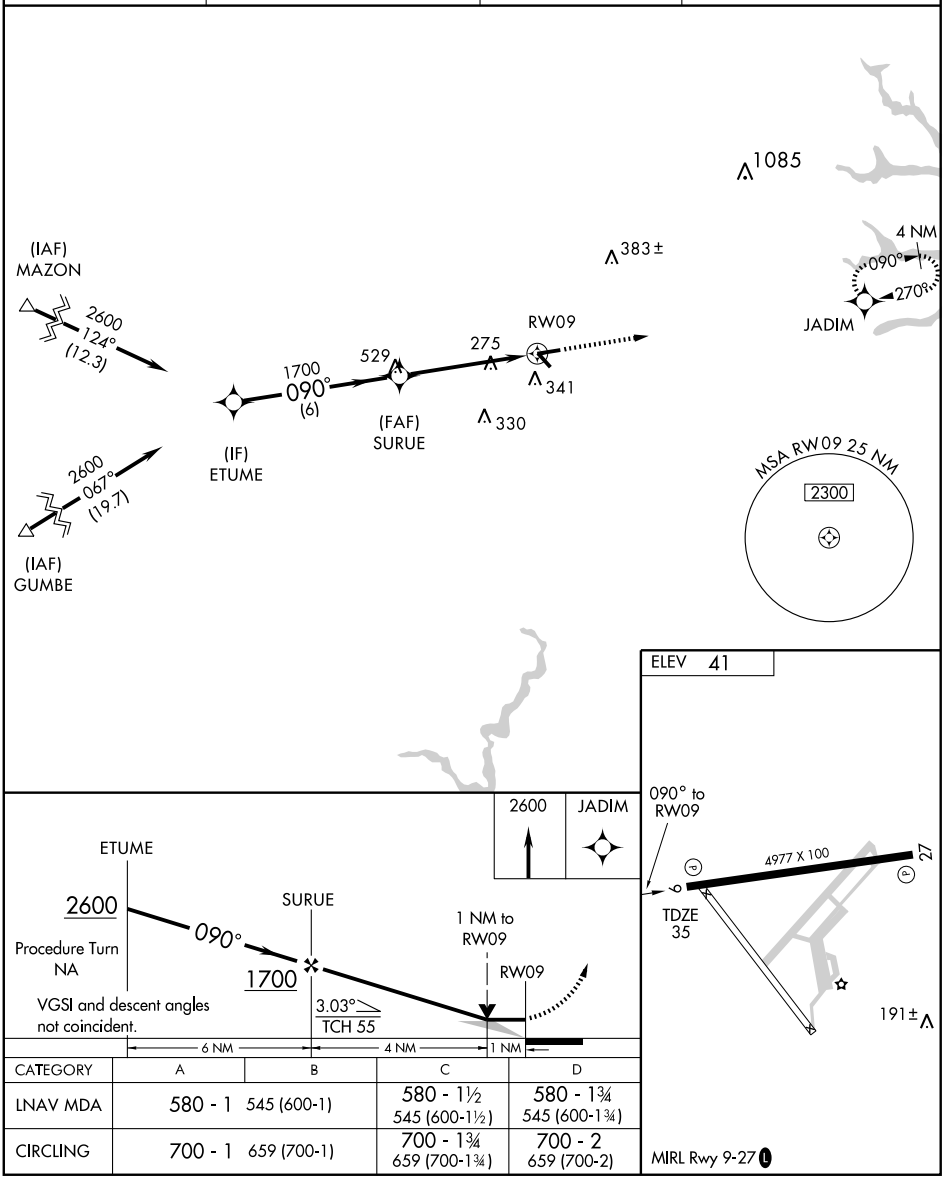
RNAV (GPS) RWY 9

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct JADIM WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580 - 1 545 (600-1)		580 - 1½ 545 (600-1½)	580 - 1¾ 545 (600-1¾)
CIRCLING	700 - 1 659 (700-1)		700 - 1¾ 659 (700-1¾)	700 - 2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
270°	Rwy Idg	4977
	TDZE	41
	Apt Elev	41

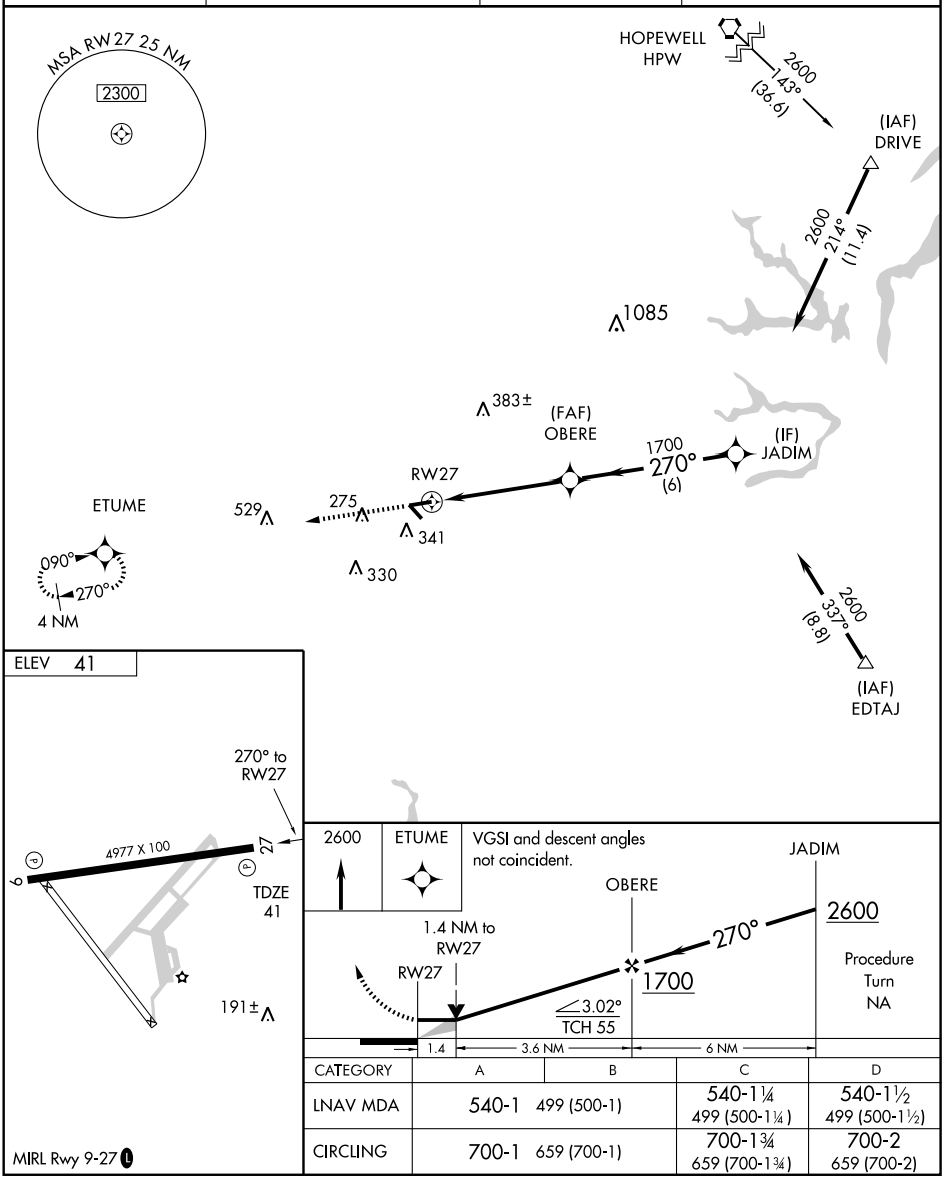
RNAV (GPS) RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ETUME WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	540-1	499 (500-1)	540-1¼ 499 (500-1¼)	540-1½ 499 (500-1½)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

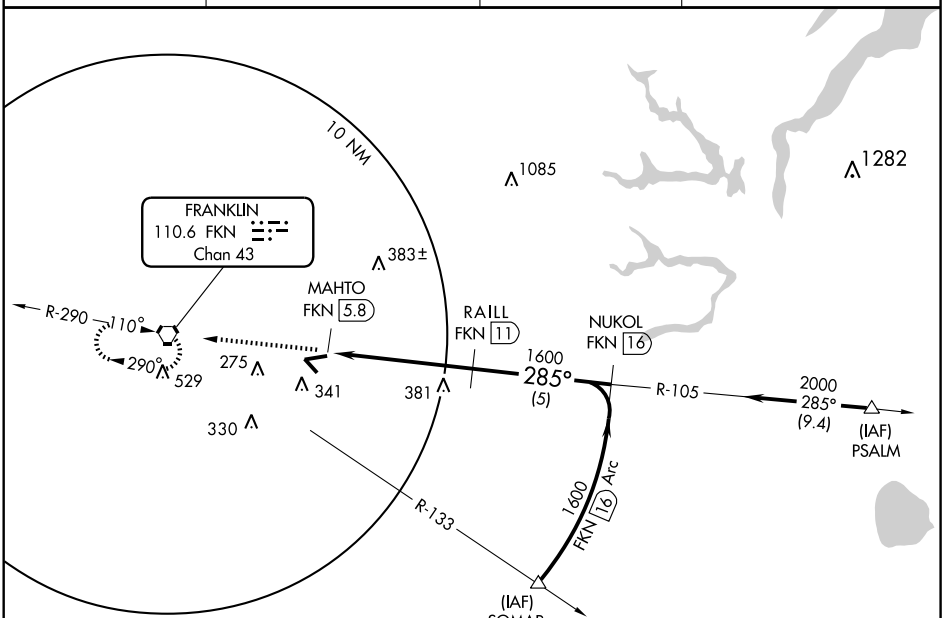
VORTAC FKN 110.6 Chan 43	APP CRS 285°	Rwy Idg 4977 TDZE 41 Apt Elev 41

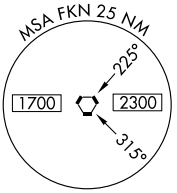
VOR/DME RWY 27

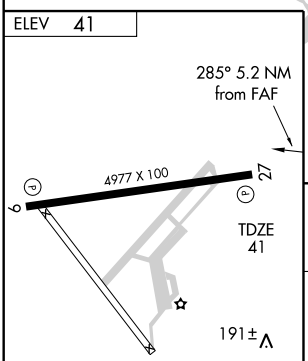
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

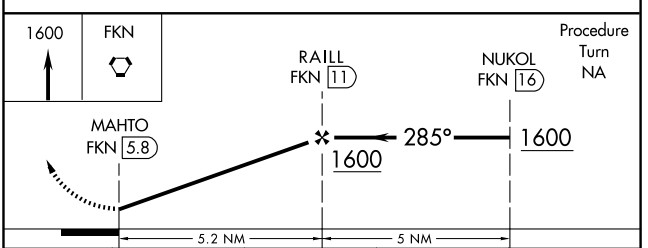
MISSED APPROACH: Climb to 1600 direct to FKN VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-27	640-1	599 (600-1)	640-1½ 599 (600-1½)	640-1¾ 599 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FKN	APP CRS	Rwy Idg	4977
110.6	110°	TDZE	35
Chan 43		Apt Elev	41

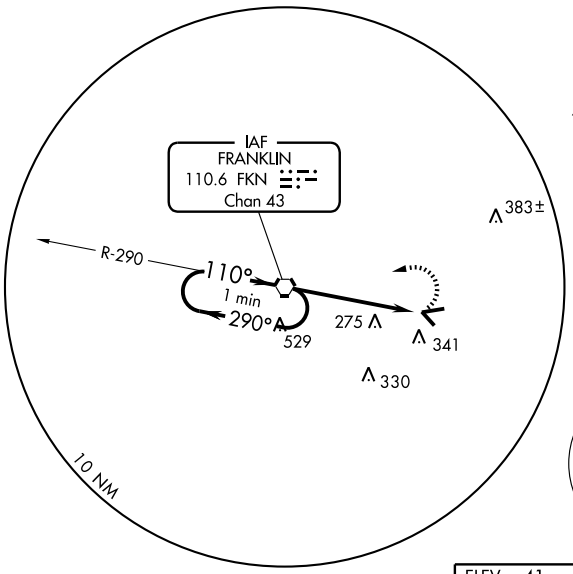
VOR RWY 9

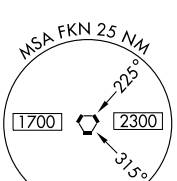
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

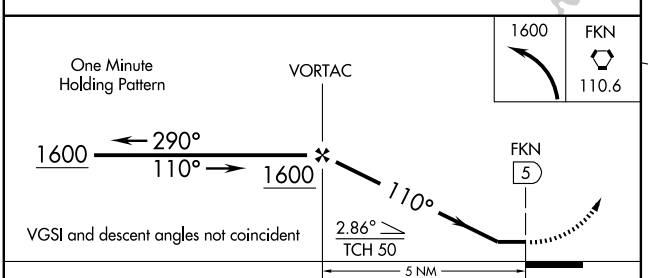
NA

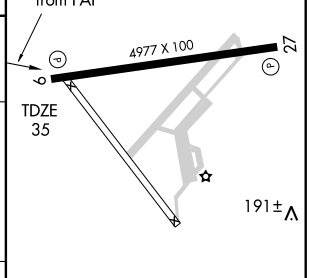
MISSED APPROACH: Climbing left turn to 1600 direct FKN VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF)









CATEGORY	A	B	C	D
S-9	580-1	545 (600-1)	580-1½ 545 (600-1½)	580-1¾ 545 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

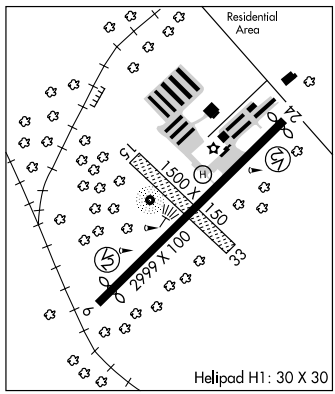
MIRL Rwy 9-27 (L)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

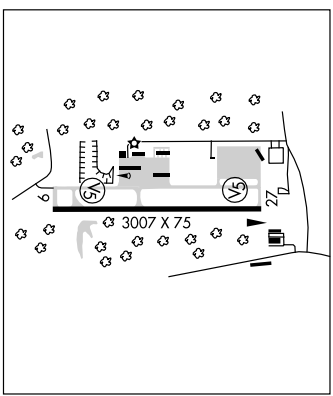
FREDERICKSBURG

SHANNON (EZF) 2 S UTC−5(−4DT) N38°15.97′ W77°26.96′ **WASHINGTON**
85 B S4 **FUEL** 100LL, JET A NOTAM FILE EZF **L–29E, 34E, 36I, A**
RWY 06–24: H2999X100 (ASPH) MIRL **IAP**
RWY 06: PVASI(PSIL). Thld dsplcd 240′. Railroad.
RWY 24: PVASI(PSIL). Thld dsplcd 35′. Tree.
RWY 15–33: 1500X150 (TURF)
RWY 15: Brush. **RWY 33:** Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡ Self–fueling. Tkf from Rwy 15 prohibited. Rwy 15–33 outlined with yellow cones. Southside Rwy 06 has +40′ trees 100′ from pavement edge first 1400′. Southside Rwy 24 has +40′ trees 100′ from pavement edge first 1000′. First 89′ pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.
WEATHER DATA SOURCES: AWOS–3 128.125 (540) 372–6794. Ceiling unreliable indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ except Sat, Sun and holidays, other times ctc
Ⓡ **POTOMAC APP/DEP CON** 124.65
GCO 135.075 (POTOMAC CLNC) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 236° 6.2 NM to fld. 145/09W.
NDB (MHW) 237 EZF N38°15.98′ W77°27.05′ at fld. NOTAM FILE EZF. Unmonitored when arpt unattended. Unusable byd 15 NM.



HELIPAD H1: H30X30 (CONC)

FRONT ROYAL–WARREN CO (FRR) 3 W UTC−5(−4DT) N38°55.05′ W78°15.21′ **WASHINGTON**
709 B S2 **FUEL** 100LL TPA—1709(1000) NOTAM FILE DCA **L–29D, A**
RWY 09–27: H3007X75 (ASPH) S–12.5 MIRL 0.3% up E **IAP**
RWY 09: APAP(PNIL)—GA 3.0° TCH 16′. Road.
RWY 27: APAP(PNIR)—GA 3.0° TCH 16′. Tree.
AIRPORT REMARKS: Attended May–Sept 1300–2330Z‡, Oct–Apr 1330Z‡–dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, ctc arpt manager for details at 540–635–3570. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **POTOMAC APP/DEP CON** 120.45
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 335° 4.4 NM to fld. 2440/06W.



APP CRS	Rwy Idg	2964
235°	TDZE	85
	Apt Elev	85

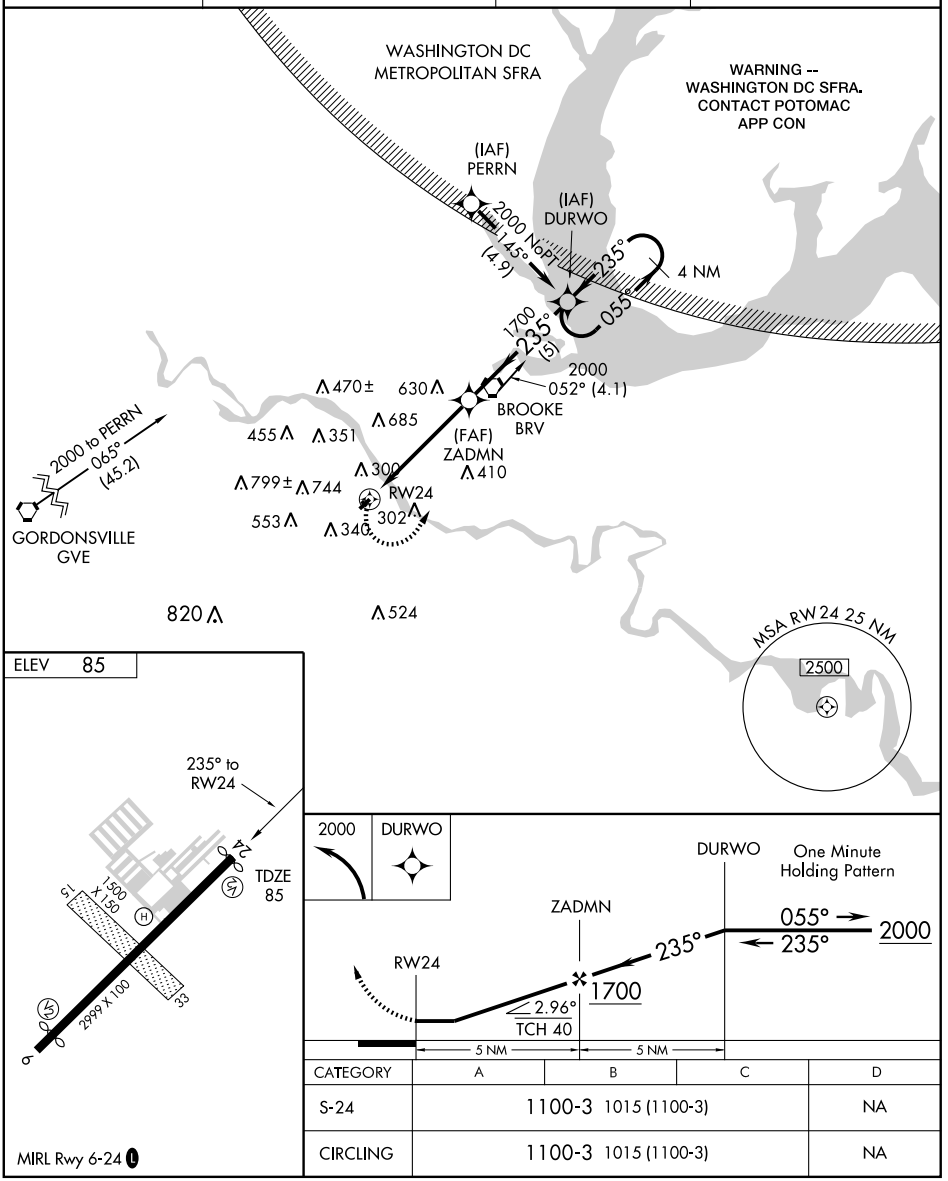
GPS RWY 24

FREDERICKSBURG / SHANNON (EZF)

V NA — Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1100-3 1015 (1100-3)			NA
CIRCLING	1100-3 1015 (1100-3)			NA

MIRL Rwy 6-24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NDB EZF 237	APP CRS 237°	Rwy Idg 2964 TDZE 85 Apt Elev 85

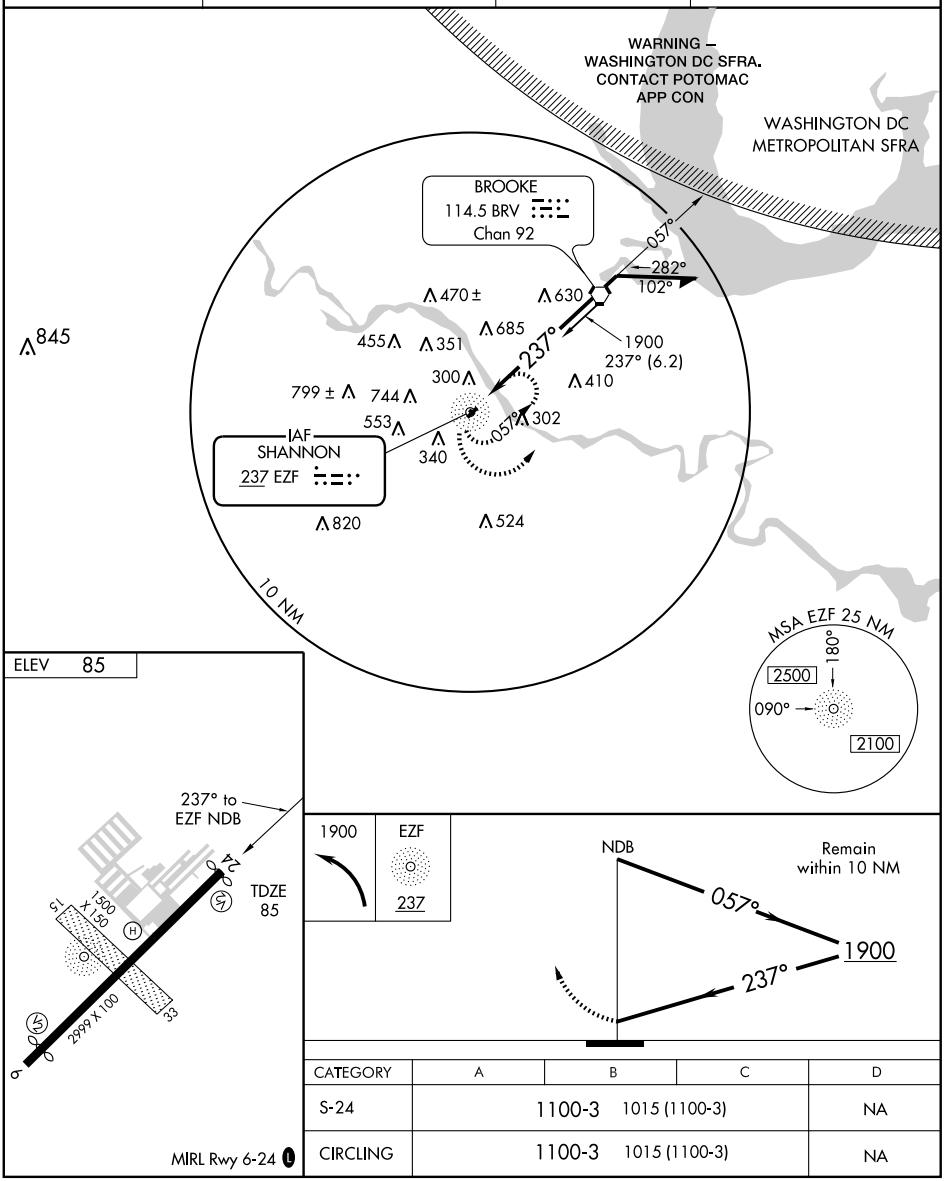
NDB RWY 24

FREDERICKSBURG / SHANNON (EZF)

Visibility reduction by helicopters NA.
NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L



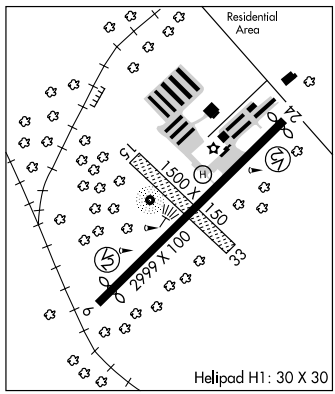
CATEGORY	A	B	C	D
S-24	1100-3	1015 (1100-3)		NA
CIRCLING	1100-3	1015 (1100-3)		NA

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

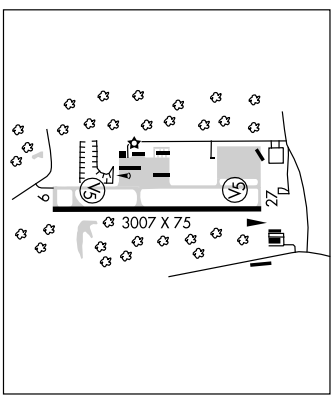
FREDERICKSBURG

SHANNON (EZF) 2 S UTC−5(−4DT) N38°15.97′ W77°26.96′ **WASHINGTON**
85 B S4 **FUEL** 100LL, JET A NOTAM FILE EZF **L–29E, 34E, 36I, A**
RWY 06–24: H2999X100 (ASPH) MIRL **IAP**
RWY 06: PVASI(PSIL). Thld dsplcd 240′. Railroad.
RWY 24: PVASI(PSIL). Thld dsplcd 35′. Tree.
RWY 15–33: 1500X150 (TURF)
RWY 15: Brush. **RWY 33:** Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡ Self–fueling. Tkf from Rwy 15 prohibited. Rwy 15–33 outlined with yellow cones. Southside Rwy 06 has +40′ trees 100′ from pavement edge first 1400′. Southside Rwy 24 has +40′ trees 100′ from pavement edge first 1000′. First 89′ pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.
WEATHER DATA SOURCES: AWOS–3 128.125 (540) 372–6794. Ceiling unreliable indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
BROOKE RCO 122.1R 114.5T (LEESBURG RADIO)
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ except Sat, Sun and holidays, other times ctc
Ⓡ **POTOMAC APP/DEP CON** 124.65
GCO 135.075 (POTOMAC CLNC) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 236° 6.2 NM to fld. 145/09W.
NDB (MHW) 237 EZF N38°15.98′ W77°27.05′ at fld. NOTAM FILE EZF. Unmonitored when arpt unattended. Unusable byd 15 NM.



HELIPAD H1: H30X30 (CONC)

FRONT ROYAL–WARREN CO (FRR) 3 W UTC−5(−4DT) N38°55.05′ W78°15.21′ **WASHINGTON**
709 B S2 **FUEL** 100LL TPA—1709(1000) NOTAM FILE DCA **L–29D, A**
RWY 09–27: H3007X75 (ASPH) S–12.5 MIRL 0.3% up E **IAP**
RWY 09: APAP(PNIL)—GA 3.0° TCH 16′. Road.
RWY 27: APAP(PNIR)—GA 3.0° TCH 16′. Tree.
AIRPORT REMARKS: Attended May–Sept 1300–2330Z‡, Oct–Apr 1330Z‡–dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, ctc arpt manager for details at 540–635–3570. ACTIVATE MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **POTOMAC APP/DEP CON** 120.45
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 335° 4.4 NM to fld. 2440/06W.



APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNAV (GPS) -A

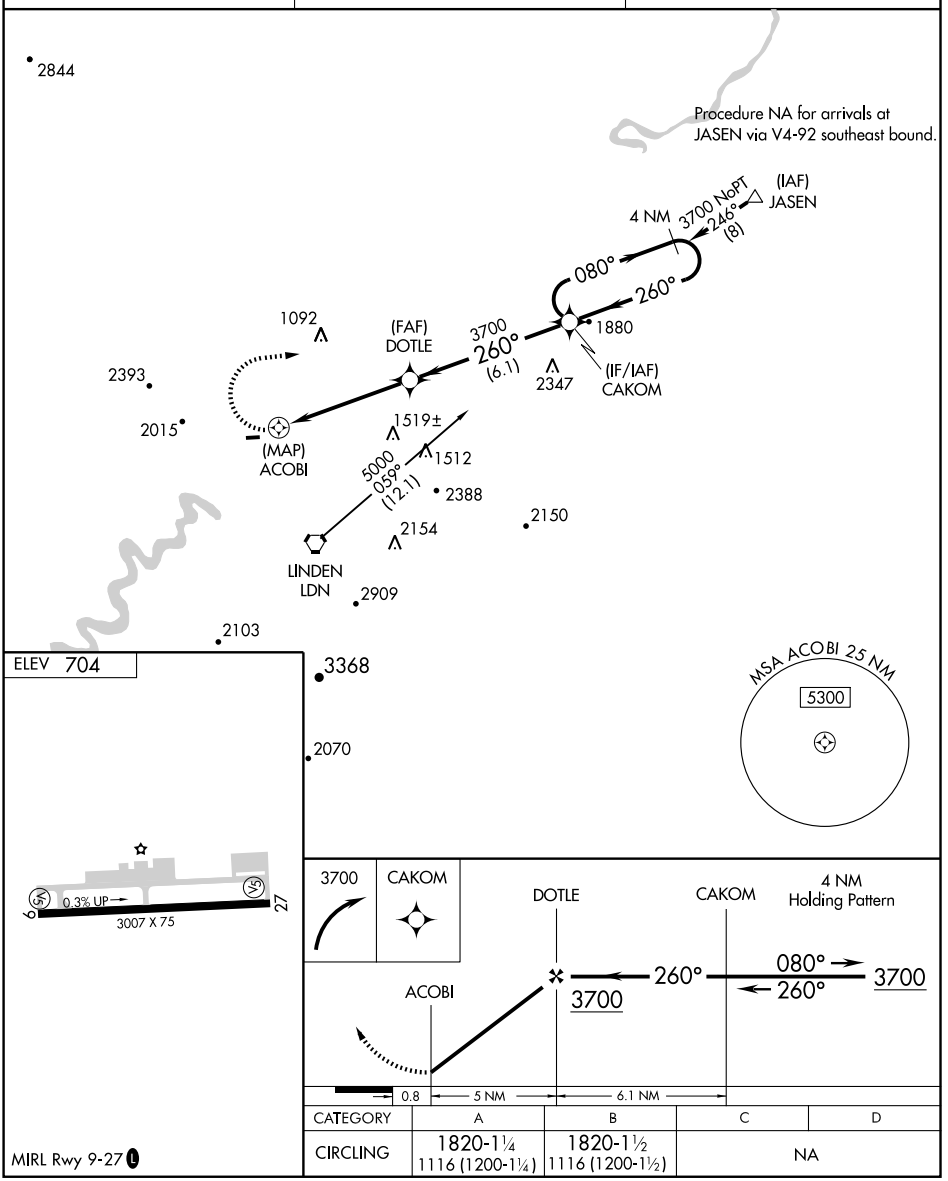
FRONT ROYAL-WARREN COUNTY (FRR)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Winchester altimeter setting; when not received use Martinsburg, WV altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

WINCHESTER RGNL AWOS-3	POTOMAC APP CON	UNICOM
124.85	120.45	123.0 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 9-27

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LDN	APP CRS	Rwy Idg	N/A
114.3	335°	TDZE	N/A
Chan 90		Apt Elev	704

VOR-B

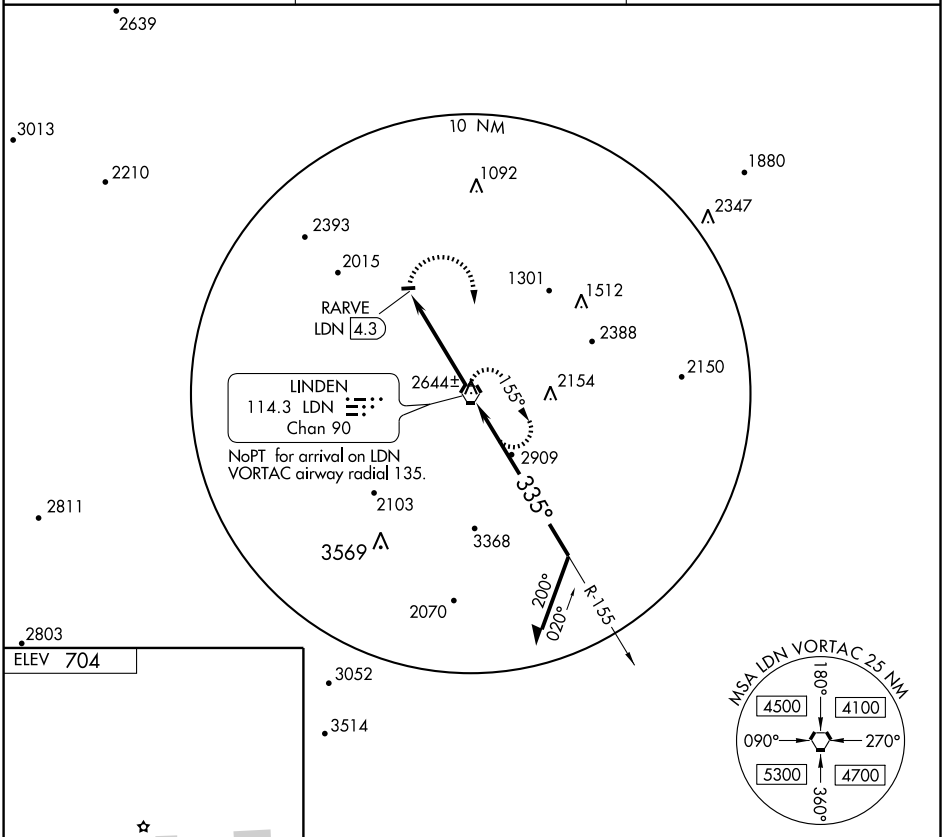
FRONT ROYAL-WARREN COUNTY (FRR)

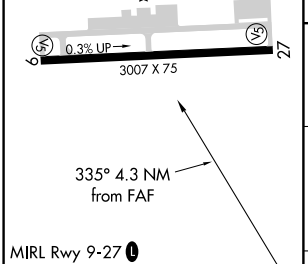
Procedure NA at night. Visibility reduction by helicopters NA. Use Winchester altimeter setting; when not received use Martinsburg WV altimeter setting and increase all MDA 60 feet.

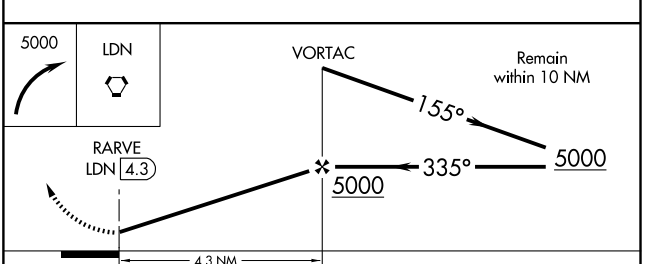
NA

MISSED APPROACH: Climbing right turn to 5000 direct LDN VORTAC and hold, continue climb-in-hold to 5000.

WINCHESTER RGNL AWOS-3	POTOMAC APP CON	UNICOM
124.85	120.45	123.0 (CTAF) L







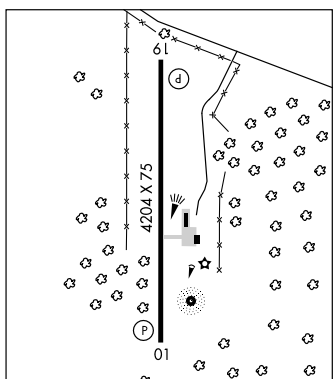
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 2596 (2600-1¼)	3300-1½ 2596 (2600-1½)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

GALAX/HILLSVILLE

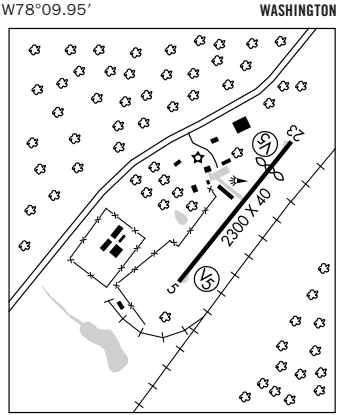
TWIN CO (HLX) 7 NE UTC−5(−4DT) N36°45.97′ W80°49.41′ **CINCINNATI**
2693 B S6 **FUEL** 100LL, JETA NOTAM FILE HLX **L–26I**
RWY 01–19: H4204X75 (ASPH) S–12.5 MIRL 1.2% up S **IAP**
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 21′. Trees.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
AIRPORT REMARKS: Attended irregularly. Self–svc, credit card fuel avbl 24 hrs. Deer on and invof arpt. Rwy 19 tree 76′ above rwy end, 1000′ from rwy end, 344′ right. MIRL Rwy 01–19 preset off to ACTIVATE and increase intensity and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
WEATHER DATA SOURCES: AWOS–3 118.375 (276) 728–5897.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROANOKE APP/DEP CON 126.0
GCO 135.075 (ROANOKE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 202° 20 NM to fld. 2120/06W. **HIWAS.**
HILLSVILLE NDB (MHW) 269 HLX N36°45.74′ W80°49.32′ at fld. NOTAM FILE HLX. Unusable byd 10 NM. Unmonitored.



GLADE SPRING N36°49.51′ W82°04.74′ NOTAM FILE DCA. **CINCINNATI**
(L) VOR/DME 110.2 GZG Chan 39 045° 19.7 NM to Tazewell Co. 4200/02W. **HIWAS.** **H–9B, 12G, L–26H**
VOR portion unusable 351°–004° byd 15 NM blo 8000′.
RCO 122.1R 110.2T (LEESBURG RADIO)

GORDONSVILLE N38°00.82′ W78°09.18′ NOTAM FILE DCA. **WASHINGTON**
(H) VORTAC 115.6 GVE Chan 103 002°8.6 NM to Gordonsville Muni. 382/06W. **H–10H, 12H, L–34E, 36H**
HIWAS.
DME unusable:
090°–095° 318°–324°
156°–169° byd 18 NM
RCO 122.1R 115.6T (LEESBURG RADIO)

GORDONSVILLE MUNI (GVE) 3 NE UTC−5(−4DT) N38°09.36′ W78°09.95′ **WASHINGTON**
454 B S2 **FUEL** 100LL NOTAM FILE DCA
RWY 05–23: H2300X40 (ASPH) S–12.5 MIRL 0.5% up SW
RWY 05: APAP(PNIR). Tree.
RWY 23: APAP(PNIR). Thld dsplcd 440′. Tree.
AIRPORT REMARKS: Unattended. Rwy 05–23 old crackseal six inches wide in places, very soft. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: HIWAS 115.6 GVE.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 115.6T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85



NDB HLX 269	APP CRS 252°	Rwy Idg N/A TDZE N/A Apt Elev 2693

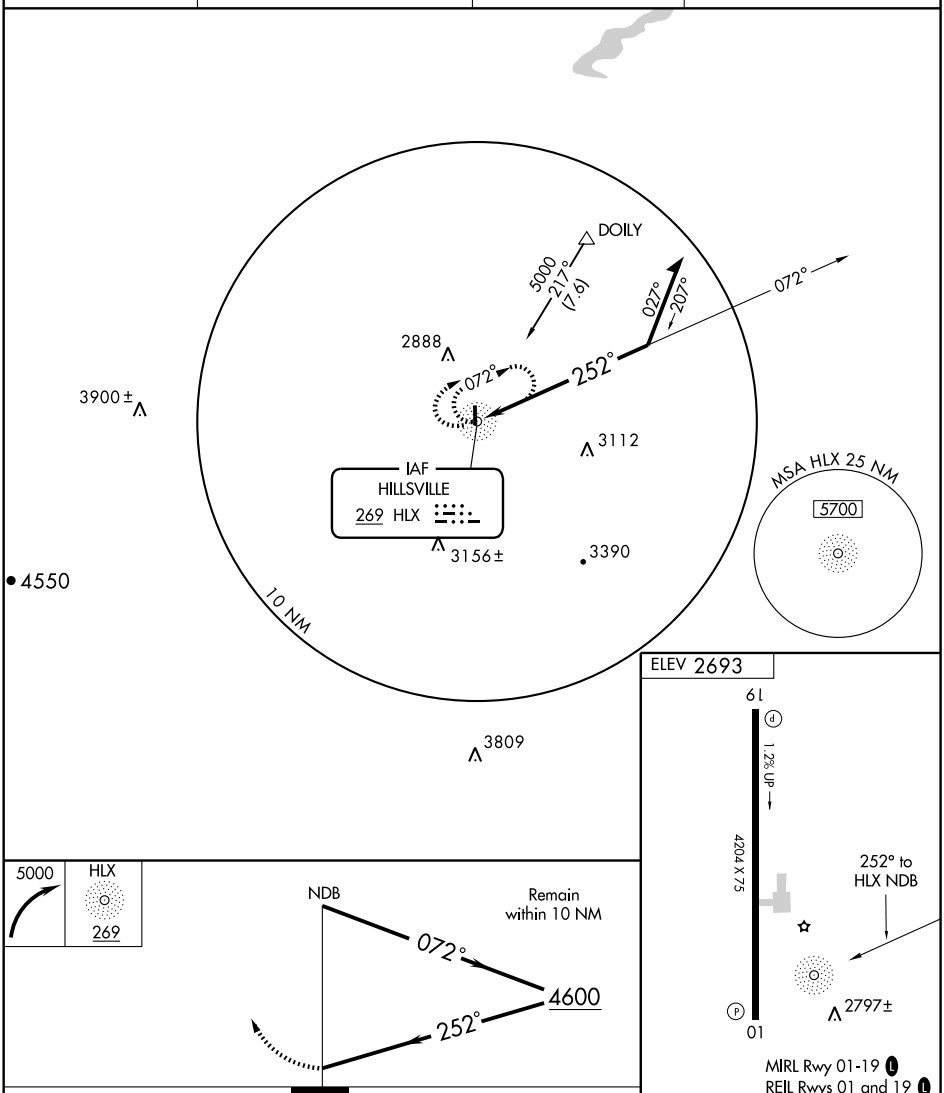
NDB-A

GALAX / TWIN COUNTY (HLX)

NA

MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3480-1 787 (800-1)	3480-1¼ 787 (800-1¼)	3480-2¼ 787 (800-2¼)	3480-2½ 787 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4204
005°	TDZE	2693
	Apt Elev	2693

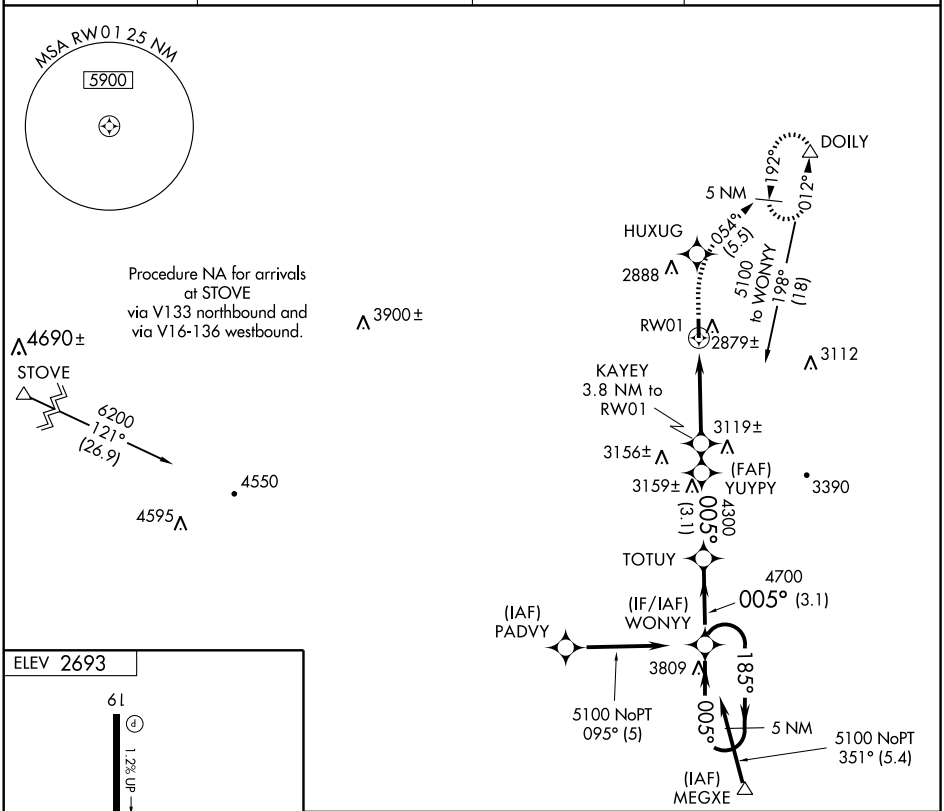
RNAV (GPS) RWY 1

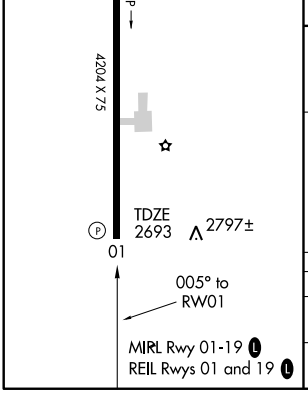
GALAX / TWIN COUNTY (HLX)

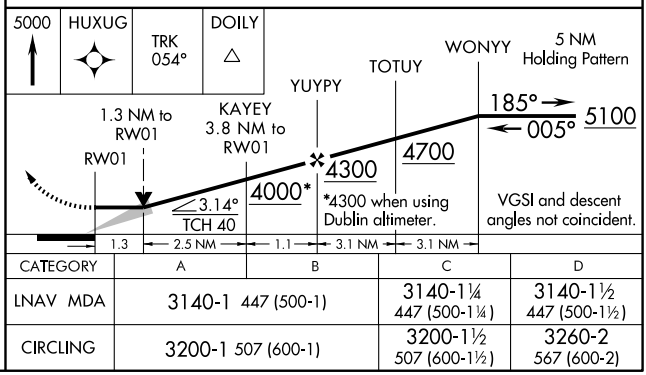
If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-1 447 (500-1)		3140-1¼ 447 (500-1¼)	3140-1½ 447 (500-1½)
CIRCLING	3200-1 507 (600-1)		3200-1½ 507 (600-1½)	3260-2 567 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4204
185°	TDZE	2686
	Apt Elev	2693

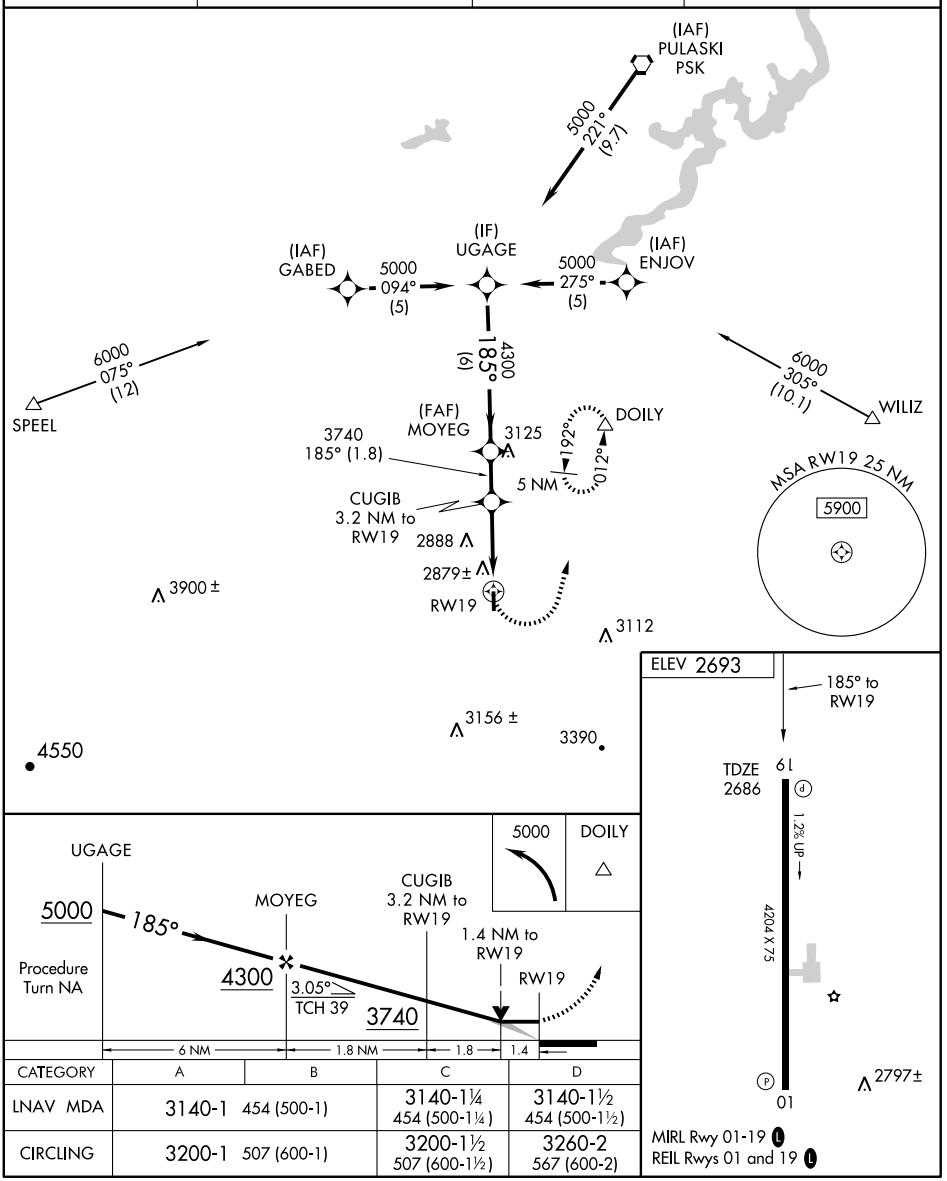
RNAV (GPS) RWY 19

GALAX / TWIN COUNTY (HLX)

If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct DOILY and hold.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3140-1 454 (500-1)		3140-1¼ 454 (500-1¼)	3140-1½ 454 (500-1½)
CIRCLING	3200-1 507 (600-1)		3200-1½ 507 (600-1½)	3260-2 567 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

GRUNDY MUNI (GDY) 3 SW UTC−5(−4DT) N37°13.94′ W82°07.50′ — CINCINNATI L–26H IAP

2304 B NOTAM FILE DCA

RWY 04–22: H2256X60 (ASPH) S–7 MIRL

RWY 04: APAP(PNIL). Tree.

RWY 22: APAP(PNIL). Tree.

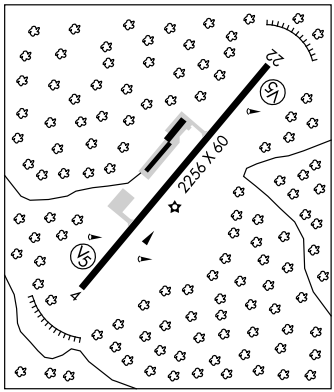
AIRPORT REMARKS: Unattended. Wildlife invof arpt. Pay phone at arpt 276–935–8022. ACTIVATE MIRL Rwy 04–22—CTAF; high ints only.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 357° 24.5 NM to fld. 4200/02W. **HIWAS.**



HAMPTON ROADS EXECUTIVE (See NORFOLK)

HANOVER CO MUNI (See RICHMOND/ASHLAND)

HARCUM N37°26.92′ W76°42.68′ NOTAM FILE DCA. — WASHINGTON H–10H, 12H, L–34E, 36H

(L) VORTAC 108.8 HCM Chan 25 338° 5.0 NM to Middle Peninsula Rgnl. 8/07W. VOR portion unusable 056°–095° below 2000′, 275°–300° below 2000′.

RCO 122.1R 108.8T (LEESBURG RADIO)

HENRY N37°07.97′ W76°29.59′ NOTAM FILE DCA. — WASHINGTON L–34E, 35D, 36H

NDB (MHW) 375 PJS at Newport News/Williamsburg Intl.

HILLSVILLE N36°45.74′ W80°49.32′ NOTAM FILE HLX. — CINCINNATI L–26I

NDB (MHW) 269 HLX at Twin Co. Unusable byd 10 NM. Unmonitored.

HOLSTON MOUNTAIN, TN N36°26.22′ W82°07.78′ NOTAM FILE TRI. — CINCINNATI H–9B, L–26I

(L) VORTAC 114.6 HMV Chan 93 021° 15.7 NM to Virginia Highlands. 4321/04W.

RCO 122.1R 114.6T (NASHVILLE RADIO)

HOPEWELL N37°19.73′ W77°06.96′ NOTAM FILE DCA. — WASHINGTON H–10H, 12H, L–34E, 36H

(L) VORTAC 112.0 HPW Chan 57 003° 10.5 NM to New Kent Co. 70/06W. **HIWAS.**

RCO 122.1R 112.0T (LEESBURG RADIO)

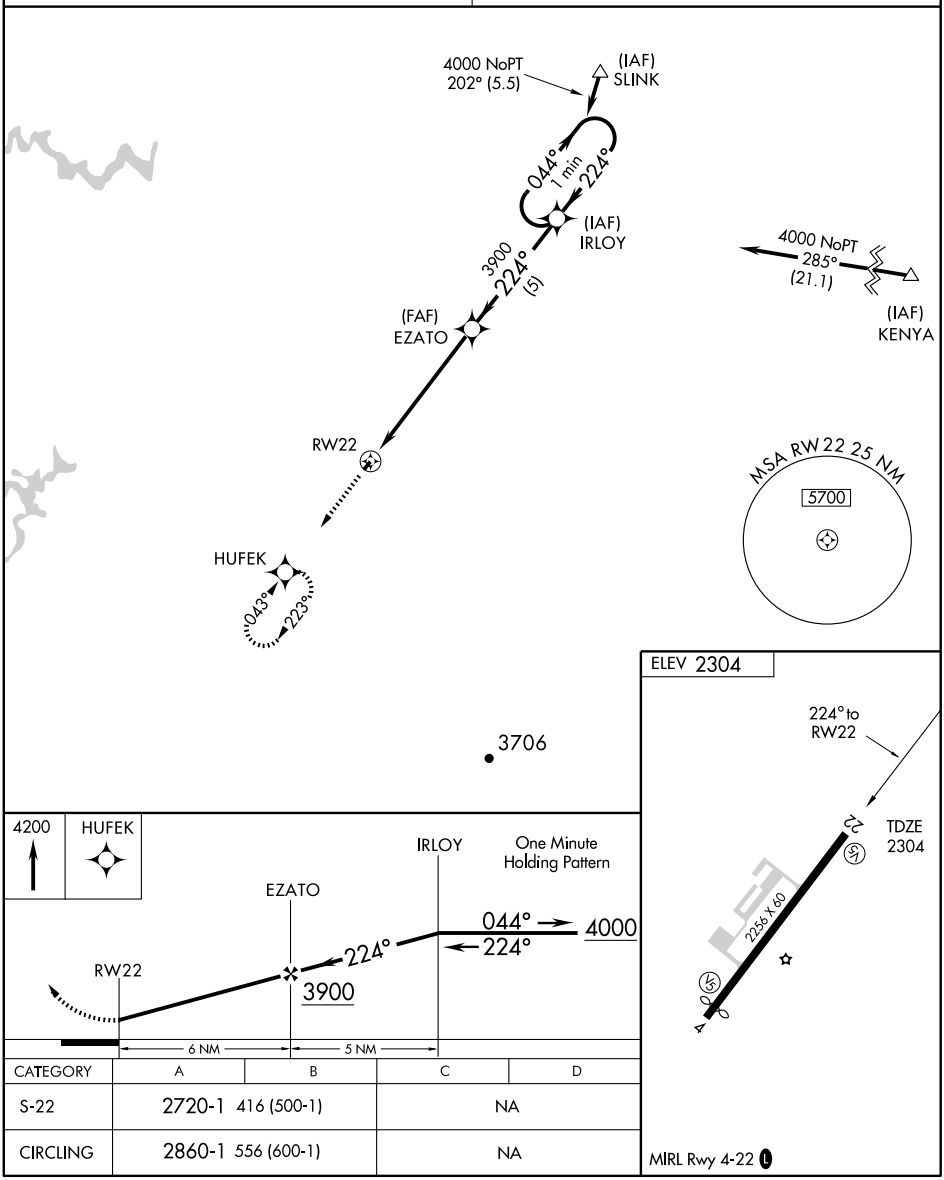
APP CRS	Rwy Idg	2256
224°	TDZE	2304
	Apt Elev	2304

GPS RWY 22
GRUNDY MUNI (GDY)

T NA — Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

MISSED APPROACH: Climb to 4200 direct HUFEK WP and hold.

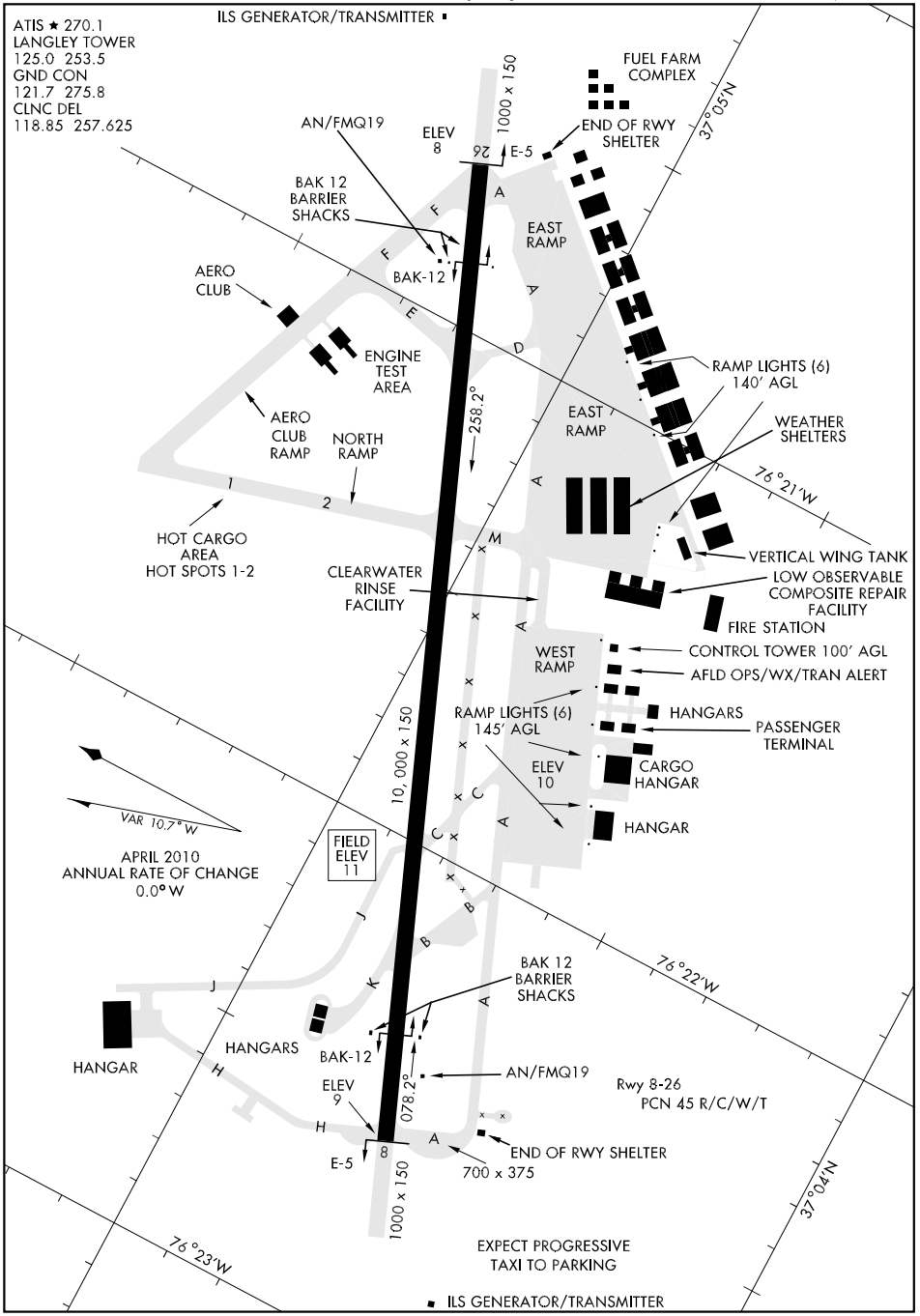
INDIANAPOLIS CENTER	UNICOM
126.575 257.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-22	2720-1 416 (500-1)		NA	
CIRCLING	2860-1 556 (600-1)		NA	

MIRL Rwy 4-22 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LANGLEY AFB (LFI)(KLFI) AF (NASA A) 3 N UTC−5(−4DT) N37°04.97′ W76°21.63′ **WASHINGTON**
11 B TPA–See Remarks NOTAM FILE DCA Not insp. **H–10I, 12I, L–35D**
RWY 08–26: H10000X150 (CONC–GRVD) PCN 45 R/C/W/T HIRL **IAP, DIAP, AD**
RWY 08: ALSF1. PAPI(P4L). **RWY 26:** MALSR. REIL. PAPI(P4L).
ARRESTING GEAR/SYSTEM
RWY 08: ← HOOK E5 (55′OVRN) HOOK BAK–12B(B) (1100′)
HOOK BAK 12–B(B) (1000′) HOOK E5 (55′ OVRN) → **RWY 26**

MILITARY SERVICE: LGT Rwy 08–26 thld lgt gated, mid 70′ inoperative/removed. **A–GEAR** E5 active rwy dep end. BAK–12B(B) pendant cable always in place. BAK–12B extension. **JASU** 2(M32A–60) 2(MC11) 4(A/M 32A–86) **FUEL** J8. Expect up to 1 hr delay. **FLUID** SP LHOX LOX **OIL** O–133–148–156 SOAP **TRAN ALERT** Opr weekdays 1030–0430Z‡, weekends and holidays 1200–0100Z‡. Follow Me svc avbl upon req. Expect progressive taxi to park. Fleet svc truck avbl but limited to VIP C–9, C–12, C–20, C–21, UC–35, VC–135 and E–4B (DV) acft only.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR ctc BASE OPS 1030–0430Z‡ DSN 574–2504, C757–764–2504. Only 1 fixed wing acft authorized from 1300–1400Z‡. ACC RSRS applied to ACC acft only. Transport/Distinguished Visitor acft ctc Base OPS 20 minutes prior ldg. **CAUTION** Intensive IFR and VFR high performance fighter tfc within the Class D Airspace: Extensive uncontrolled general aviation tfc blo 3000′ over James River and Chesapeake Bay. Dep tfc do not exceed 1000′ on climbout until dep end of rwy. Laser lgt beam haz to direct visual obsn will be conducted at NASA Langley Research Center within 1/2 NM radius of 37° 06.3′N 76° 22.7′W. Strong caution is advised. Wx observation site limited 080°–250° due to building. ATC will relay twr prevailing visibility, sector visibility, local PIREP's or an occurrence of previously unreported wx conditions that could affect ops to wx flight. Wind shear conditions may exist on Rwy 26 through short final and touchdown, that are prevalent, undetectable and often unreported. Increased potential for hydroplaning due to excessive rubber build-up. Airfield grass cutting conducted from Mar–Nov, expect increased bird activity invof mowers. **TFC PAT** TPA–Overhead 3000(2989) at 5 DME descending to 1500′ by 3 DME, rgt break Rwy 26, left break Rwy 08. Rectangular 1000(989) rgt tfc Rwy 26, left tfc Rwy 08. **NS ABTMT** Quiet hr weekdays 0330–1100Z‡, weekends and holidays 0330–1300Z‡, waivers DSN 574–5411. **MISC** Afld manager DSN 574–2508. DD Form 1801 rqr 90 min prior to estimated time of departure. Rwy 08–26 grooved. ACC fighter acft expect reduced rwy separation: Day/VFR, similar acft 3000′, dissimilar type acft 6000′. Ngt 6000′ all acft. Tran acft notify twr on initial ctc if reduced rwy separation is not desired. Afld Ops does not have ability to store COMSEC. Ctc Command Post DSN 574–5411, C757–764–5411 for COMSEC storage. **A** Park, refuel and maintenance avbl on AF ramp. **NASA** All inbound to NASA side must coordinate in advance with NASA Flight Svc Ops DSN 574–3070, C757–864–3887. Svc not avbl for non–NASA acft. Twy J can only be used during daylgt and VFR conditions as it does not have twy edge lgts and is restricted to acft with total wingspan of 80′ or less and 100,000 lbs or less gross weight.

COMMUNICATIONS: SFA ATIS 270.1 **PTD** 141.75 376.2
Ⓡ **NORFOLK APP/DEP CON** 126.05 370.925 (010°–080°) 127.9 269.42 (180°–310°) 124.9 379.1 (311°–009°)
TOWER 125.0 253.5 **GND CON** 121.7 275.8 **CLNC DEL** 118.85 257.625
CONSOLIDATED COMD POST (Raymond 16) 251.25 311.0 (Have quick timing avbl 287.45.)
PMSV METRO 239.8(Wx DSN 574–5908. Alternate PMSV is McGuire AFB. Full svc avbl Mon–Fri 1200–2200Z‡. Remote briefing svc avbl 9 OWS Shaw AFB DSN 965–0939 thru 0943, C 803–895–0939.
NASA OPS 123.375 310.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LFI.
(L) TACAN Chan 70 LFI (112.3) N37°05.13′ W76°21.56′ at fld. 11/10W. No NOTAM MP Tue and Thu 1100–1300Z‡ and 2300–0200Z‡.
TACAN unusable:
130–150° byd 22 NM blo 2,000′ 305°–184° byd 9 NM blo 7,000′
170°–180° byd 27 NM blo 2,000′ 318°–305° byd 30 NM blo 3,000′
ILS 109.9 I–LFI Rwy 08. GS unusable for coupled apch blo 750′. No NOTAM MP Mon, Wed, Fri 1100–1300Z‡ and 2300–0200Z‡.
ILS 109.9 I–ABM Rwy 26. No NOTAM MP Mon, Wed, and Fri 1100–1300Z‡ and 2300–0200Z‡.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 8

LOC I-LFI	APCH CRS	Rwy ldg 10,000 TDZE 9 Arpt Elev 11
109.9	078°	

JAL-185 [USAF]

LANGLEY AFB (KLFI)

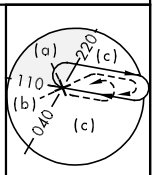
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

LANGLEY Chan 70 LFI

JRAYE LFI 20

757

529

R-073

ZORUP LFI 18

430 207 343

128

LFI 38

R-277

277°

290°

110°

290°

R-110

510

530 WETOV LFI 8

507

211

LFI 6 BIMBLE

258°

078°

Arc

LFI 18

LR-264

R-257

LFI 12 WUBUT

319

LFI 18 WOPAT

480

537

(IAF) TURET LFI 28

RADAR required when holding at TURET.

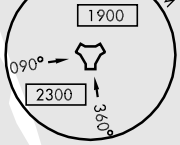
LOCALIZER 109.9 I-LFI

1271

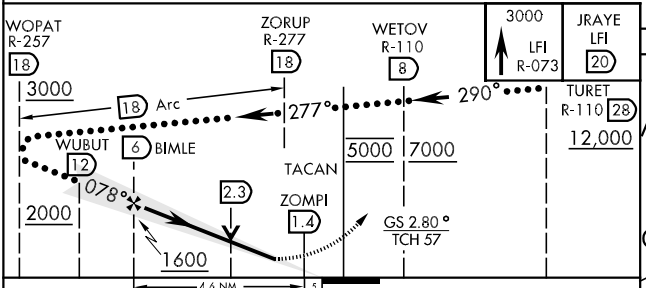
20 NM

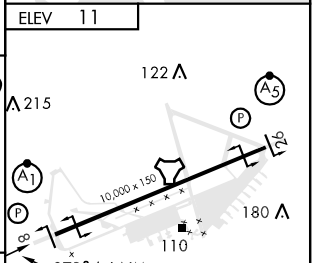
Glideslope unusable for coupled approach below 750' MSL.

Expect radar vectors to IAF or Final Approach course.



EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-ILS 8 *	209/24	200 (200-½)	
S-LOC 8 **	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-ABM	APCH CRS	Rwy ldg 10,000 TDZE 10 Arpt Elev 11
109.9	258°	

JAL-185 [USAF]

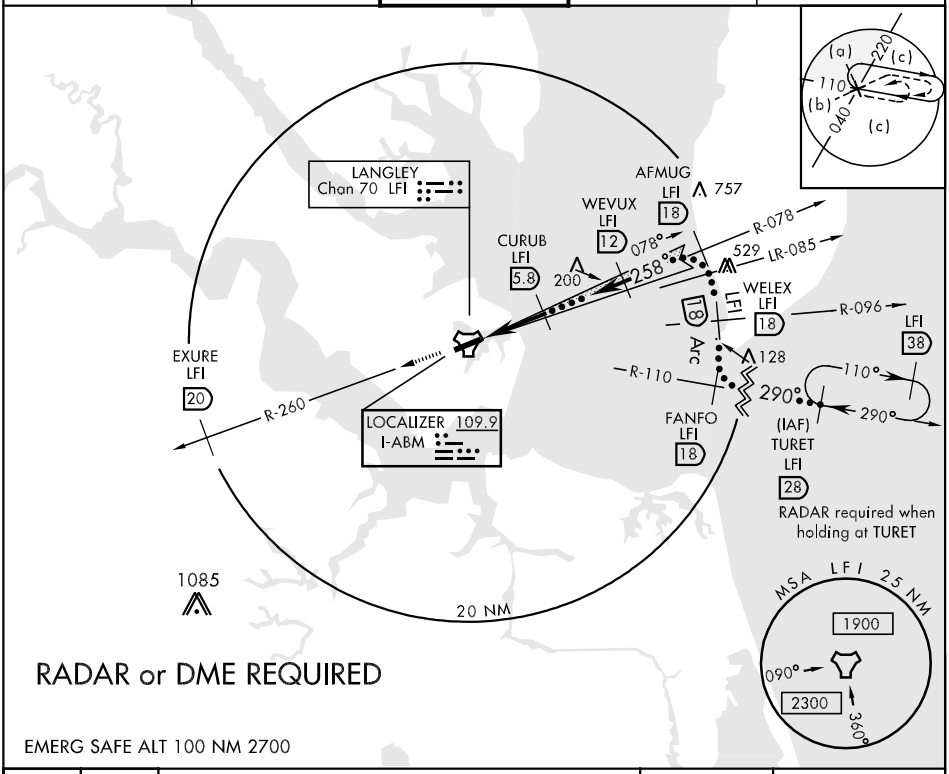
LANGLEY AFB (KLFI)

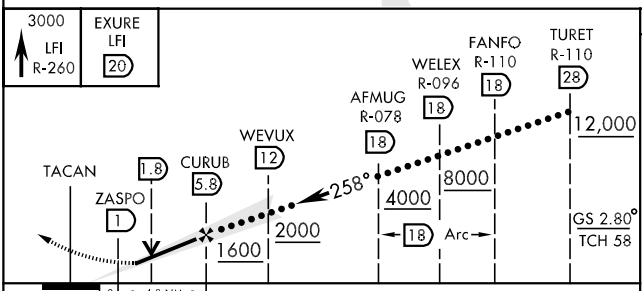
* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

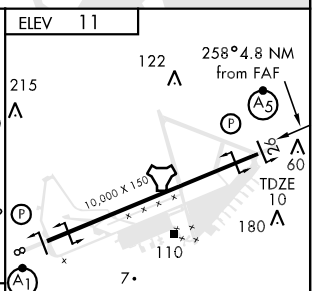
MALSR

MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS ★	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625







CATEGORY	C	D	E
S-ILS 26	210/40	200	(200-¾)
S-LOC 26*	400/40	390	(400-¾)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 8

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LFI Chan 70	073°	10,000	9	11

JAL-185 [USAF]

LANGLEY AFB (KLFI)

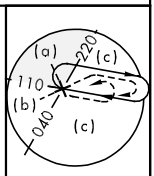
T *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ , CAT E vis to 1¾.
**Circling S of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

Expect radar vectors to IAF or Final Approach course.



JRAYE LFI 20

LANGLEY Chan 70 LFI

R-073

757

527

529

128

ZORUP 18

R-277

277°

290°

430

343

211

207

428

510

530

507

WETOV 8

ZANKI 6

073°

319

537

SUBRE 12

LR-260

R-253

ZUPEL 18

480

LFI 18 Arc

38

110°

290°

R-110

(IAF) TURET 28

RADAR required when holding at TURET

1271

20 NM

MSA LFI 25 NM

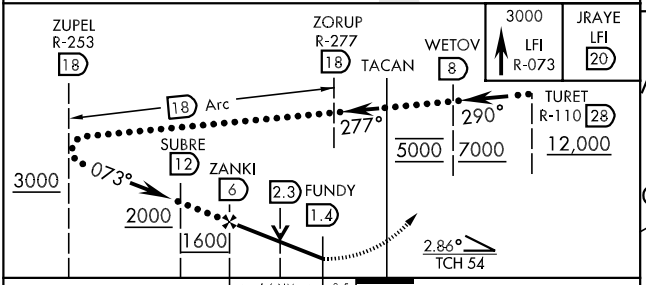
1900

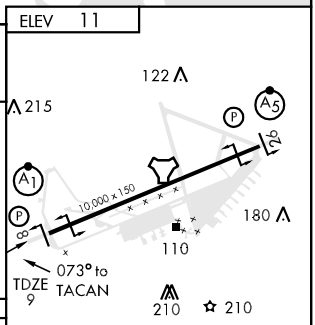
090°

2300

360°

EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-8*	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LFI Chan 70	263°	10,000	10	11

JAL-185 [USAF]

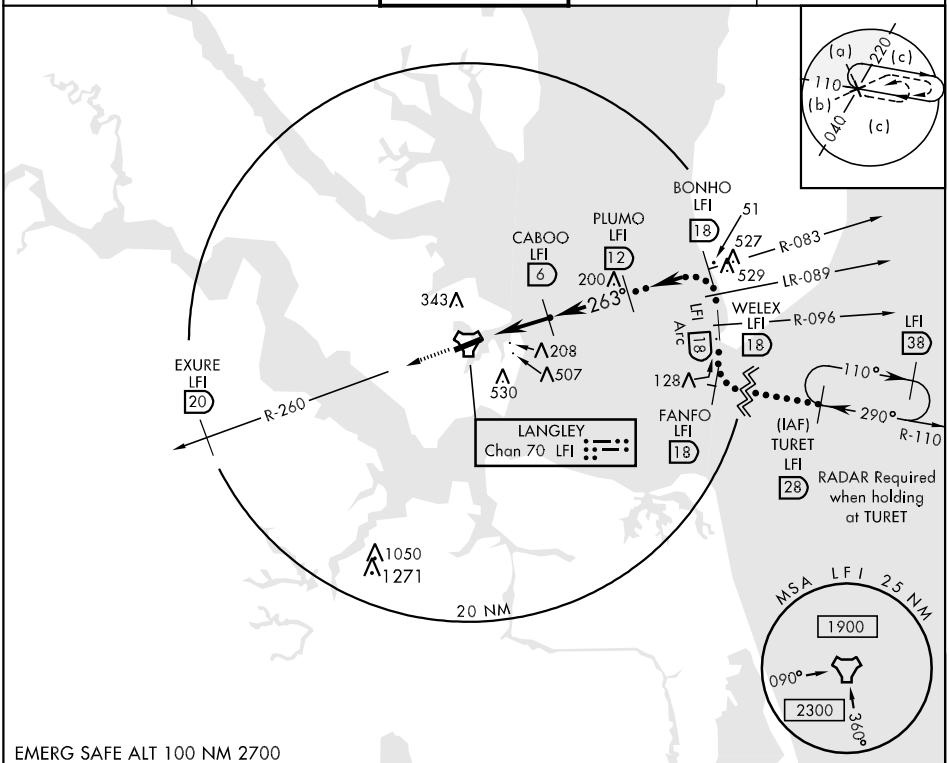
LANGLEY AFB (KLFI)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

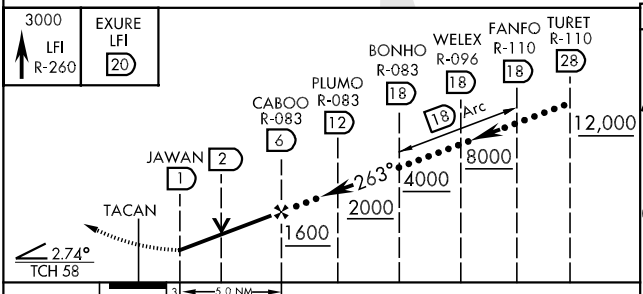
MALSR (A5)

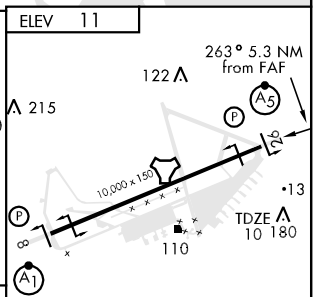
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS ★	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-26 *	440/40 430 (500-¾)	440/50 430 (500-1)	
CIRCLING **	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

ILS RWY 8

LOC I-LFI	APCH CRS	Rwy ldg 10,000 / TDZE 9 / Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFI)
109.9	078°			

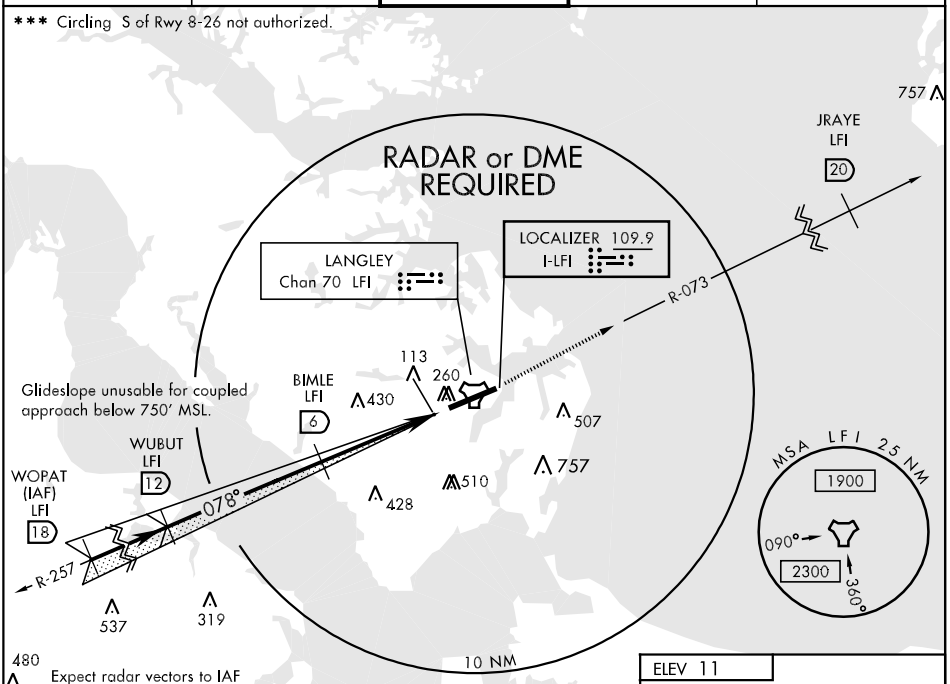
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

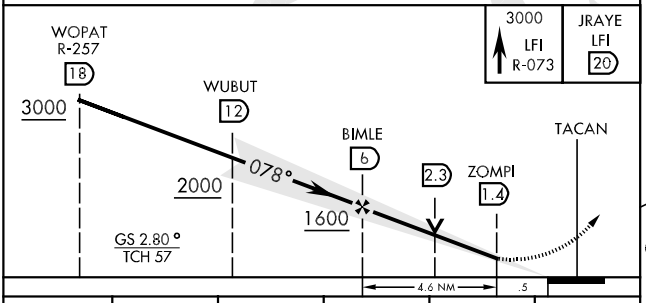
ALSF-1

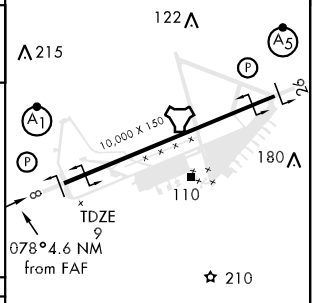
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS ★	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.







CATEGORY	A	B	C	D	E
S-ILS 8 ★	209/24		200 (200-½)		
S-LOC 8 ★★	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING★★★	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 26

LOC I-ABM	APCH CRS	Rwy ldg 10,000 / TDZE 10 / Arpt Elev 11
109.9	258°	

JAL-185 [USAF]

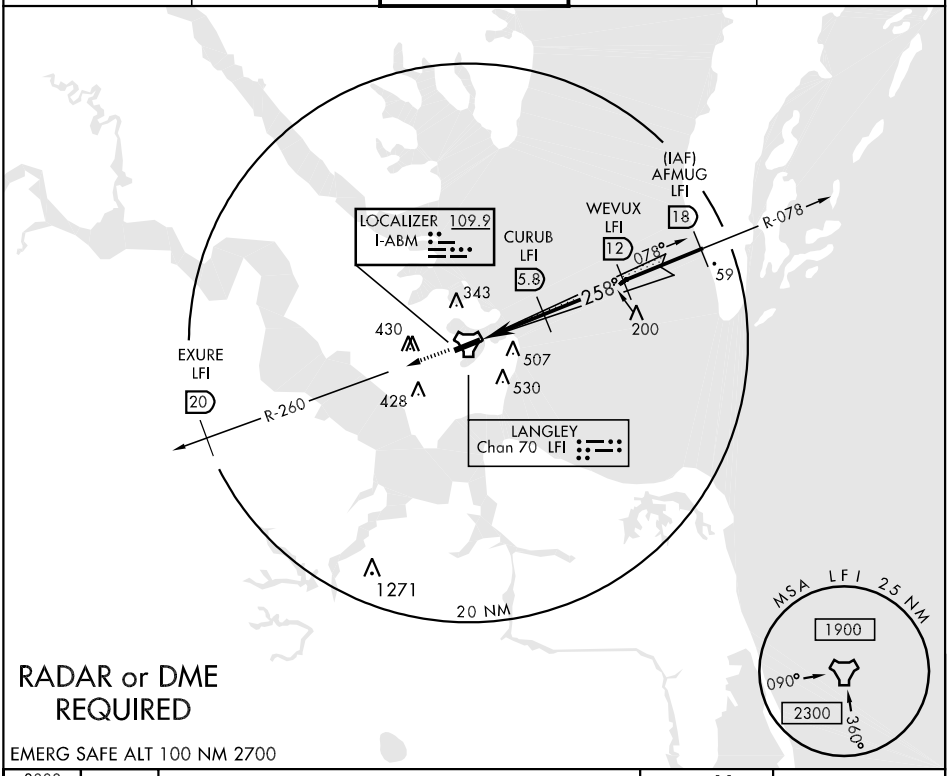
LANGLEY AFB (KLFI)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR

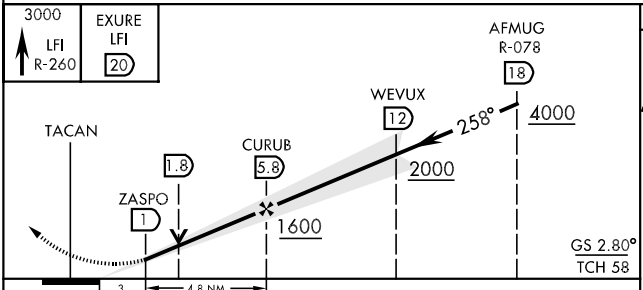
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

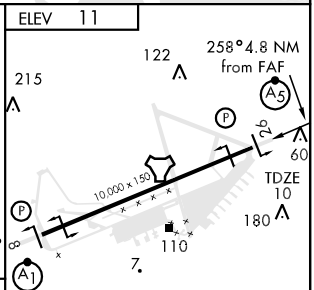
ATIS ★	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700





REIL Rwy 26
HIRL Rwy 8-26
☆ 210

CATEGORY	A	B	C	D	E
S-ILS 26	210/40		200		(200-¾)
S-LOC 26 *	400/40		390		(400-¾)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

APCH CRS	Rwy ldg	10,000
258°	TDZE	10
	Arpt Elev	11

AL-185 [USAF]

LANGLEY AFB (KLFI)

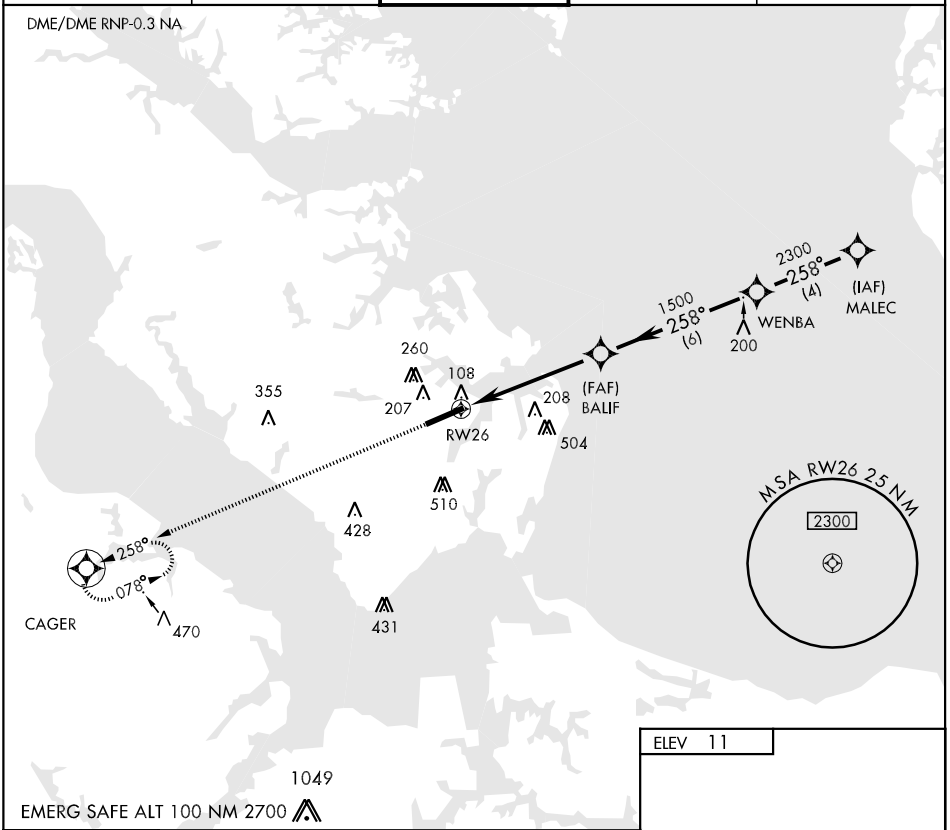
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling S of Rwy 8-26 not authorized for CAT E acft.

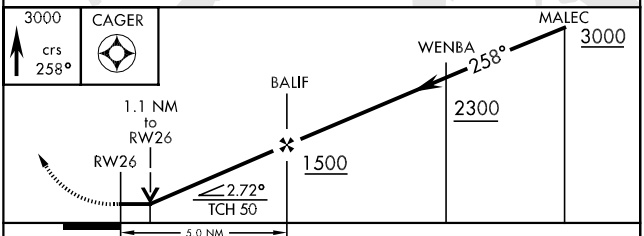
MALSR

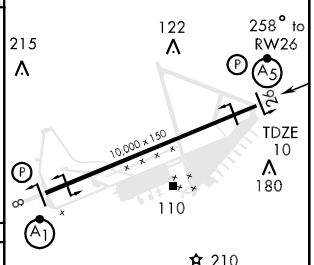
MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

ATIS ★	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

DME/DME RNP-0.3 NA







CATEGORY	A	B	C	D	E
LNAV MDA *	520/40 510 (600-¾)		520/50 510 (600-1)		520/60 510 (600-1¼)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749(800-2¾)

RNAV (GPS) RWY 26

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFI)

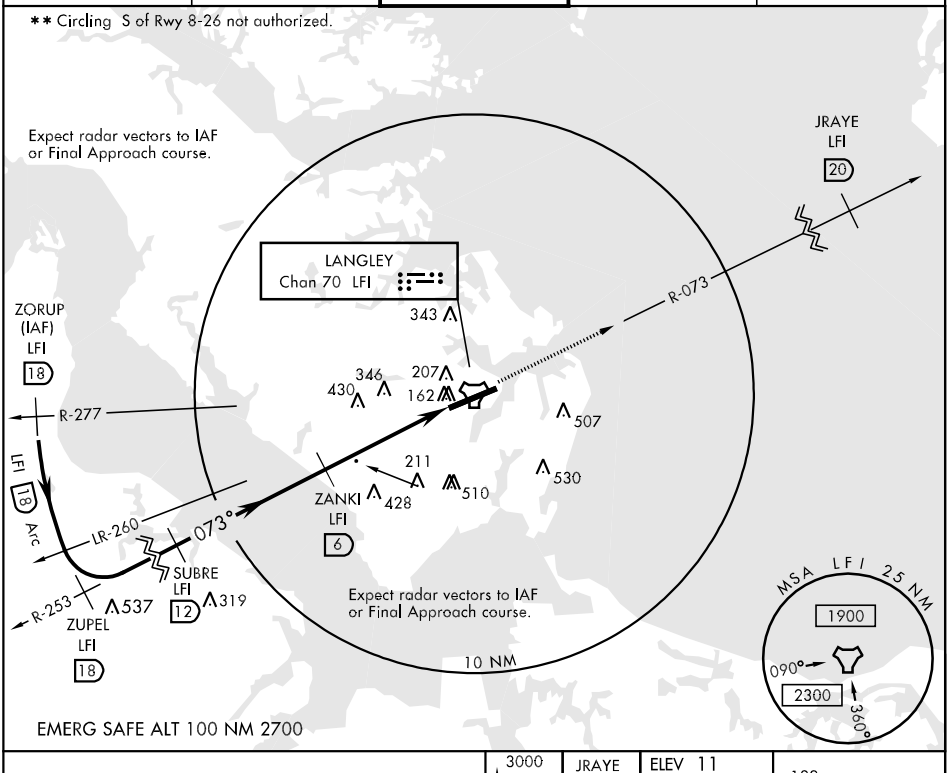
▼ *When ALS inop, increase CAT AB RVR to 50 and vis to1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

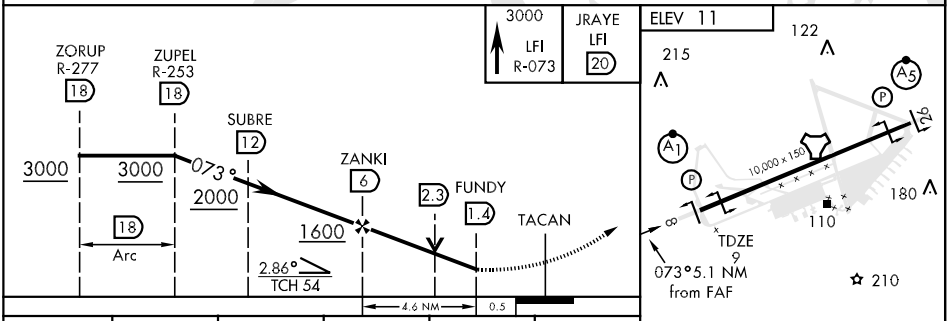
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

** Circling S of Rwy 8-26 not authorized.





CATEGORY	A	B	C	D	E
TAC 8 *	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 26

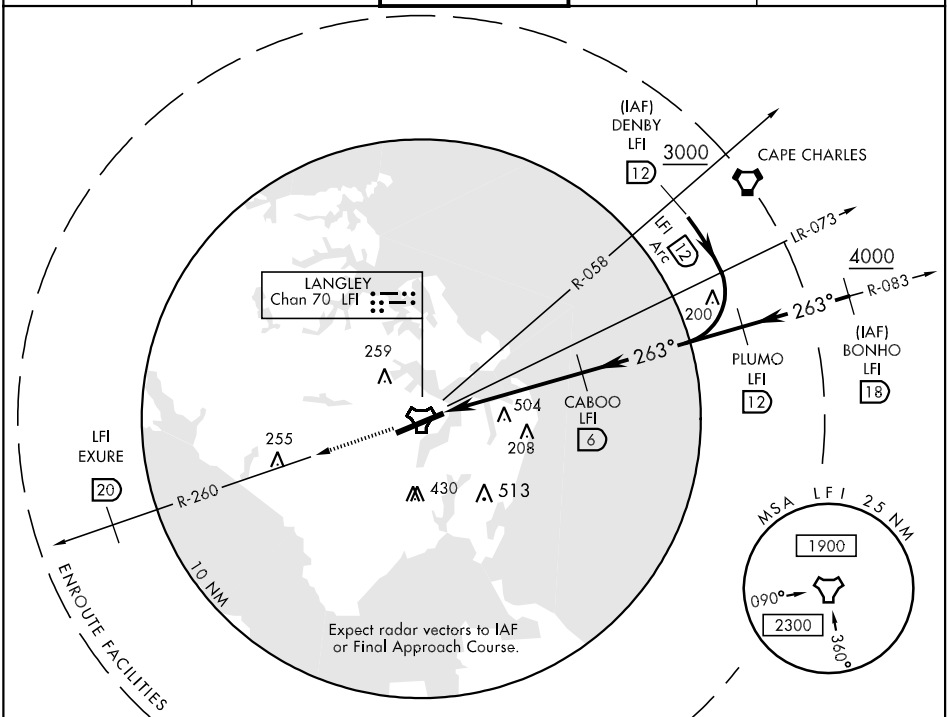
TACAN LFI Chan 70	APCH CRS 263°	Rwy ldg 10,000 TDZE 10 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFI)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
**Circling S of Rwy 8-26 not authorized.

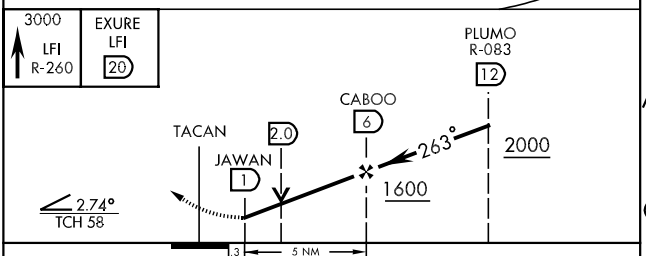
MALSR (A5)

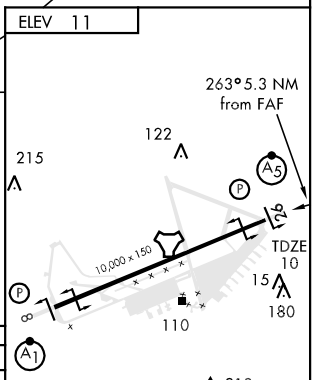
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 2700





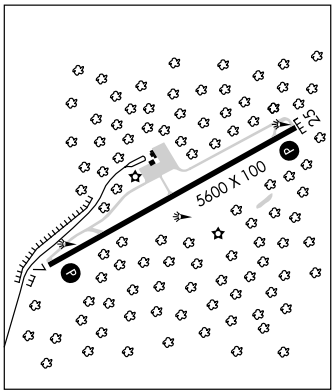
REIL Rwy 26
HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S- 26 *	440/40	430	(500-¾)	440/50	430 (500-1)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPRINGS

INGALLS FLD (HSP) 3 S UTC−5(−4DT) N37°57.09′ W79°50.03′ CINCINNATI
3793 B **FUEL** 100LL, JET A NOTAM FILE HSP H–10H, 12H, L–26I
RWY 07–25: H5600X100 (ASPH–PFC) S–65, D–160, 2S–175 HIRL 0.5% up SW IAP
RWY 07: PAPI(P4R)—GA 3.0°TCH 46′. Ground.
RWY 25: REIL. PAPI(P4L)—GA 3.0°TCH 58′.



AIRPORT REMARKS: Attended Nov–Mar 1400–2200Z‡, Apr–Oct Mon–Fri 1300–2300Z‡ Sat–Sun 1300–2300Z‡. Wildlife, including bear on and invof arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07–25, PAPI Rwys 07 and 25, REIL Rwy 25 and twy lgts—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.
WEATHER DATA SOURCES: AWOS–3 118.8 (540) 839–5974.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.4
AIRSPACE: CLASS E svc 1500–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 280° 34.7 NM to fld. 3460/05W.
ILS 108.7 I–HSP Rwy 25. ILS unmonitored 0200–1230Z‡. GS unusable blo 4030′.

HUMMEL FLD (See SALUDA)

INGALLS FLD (See HOT SPRINGS)

INGLE N36°50.43′ W76°15.08′ NOTAM FILE ORF.
NDB (LOM) 329 OR 046°4.1 NM to Norfolk Intl.

JONES N36°36.87′ W78°03.19′ NOTAM FILE AVC. WASHINGTON
NDB (MHW) 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl. L–36G

JONESVILLE

LEE CO (ØVG) 5 SW UTC−5(−4DT) N36°39.25′ W83°13.07′ CINCINNATI
1411 B TPA–2411(1000) NOTAM FILE DCA H–9B, 12G, L–25B
RWY 07–25: H5000X75 (ASPH) S–30 MIRL 0.9% up NE IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended on call. After hours call 276–346–2075 or 276–346–3051. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo 4500′.

LOC I-HSP	APP CRS	Rwy Idg	5600
108.7	247°	TDZE	3773
		Apt Elev	3793

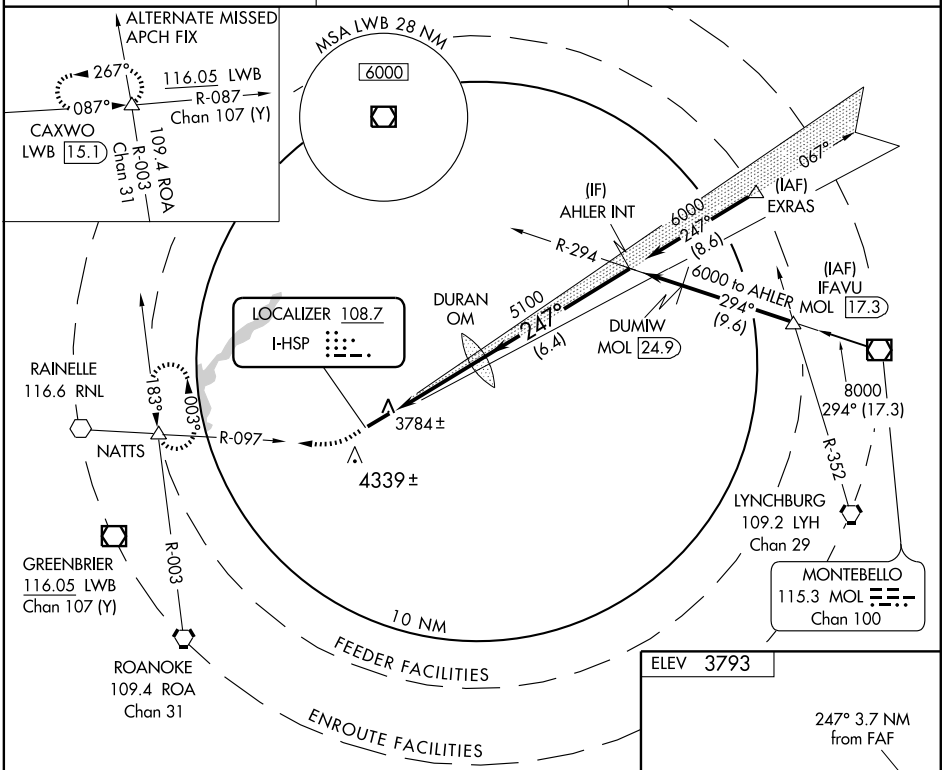
ILS or LOC RWY 25

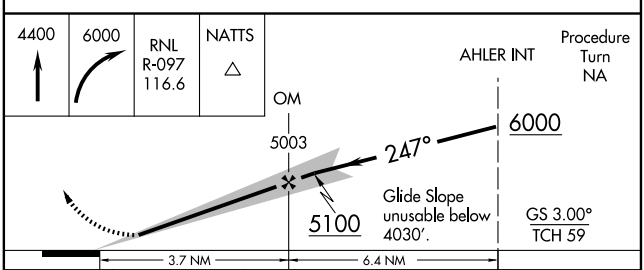
HOT SPRINGS/INGALLS FIELD (HSP)

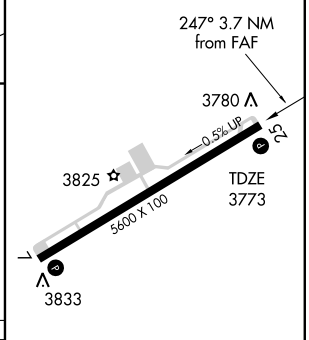
Circling NA southeast of Rwy 7-25. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	4088-1 315 (300-1)			
S-LOC 25	4240-1 467 (500-1)		4240-1¼ 467 (500-1¼)	4240-1½ 467 (500-1½)
CIRCLING	4440-1 647 (700-1)		4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

REIL Rwy 25 L
HIRL Rwy 7-25 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 86813	067°	TDZE	3793
W07A		Apt Elev	3793

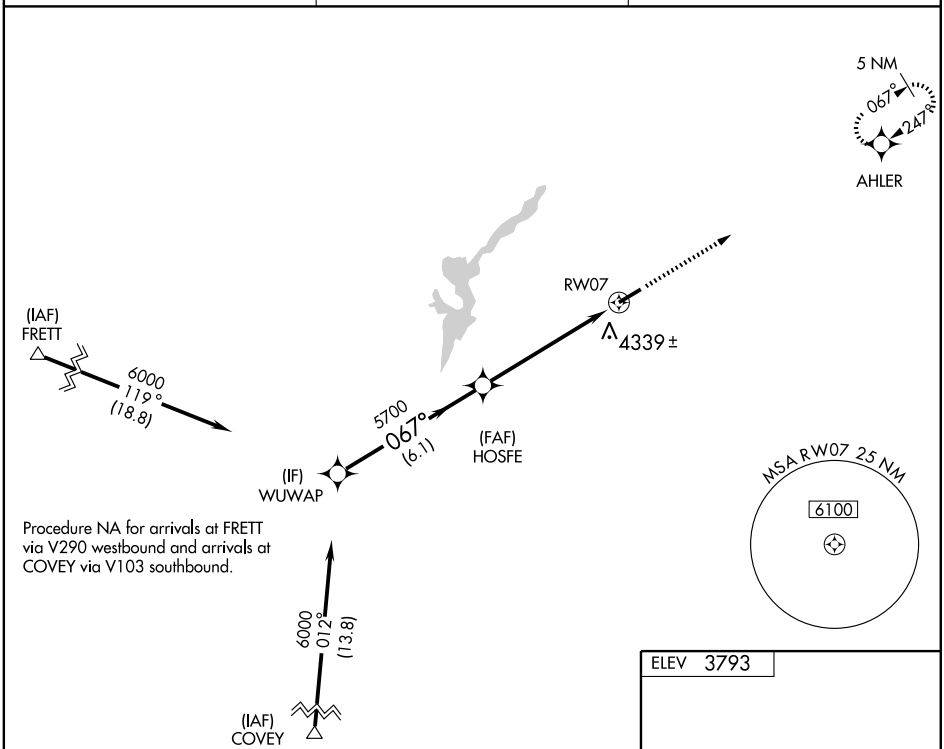
RNAV (GPS) RWY 7

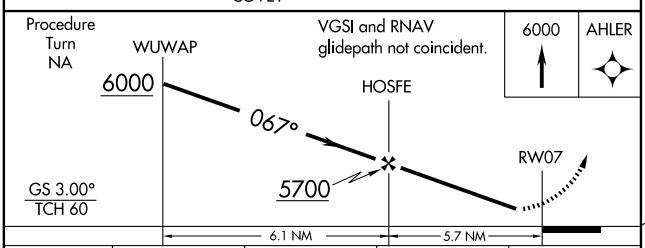
HOT SPRINGS/INGALLS FIELD (HSP)

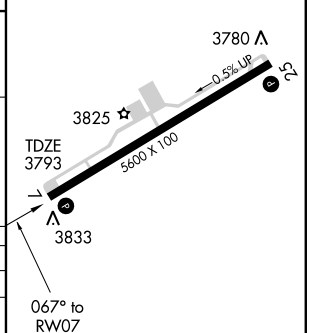
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4143-1¼ 350 (400-1¼)			
LNAV/ VNAV DA	4619-3 826 (900-3)			
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5600
CH 53713	247°	TDZE	3773
W25A		Apt Elev	3793

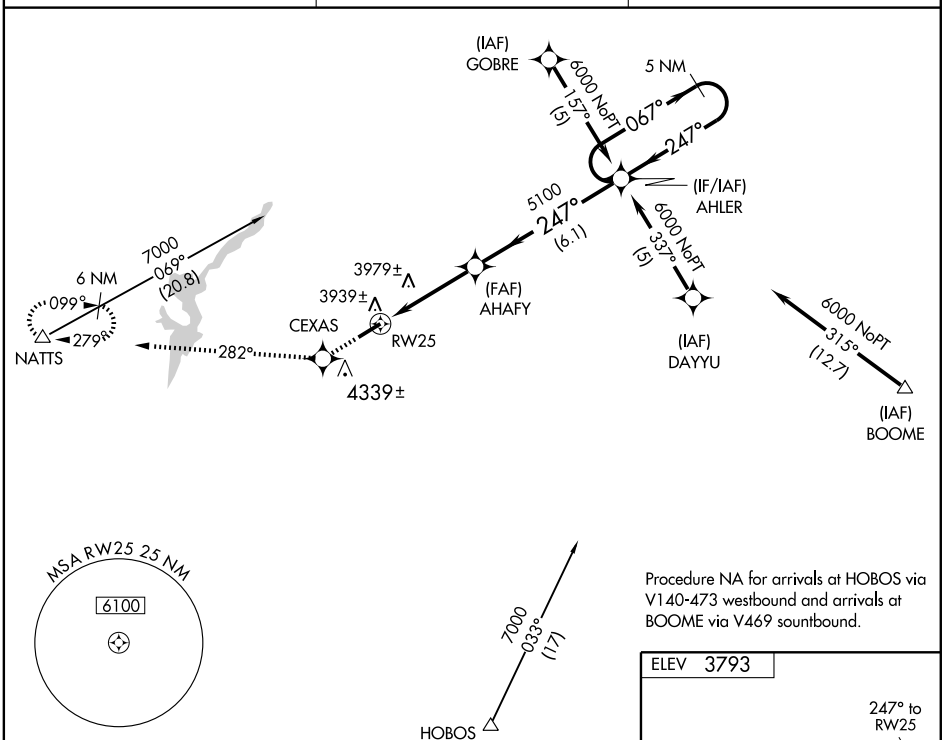
RNAV (GPS) RWY 25

HOT SPRINGS/INGALLS FIELD (HSP)

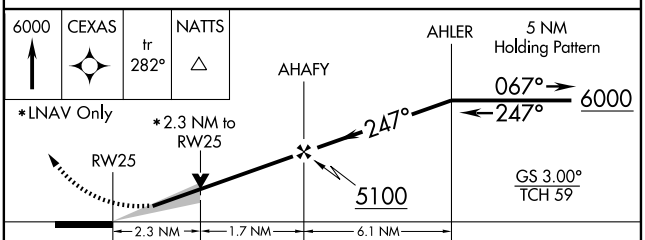
Circling NA SE of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

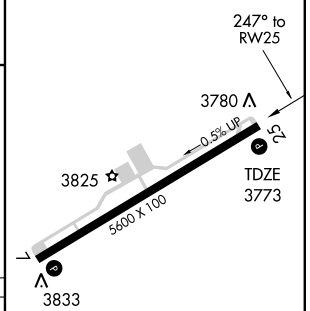
MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L



Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 sountbound.





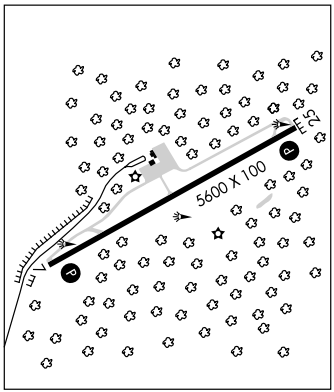
CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
LNAV/VNAV DA	4309-2 536 (600-2)			
LNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)

REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HOT SPRINGS

INGALLS FLD (HSP) 3 S UTC−5(−4DT) N37°57.09′ W79°50.03′ CINCINNATI
3793 B **FUEL** 100LL, JET A NOTAM FILE HSP H–10H, 12H, L–26I
RWY 07–25: H5600X100 (ASPH–PFC) S–65, D–160, 2S–175 HIRL 0.5% up SW IAP
RWY 07: PAPI(P4R)—GA 3.0°TCH 46′. Ground.
RWY 25: REIL. PAPI(P4L)—GA 3.0°TCH 58′.



AIRPORT REMARKS: Attended Nov–Mar 1400–2200Z‡, Apr–Oct Mon–Fri 1300–2300Z‡ Sat–Sun 1300–2300Z‡. Wildlife, including bear on and invof arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07–25, PAPI Rwys 07 and 25, REIL Rwy 25 and twy lgts—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.
WEATHER DATA SOURCES: AWOS–3 118.8 (540) 839–5974.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.4
AIRSPACE: CLASS E svc 1500–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 280° 34.7 NM to fld. 3460/05W.
ILS 108.7 I–HSP Rwy 25. ILS unmonitored 0200–1230Z‡. GS unusable blo 4030′.

HUMMEL FLD (See SALUDA)

INGALLS FLD (See HOT SPRINGS)

INGLE N36°50.43′ W76°15.08′ NOTAM FILE ORF.
NDB (LOM) 329 OR 046°4.1 NM to Norfolk Intl.

JONES N36°36.87′ W78°03.19′ NOTAM FILE AVC. WASHINGTON
NDB (MHW) 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl. L–36G

JONESVILLE

LEE CO (ØVG) 5 SW UTC−5(−4DT) N36°39.25′ W83°13.07′ CINCINNATI
1411 B TPA–2411(1000) NOTAM FILE DCA H–9B, 12G, L–25B
RWY 07–25: H5000X75 (ASPH) S–30 MIRL 0.9% up NE IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended on call. After hours call 276–346–2075 or 276–346–3051. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.55
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo 4500′.

APP CRS	Rwy Idg	5000
066°	TDZE	1403
	Apt Elev	1411

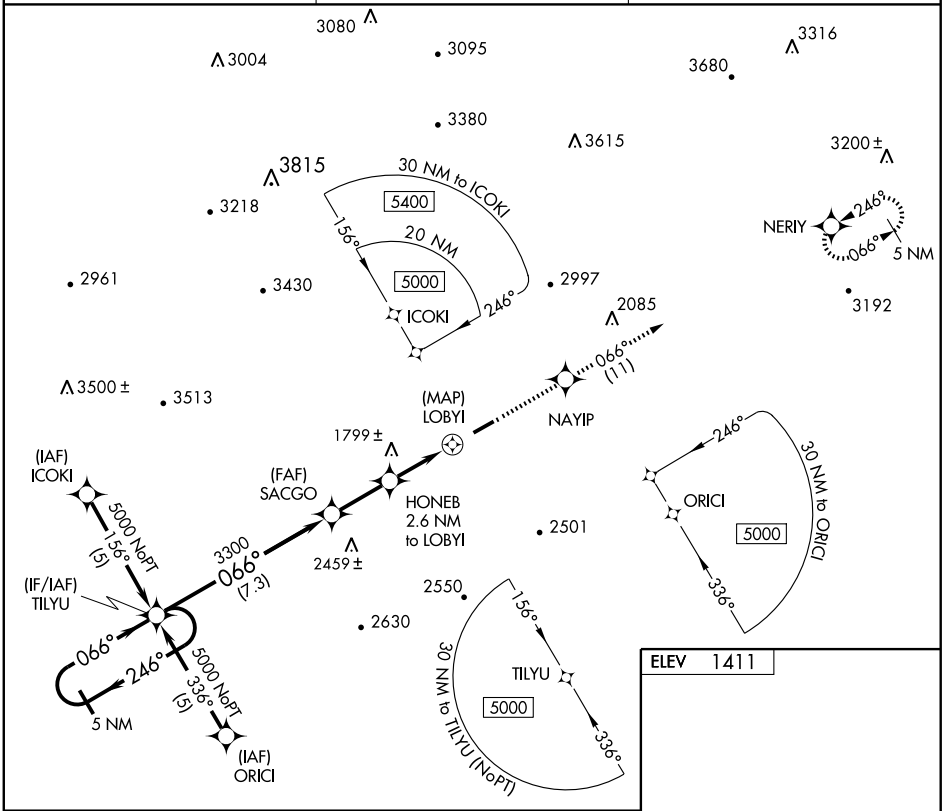
RNAV (GPS) RWY 7

JONESVILLE / LEE COUNTY (ØVG)

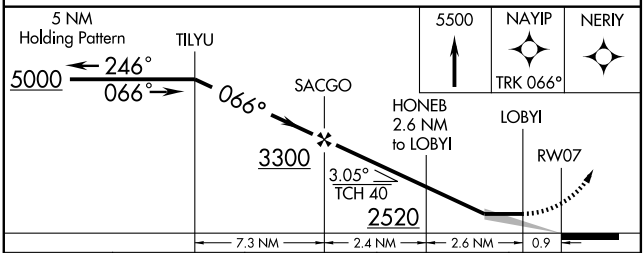
Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

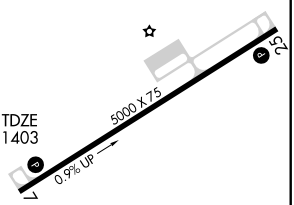
MISSED APPROACH: Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

MORRISTOWN AWOS-3	ATLANTA CENTER	CTAF
126.725	127.55 269.50	122.9 (L)



ELEV 1411





CATEGORY	A	B	C	D
LNAV MDA	2140-1 737 (800-1)		2140-2 737 (800-2)	2140-2¼ 737 (800-2¼)
CIRCLING	2200-1 789 (800-1)	2200-1¼ 789 (800-1¼)	2200-2¼ 789 (800-2¼)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82717	246°	TDZE	1411
W25A		Apt Elev	1411

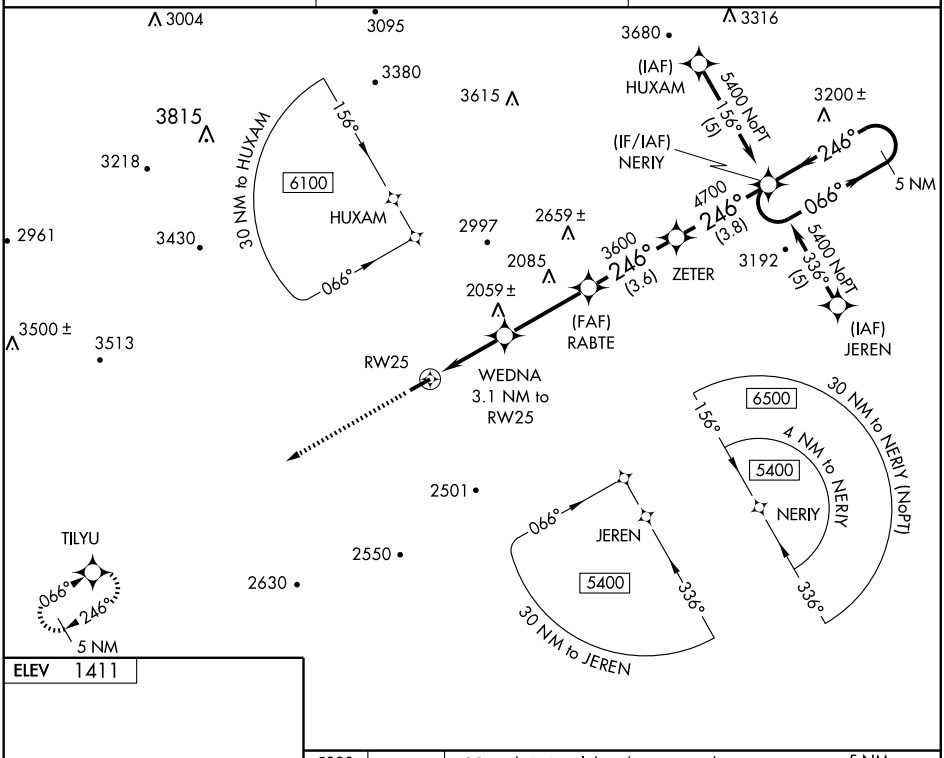
RNAV (GPS) RWY 25

JONESVILLE / LEE COUNTY (ØVG)

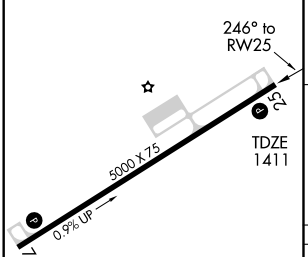
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middlesboro, KY altimeter setting and increase all DA 95 feet and LPV visibility all Cats ¼ mile; increase all MDA 100 feet and increase LNAV and Circling visibility Cats B and C ¼ mile.

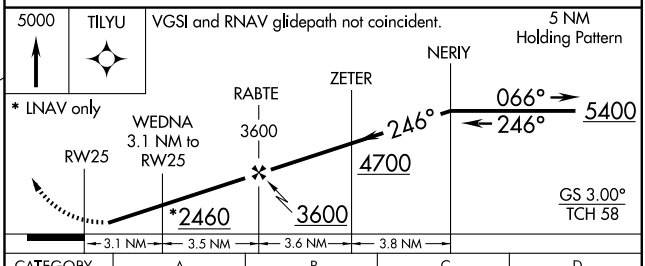
MISSED APPROACH: Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

MORRISTOWN AWOS-3	ATLANTA CENTER	CTAF
126.725	127.55 269.50	122.9 L



ELEV 1411





CATEGORY	A	B	C	D
LPV DA	1711-1 300 (300-1)			
LNAV MDA	2320-1¼ 909 (1000-1¼)		2320-2¾ 909 (1000-2¾)	2320-3 909 (1000-3)
CIRCLING	2320-1¼ 909 (1000-1¼)		2320-2¾ 909 (1000-2¾)	2320-3 909 (1000-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LAWRENCEVILLE/BRUNSWICK MUNI (LVL) 3 E UTC−5(−4DT) N36°46.37′ W77°47.66′ WASHINGTON L–36G IAP

329 B **FUEL** 100LL NOTAM FILE DCA

RWY 18–36: H3020X50 (ASPH) S–12.5 MIRL 0.6% up S.

RWY 18: Trees. **RWY 36:** Trees.

RWY 06–24: 1890X70 (TURF) 1.7% up NE

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 06–24 tmpry CLOSED due to obstructions. Deer on and invof arpt. Rwy 06–24 marked with cones. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (LEESBURG RADIO)

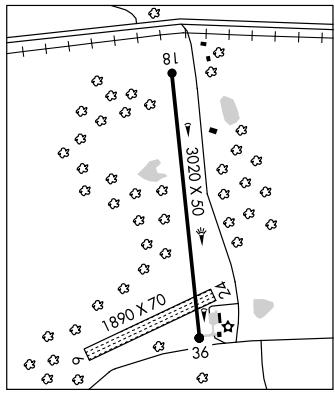
WASHINGTON APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 125° 5.9 NM to fld. 350/08W.

VOR portion unusable:

090° byd 20 NM
090° blo 7000′
091°–105°
106° byd 27 NM
106° blo 7500′
107°–170°
171°–280° blo 6000′
201°–325° byd 17 NM blo 9000′
326°–089°



LEE CO (See JONESVILLE)

LEESBURG EXECUTIVE (JYO) 3 S UTC−5(−4DT) N39°04.68′ W77°33.45′ WASHINGTON COPTER H–10H, 12I, L–29E, 34F, A IAP

389 B S4 **FUEL** 100LL, JET A OX 4 TPA—1199(810) LRA NOTAM FILE JYO

RWY 17–35: H5500X100 (ASPH) S–30, D–70 HIRL

RWY 17: ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32′.

RWY 35: REIL. PAPI(P4R)—GA 3.0° TCH 32′. Trees.

AIRPORT REMARKS: Attended 1300–0100Z‡. For svc after hrs call 703–777–1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and invof arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead–in lines on west ramp NA. PAEW on and invof arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17–35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni–directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon–Fri 703-661-3632 extension 108/119 prior to 2200Z‡ the preceding workday; after 2200Z‡ or weekends 1-800-973-2867.

WEATHER DATA SOURCES: AWOS–3 125.225 (703) 777–3781.

COMMUNICATIONS: CTAF/UNICOM 122.975

RCO 122.6 122.2 (LEESBURG RADIO)

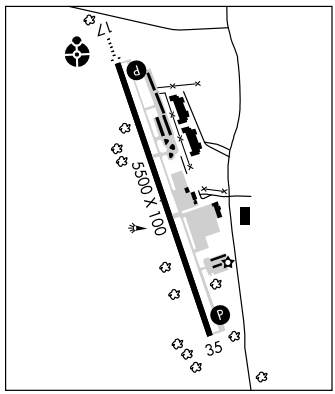
Ⓡ **POTOMAC APP/DEP CON** 126.1 **CLNC DEL** 118.55 135.075

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 342° 9.6 NM to fld. 297/08W.

ILS/DME 111.75 I–JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.

COMM/NAV/WEATHER REMARKS: AWOS–3 Visibility/ceiling unreliable. Wind unreliable.



LINDEN N38°51.26′ W78°12.33′ NOTAM FILE DCA. WASHINGTON COPTER H–10H, 12H, L–29D, 34E, A

(L) VORTAC 114.3 LDN Chan 90 335° 4.4 NM to Front Royal–Warren Co. 2440/06W.

DME portion unusable:

115°–150° byd 20 NM blo 3500′
150°–155° byd 20 NM blo 4000′
155°–175° byd 20 NM blo 4500′
175°–200° byd 20 NM blo 5000′
200°–225° byd 20 NM blo 5500′

RCO 122.1R 114.3T (LEESBURG RADIO)

LONESOME PINE (See WISE)

RNAV (GPS) RWY 18

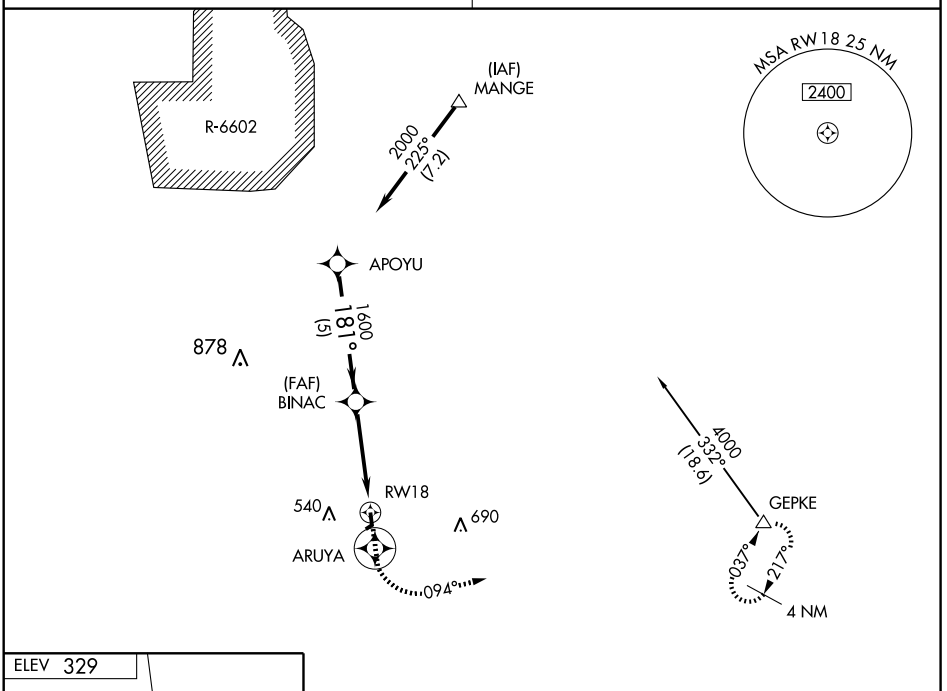
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

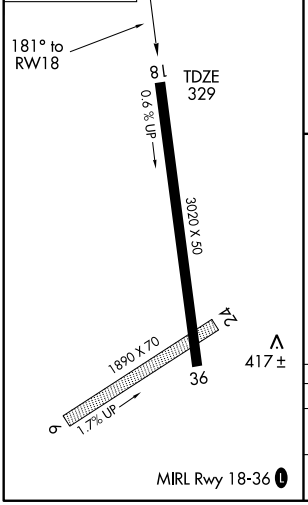
APP CRS	Rwy Idg	3020
181°	TDZE	329
	Apt Elev	329

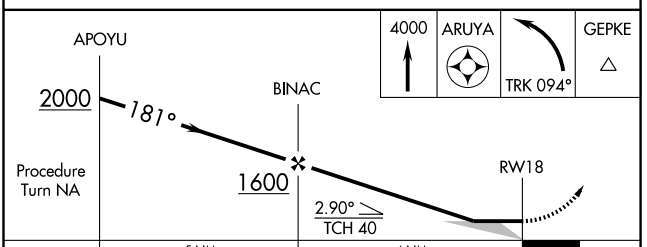
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1	511 (600-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3020
001°	TDZE	327
	Apt Elev	329

RNAV (GPS) RWY 36

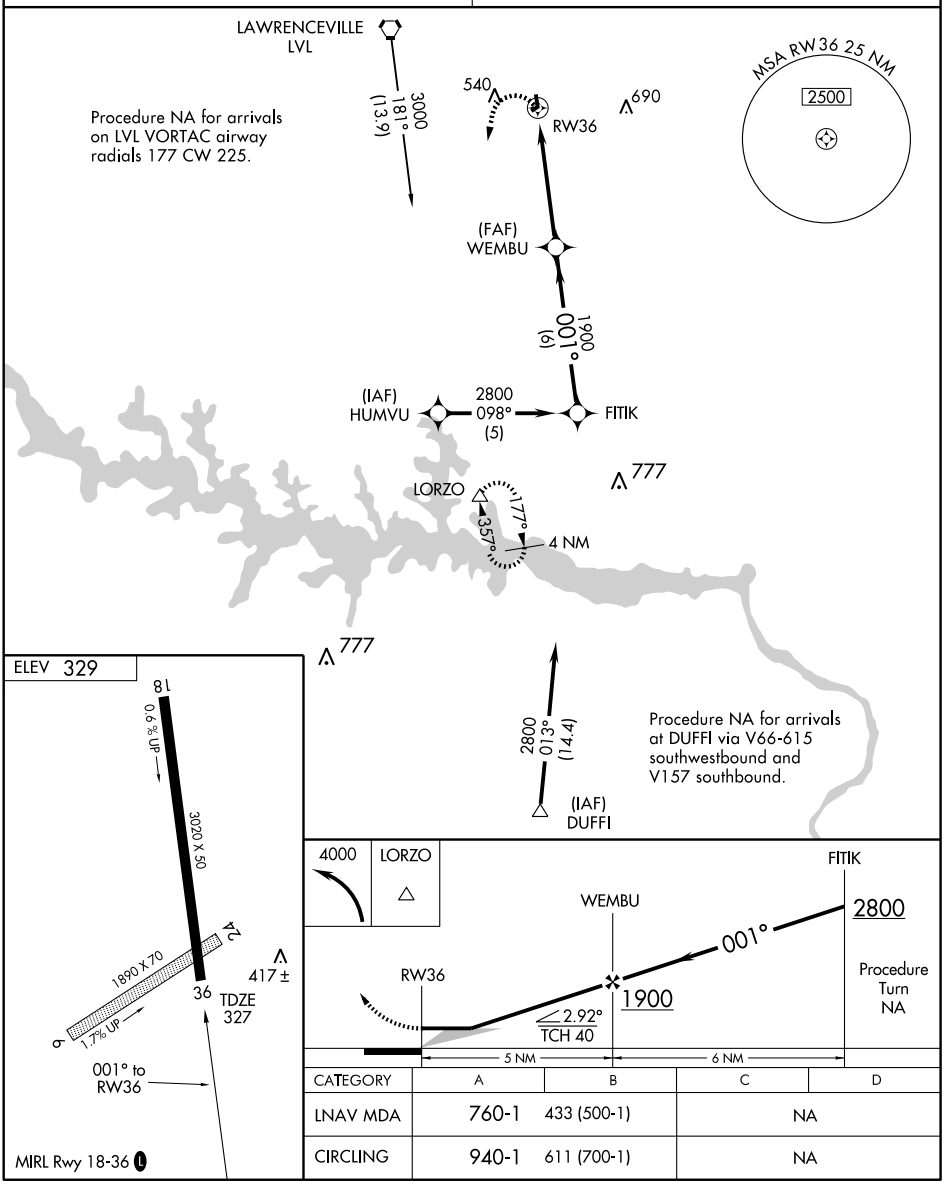
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

NA

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1	433 (500-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LAWRENCEVILLE/BRUNSWICK MUNI (LVL) 3 E UTC−5(−4DT) N36°46.37′ W77°47.66′ WASHINGTON L–36G IAP

329 B **FUEL** 100LL NOTAM FILE DCA

RWY 18–36: H3020X50 (ASPH) S–12.5 MIRL 0.6% up S.

RWY 18: Trees. **RWY 36:** Trees.

RWY 06–24: 1890X70 (TURF) 1.7% up NE

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 06–24 tmpry CLOSED due to obstructions. Deer on and invof arpt. Rwy 06–24 marked with cones. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 112.9T (LEESBURG RADIO)

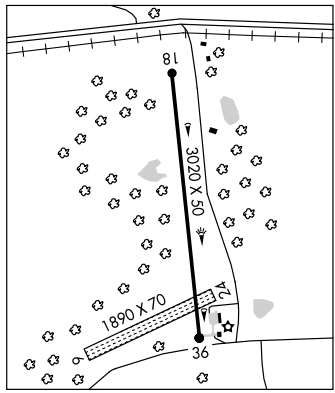
WASHINGTON APP/DEP CON 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

(L) VORTAC 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 125° 5.9 NM to fld. 350/08W.

VOR portion unusable:

090° byd 20 NM
090° blo 7000′
091°–105°
106° byd 27 NM
106° blo 7500′
107°–170°
171°–280° blo 6000′
201°–325° byd 17 NM blo 9000′
326°–089°



LEE CO (See JONESVILLE)

LEESBURG EXECUTIVE (JYO) 3 S UTC−5(−4DT) N39°04.68′ W77°33.45′ WASHINGTON COPTER H–10H, 12I, L–29E, 34F, A IAP

389 B S4 **FUEL** 100LL, JET A OX 4 TPA—1199(810) LRA NOTAM FILE JYO

RWY 17–35: H5500X100 (ASPH) S–30, D–70 HIRL

RWY 17: ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32′.

RWY 35: REIL. PAPI(P4R)—GA 3.0° TCH 32′. Trees.

AIRPORT REMARKS: Attended 1300–0100Z‡. For svc after hrs call 703–777–1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and invof arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead–in lines on west ramp NA. PAEW on and invof arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17–35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni–directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon–Fri 703-661-3632 extension 108/119 prior to 2200Z‡ the preceding workday; after 2200Z‡ or weekends 1-800-973-2867.

WEATHER DATA SOURCES: AWOS–3 125.225 (703) 777–3781.

COMMUNICATIONS: CTAF/UNICOM 122.975

RCO 122.6 122.2 (LEESBURG RADIO)

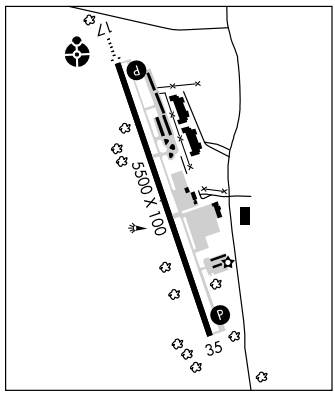
Ⓡ **POTOMAC APP/DEP CON** 126.1 **CLNC DEL** 118.55 135.075

RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.

ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 342° 9.6 NM to fld. 297/08W.

ILS/DME 111.75 I–JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.

COMM/NAV/WEATHER REMARKS: AWOS–3 Visibility/ceiling unreliable. Wind unreliable.



LINDEN N38°51.26′ W78°12.33′ NOTAM FILE DCA. WASHINGTON COPTER H–10H, 12H, L–29D, 34E, A

(L) VORTAC 114.3 LDN Chan 90 335° 4.4 NM to Front Royal–Warren Co. 2440/06W.

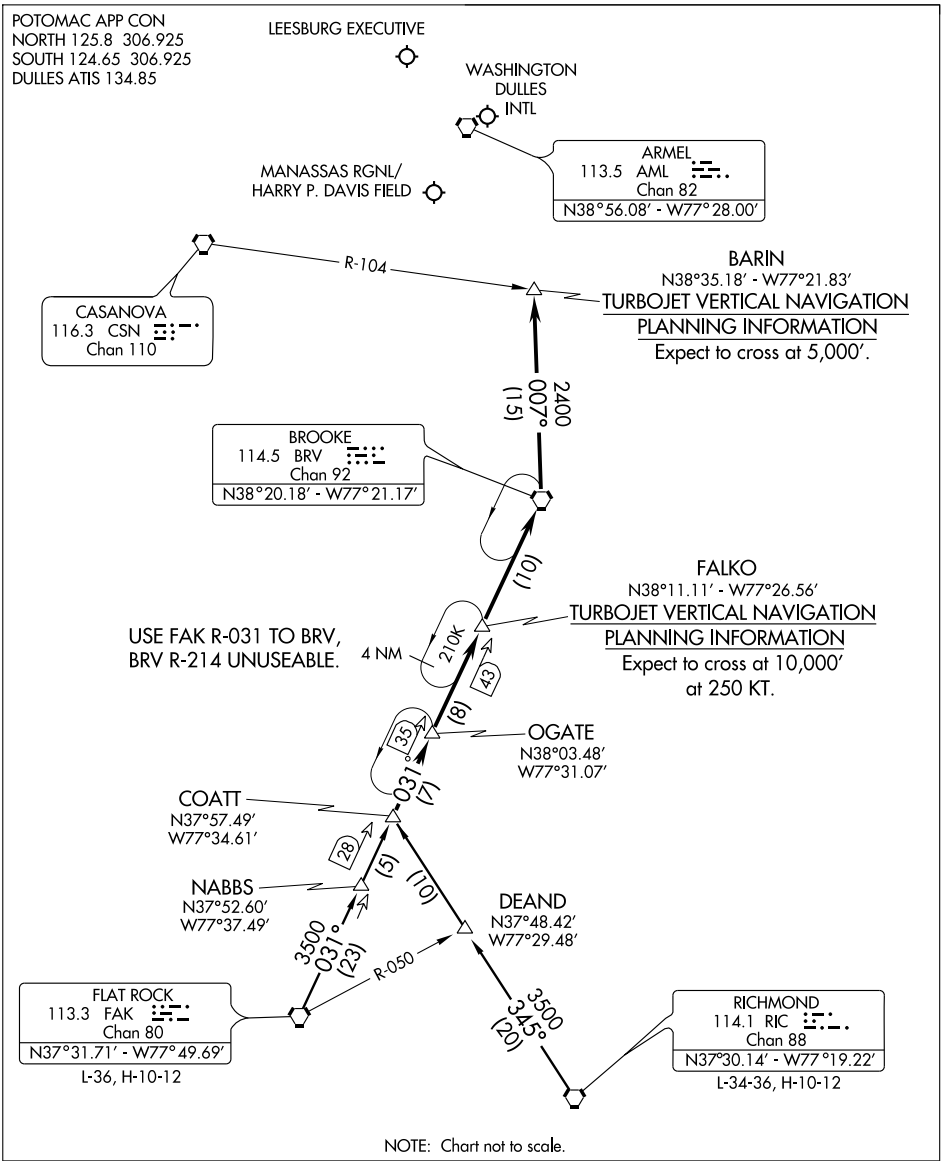
DME portion unusable:

115°–150° byd 20 NM blo 3500′
150°–155° byd 20 NM blo 4000′
155°–175° byd 20 NM blo 4500′
175°–200° byd 20 NM blo 5000′
200°–225° byd 20 NM blo 5500′

RCO 122.1R 114.3T (LEESBURG RADIO)

LONESOME PINE (See WISE)

COATT FOUR ARRIVAL



FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-JYO	APP CRS	Rwy Idg	5500
111.75	171°	TDZE	383
Chan 54 (Y)		Apt Elev	389

LOC RWY 17

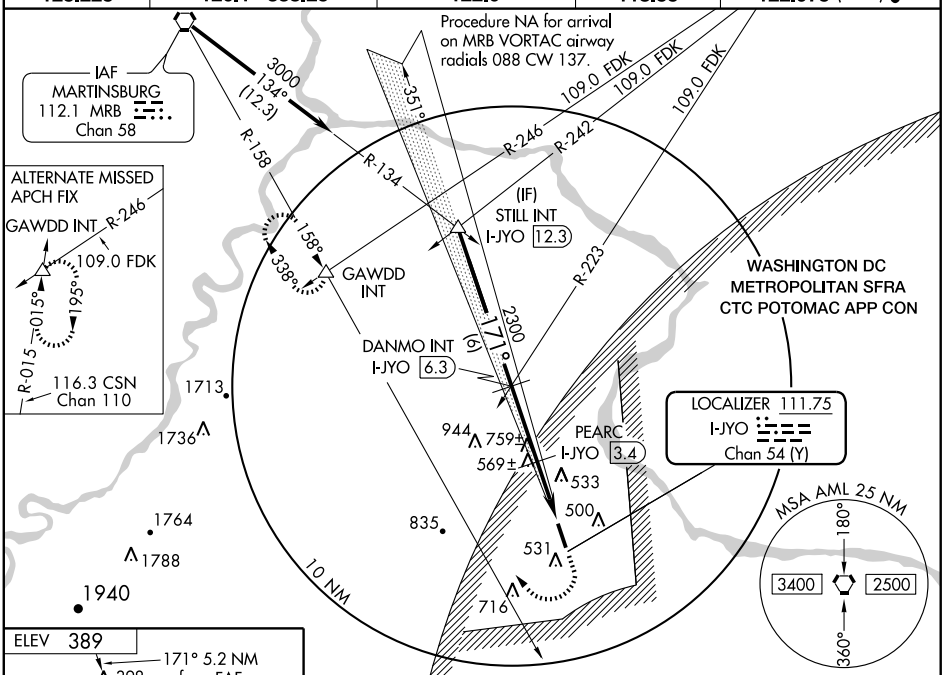
LEESBURG EXECUTIVE (JYO)

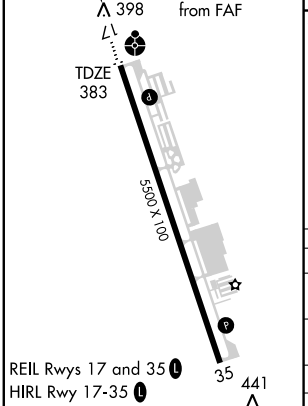
When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 40 feet and increase S-17 and circling Cat A,C and D visibilities ¼ mile and increase PEARC fix minimums circling Cat D visibility ¼ mile.

ODALS

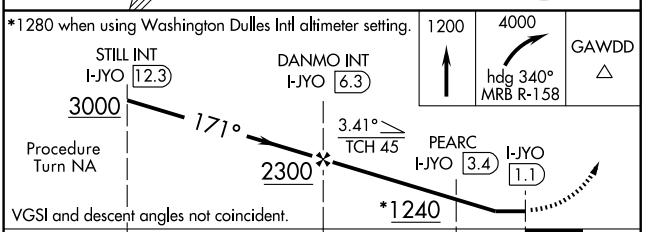
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 340° and MRB VORTAC R-158 to GAWDD INT and hold, continue climb-in-hold to 4000.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF)





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-17	1240-1 857 (900-1)	1240-1¼ 857 (900-1¼)	1240-2½ 857 (900-2½)	1240-2¾ 857 (900-2¾)
CIRCLING	1240-1 851 (900-1)	1240-1¼ 851 (900-1¼)	1240-2½ 851 (900-2½)	1240-2¾ 851 (900-2¾)
PEARC FIX MINIMUMS				
S-17	820-1 437 (500-1)		820-1¼ 437 (500-1¼)	820-1½ 437 (500-1½)
CIRCLING	840-1 451 (500-1)		860-1½ 471 (500-1½)	1040-2 651 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 60902	171°	TDZE	383
W17A		Apt Elev	389

RNAV (GPS) RWY 17

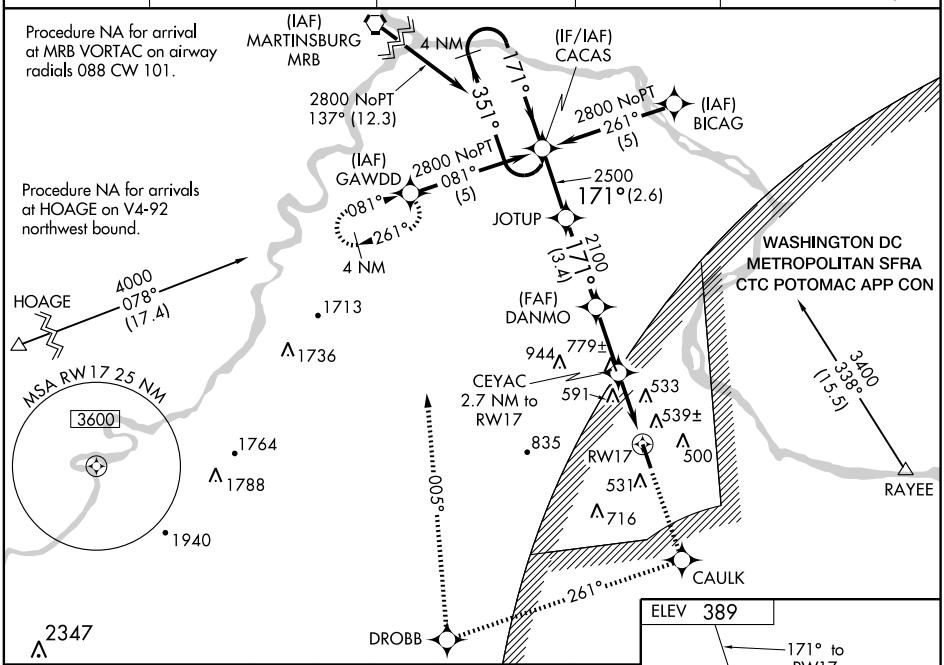
LEESBURG EXECUTIVE (JYO)

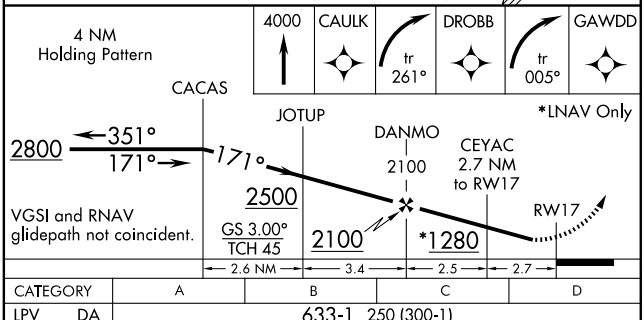
When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV Cat C and D and Circling Cat D visibility ¼ mile. Baro-VNAV NA with Washington Dulles Intl altimeter setting.

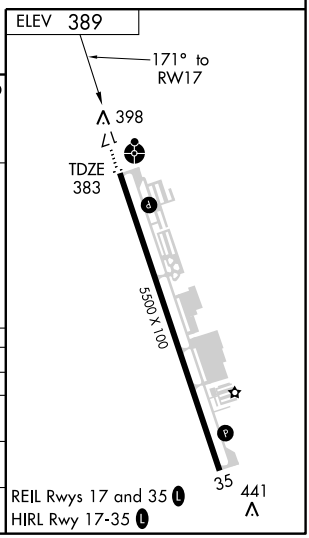
ODALS

MISSED APPROACH: Climb to 4000 direct CAULK and right turn on track 261° to DROBB and right turn on track 005° to GAWDD and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF) L



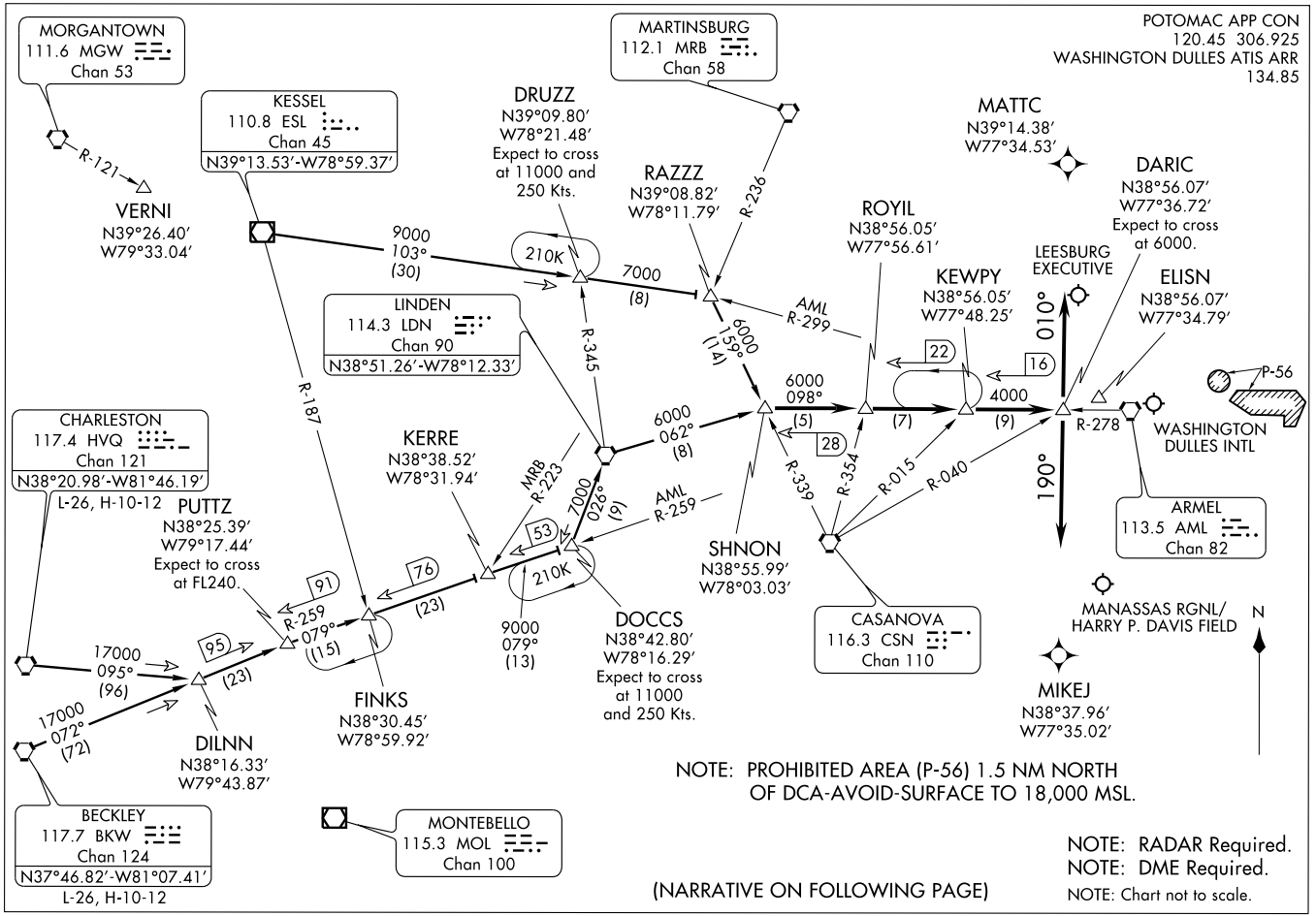




CATEGORY	A	B	C	D
LPV DA	633-1 250 (300-1)			
LNAV/VNAV DA	798-1½ 415 (500-1½)			
LNAV MDA	860-1 477 (500-1)		860-1¼ 477 (500-1¼)	860-1½ 477 (500-1½)
CIRCLING	860-1 471 (500-1)		860-1½ 471 (500-1½)	1040-2 651 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC



ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

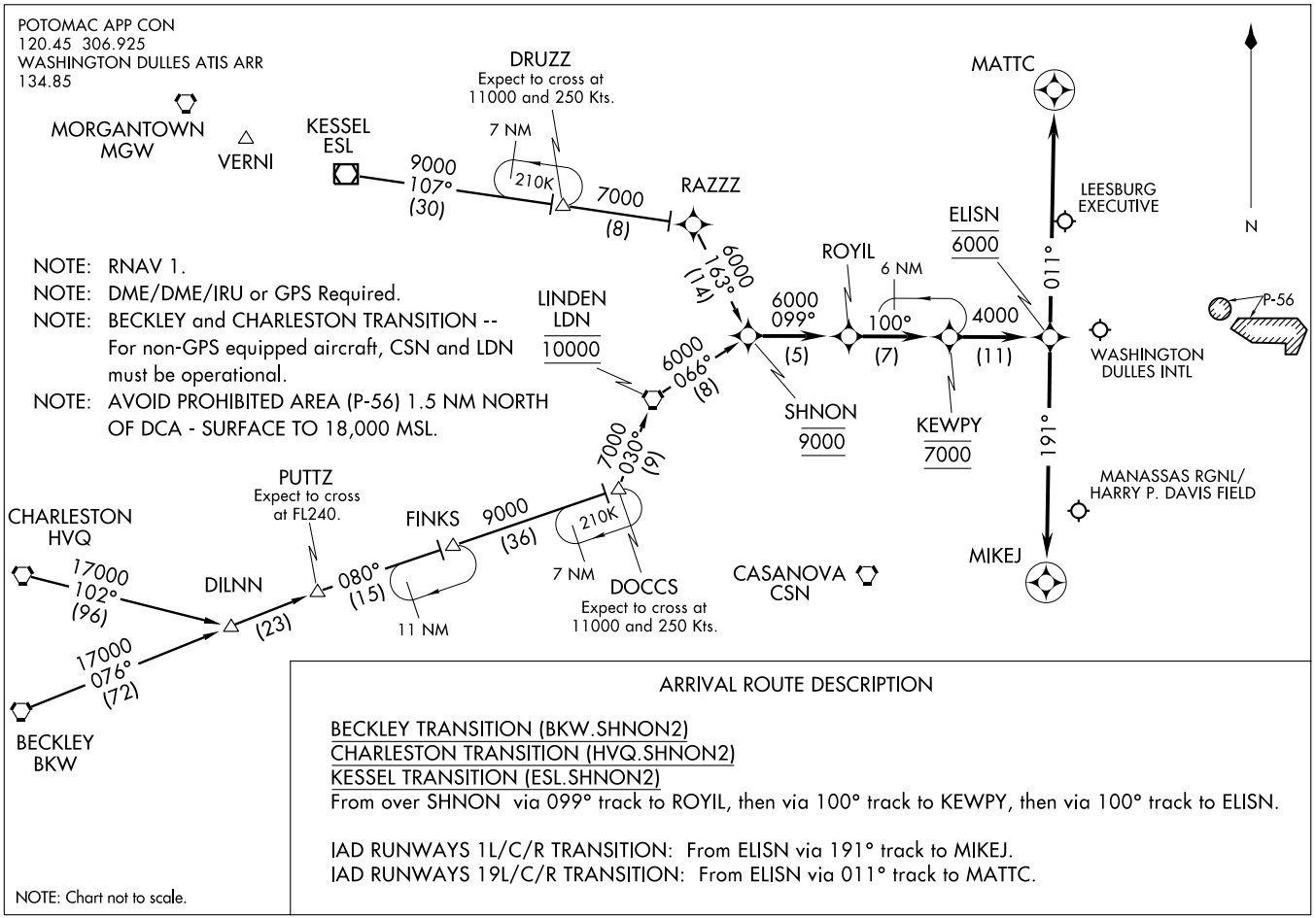
LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

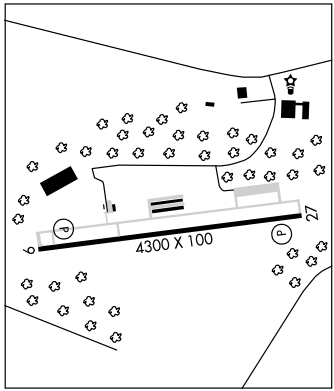
IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183
WASHINGTON, DC

ST-5100 (FAA)

LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
RWY 09–27: H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.475 (540) 967–1983.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
ILS 108.55 I–LKU Rwy 27. LOC only. Unmonitored.



LUNENBURG CO (See KENBRIDGE)

LURAY CAVERNS (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
RWY 04–22: H3125X75 (ASPH) S–12 MIRL **IAP**
RWY 04: APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
CAVERNS NDB (MHW) 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

LYNCHBURG

FALWELL (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26J, 36G**
RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W **IAP**
RWY 10: Tree. **RWY 28:** TRCV(TRIL).
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
WEATHER DATA SOURCES: HIWAS 109.2 LYH.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W. **HIWAS.**

LOC I-LKU	APP CRS	Rwy Idg	4300
108.55	272°	TDZE	493
		Apt Elev	493

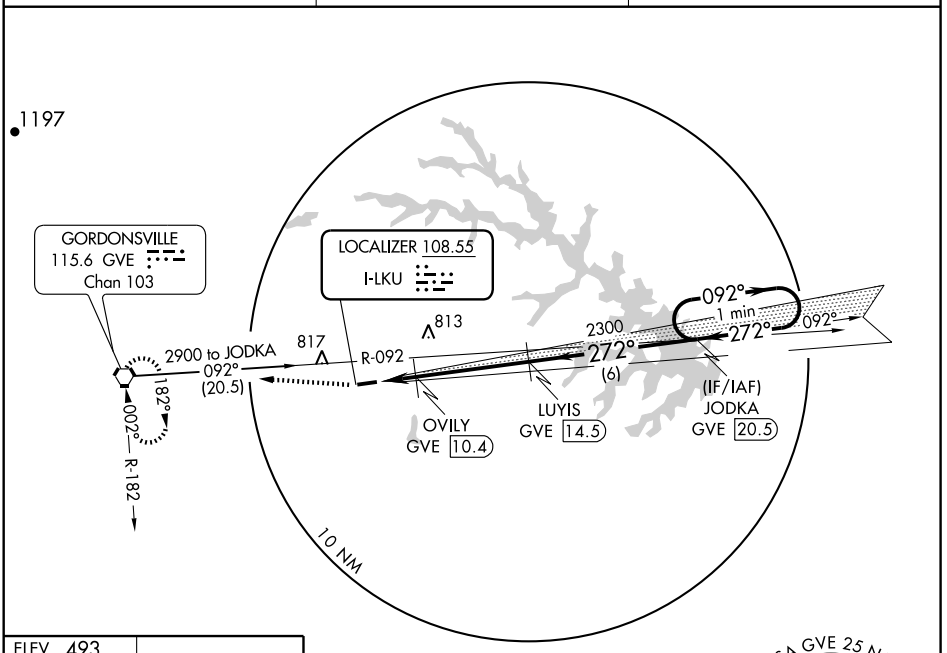
LOC/DME RWY 27

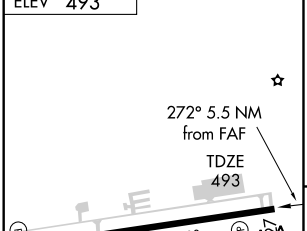
LOUISA COUNTY/FREEMAN FIELD (LKU)

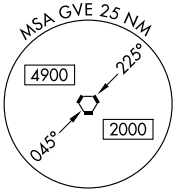
Circling NA north of Rwy 9-27. DME from GVE VORTAC. Simultaneous reception of I-LKU and GVE DME required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.

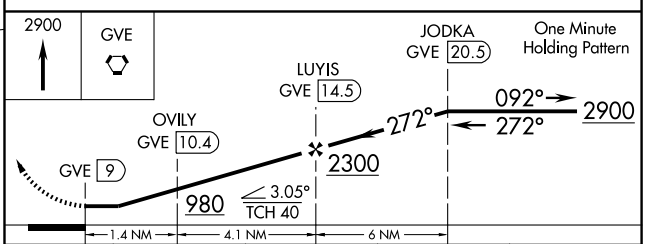
MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF)









CATEGORY	A	B	C	D
S-27	840-1 347 (400-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	

REIL Rwys 9 and 27 (L)
MIRL Rwy 9-27 (L)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 58318	272°	TDZE	493
W27A		Apt Elev	493

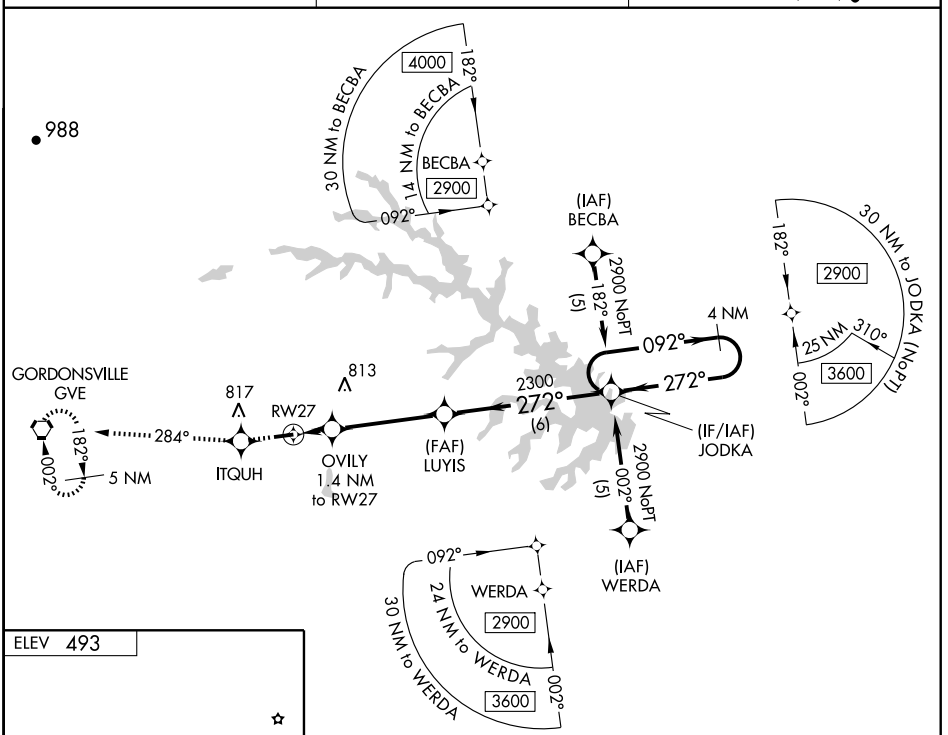
RNAV (GPS) RWY 27

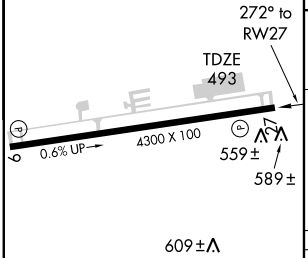
LOUISA COUNTY/FREEMAN FIELD (LKU)

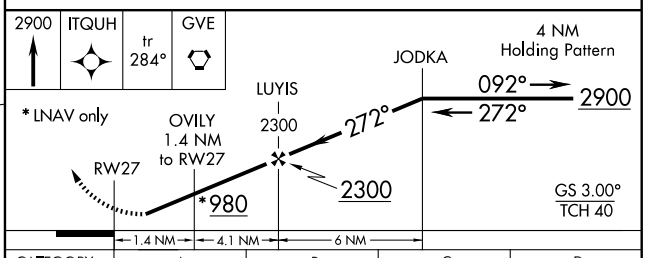
Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 38 feet and all MDA 40 feet and increase LNAV/VNAV visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ITQUH and on track 284° to GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF) L





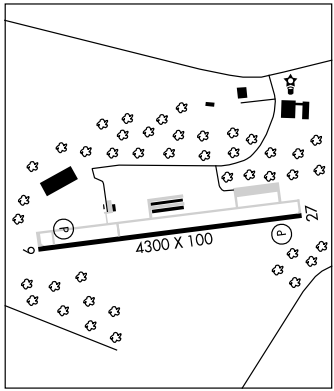


CATEGORY	A	B	C	D
LPV DA	743-1	250 (300-1)	NA	
LNAV/VNAV DA	859-1¼	366 (400-1¼)	NA	
LNAV MDA	860-1	367 (400-1)	NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
RWY 09–27: H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.475 (540) 967–1983.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
ILS 108.55 I–LKU Rwy 27. LOC only. Unmonitored.



LUNENBURG CO (See KENBRIDGE)

LURAY CAVERNS (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
RWY 04–22: H3125X75 (ASPH) S–12 MIRL **IAP**
RWY 04: APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
CAVERNS NDB (MHW) 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

LYNCHBURG

FALWELL (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26J, 36G**
RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W **IAP**
RWY 10: Tree. **RWY 28:** TRCV(TRIL).
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
WEATHER DATA SOURCES: HIWAS 109.2 LYH.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W. **HIWAS.**

NDB LUA 245	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 903

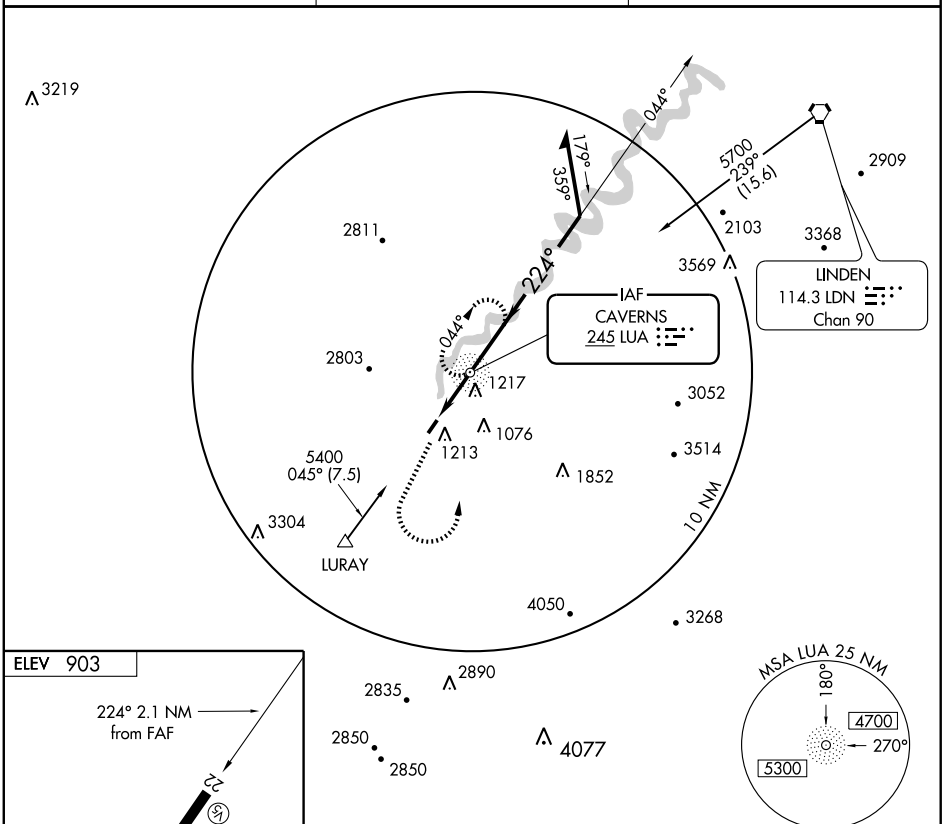
NDB-A

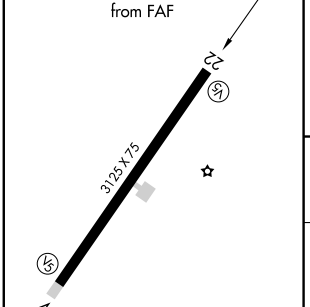
LURAY CAVERNS (W45)

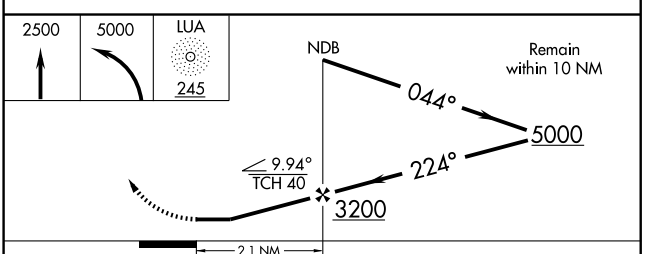
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L







FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	2360-3 1457 (1500-3)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3125
230°	TDZE	903
	Apt Elev	903

RNAV (GPS) RWY 22

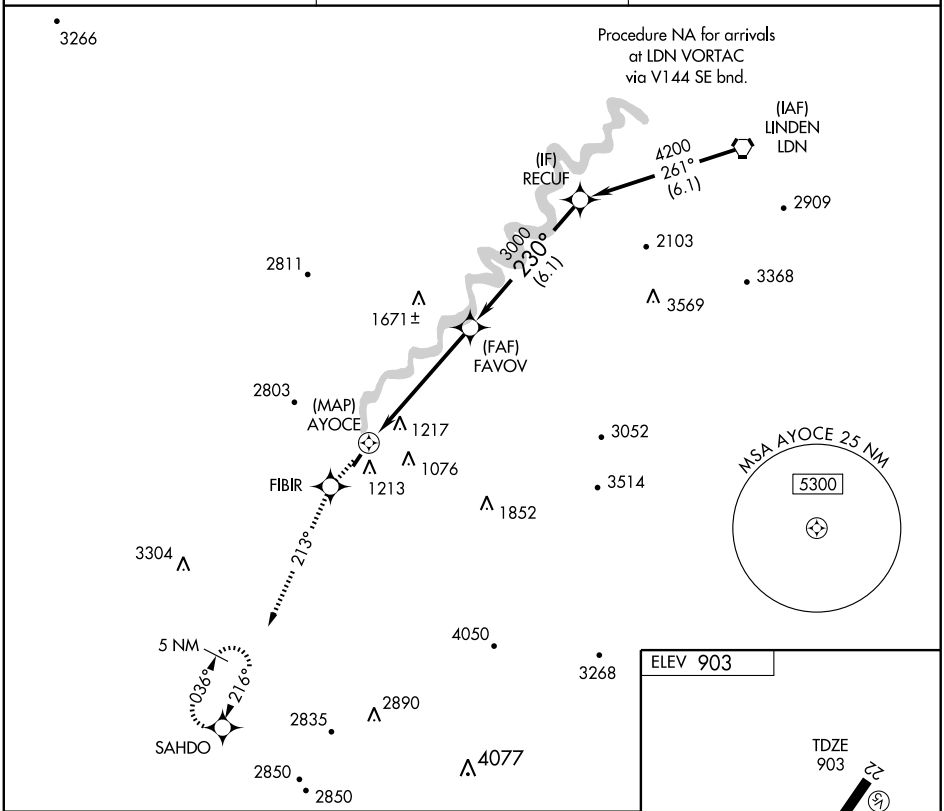
LURAY CAVERNS (W45)

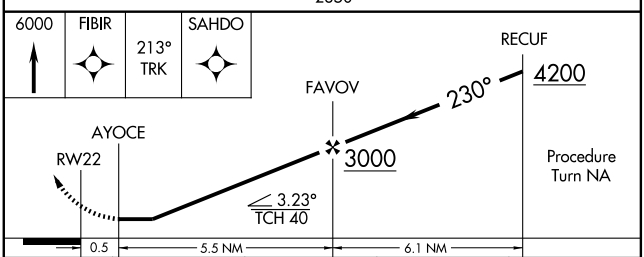
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

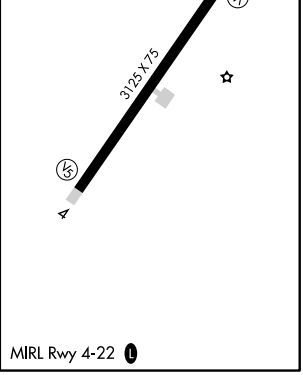
MISSED APPROACH: Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2280-1¼ 1377 (1400-1¼)	2280-1½ 1377 (1400-1½)	2280-3 1377 (1400-3)	NA
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LDN 114.3 Chan 90	APP CRS 237°	Rwy Idg N/A TDZE N/A Apt Elev 903

VOR/DME-B

LURAY CAVERNS (W45)

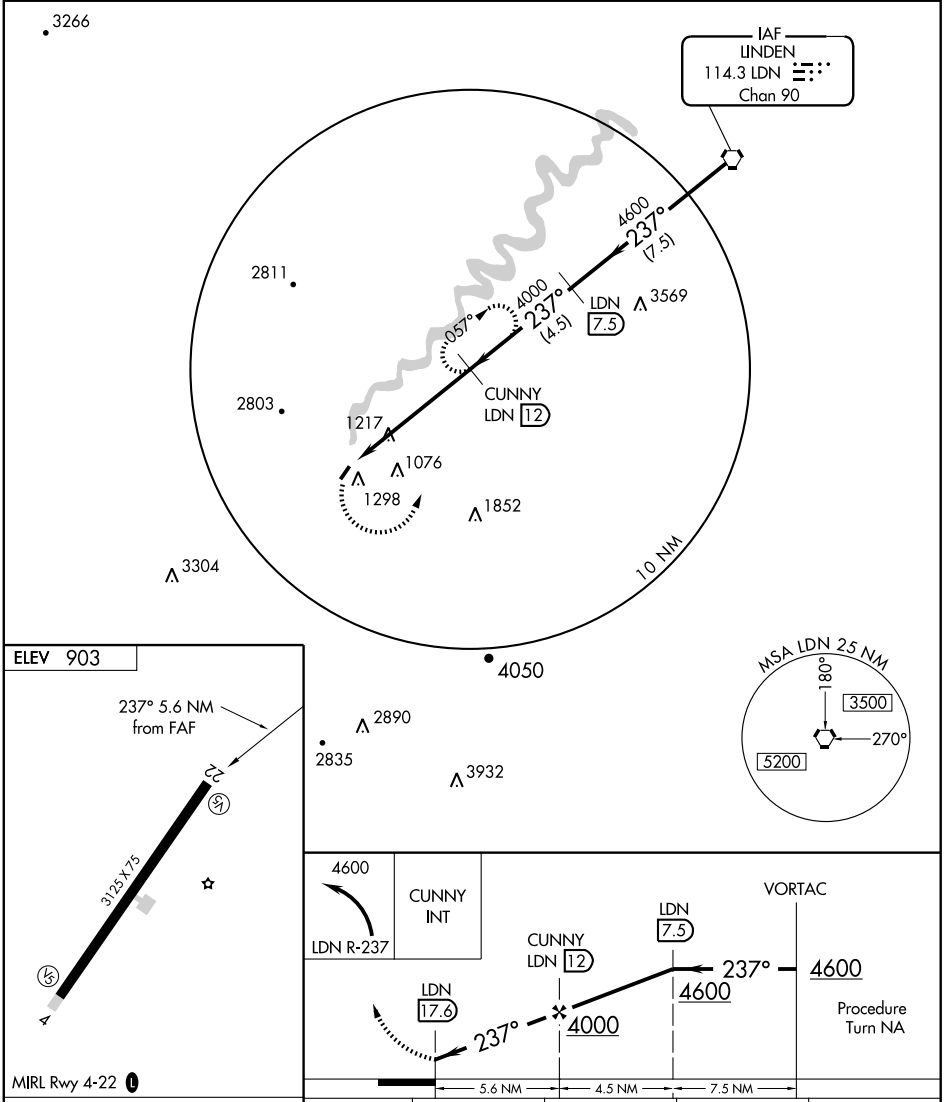
NA

Use Charlottesville altimeter setting.

MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.

WASHINGTON CENTER
133.2 282.2

UNICOM
122.8 (CTAF) L



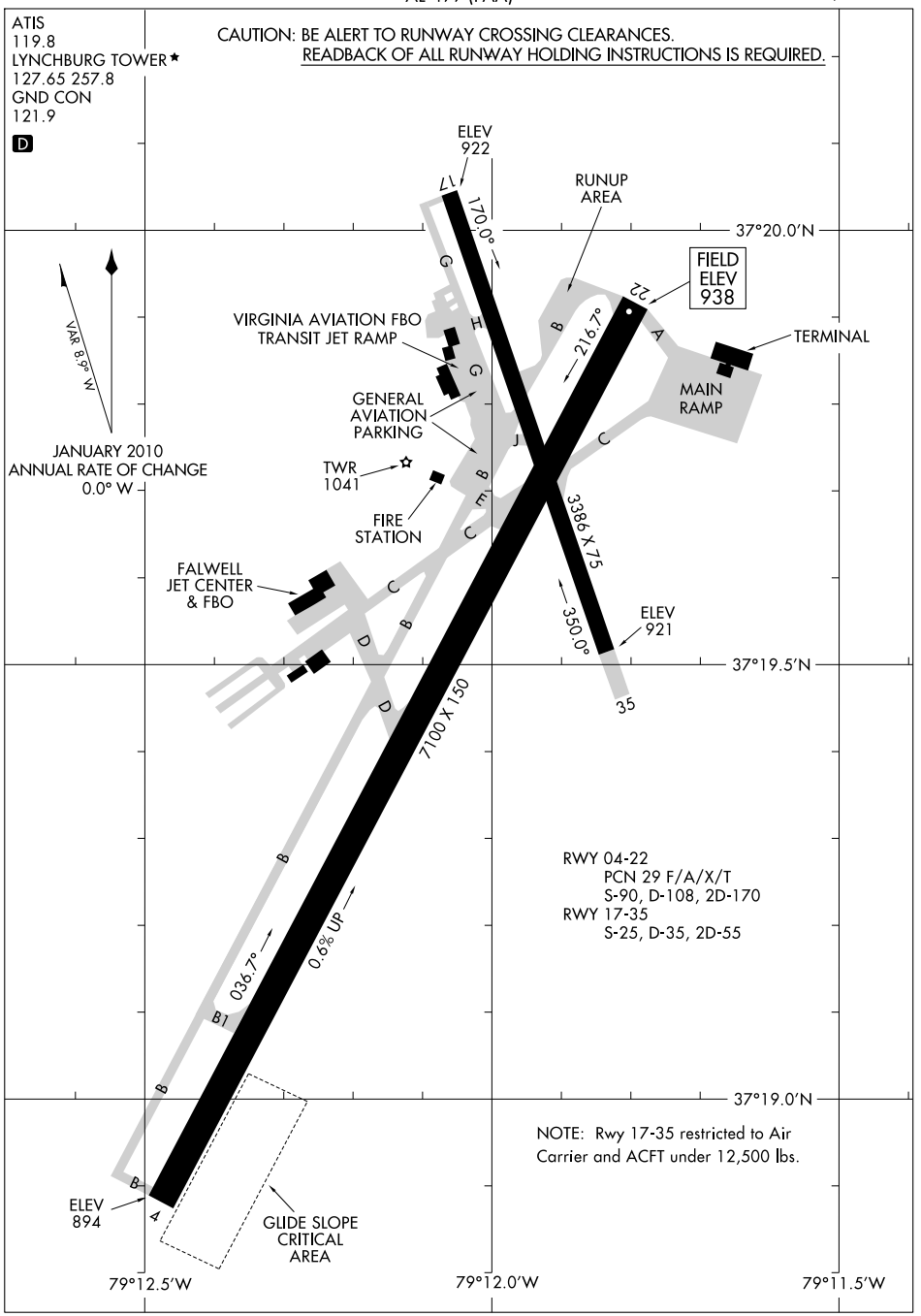
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AL-499 (FAA)
LYNCHBURG, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH) 5 SW UTC−5(−4DT)

CINCINNATI
H–10H, 12H, L–26J, 36G
IAP, AD

N37°19.52′ W79°12.03′

938 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE LYH

RWY 04–22: H7100X150 (ASPH–GRVD) S–90, D–108, 2D–170
PCN 29 F/A/X/T HIRL 0.6% up NE

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.

RWY 22: REIL. PAPI(P4L)—GA 3.0°TCH 45′. Ground.

RWY 17–35: H3386X75 (ASPH) S–25, D–35, 2D–55 MIRL

RWY 17: REIL. PAPI(P2L)—GA 4.0° TCH 20′.

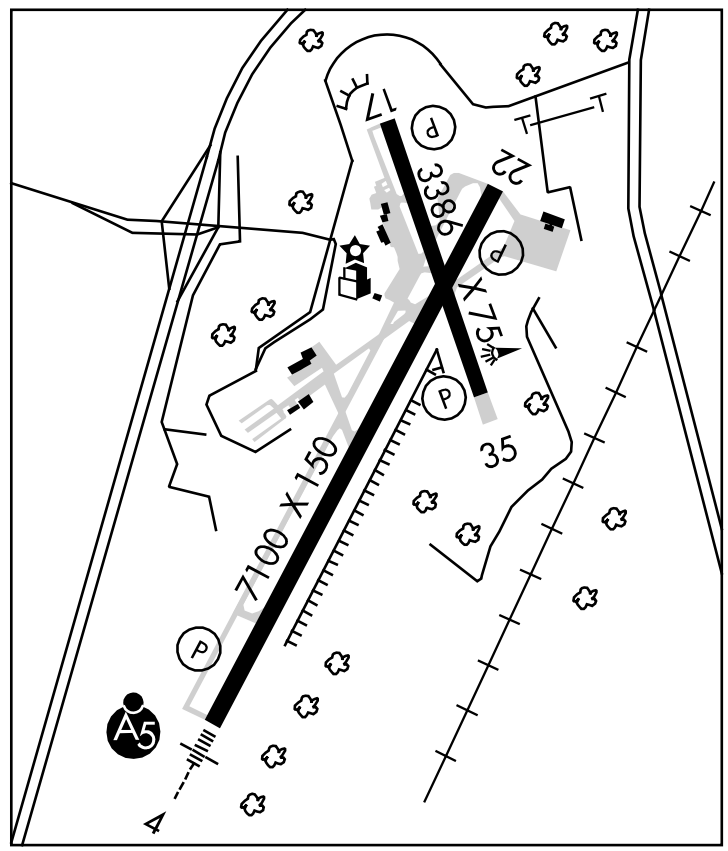
RWY 35: REIL. PAPI(P2L)—GA 4.0° TCH 20′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA–7100 TODA–7100 ASDA–6800 LDA–6800

RWY 22: TORA–7100 TODA–7100 ASDA–7100 LDA–7100

AIRPORT REMARKS: Attended 1000–0459Z‡. Rwy 17–35 CLOSED to air carrier and acft over 12,500 lbs. PPR 12 hrs for unscheduled acft ops with more than 30 passenger seats. Call ARFF 434–582–1157. Twy G uncontrolled—not visible from tower. Twy G CLOSED to air carrier and acft over 12,500. Birds and other wildlife on and invof arpt. Rwy 17–35 CLOSED to air carrier or acft over 12,500 pounds without PPR. When twr clsd ACTIVATE HIRL Rwy 04–22; MALSR Rwy 04 and twy lgts—CTAF. MIRL Rwy 17–35; REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 unavbl when twr clsd.



WEATHER DATA SOURCES: ASOS 119.8 (434) 239–0025

HIWAS 109.2 LYH. LAWRS.

COMMUNICATIONS: CTAF 127.65 **ATIS** 119.8 **UNICOM** 122.95

LYNCHBURG RCO 122.1R 109.2T (LEESBURG RADIO)

Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)

TOWER 127.65 (1130–0330Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1130–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

(L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 027° 4.7 NM to fld. 880/05W. **HIWAS.**
VOR unusable 236°–241° within 20 NM blo 8000′.
VOR unusable 253°–257° within 20 NM blo 8000′.

BOJAR NDB (MHW/LOM) 385 LY N37°15.75′ W79°14.60′ 036° 4.4 NM to fld. NDB unmonitored when twr clsd.

ILS 110.1 I–LYH Rwy 04. Class IE LOM BOJAR NDB. ILS unmonitored when twr clsd.

LOC I-LYH	APP CRS	Rwy Idg	6800
110.1	036°	TDZE	906
		Apt Elev	938

ILS or LOC RWY 4

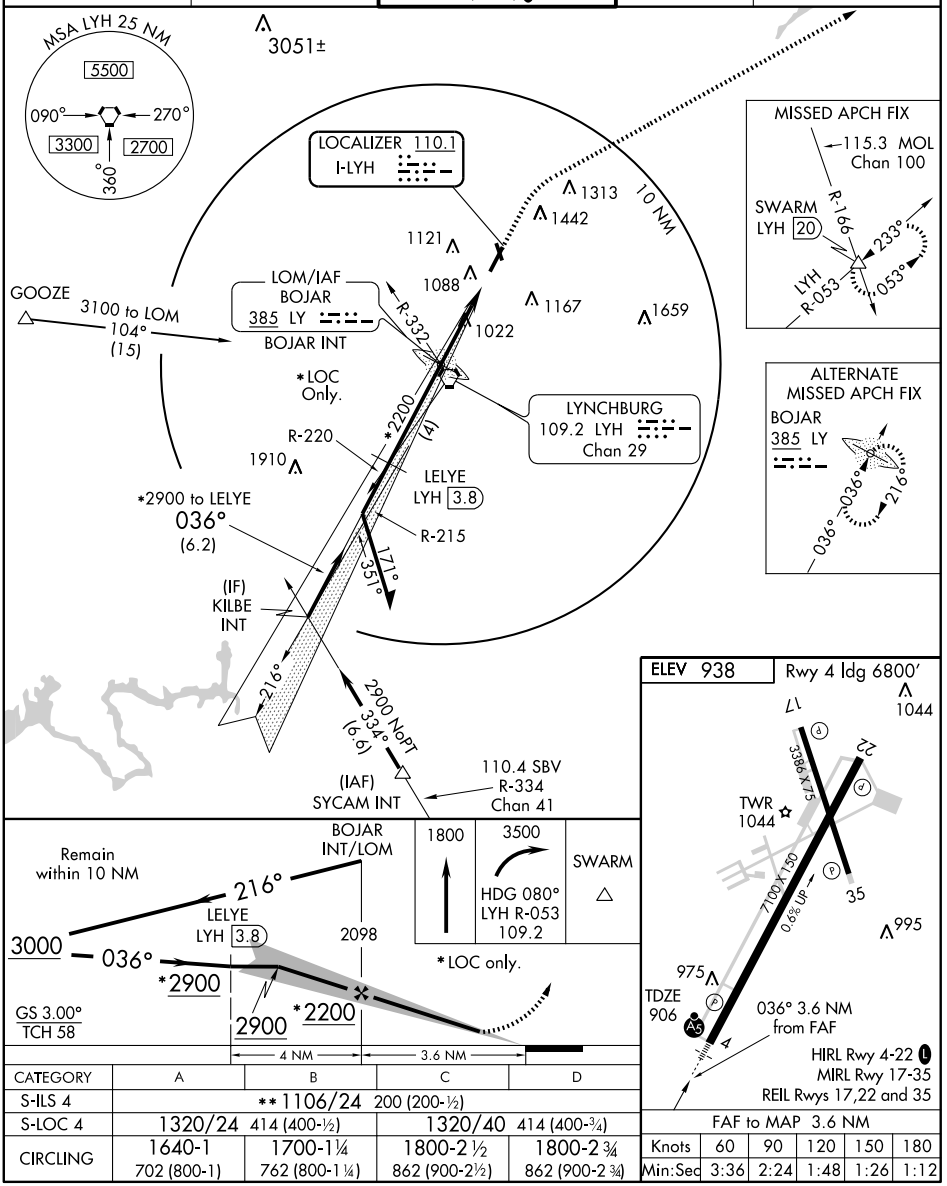
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

* DME REQUIRED
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 4	** 1106/24 200 (200-½)			
S-LOC 4	1320/24 414 (400-½)		1320/40 414 (400-¾)	
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6800
CH 58205	036°	TDZE	906
W04A		Apt Elev	938

RNAV (GPS) RWY 4

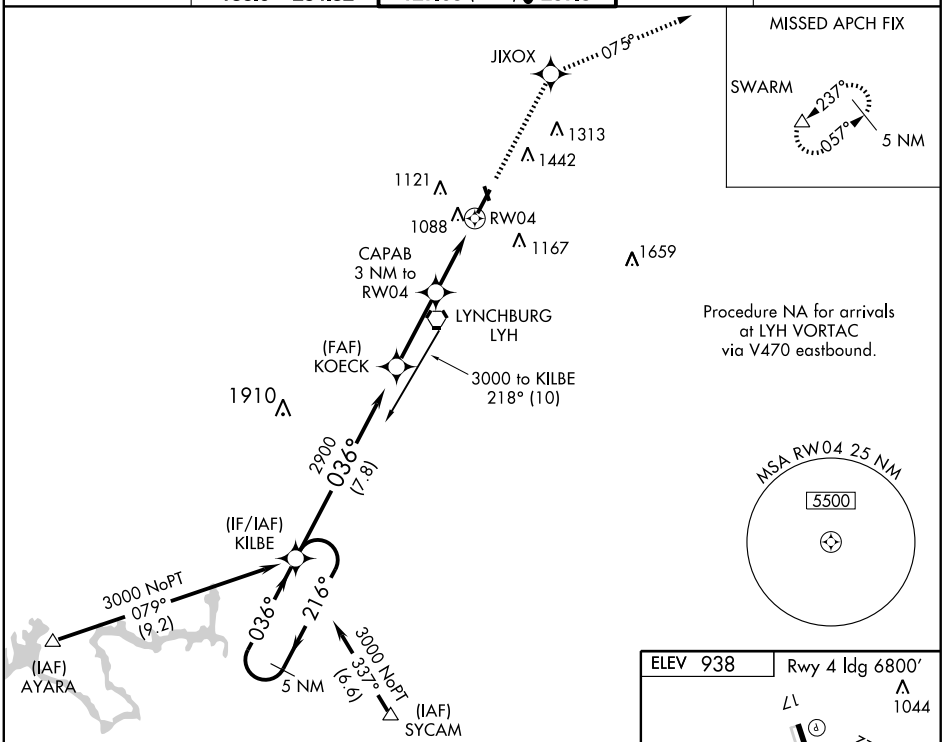
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

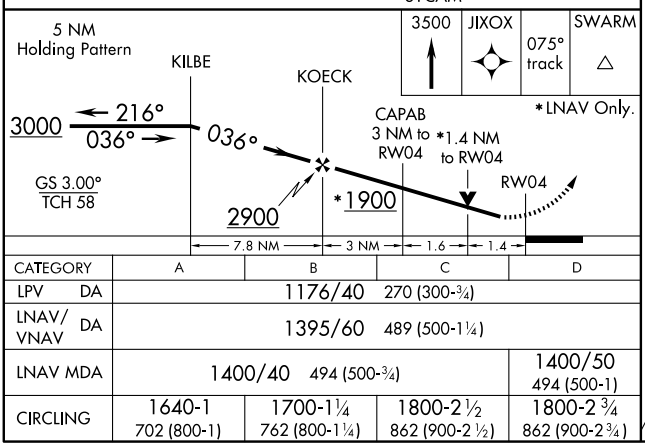
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

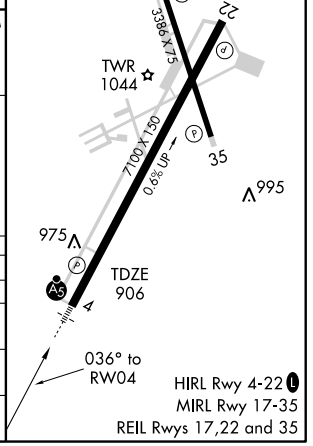
MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1176/40 270 (300-¾)			
LNAV/VNAV DA	1395/60 489 (500-1¼)			
LNAV MDA	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7100
CH 97705	216°	TDZE	938
W22A		Apt Elev	938

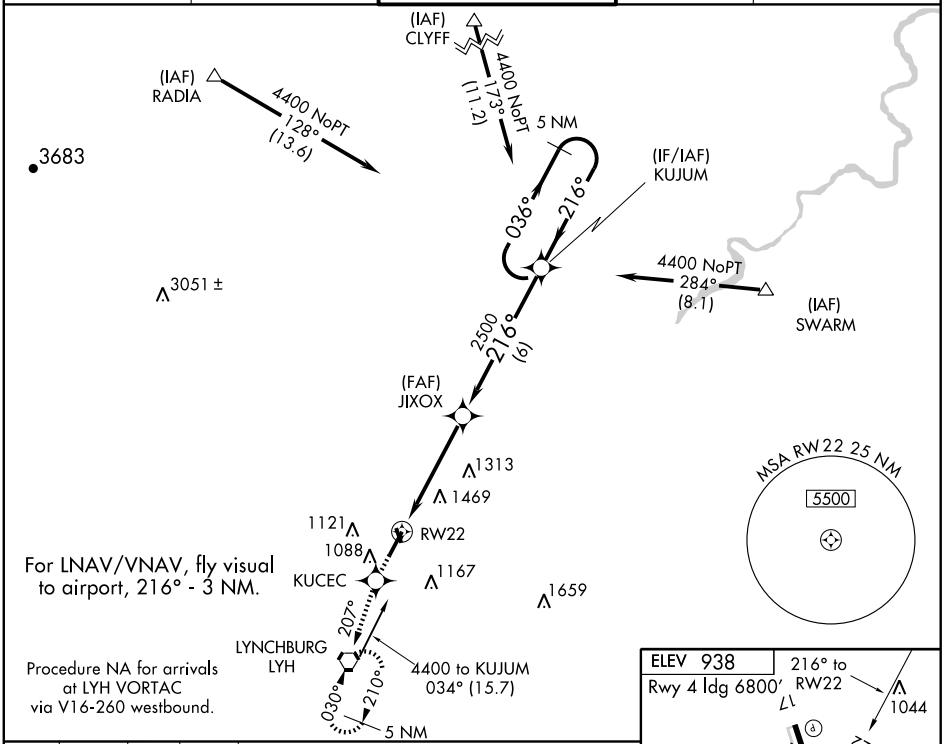
RNAV (GPS) RWY 22

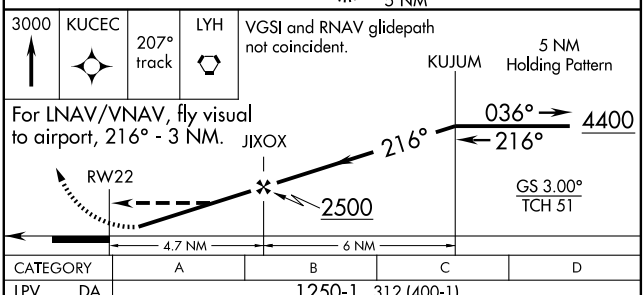
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

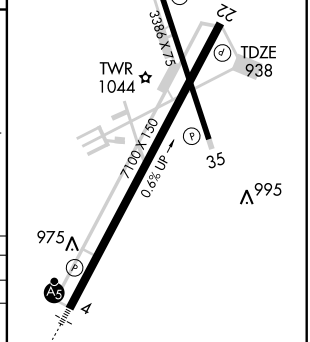
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2½)
CIRCLING	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1¼)	1800-2½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

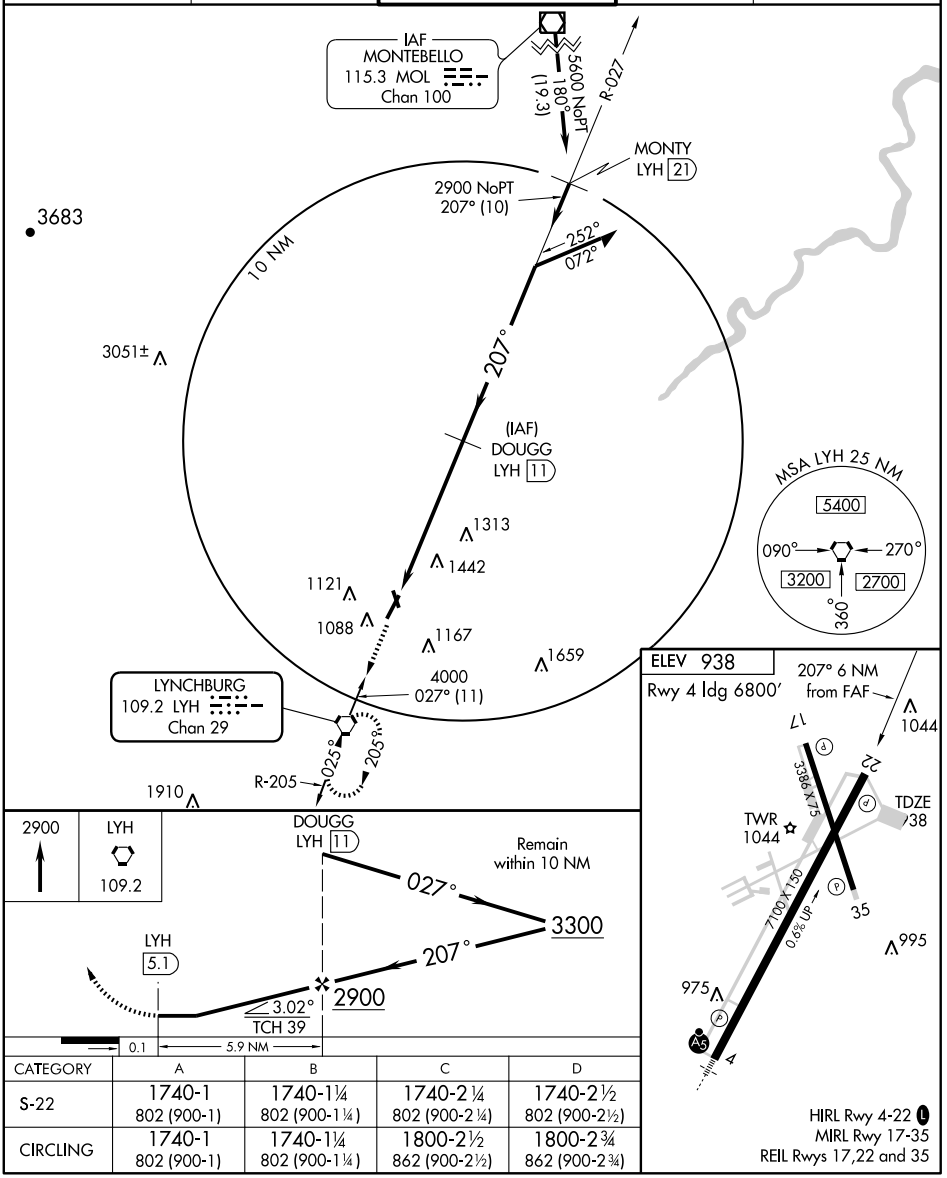
VORTAC LYH 109.2 Chan 29	APP CRS 207°	Rwy Idg 7100 TDZE 938 Apt Elev 938

VOR/DME RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC LYH	APP CRS	Rwy Idg	6800
109.2	026°	TDZE	906
Chan 29		Apt Elev	938

VOR RWY 4

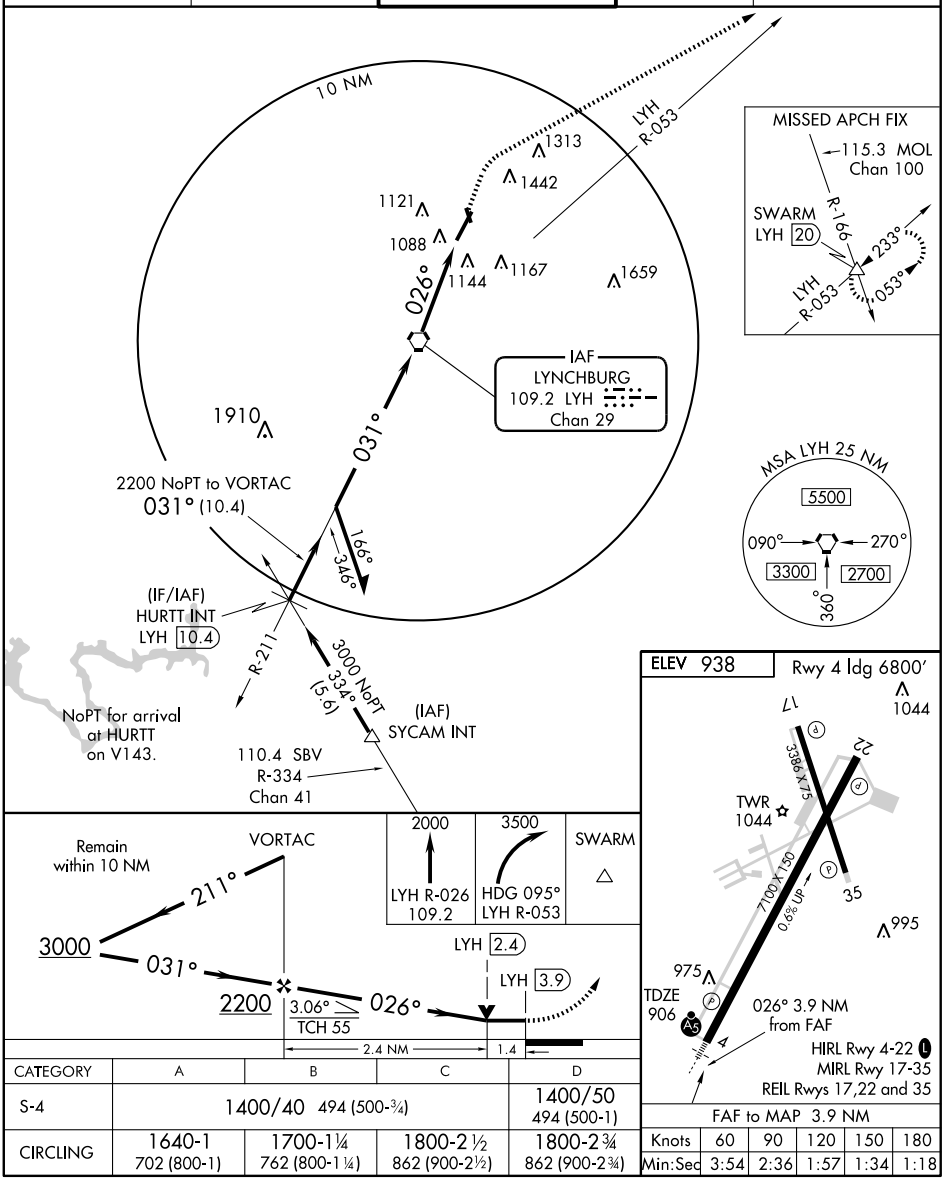
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



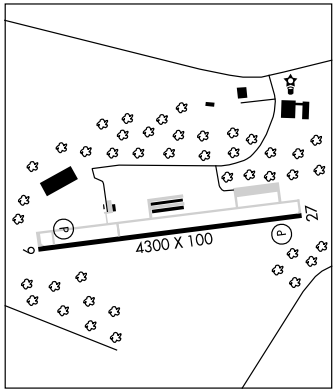
CATEGORY	A	B	C	D
S-4	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOUISA CO/FREEMAN FLD (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
RWY 09–27: H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.475 (540) 967–1983.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
ILS 108.55 I–LKU Rwy 27. LOC only. Unmonitored.



LUNENBURG CO (See KENBRIDGE)

LURAY CAVERNS (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
RWY 04–22: H3125X75 (ASPH) S–12 MIRL **IAP**
RWY 04: APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
AIRPORT REMARKS: Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
CAVERNS NDB (MHW) 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

LYNCHBURG

FALWELL (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26J, 36G**
RWY 10–28: H2932X50 (ASPH) MIRL 4.7% up W **IAP**
RWY 10: Tree. **RWY 28:** TRCV(TRIL).
AIRPORT REMARKS: Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
WEATHER DATA SOURCES: HIWAS 109.2 LYH.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.
LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W. **HIWAS.**

RNAV (GPS) RWY 28

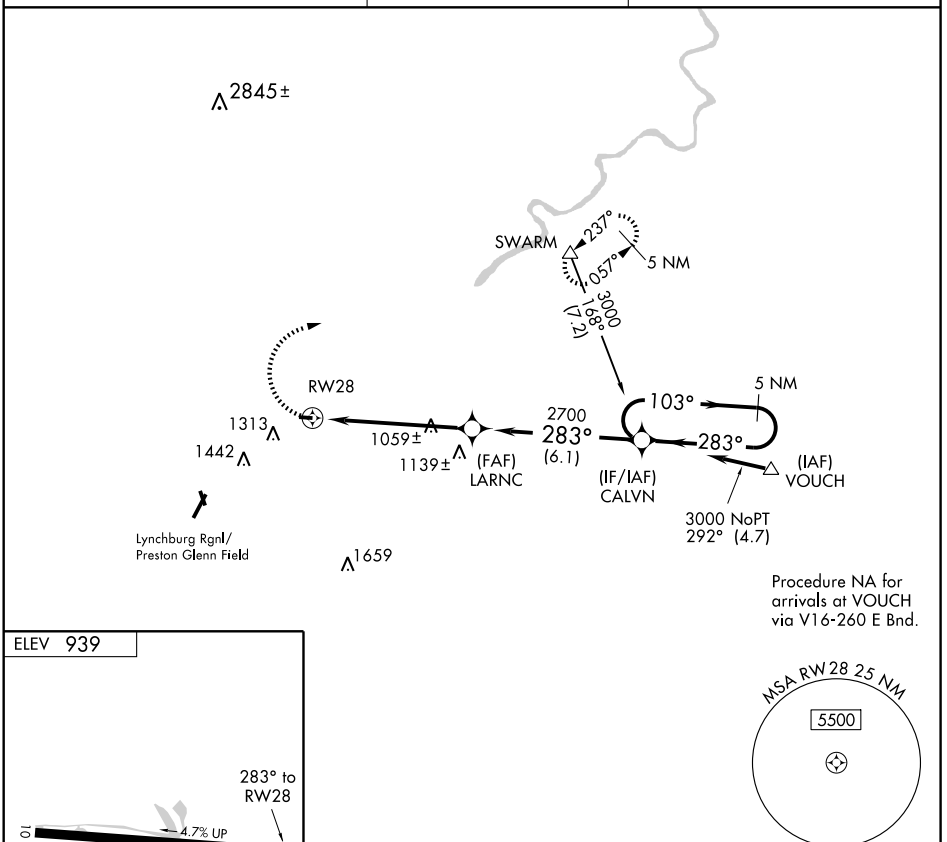
LYNCHBURG/ FALWELL (W24)

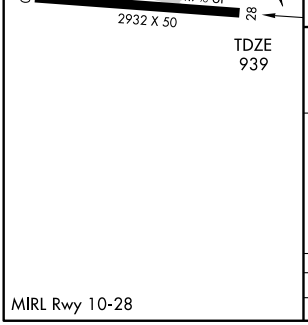
APP CRS	Rwy Idg	2932
283°	TDZE	939
	Apt Elev	939

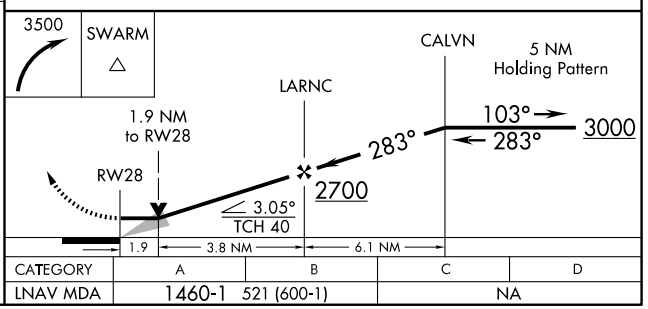
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet. VDP NA when using Farmville altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

LYNCHBURG RGNL/PRESTON GLENN FIELD ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)		NA

MIRL Rwy 10-28

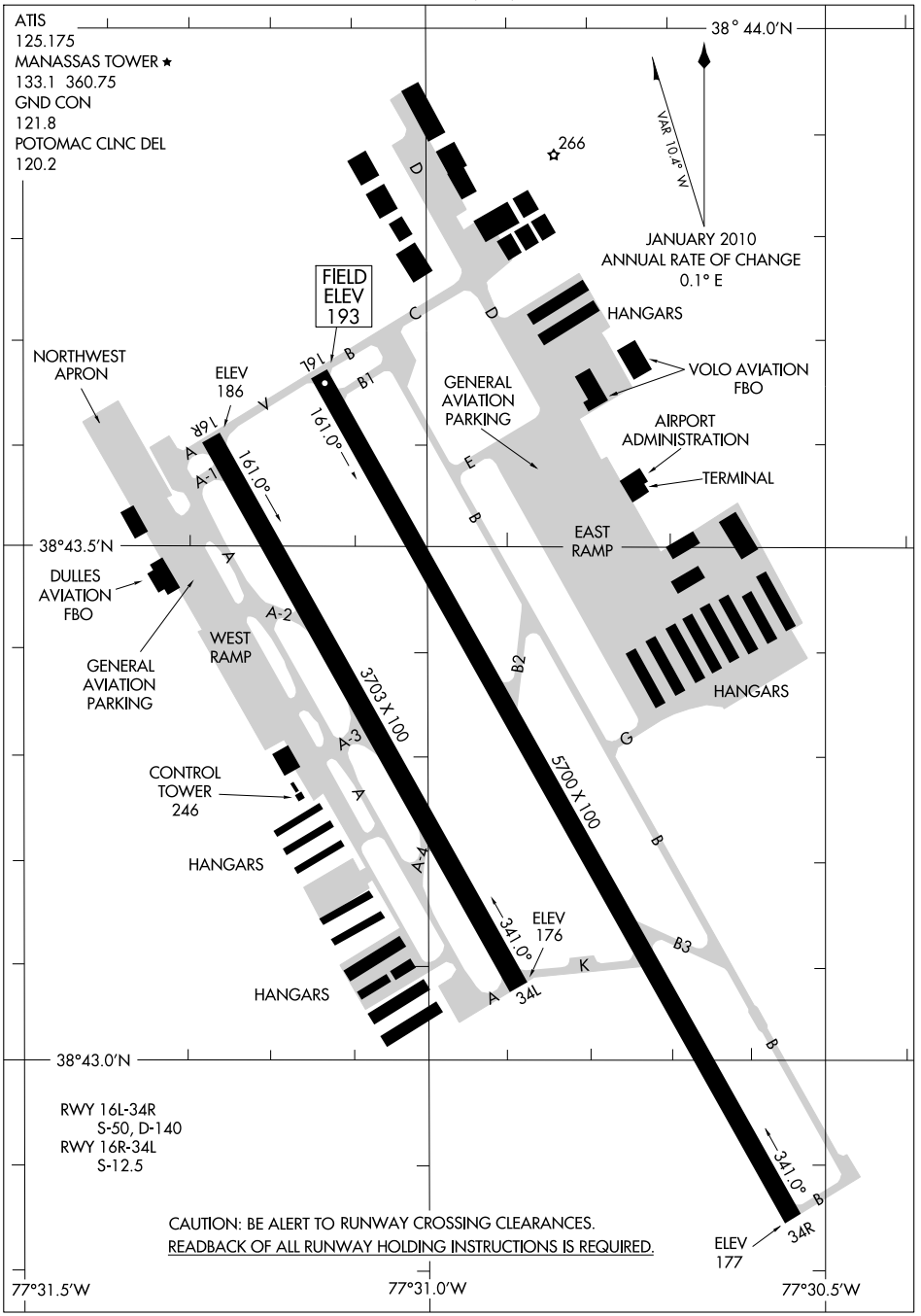
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)

AL-5326 (FAA)

MANASSAS, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MANASSAS, VIRGINIA

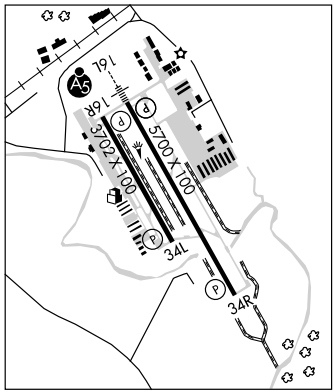
MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)

10210

MANASSAS RGNL/HARRY P DAVIS FLD (HEF) 4 SW UTC−5(−4DT)
N38°43.29′ W77°30.93′
192 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA
NOTAM FILE HEF

WASHINGTON
COPTER
H–10H, 12I, L–29E, 34E, 36I, A
IAP, AD

RWY 16L–34R: H5700X100 (ASPH–GRVD) S–50, D–140 HIRL
RWY 16L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Trees.
RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.. Tree.
RWY 16R–34L: H3702X100 (ASPH) S–12.5 MIRL
RWY 16R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Rgt tfc. Tree.
RWY 34L: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.



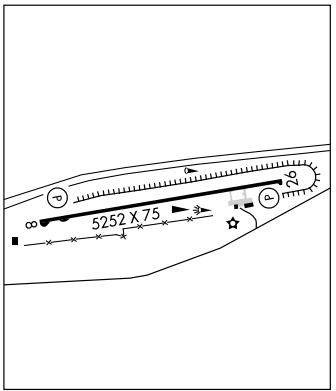
AIRPORT REMARKS: Attended 1130–0330Z‡. Birds and deer on and invof arpt. Acft category C III or larger use Rwy 16L–34R and East ramp. Helicopter ops over residential areas blo 1000′ should be avoided; ctc arpt manager 703–361–1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L–34R, MALSR Rwy 16L, MIRL Rwy 16R–34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–7100 for appointment.
WEATHER DATA SOURCES: AWOS–3 125.175 (703) 361–6160
COMMUNICATIONS: CTAF 133.1 **ATIS** 125.175 (703) 361–6160
Ⓡ **POTOMAC APP/DEP CON** 124.65
TOWER 133.1 (1130–0330Z‡) **GND CON** 121.8
CLNC DEL 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)
AIRSPACE: CLASS D svc effective 1130–0330Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 199° 12.9 NM to fld. 297/08W.
TILLE NDB (LOM) 346 IA N38°50.83′ W77°26.27′ 216° 8.4 NM to fld.
ILS 109.1 I–HEF Rwy 16L.

MARION/WYTHEVILLE

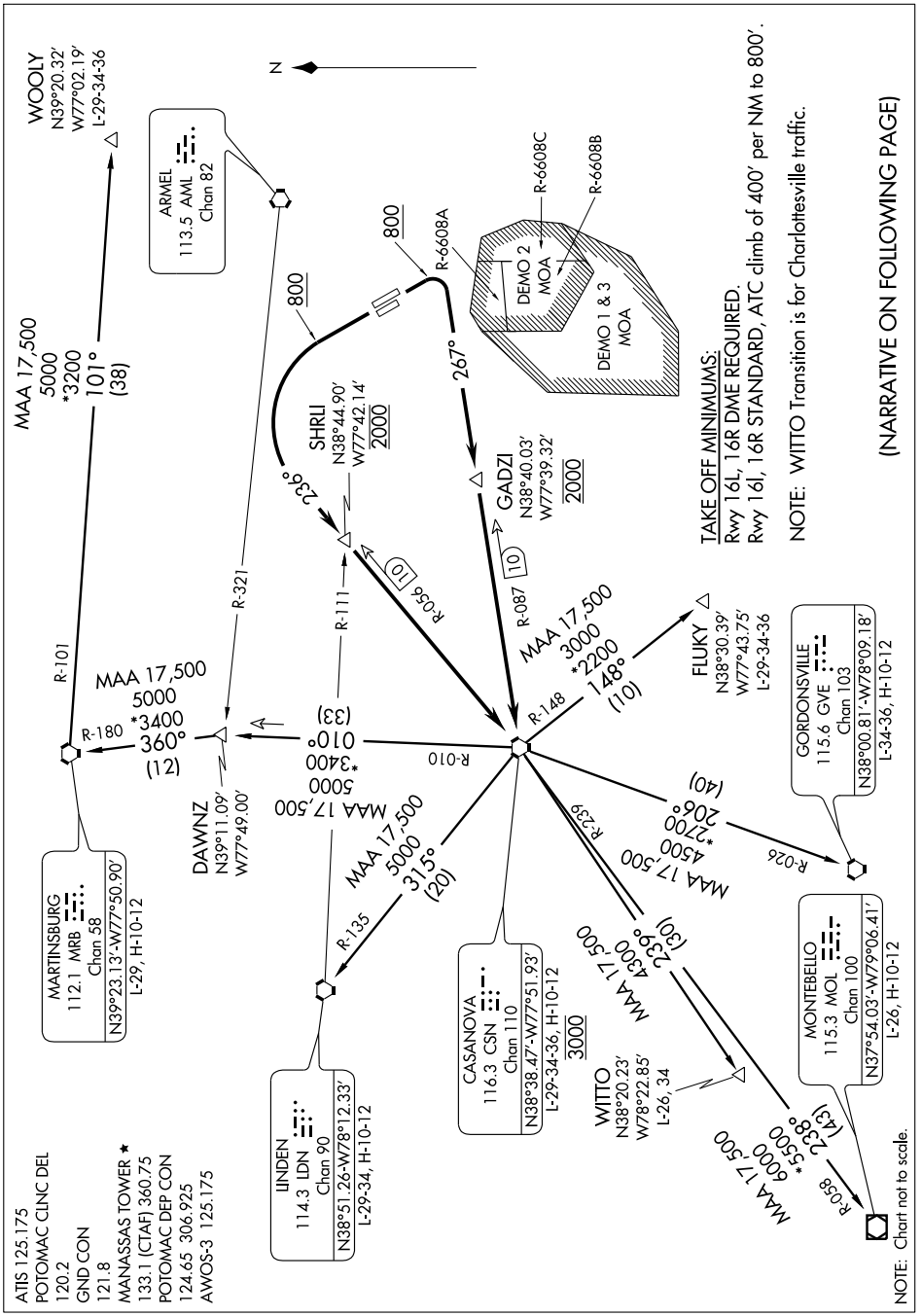
MOUNTAIN EMPIRE (MKJ) 9 NE UTC−5(−4DT) N36°53.69′ W81°21.00′
2558 B S4 **FUEL** 100LL, JET A NOTAM FILE MKJ

CINCINNATI
H–9B, 12H, L–26I
IAP

RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.75° TCH 47′. Road.



AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1230–0100Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡, Nov–Mar Mon–Fri 1230–0000Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡. Located 9 NM NE Marion. MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (276) 686–6420.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ATLANTA CENTER APP/DEP CON** 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 256° 32.7 NM to fld. 2120/06W. **HIWAS.**
SUZZE NDB (MHW/LOM) 335 MK N36°55.21′ W81°14.60′ 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.
ILS 110.5 I–MKJ Rwy 26. LOM SUZZE NDB. (LOC only.) LOC unmonitored when arpt unattended.



NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 34R: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16L: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16R: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000'. Cross CSN VORTAC at 3000'.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.
LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL2WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

NOTE: Rwy 16R: Terrain 64' from DER, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from DER, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from DER, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from DER, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from DER, 40' left of centerline, up to 100' AGL/279' MSL.

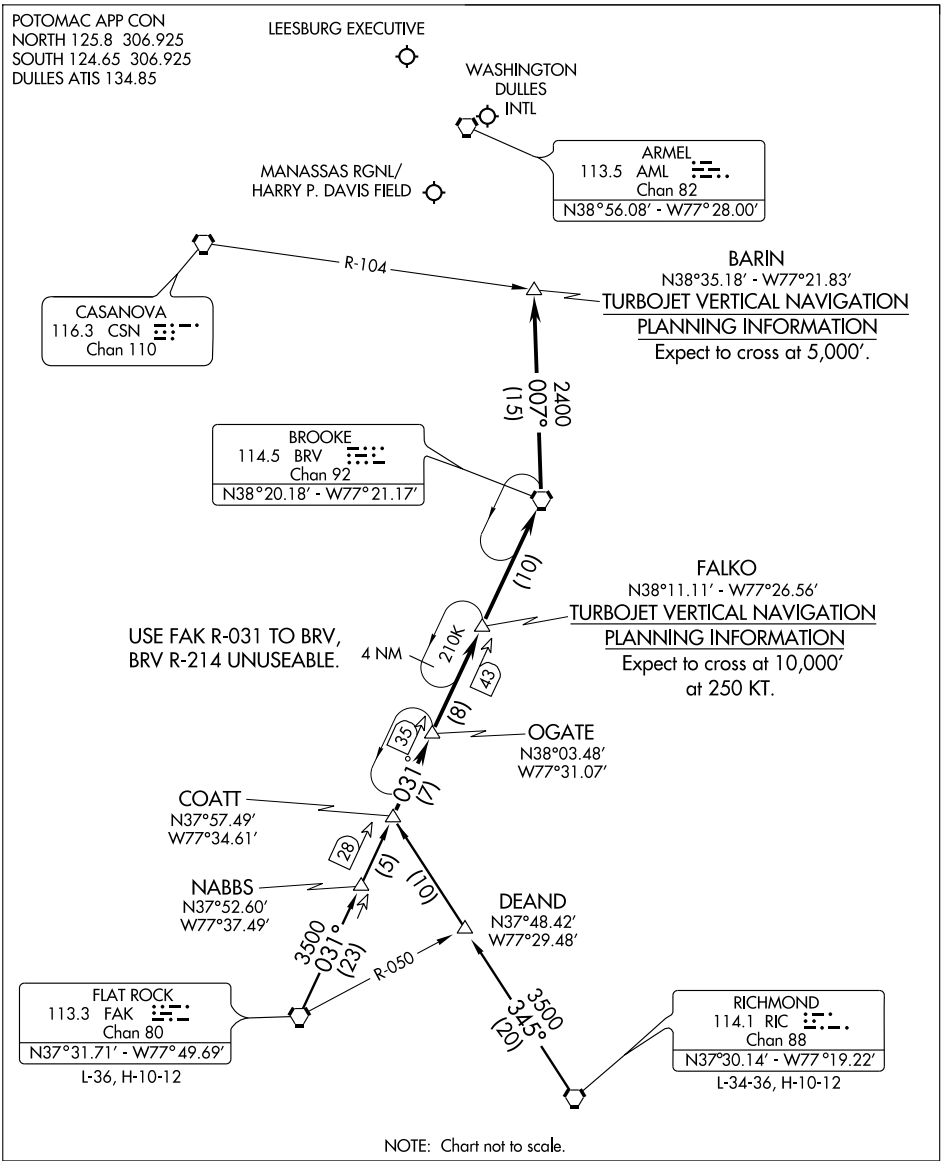
NOTE: Rwy 16L: Terrain 56' from DER, 177' left of centerline, 179' MSL. Numerous trees beginning 1,911' from DER, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from DER, 386' right of centerline, 179' MSL. Numerous trees beginning 2,559' from DER, 29' right of centerline up to 100' AGL/273' MSL.

NOTE: Rwy 34R: Sign 70' from DER, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from DER, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from DER, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1,860' from DER, 828' right of centerline, up to 70' AGL/280' MSL. Numerous trees beginning 2,875' from DER, 484' left of centerline, up to 27' AGL/266' MSL.

NOTE: Rwy 34L: Terrain 107' from DER, 409' right of centerline, 189' MSL. Numerous trees beginning 2,802' from DER, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from DER, 154' left of centerline, 189' MSL. Vehicle on road 366' from DER, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1,603' from DER, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3,398 from DER, 1,102' left of centerline, 68' AGL/274' MSL.

NE-3, 21 OCT 2010 to 18 NOV 2010

COATT FOUR ARRIVAL



FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-HEF	APP CRS	Rwy Idg	5700
109.1	163°	TDZE	192
		Apt Elev	192

ILS or LOC RWY 16L

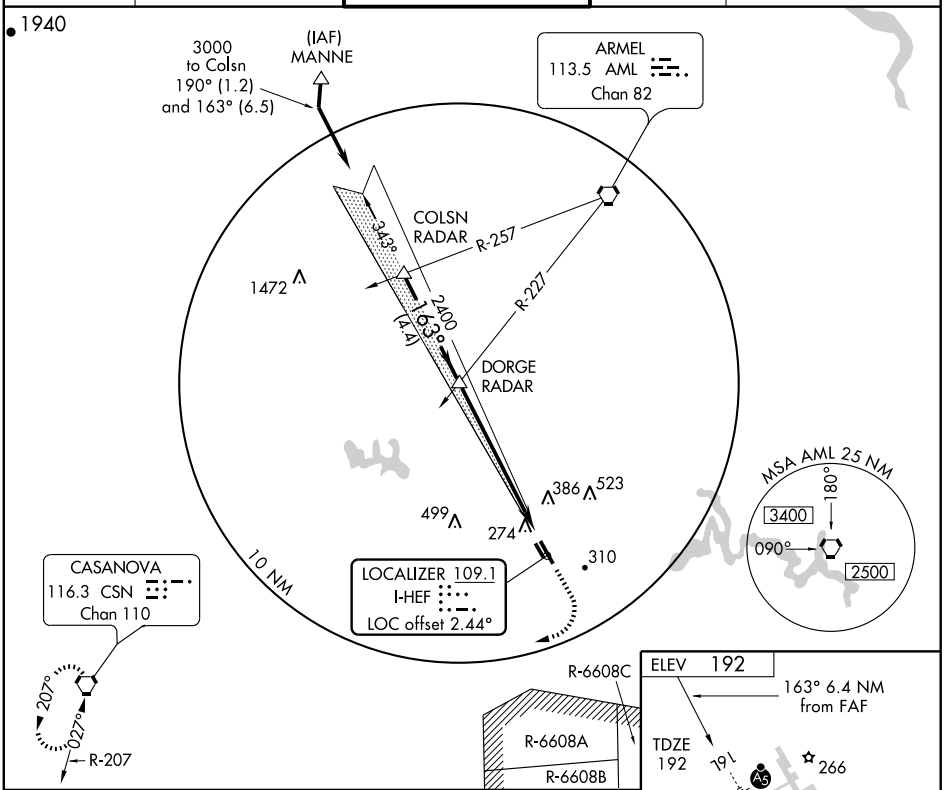
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

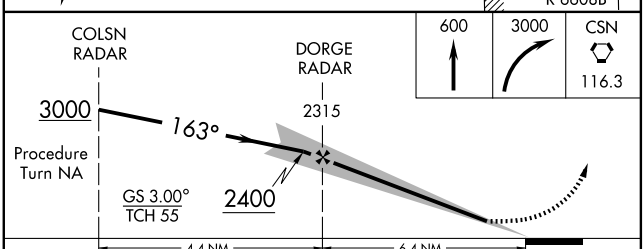
T A Inoperative table does not apply.

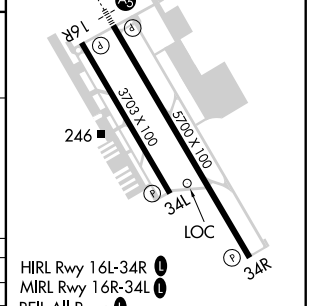
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
S-ILS 16L	442-¾	250 (300-¾)	492-1	300 (300-1)
S-LOC 16L	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 70302	161°	TDZE	192
W16A		Apt Elev	192

RNAV (GPS) RWY 16L

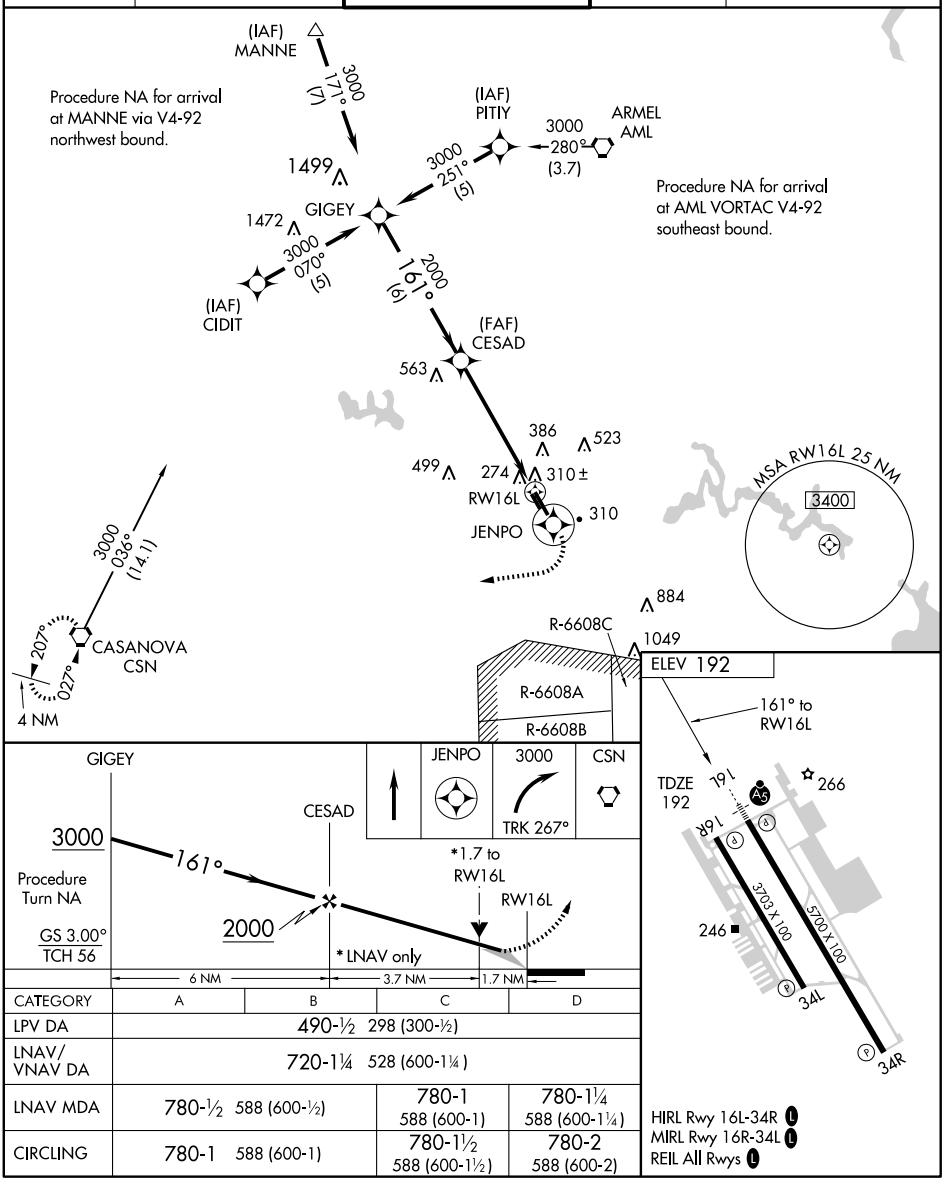
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV DA vis to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2



CATEGORY	A	B	C	D
LPV DA	490-½ 298 (300-½)			
LNAV/VNAV DA	720-1¼ 528 (600-1¼)			
LNAV MDA	780-½ 588 (600-½)		780-1 588 (600-1)	780-1¼ 588 (600-1¼)
CIRCLING	780-1 588 (600-1)		780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3703
161°	TDZE	185
	Apt Elev	192

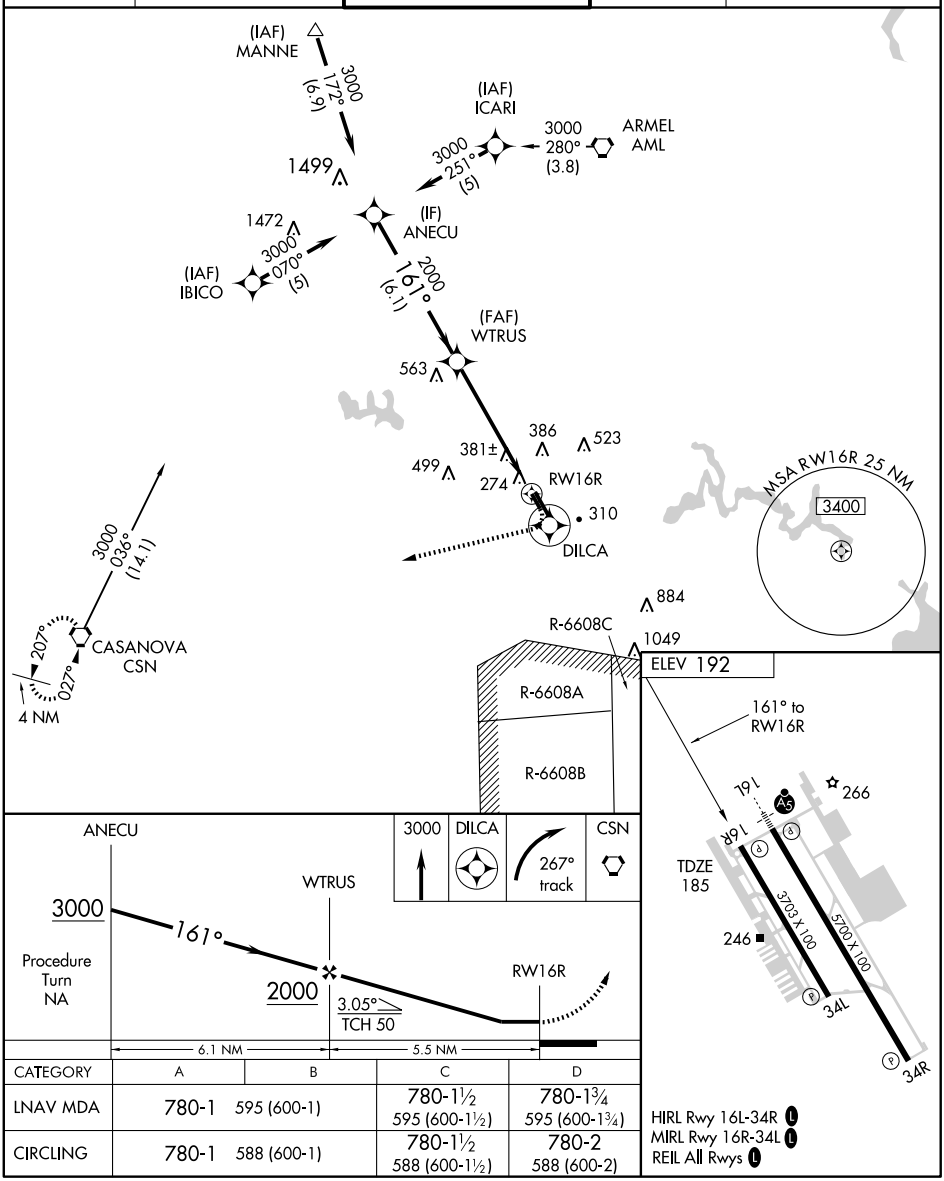
RNAV (GPS) RWY 16R

MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2



CATEGORY	A	B	C	D
LNAV MDA	780-1	595 (600-1)	780-1½ 595 (600-1½)	780-1¾ 595 (600-1¾)
CIRCLING	780-1	588 (600-1)	780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5700
326°	TDZE	177
	Apt Elev	192

RNAV (GPS) RWY 34R

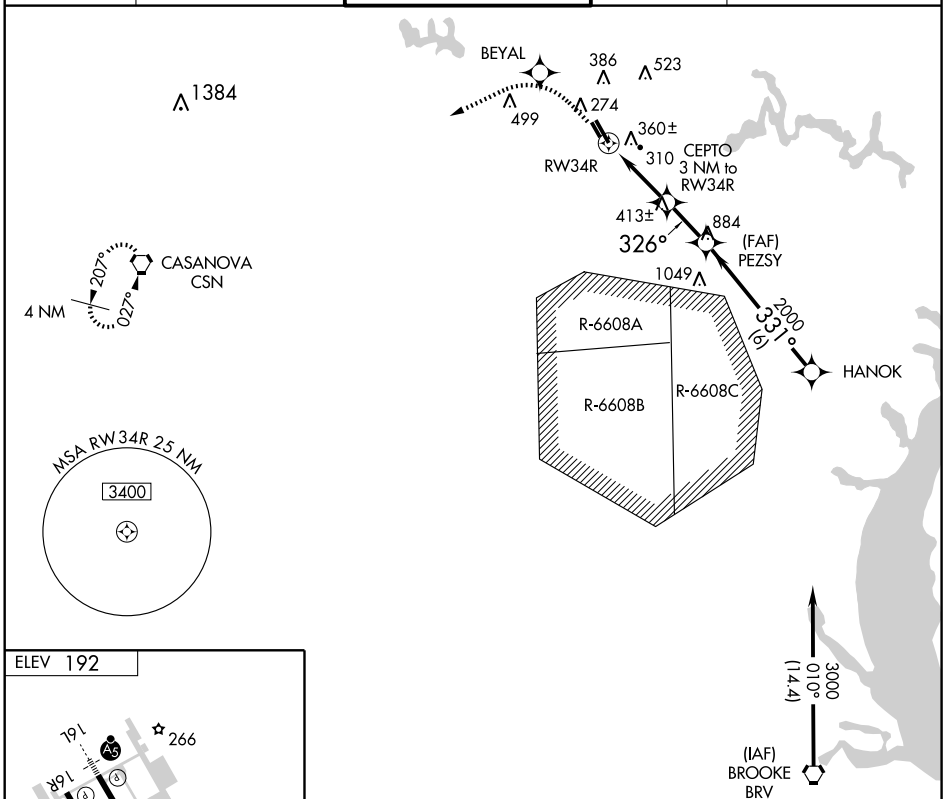
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

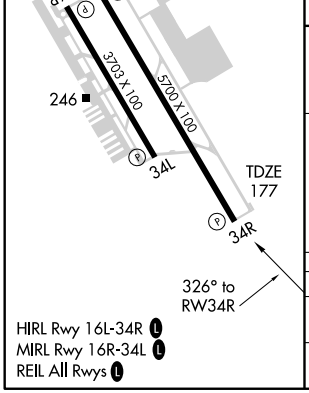
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

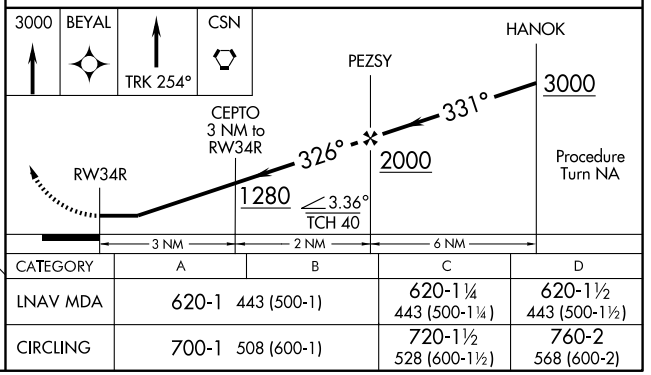
NA

MISSED APPROACH: Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2





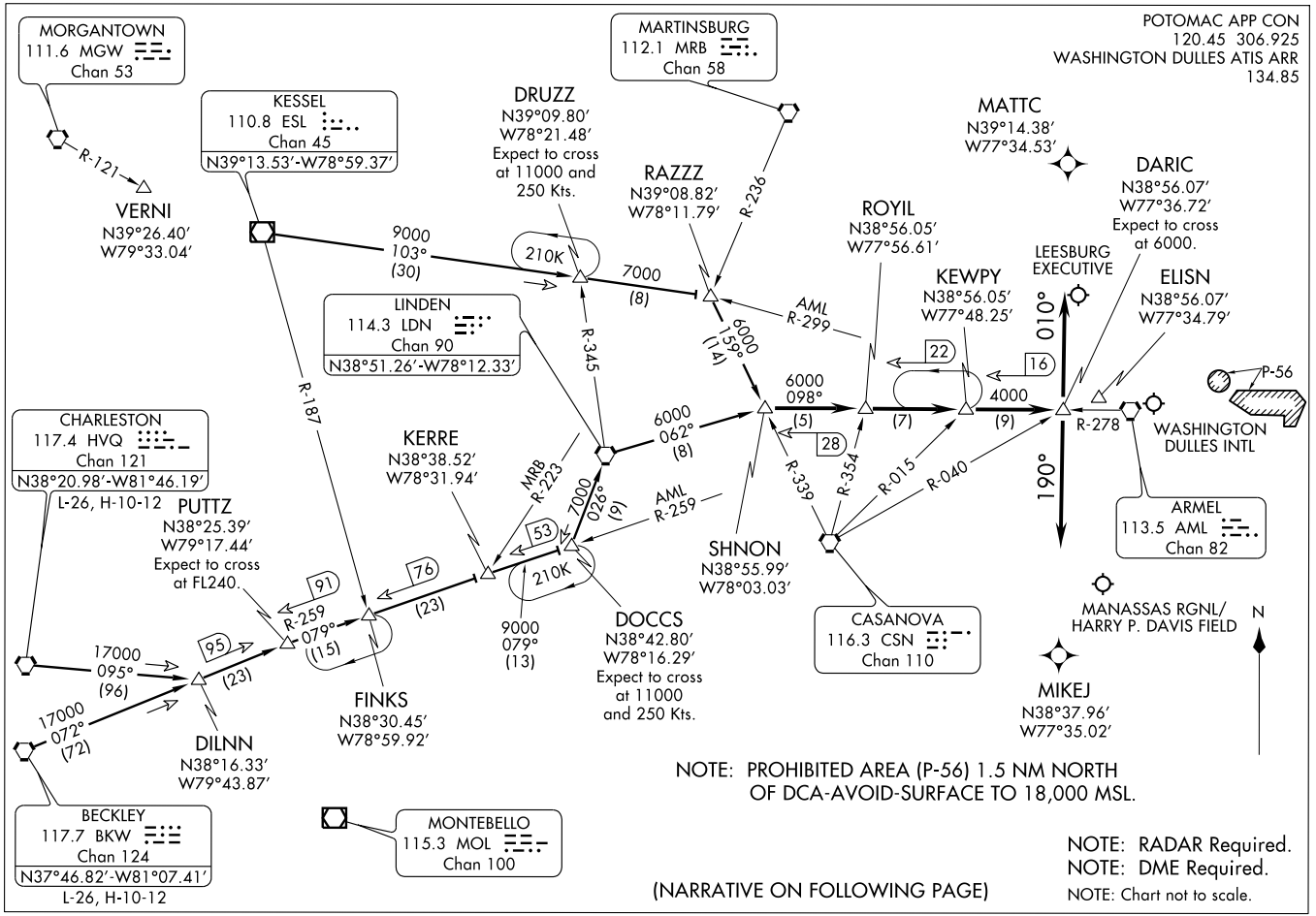


CATEGORY	A	B	C	D
LNAV MDA	620-1 443 (500-1)		620-1¼ 443 (500-1¼)	620-1½ 443 (500-1½)
CIRCLING	700-1 508 (600-1)		720-1½ 528 (600-1½)	760-2 568 (600-2)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC



ROYIL TWO ARRIVAL
(ROYIL.ROYIL2) 09183
WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

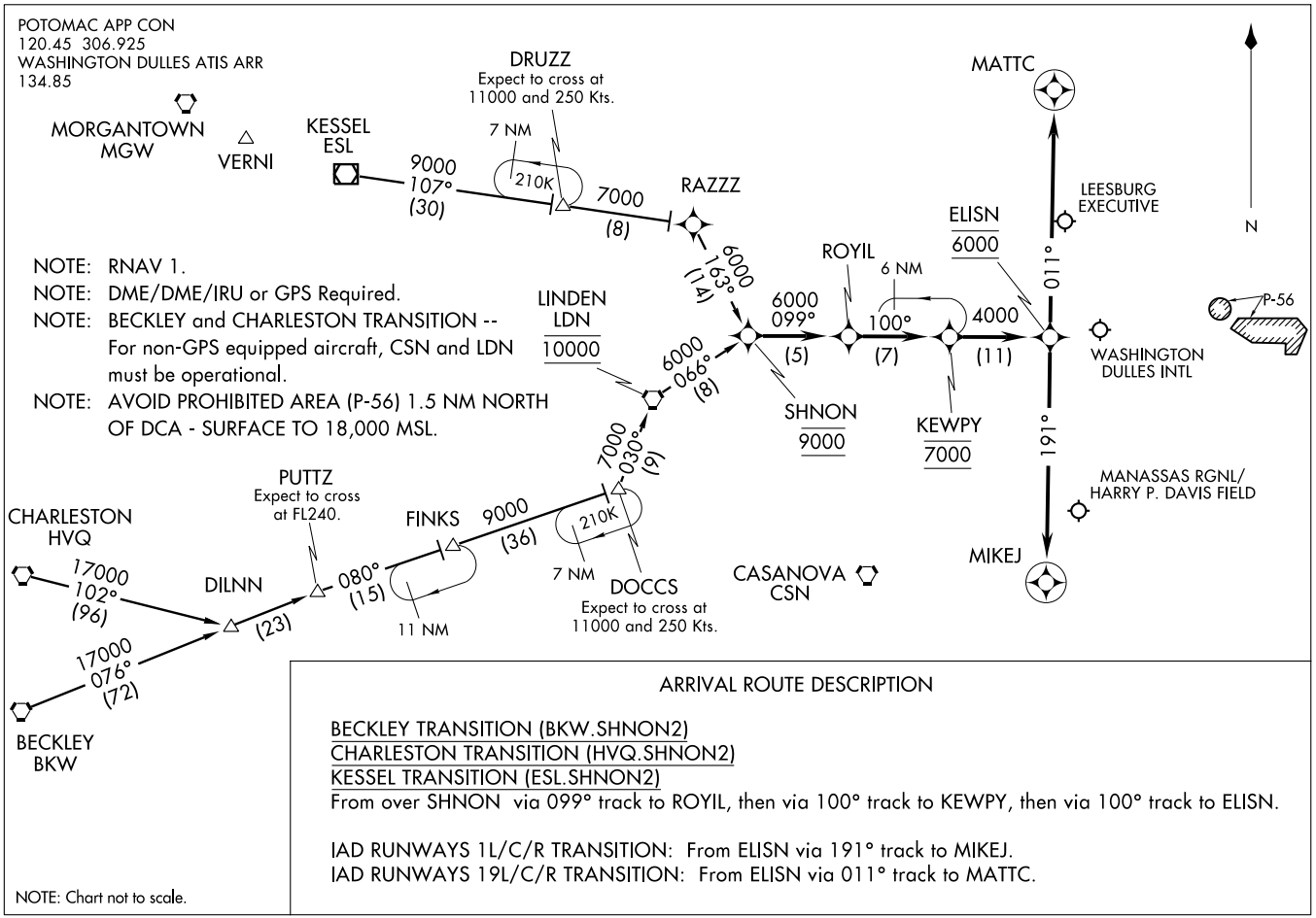
LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

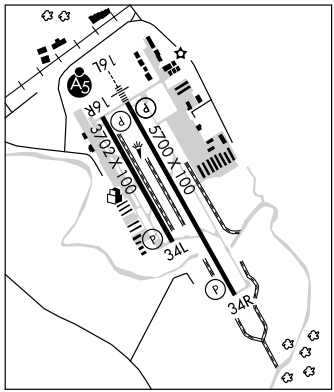
SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183
WASHINGTON, DC

ST-5100 (FAA)

MANASSAS RGNL/HARRY P DAVIS FLD (HEF) 4 SW UTC−5(−4DT)
N38°43.29′ W77°30.93′
192 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA
NOTAM FILE HEF

WASHINGTON
COPTER
H–10H, 12I, L–29E, 34E, 36I, A
IAP, AD

RWY 16L–34R: H5700X100 (ASPH–GRVD) S–50, D–140 HIRL
RWY 16L: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Trees.
RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.. Tree.
RWY 16R–34L: H3702X100 (ASPH) S–12.5 MIRL
RWY 16R: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Rgt tfc. Tree.
RWY 34L: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.



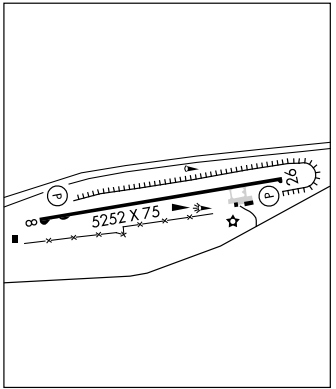
AIRPORT REMARKS: Attended 1130–0330Z‡. Birds and deer on and invof arpt. Acft category C III or larger use Rwy 16L–34R and East ramp. Helicopter ops over residential areas blo 1000′ should be avoided; ctc arpt manager 703–361–1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L–34R, MALSR Rwy 16L, MIRL Rwy 16R–34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–7100 for appointment.
WEATHER DATA SOURCES: AWOS–3 125.175 (703) 361–6160
COMMUNICATIONS: CTAF 133.1 **ATIS** 125.175 (703) 361–6160
Ⓡ **POTOMAC APP/DEP CON** 124.65
TOWER 133.1 (1130–0330Z‡) **GND CON** 121.8
CLNC DEL 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)
AIRSPACE: CLASS D svc effective 1130–0330Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) VORTAC 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 199° 12.9 NM to fld. 297/08W.
TILLE NDB (LOM) 346 IA N38°50.83′ W77°26.27′ 216° 8.4 NM to fld.
ILS 109.1 I–HEF Rwy 16L.

MARION/WYTHEVILLE

MOUNTAIN EMPIRE (MKJ) 9 NE UTC−5(−4DT) N36°53.69′ W81°21.00′
2558 B S4 **FUEL** 100LL, JET A NOTAM FILE MKJ

CINCINNATI
H–9B, 12H, L–26I
IAP

RWY 08–26: H5252X75 (ASPH) S–20 MIRL 1.1% up W
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 26: REIL. PAPI(P2L)—GA 3.75° TCH 47′. Road.



AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1230–0100Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡, Nov–Mar Mon–Fri 1230–0000Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡. Located 9 NM NE Marion. MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (276) 686–6420.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ATLANTA CENTER APP/DEP CON** 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PSK.
PULASKI (H) VORTAC 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 256° 32.7 NM to fld. 2120/06W. **HIWAS.**
SUZZE NDB (MHW/LOM) 335 MK N36°55.21′ W81°14.60′ 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.
ILS 110.5 I–MKJ Rwy 26. LOM SUZZE NDB. (LOC only.) LOC unmonitored when arpt unattended.

LOC I-MKJ	APP CRS	Rwy Idg	5252
110.5	259°	TDZE	2519
		Apt Elev	2558

LOC RWY 26

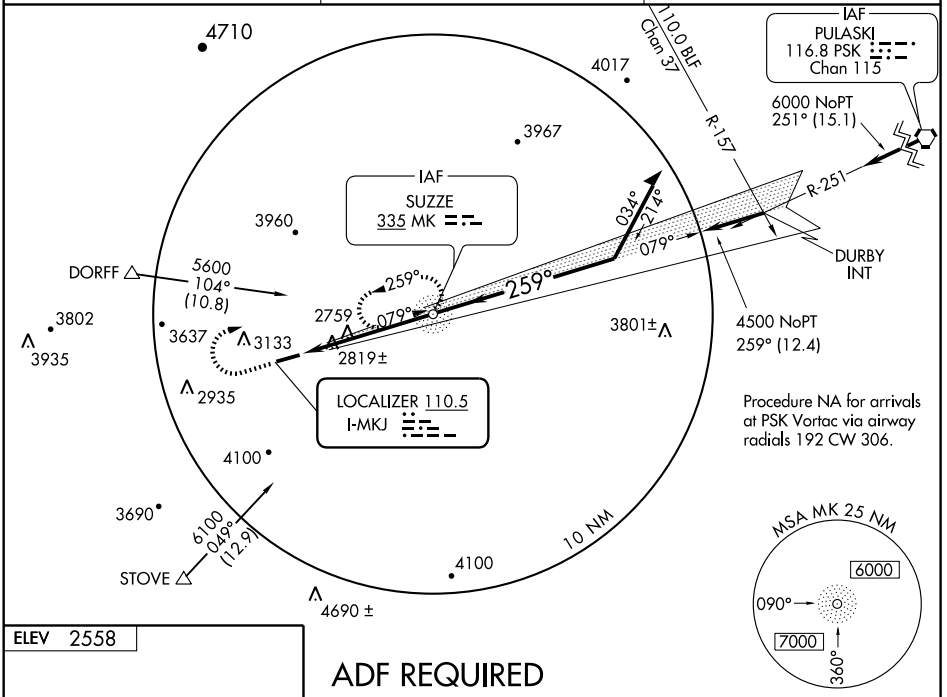
MARION/MOUNTAIN EMPIRE (MKJ)

Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA. Straight-in/Circling minimums to Rwy 26 NA at night.

NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

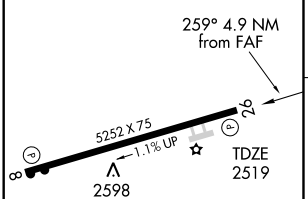
AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF)



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

ELEV 2558

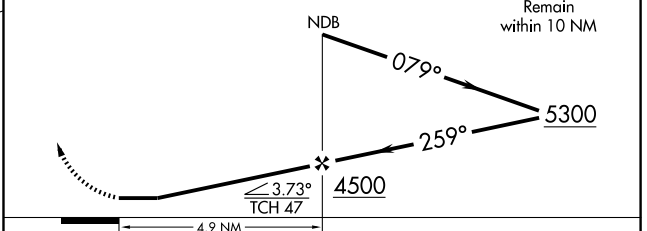


REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ADF REQUIRED

4400	6000	MK



CATEGORY	A	B	C	D
S-26	3080-1	561 (600-1)	3080-1½ 561 (600-1½)	NA
CIRCLING	3260-1	702 (800-1)	3260-2 702 (800-2)	NA

WAAS	APP CRS	Rwy Idg	5252
CH 72802	259°	TDZE	2519
W26A		Apt Elev	2558

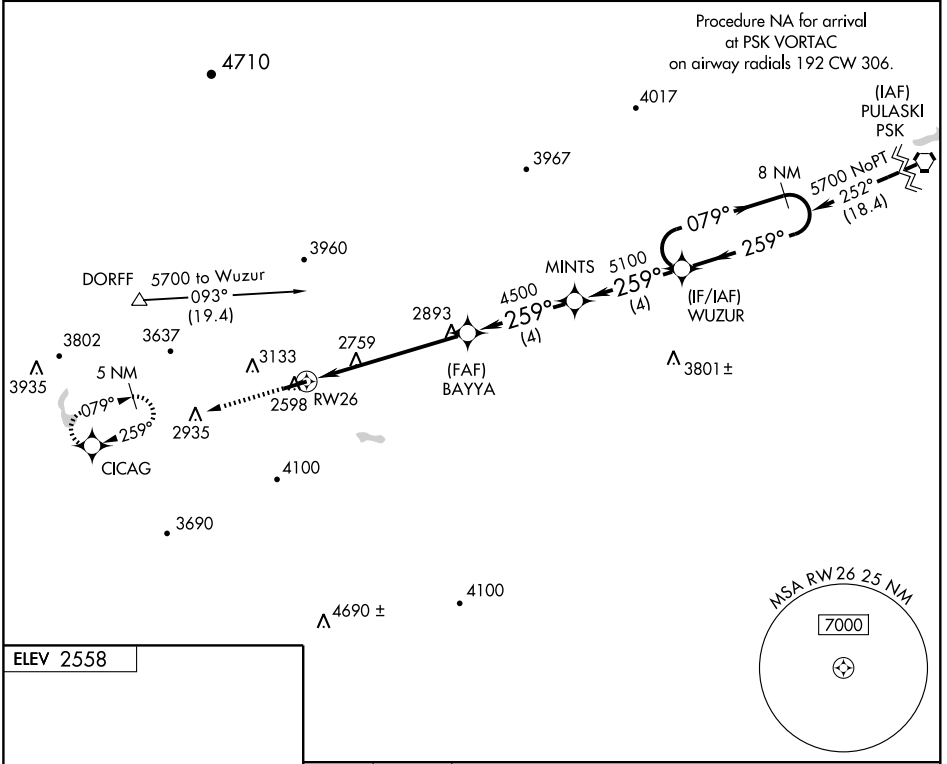
RNAV (GPS) RWY 26

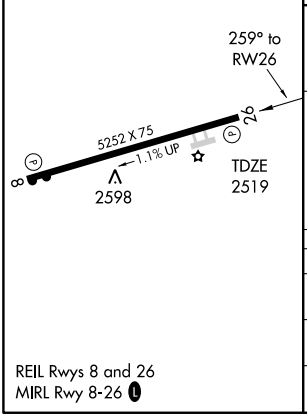
MARION/MOUNTAIN EMPIRE (MKJ)

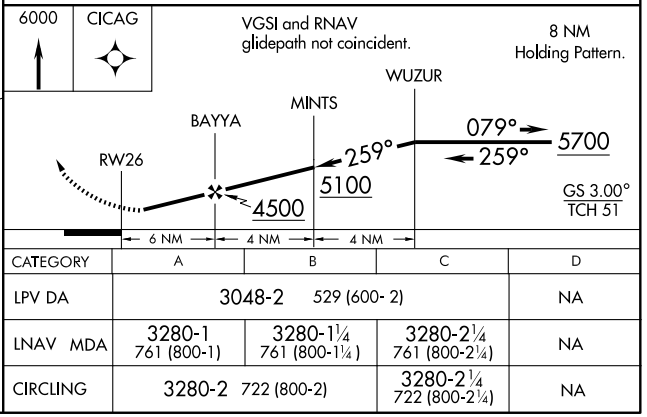
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3048-2 529 (600- 2)			NA
LNAV MDA	3280-1 761 (800-1)	3280-1¼ 761 (800-1¼)	3280-2¼ 761 (800-2¼)	NA
CIRCLING	3280-2 722 (800-2)		3280-2¼ 722 (800-2¼)	NA

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

MARTINSVILLE

BLUE RIDGE (MTV) 8 SW UTC−5(−4DT) N36°37.85′ W80°01.10′

941 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV

RWY 12–30: H5002X100 (ASPH–GRVD) S–30, D–60 MIRL 0.6% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.

RWY 30: REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40′. Tree.

AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 12–30, PAPI Rwys 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.45 (276) 957–3784. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **GREENSBORO APP/DEP CON** 124.35 **CLNC DEL** 124.85

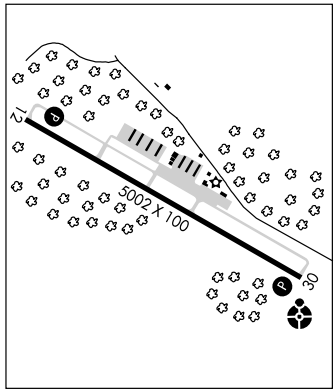
RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74′ W79°58.58′ 360° 35.1 NM to fld. 879/03W. **HIWAS.**

BALES NDB (MHW/LOM) 396 UV N36°35.39′ W79°55.04′ 304° 5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt unattended.

ILS/DME 111.3 I–UVM Chan 50 Rwy 30. LOC only. LOM BALES NDB. LOC/DME unmonitored when arpt unattended.

CINCINNATI
H–9B, 12H, L–26J
IAP



MC LAUGHLIN SPB (See CHESTER)

MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL)

MELFA

ACCOMACK CO (MFV) 1 W UTC−5(−4DT) N37°38.81′ W75°45.66′

47 B **FUEL** 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

RWY 03–21: H5000X100 (ASPH) S–26 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2300Z‡. Self serve fuel (100LL and JET A+) avbl 24 hrs. Deer on and invof arpt. TPA—897(850) light acft, 1547(1500) heavy acft. Trees parallel rwy +370′ east and west of centerline (50 to 90′). MIRL Rwy 03–21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (757) 787–5660.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95

GCO 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 042° 21.2 NM to fld. 10/10W.

NDB (MHW) 336 BDB N37°34.22′ W75°47.90′ 032° 4.9 NM to fld.

ILS 110.15 I–MFV Rwy 03. LOC only.

WASHINGTON
H–10I, 12I, L–36I
IAP

MIDDLE PENINSULA RGNL (See WEST POINT)

LOC/DME I-UVM	APP CRS	Rwy Idg 5002
111.3	305°	TDZE 925
Chan 50		Apt Elev 941

LOC RWY 30

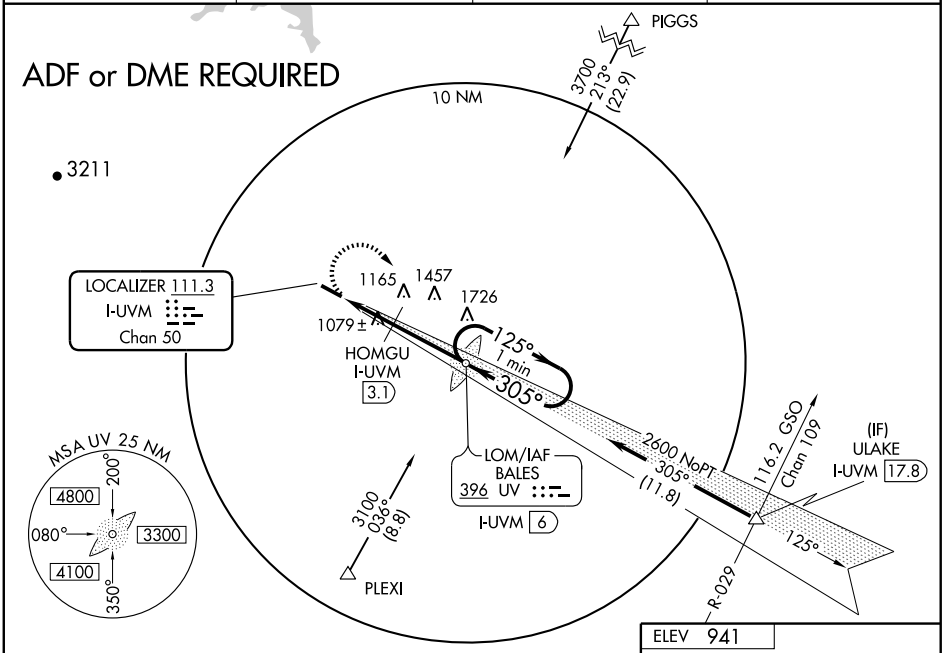
MARTINSVILLE/BLUE RIDGE (MTV)

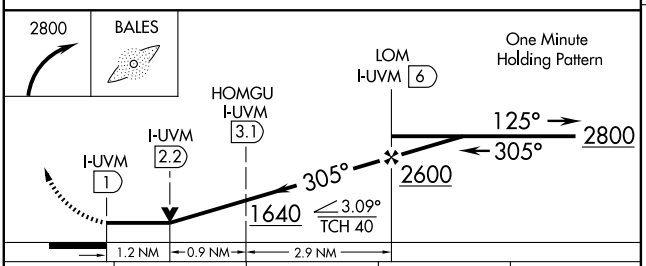
▼ ▲ NA — Inoperative table does not apply to Cat C. ADF Required. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase all MDA 180 feet; increase S-30 Cats A/B visibility ½ mile, Cats C/D and Circling Cats C/D ¾ mile and Circling Cats A/B ¼ mile. HOMGU fix minimums NA when using Reidsville, NC altimeter setting. When using Reidsville, NC altimeter setting, inoperative table does not apply.

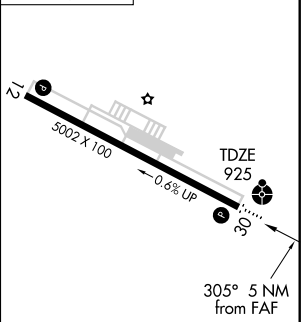
ODALS

MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6.02 DME and hold

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	1640-¾ 715 (700-¾)		1640-2 715 (700-2)	1640-2¼ 715 (700-2¼)
CIRCLING	1640-1 699 (700-1)		1640-2 699 (700-2)	1640-2¼ 699 (700-2¼)
HOMGU FIX MINIMUMS				
S-30	1340-¾ 415 (400-¾)		1340-1¼ 415 (400-1¼)	
CIRCLING	1420-1 479 (500-1)		1420-1½ 479 (500-1½)	1520-2 579 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 50218	125°	TDZE	941
W12A		Apt Elev	941

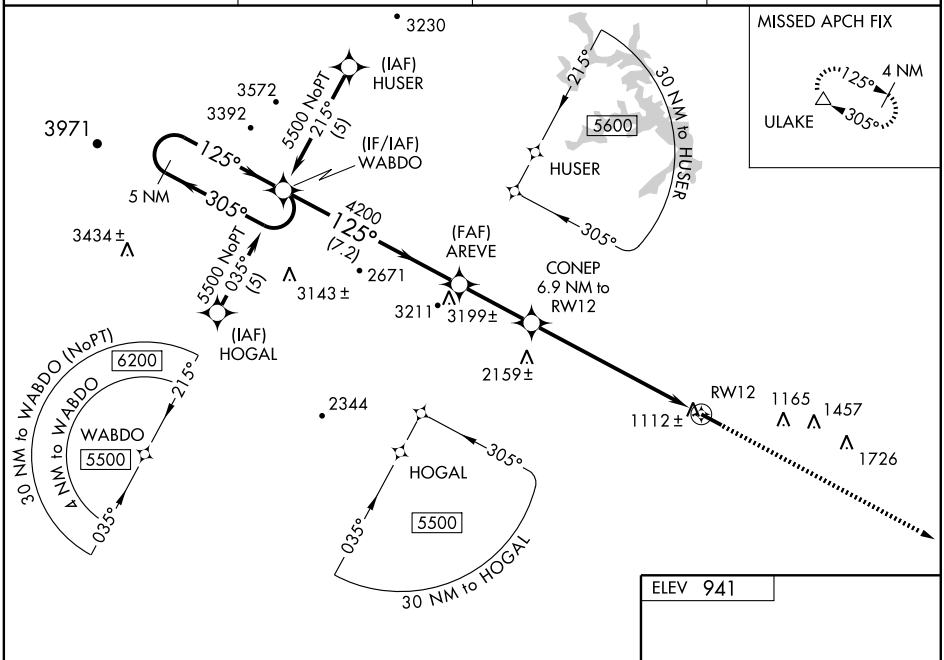
RNAV (GPS) RWY 12

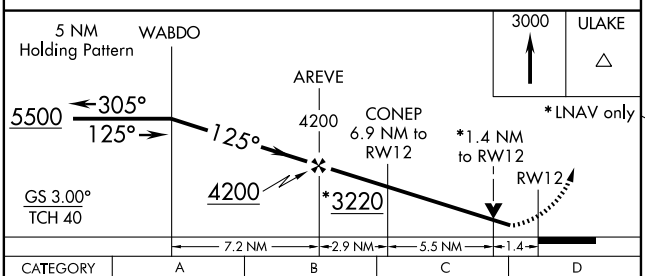
MARTINSVILLE/BLUE RIDGE (MTV)

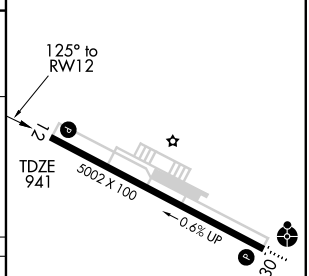
Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1468, LNAV/VNAV DA to 1585 and all MDA 180 feet; increase LPV visibility all Cats ¾ mile, LNAV/VNAV visibility all Cats, and Circling Cat D ½ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV, VDP, and LNAV MDA NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1292-1¼ 351 (400-1¼)			
LNAV/ VNAV DA	1409-1¾ 468 (500-1¾)			
LNAV MDA	1420-1 479 (500-1)		1420-1¼ 479 (500-1¼)	1420-1½ 479 (500-1½)
CIRCLING	1420-1 479 (500-1)		1420-1½ 479 (500-1½)	1520-2 579 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 65802	305°	TDZE	925
W30A		Apt Elev	941

RNAV (GPS) RWY 30

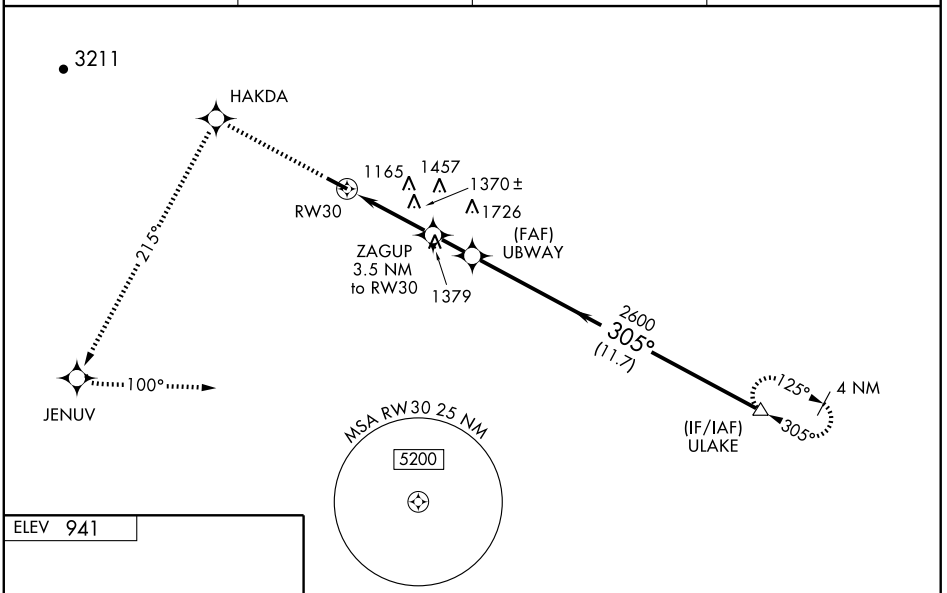
MARTINSVILLE/ BLUE RIDGE (MTV)

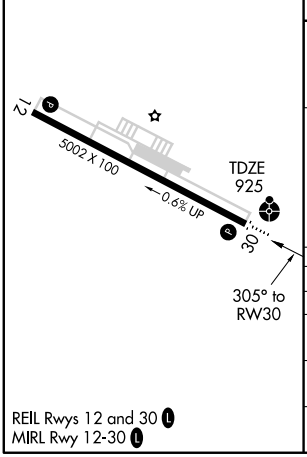
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1351, LNAV/VNAV DA to 2043 and all MDA 180 feet; increase LPV all Cats and LNAV Cats A/B visibility ½ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¾ mile, increase Circling Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. When using Reidsville, NC altimeter setting inoperative table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cats A/B/C.

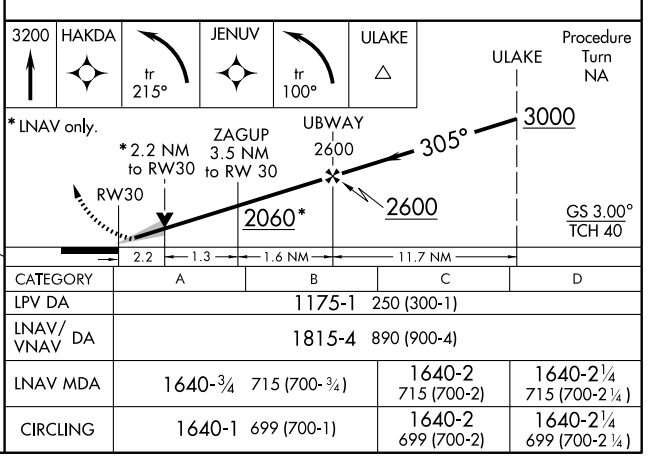
ODALS

MISSED APPROACH: Climb to 3200 direct HAKDA and left turn on track 215° to JENUV and left turn on track 100° to ULAKE and Hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1175-1 250 (300-1)			
LNAV/VNAV DA	1815-4 890 (900-4)			
LNAV MDA	1640-¾ 715 (700-¾)		1640-2 715 (700-2)	1640-2¼ 715 (700-2¼)
CIRCLING	1640-1 699 (700-1)		1640-2 699 (700-2)	1640-2¼ 699 (700-2¼)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

MARTINSVILLE

BLUE RIDGE (MTV) 8 SW UTC−5(−4DT) N36°37.85′ W80°01.10′

941 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV

RWY 12–30: H5002X100 (ASPH–GRVD) S–30, D–60 MIRL 0.6% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.

RWY 30: REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40′. Tree.

AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 12–30, PAPI Rwys 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.45 (276) 957–3784. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **GREENSBORO APP/DEP CON** 124.35 **CLNC DEL** 124.85

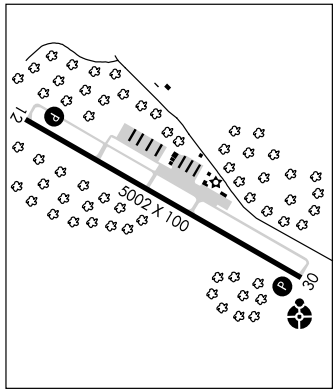
RADIO AIDS TO NAVIGATION: NOTAM FILE GSO.

GREENSBORO (H) VORTAC 116.2 GSO Chan 109 N36°02.74′ W79°58.58′ 360° 35.1 NM to fld. 879/03W. **HIWAS.**

BALES NDB (MHW/LOM) 396 UV N36°35.39′ W79°55.04′ 304° 5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt unattended.

ILS/DME 111.3 I–UVM Chan 50 Rwy 30. LOC only. LOM BALES NDB. LOC/DME unmonitored when arpt unattended.

CINCINNATI
H–9B, 12H, L–26J
IAP



MC LAUGHLIN SPB (See CHESTER)

MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL)

MELFA

ACCOMACK CO (MFV) 1 W UTC−5(−4DT) N37°38.81′ W75°45.66′

47 B **FUEL** 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

RWY 03–21: H5000X100 (ASPH) S–26 MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2300Z‡. Self serve fuel (100LL and JET A+) avbl 24 hrs. Deer on and invof arpt. TPA—897(850) light acft, 1547(1500) heavy acft. Trees parallel rwy +370′ east and west of centerline (50 to 90′). MIRL Rwy 03–21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.175 (757) 787–5660.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95

GCO 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 042° 21.2 NM to fld. 10/10W.

NDB (MHW) 336 BDB N37°34.22′ W75°47.90′ 032° 4.9 NM to fld.

ILS 110.15 I–MFV Rwy 03. LOC only.

WASHINGTON
H–10I, 12I, L–36I
IAP

MIDDLE PENINSULA RGNL (See WEST POINT)

LOC I-MFV	APP CRS	Rwy Idg	5000
110.15	034°	TDZE	47
		Apt Elev	47

LOC RWY 3

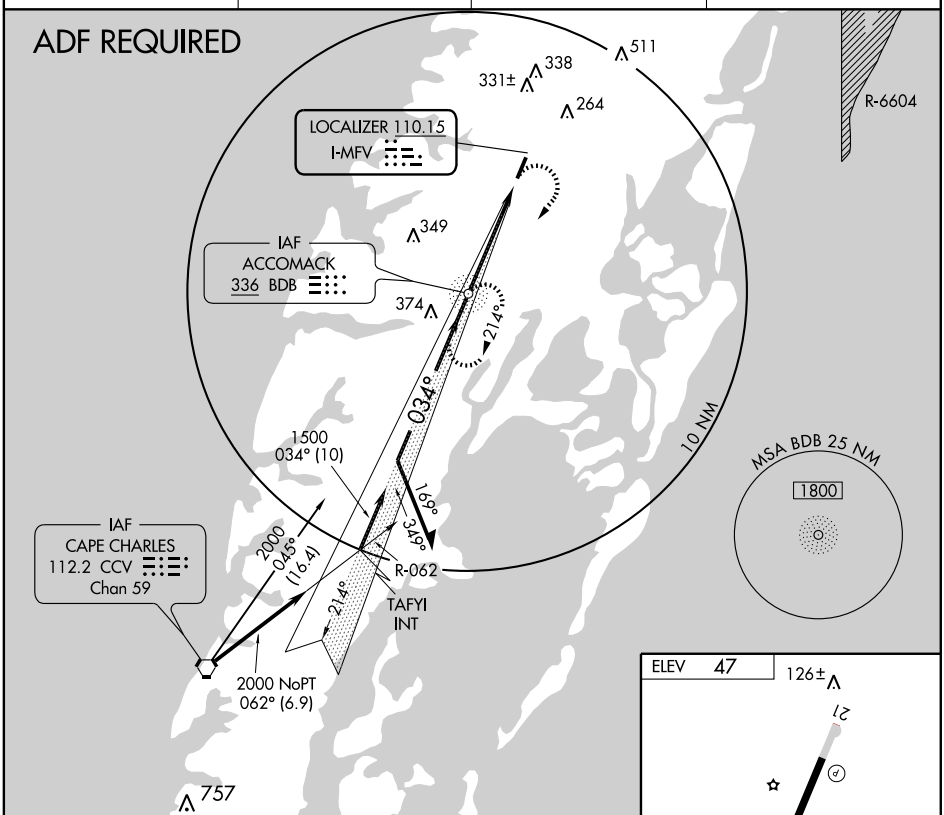
MELFA / ACCOMACK COUNTY (MFV)

NA

MISSED APPROACH: Climbing right turn to 2000 direct BDB NDB and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L

NE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-LOC 3	400-1 353 (400-1)			
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS	APP CRS	Rwy Idg	5000
CH 42905	034°	TDZE	47
W03A		Apt Elev	47

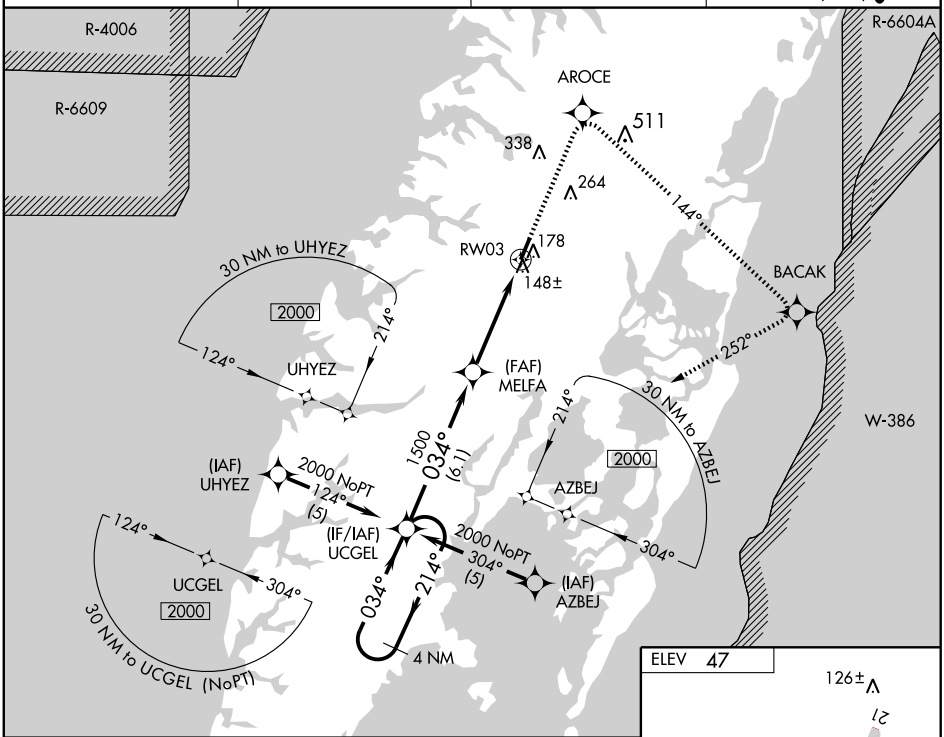
RNAV (GPS) RWY 3

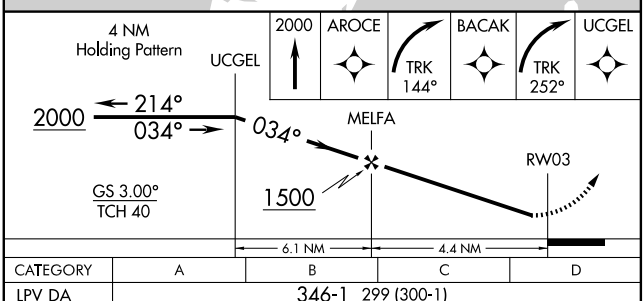
MELFA / ACCOMACK COUNTY (MFV)

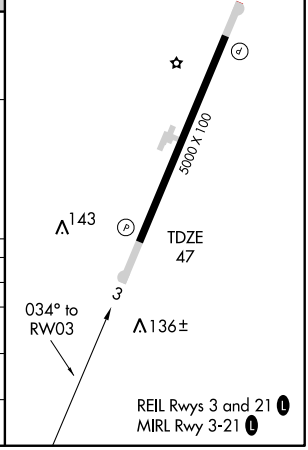
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AROCE and right turn via 144° track to BACAK and right turn via 252° track to UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1 299 (300-1)			
LNAV/ VNAV DA	408-1¼ 361 (400-1¼)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69505	214°	TDZE	47
W21A		Apt Elev	47

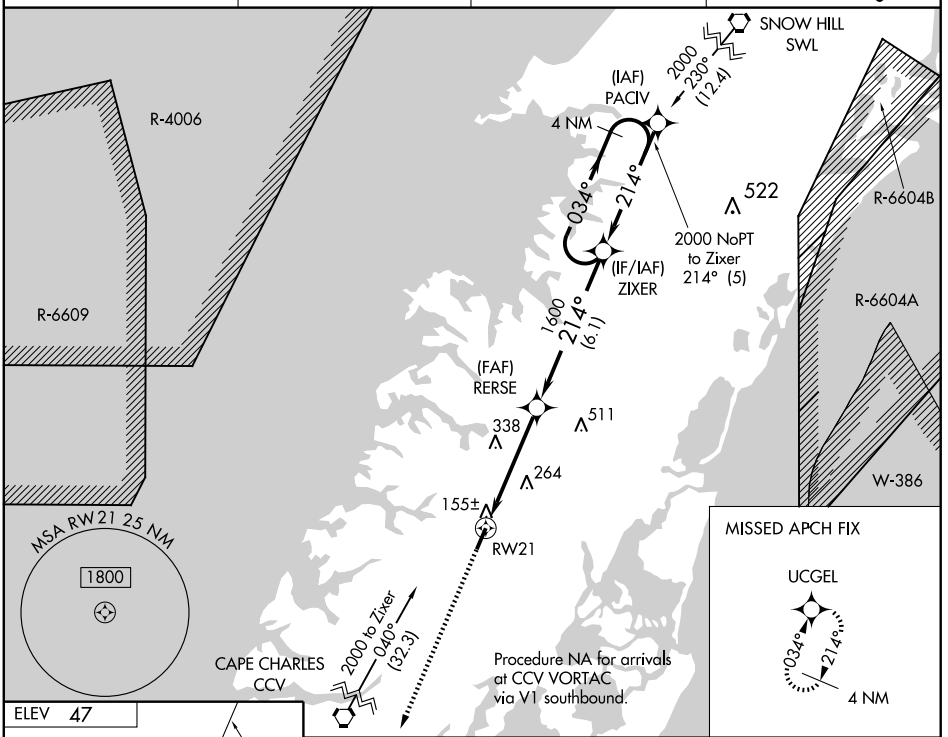
RNAV (GPS) RWY 21

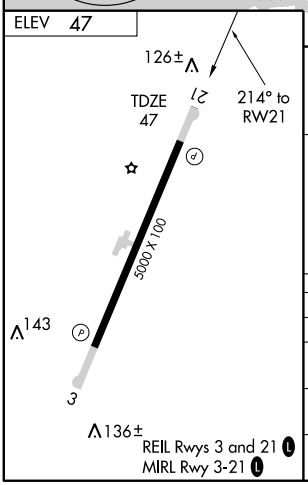
MELFA / ACCOMACK COUNTY (MFV)

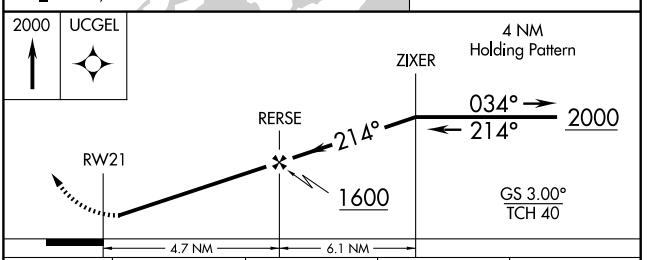
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	362-1 315 (400-1)			
LNAV/VNAV DA	545-1¾ 498 (500-1¾)			
LNAV MDA	600-1 553 (600-1)		600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)
CIRCLING	600-1 553 (600-1)		600-1½ 553 (600-1½)	620-2 573 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CCV 112.2 Chan 59	APP CRS 042°	Rwy Idg 5000 TDZE 47 Apt Elev 47

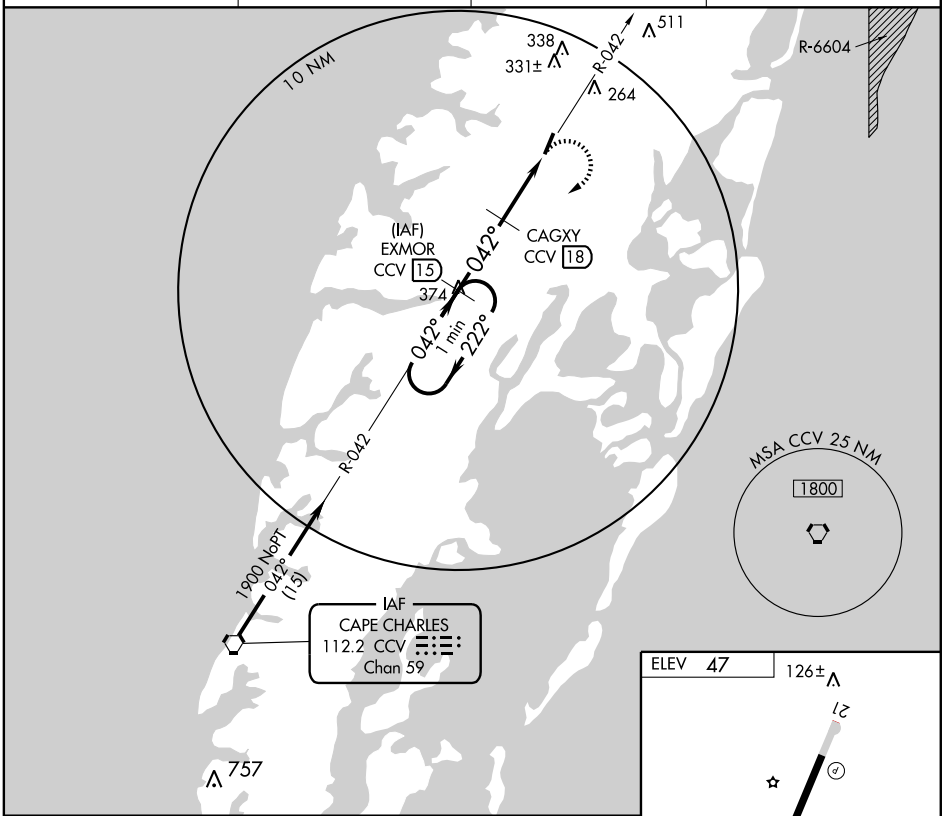
VOR/DME RWY 3

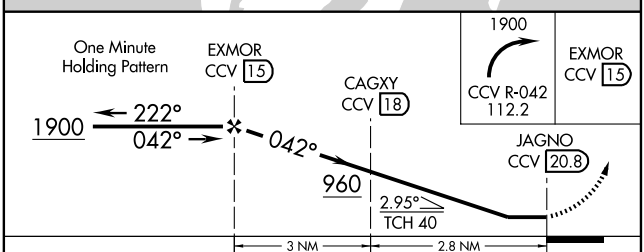
MELFA / ACCOMACK COUNTY (MFV)

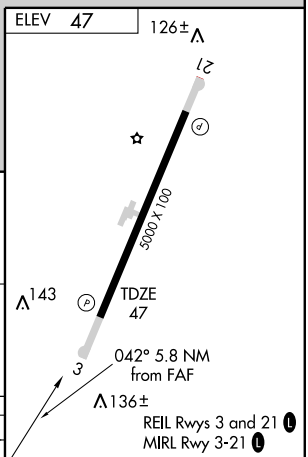
NA

MISSED APPROACH: Climbing right turn to 1900 via CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	440-1 393 (400-1)	440-1¼ 393 (400-1¼)	440-1½ 393 (400-1½)	440-1¾ 393 (400-1¾)
CIRCLING	480-1 453 (500-1)	560-1¼ 513 (600-1¼)	560-1½ 513 (600-1½)	620-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

MONETA

SMITH MOUNTAIN LAKE (W91) 4 SE UTC−5(−4DT) N37°06.46′ W79°35.55′ — CINCINNATI L–26J

892 B S4 **FUEL** 100LL NOTAM FILE DCA — IAP

RWY 05–23: H3058X50 (ASPH) MIRL 1.2% up NE

RWY 05: Thld dsplcd 250′. Tree. **RWY 23:** REIL. Tree.

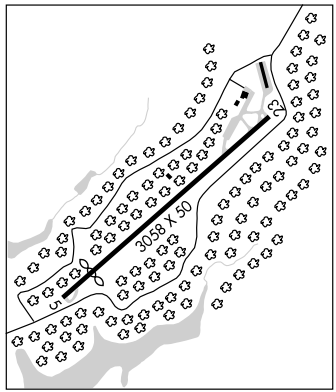
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Deer on and invof arpt. Rwy 23 REIL out of svc indefinitely. Rwy 05–23 MIRL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROANOKE APP/DEP CON 135.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LYH.

LYNCHBURG (L) VORTAC 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 248° 19.2 NM to fld. 880/05W. **HIWAS.**



MONTEBELLO N37°54.03′ W79°06.41′ NOTAM FILE DCA. — CINCINNATI H–10H, 12H, L–26J

(L) VOR/DME 115.3 MOL Chan 100 030° 24.0 NM to Shenandoah Valley Rgnl. 3460/05W.

VOR portion unusable: 205°–220° byd 10 NM blo 6000′.

DME portion unusable:

061°–088° byd 35 NM blo 6000′

114°–120° byd 28 NM blo 6500′

154°–220° byd 28 NM blo 8000′

330°–335° byd 30 NM blo 6000′

335°–001° byd 30 NM blo 7000′

RCO 122.1R 115.3T (LEESBURG RADIO)

MOUNTAIN EMPIRE (See MARION/WYTHEVILLE)

NAILR N38°27.26′ W77°54.32′ NOTAM FILE DCA. — WASHINGTON L–29E, 34E, 36I, A

NDB (MHW) 351 MSQ 037°4.8 NM to Culpeper Rgnl.

NEW KENT CO (See QUINTON)

NEW LONDON (See FOREST)

NEW MARKET (8W2) 2 W UTC−5(−4DT) N38°39.34′ W78°42.48′ — WASHINGTON L–22G

975 B S2 **FUEL** 100LL TPA—1800(825) NOTAM FILE DCA

RWY 06–24: H2920X60 (ASPH) LIRL (NSTD)

RWY 06: Trees. Rgt tfc. **RWY 24:** Thld dsplcd 900′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. Unattended Thanksgiving, Christmas and New Years day. Fuel 24 hr credit card svc. Hot air balloons weekends early morning and late afternoon. Deer and birds on and invof rwy. Small holes adjacent to turn around area AER 24. Numerous cracks in rwy, conventional–gear acft be alert. Balloon repair station. Rwy 06–24 10′ trees along fenceline parallel to rwy along south side. Rwy 06 lgtd thld relocated 100′ and Rwy 24 lgtd thld relocated 930′ for night ops, 2020′ Rwy 06–24 lgts at ngt. Arpt lights opr dusk–0300Z‡. Rotating bcn ops dusk–0300Z‡. Rwy 06–24 NSTD LIRL thld lgts one fixture each side.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

LINDEN (L) VORTAC 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 249° 26.4 NM to fld. 2440/06W.

VORTAC LYH 109.2 Chan 29	APP CRS 247°	Rwy ldg 3058 TDZE 893 Apt Elev 893

VOR/DME or GPS RWY 23

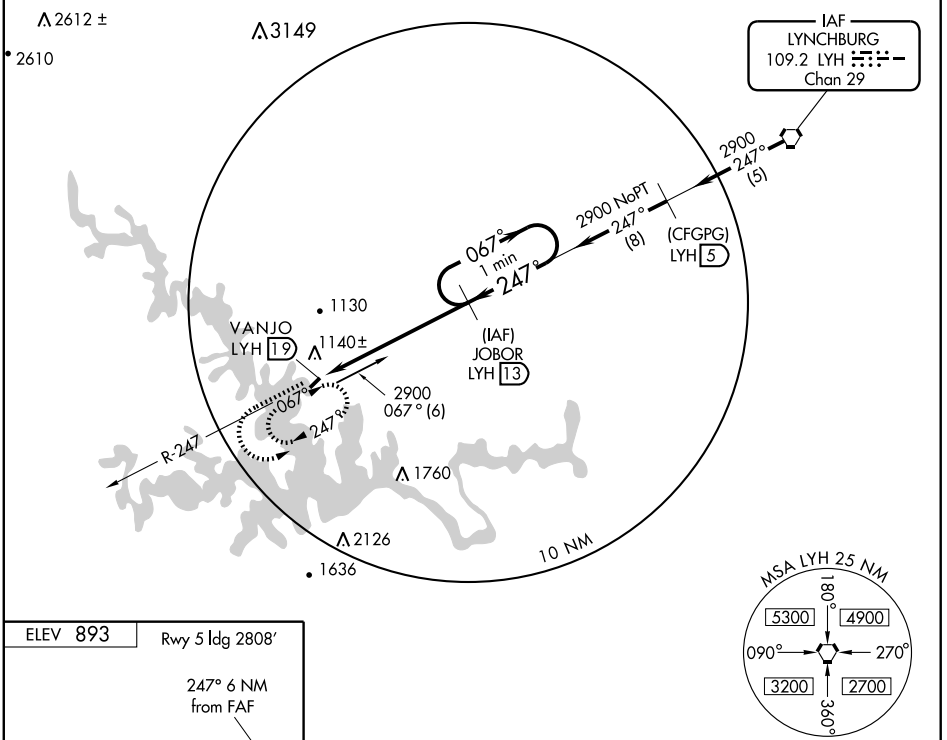
MONETA/SMITH MOUNTAIN LAKE (W91)

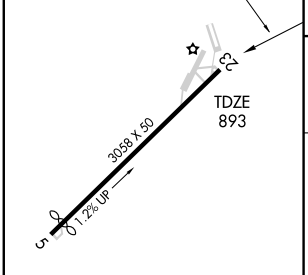
Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

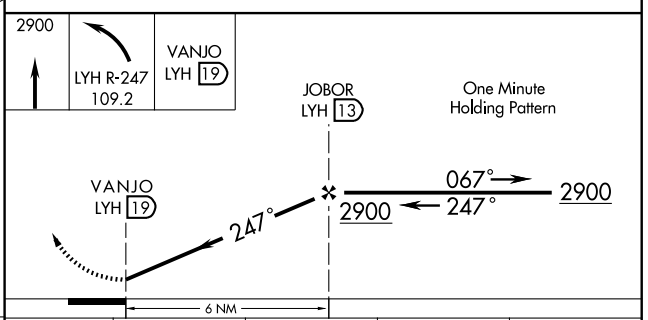
NA

MISSED APPROACH: Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

ROANOKE APP CON	UNICOM
135.0 254.32	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1540-1	647 (700-1)	NA	
CIRCLING	1540-1	647 (700-1)	NA	

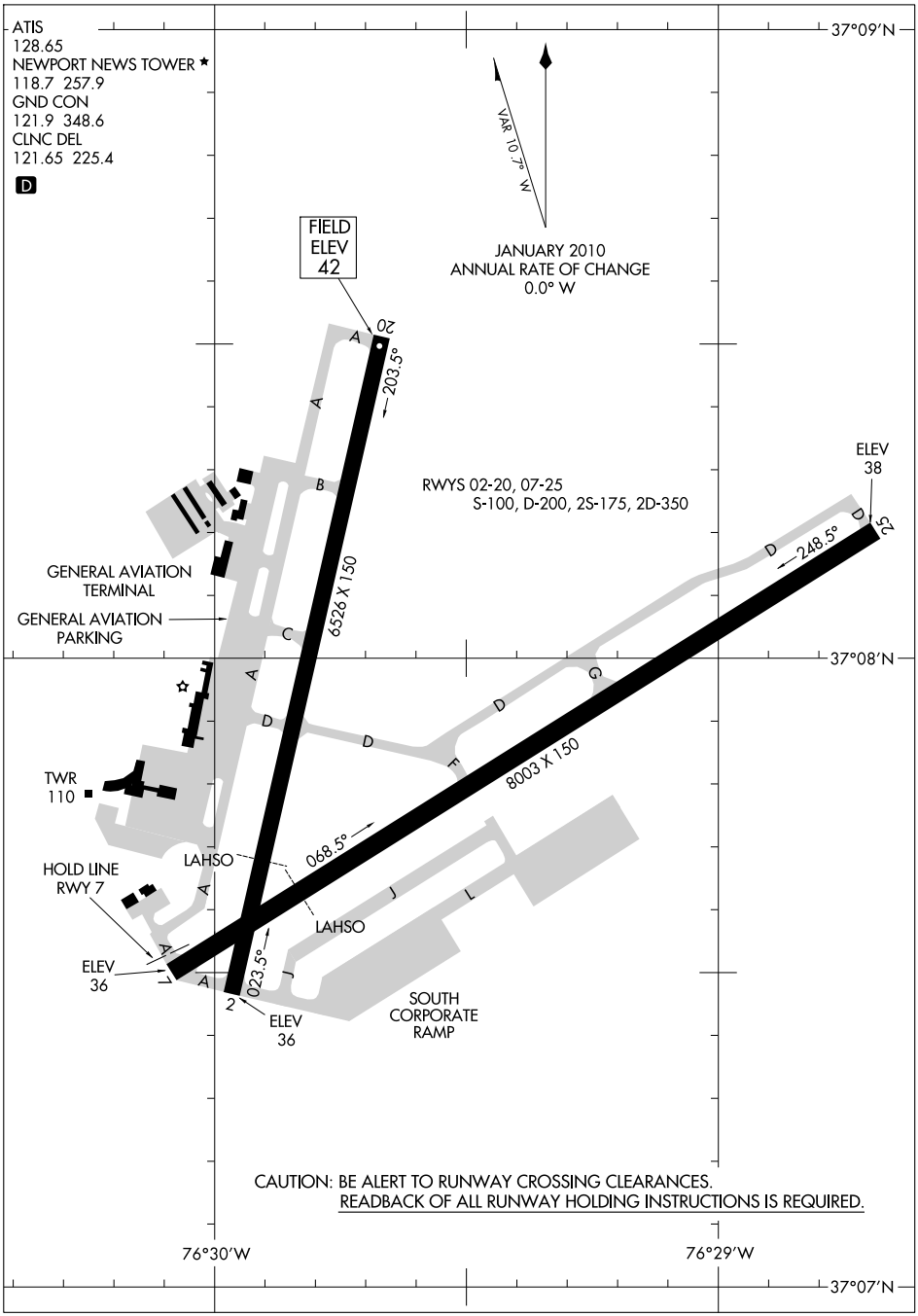
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

AL-957 (FAA)

NEWPORT NEWS, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

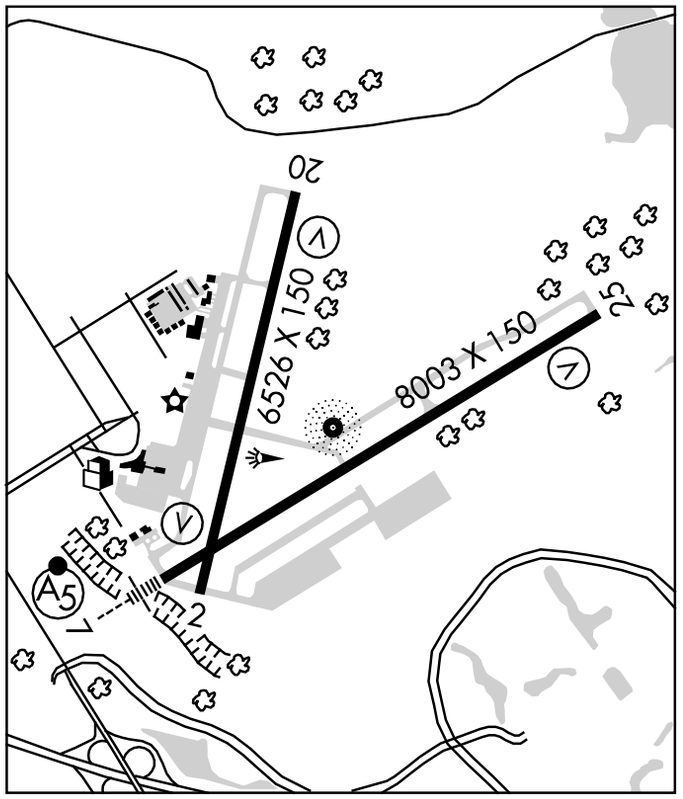
NEWPORT NEWS, VIRGINIA
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

NEWPORT NEWS/WILLIAMSBURG INTL (PHF) 9 NW UTC−5(−4DT)

N37°07.91′ W76°29.58′

WASHINGTON
H–10I, 12I, L–34E, 35D, 36H
IAP, AD

42 B S4 **FUEL** 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE PHF



RWY 07–25: H8003X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL

RWY 07: MALSR. Trees.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 55′. Trees.

RWY 02–20: H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL

RWY 02: VASI(V4L)—GA 3.0°TCH 61′.

RWY 20: REIL. VASI(V4L)—GA 3.0°TCH 42′. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 20	07–25	5200
RWY 25	02–20	6550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–6526	TODA–6526	ASDA–6526	LDA–6526
RWY 07:	TORA–8003	TODA–8003	ASDA–8003	LDA–8003
RWY 20:	TORA–6526	TODA–6526	ASDA–6526	LDA–6526
RWY 25:	TORA–8003	TODA–8003	ASDA–8003	LDA–8003

AIRPORT REMARKS: Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds and deer on and invof arpt. PPR 45 minutes for unscheduled air carrier ops with more than 30 passenger seat call arpt manager 757–877–0221. Rwy 07–25 spalling, weeds, and pavement cracks. When twr clsd HIRL Rwy 02–20; VASI Rwy 02 and Rwy 20; REIL Rwy 20; HIRL Rwy 07–25 and twy lgts on continuously. Rwy 07 MALSR unmonitored. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (757) 874–3682.

COMMUNICATIONS: CTAF 118.7 **ATIS** 128.65 **UNICOM** 122.95

RCO 122.65 122.2 (LEESBURG RADIO)

Ⓡ **NORFOLK APP CON** 125.7 Ⓡ**NORFOLK DEP CON** 124.9 **CLNC DEL** 124.9 (when twr clsd)

TOWER 118.7 (1100–0400Z‡.) **GND CON** 121.9 **CLNC DEL** 121.65 **PRE TAXI CLNC** 121.65

AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 323° 20.1 NM to fld. 20/07W.

HENRY NDB (MHW) 375 PJS N37°07.97′ W76°29.59′ at fld. NOTAM FILE DCA.

ILS/DME 110.1 I–PHF Chan 38 Rwy 07. Class IA. Unmonitored when tower closed.

ILS/DME 110.1 I–DHY Chan 38 Rwy 25. Class IE.

ILS/DME 109.3 I–FJQ Chan 30 Rwy 20. (LOC only)

NEW RIVER VALLEY (See DUBLIN)

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

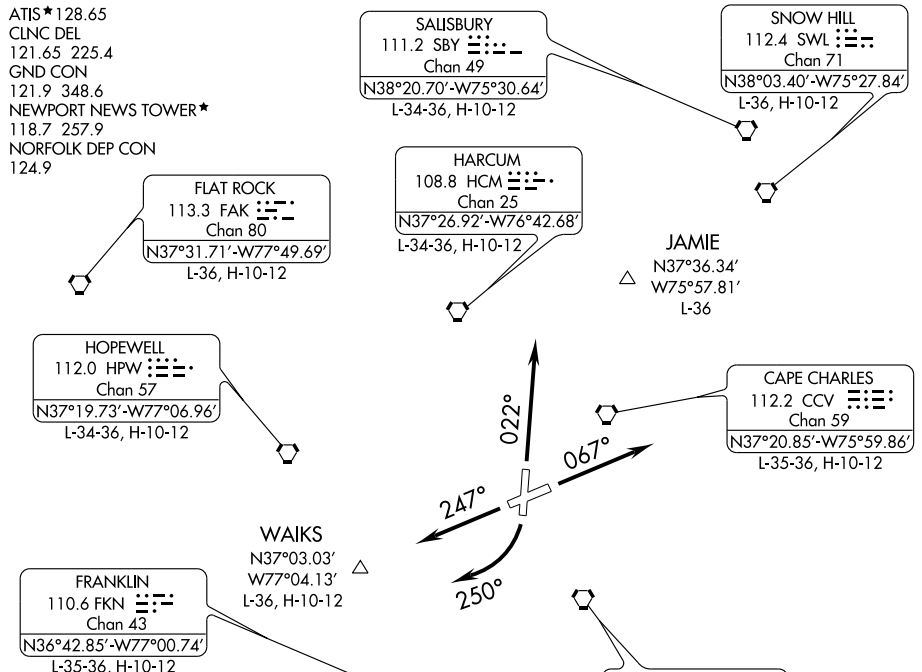
ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

HENRY TWO DEPARTURE



TAKE-OFF OBSTACLES

Rwy 2: Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL.
Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL.
Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL.
Tree, 1275' from DER, 517' left of centerline, 79' AGL'132' MSL.
Multiple Trees beginning 1554' from DER, 298' left of centerline, up to 88' AGL/141' MSL.
Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL.
Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL.
T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL.

Rwy 7: Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL.
T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL.
T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL.

Rwy 20: Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL.
Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL.

Rwy 25: Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL.
Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL.
Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL.
Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL.
Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL.

TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD
Rwy 20: 300-1¼ or STANDARD with a minimum climb of 255 feet per NM to 300.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . . .
TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . . .
TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . . .
. . . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PHF	APP CRS	Rwy Idg 8003
110.1	067°	TDZE 40
Chan 38		Apt Elev 43

ILS or LOC RWY 7

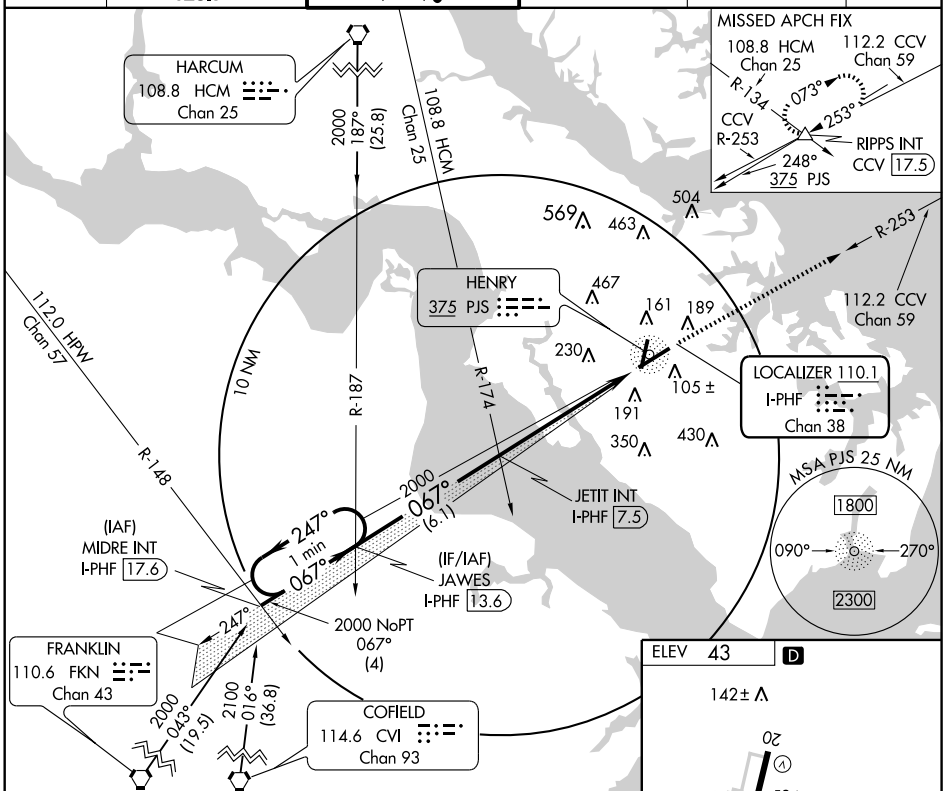
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

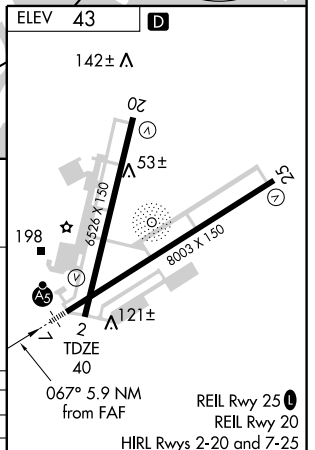
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility ¼ mile all Cats, increase S-LOC 7 Cats C/D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

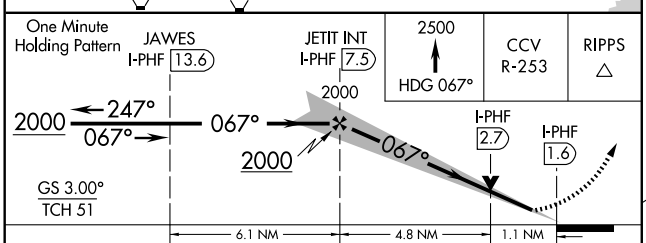
MALSR

MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/ CCV 17.5 DME and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 7	* 240/24 200 (200-½)			
S-LOC 7	440/24 400 (400-½)			440/40 400 (400-¾)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DHY	APP CRS	Rwy Idg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	43

ILS or LOC RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2100, then left turn direct FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

HARCUM 108.8 HCM Chan 25

IAF CAPE CHARLES 112.2 CCV Chan 59

Transitions to HASBA INT may require the use of crossing radial from another transition facility or the use of the transitions facility's DME.

108.8 HCM Chan 25 2000 127° (24.6) R-127 R-141

067° 1 min 247° 067° 2000 NoPT 254° (14.4)

ALTERNATE MISSED APCH FIX
HARCUM 108.8 HCM Chan 25
284° 104° R-284

STEVE INT I-DHY 5.6

2000 247° (6)

(IF/IAF) HASBA INT I-DHY 11.6

HENRY 375 PJS

MISSED APCH FIX
FRANKLIN 110.6 FKN Chan 43
110° 290° R-290

569 504 463 467 161 189 230 105± 191 430 350

R-358 R-342

LOCALIZER 110.1 I-DHY Chan 38

10 NM

MSA PJS 25 NM
1800
090° 270°
2300

2000 358° (21.2)

116.9 ORF Chan 116

NORFOLK 116.9 ORF Chan 116

ELEV 43 D

142± 247° 5.9 NM from FAF

20 53± 25 198 6526 X 150 8003 X 150 TDZE 41 121± 2

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2100 FKN

STEVE INT I-DHY 5.6 HASBA INT I-DHY 11.6 One Minute Holding Pattern

2000 I-DHY 0.8 RW25 247° 067° 247° 2000 2000

GS 3.00° TCH 55

1.1 4.8 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	440-1 399 (400-1)			440-1¼ 399 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
NORFOLK, VA			
NORFOLK INTL (ORF)	14	05-23	2,850 feet
	23	14-32	6,300 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME I-FJQ 109.3 Chan 30	APP CRS 202°	Rwy Idg 6526 TDZE 43 Apt Elev 43

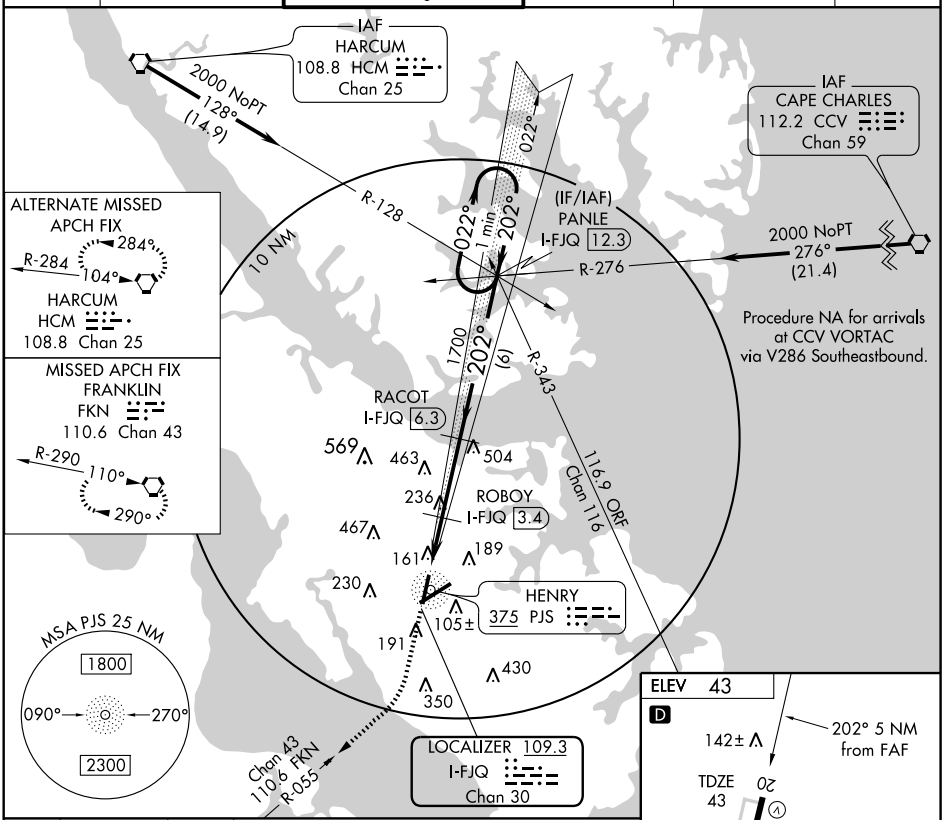
LOC/DME RWY 20

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
S-20	420-1 377 (400-1)			420-1¼ 377 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

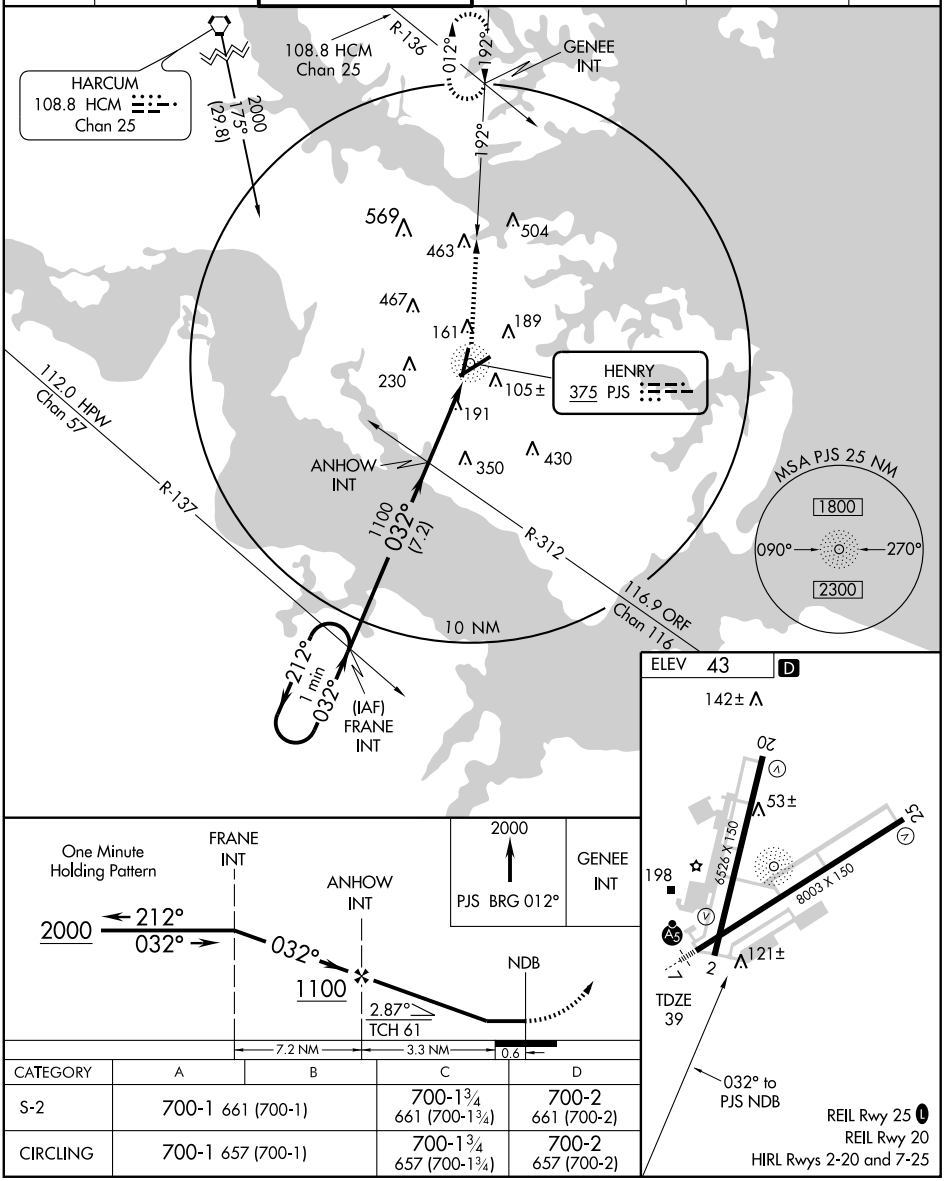
NDB PJS 375	APP CRS 032°	Rwy Idg 6526 TDZE 39 Apt Elev 43

NDB RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 012° to GENEE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
S-2	700-1 661 (700-1)		700-1¾ 661 (700-1¾)	700-2 661 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

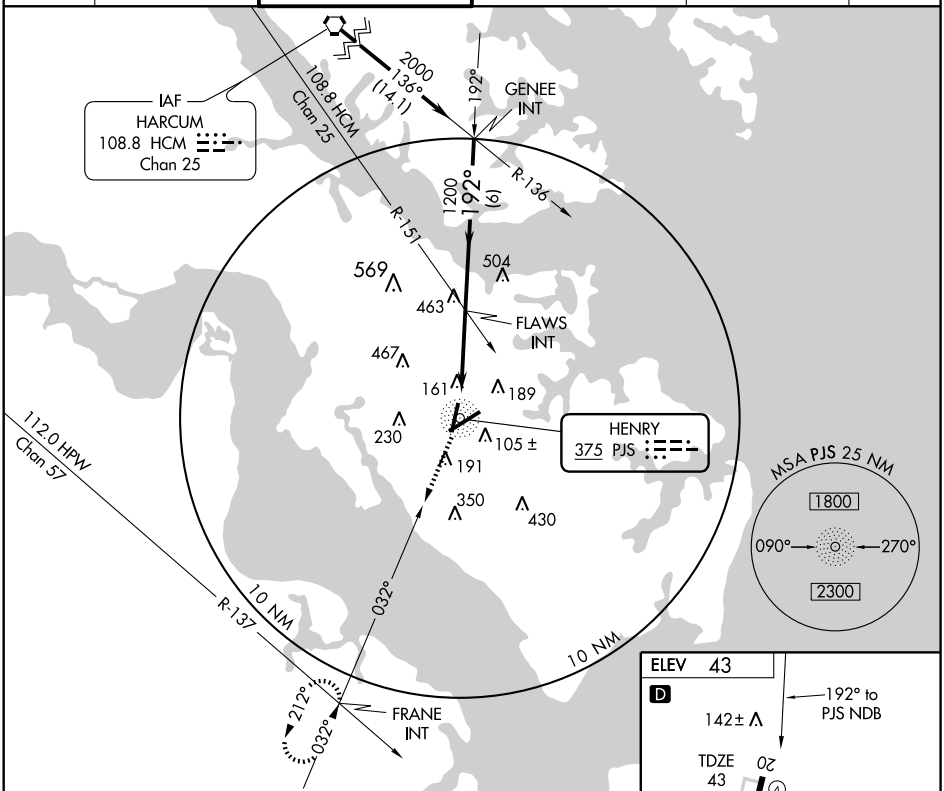
NDB PJS 375	APP CRS 192°	Rwy Idg 6526 TDZE 43 Apt Elev 43

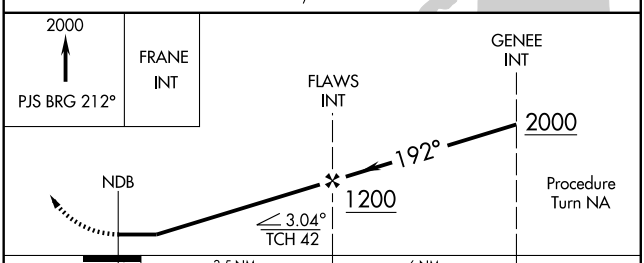
NDB RWY 20

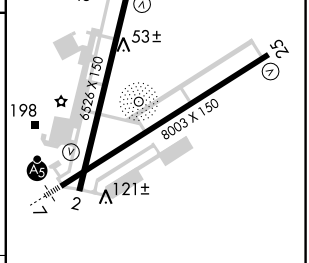
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 212° to FRANE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)
CIRCLING	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

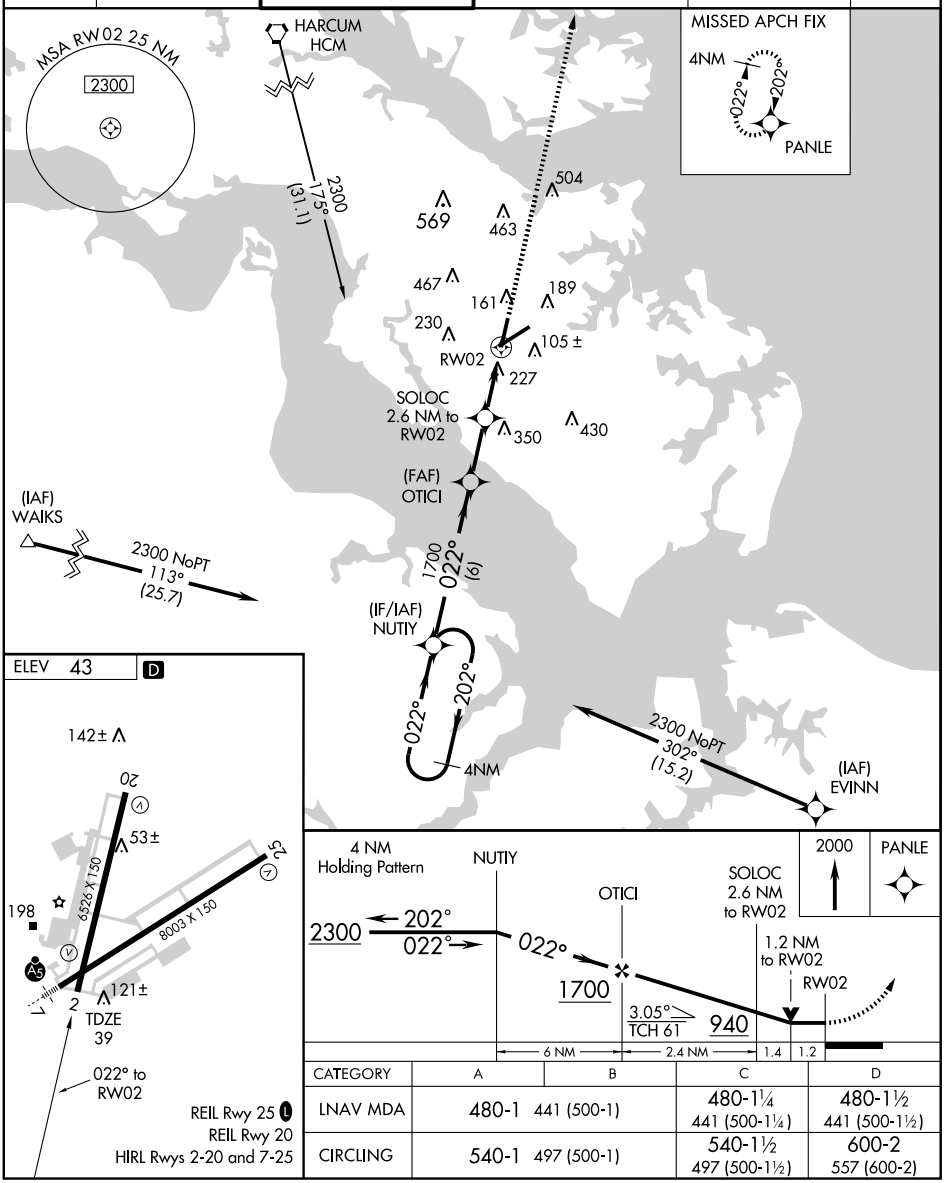
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

APP CRS	Rwy Idg	6526
022°	TDZE	39
	Apt Elev	43

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
LNAV MDA	480-1 441 (500-1)		480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8003
CH 45607	067°	TDZE	40
W07A		Apt Elev	43

RNAV (GPS) RWY 7

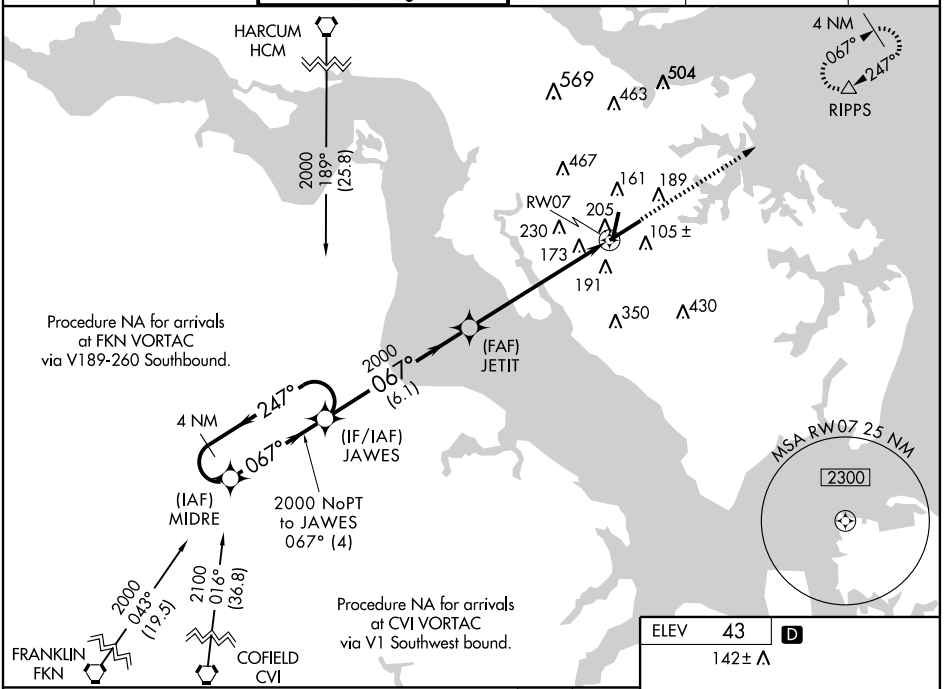
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

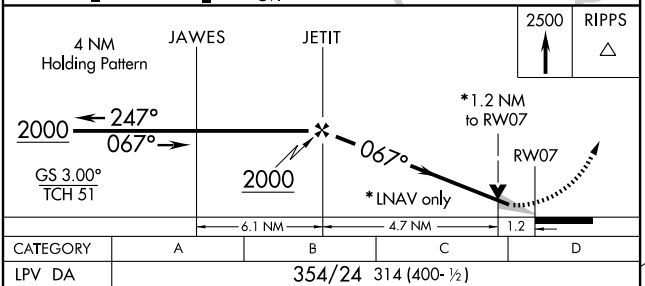
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 4000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSR when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

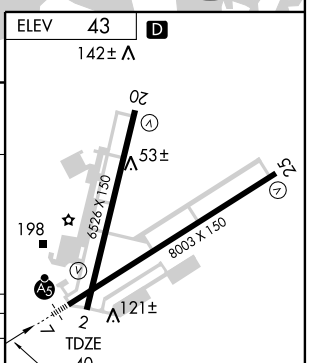
MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	354/24 314 (400-½)			
LNAV/ VNAV DA	474/50 434 (500-1)			
LNAV MDA	460/24 420 (500-½)		460/40 420 (500-¾)	460/50 420 (500-1)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6526
202°	TDZE	43
	Apt Elev	43

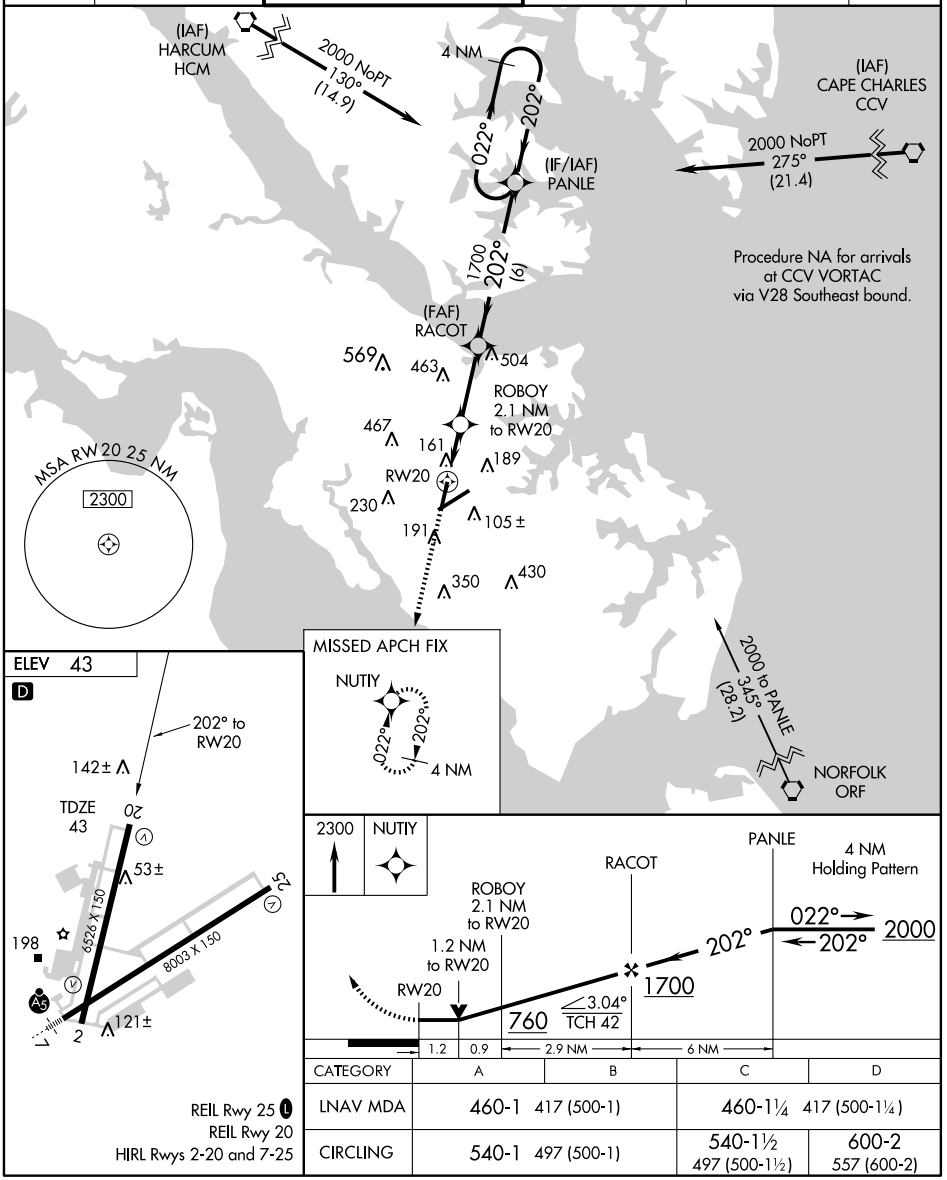
RNAV (GPS) RWY 20

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8003
CH 45510	247°	TDZE	41
W25A		Apt Elev	43

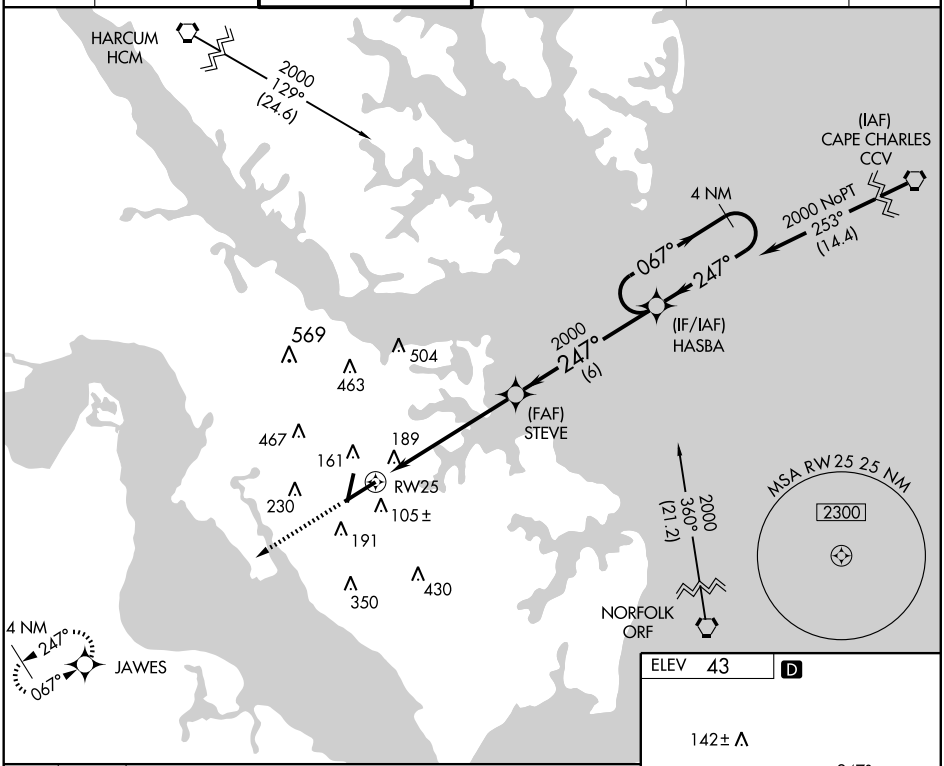
RNAV (GPS) RWY 25

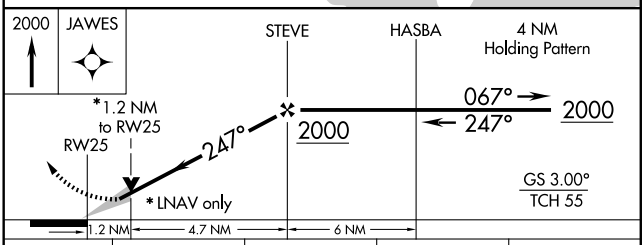
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

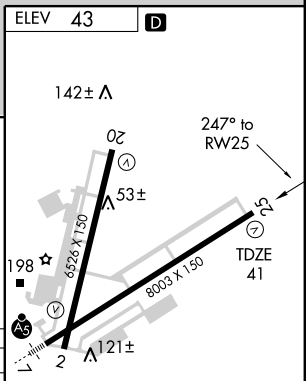
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	420-1¼ 379 (400-1¼)			
LNAV/VNAV DA	480-1½ 439 (500-1½)			
LNAV MDA	460-1 419 (500-1)		460-1¼ 419 (500-1¼)	
CIRCLING	540-1½ 497 (500-1½)			600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

NORFOLK

CHESAPEAKE RGNL (CPK) 12 S UTC−5(−4DT) N36°39.94′ W76°19.24′

WASHINGTON
H–10I, 12I, L–35D
IAP

19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK

RWY 05–23: H5500X100 (ASPH–GRVD) S–30 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–0100Z‡. For fuel after hrs call in advance 757–421–9000. Self-svc avbl. Deer and geese on and invof rwy. Small trees along east side of rwy approximately 400′ to 500′ off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757–432–8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05 and REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.675 (757) 421–0252.

COMMUNICATIONS: CTAF 123.05 **UNICOM** 123.075

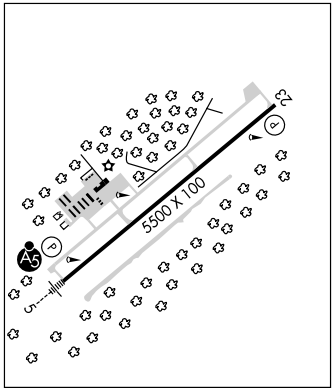
Ⓡ **NORFOLK APP/DEP CON** 118.9 **GCO** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 210° 14.8 NM to fld. 20/07W.

CHESI NDB (MHW–LOM) 233 EY N36°35.99′ W76°22.91′ 046° 4.9 NM to fld.

ILS/DME 111.7 I–EYK Chan 54 Rwy 05. Class IB. LOM CHESI NDB. LOM unusable byd 15 NM.



HAMPTON ROADS EXECUTIVE (PVG) 7 SW UTC−5(−4DT) N36°46.81′ W76°26.93′

WASHINGTON
L–35D, 36H
IAP

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA

RWY 10–28: H4056X70 (ASPH) S–12.5 MIRL

RWY 10: Hill. Rgt tfc, fixed wing acft.

RWY 28: Thld dsplcd 200′. Trees.

RWY 02–20: H3524X70 (ASPH) S–12.5 MIRL

RWY 02: Thld dsplcd 898′. Road.

RWY 20: Thld dsplcd 928′. Trees. Rgt tfc, fixed wing acft.

AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Extensive helicopter training. Deer on and invof arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10–28 preferred use rwy. Multiple +1000′ AGL towers 1.5 NM northwest of afld. TPA—700(677) for helicopters. ACTIVATE MIRL Rwy 02–20 and Rwy 10–28—CTAF.

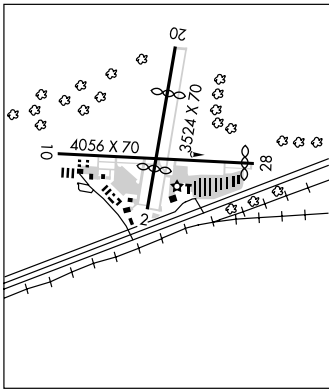
WEATHER DATA SOURCES: AWOS–3 118.375 (757) 465–2175.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **NORFOLK APP/DEP CON** 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 248° 13.7 NM to fld. 20/07W.



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EYK	APP CRS	Rwy Idg	5500
111.7	046°	TDZE	20
Chan 54		Apt Elev	20

ILS RWY 5

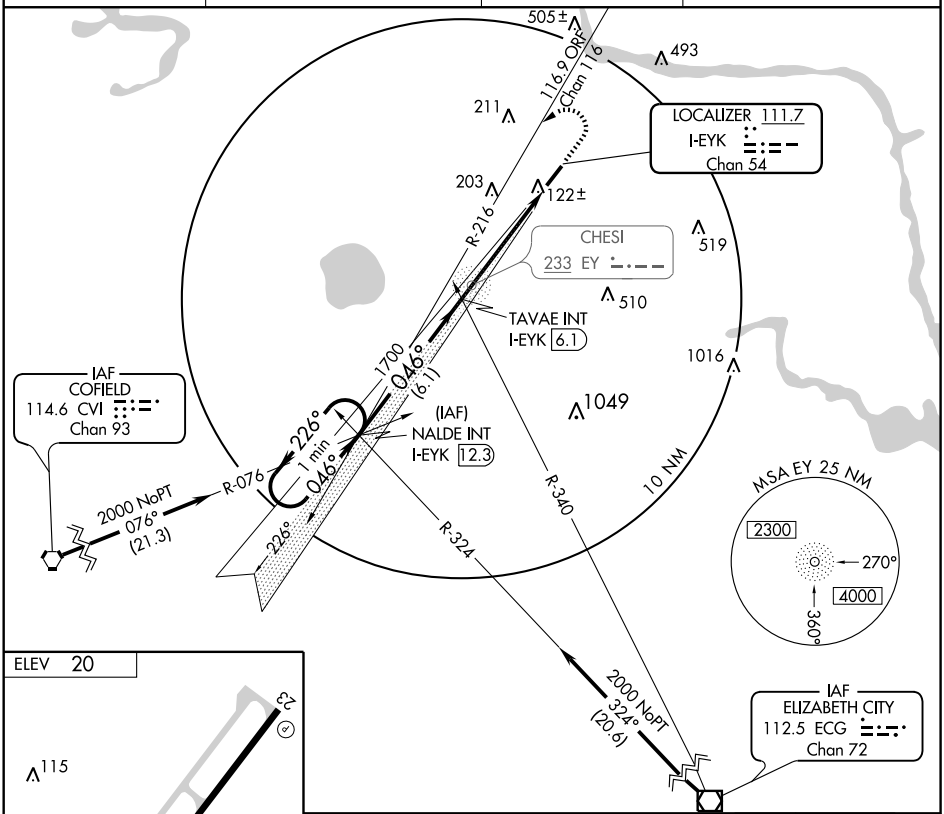
NORFOLK / CHESAPEAKE RGNL (CPK)

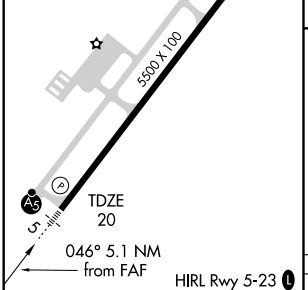
NA

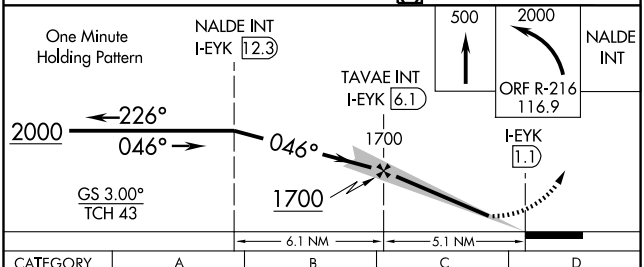
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	220-½ 200 (200-½)			NA
S-LOC 5	380-½ 360 (400-½)			NA
CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

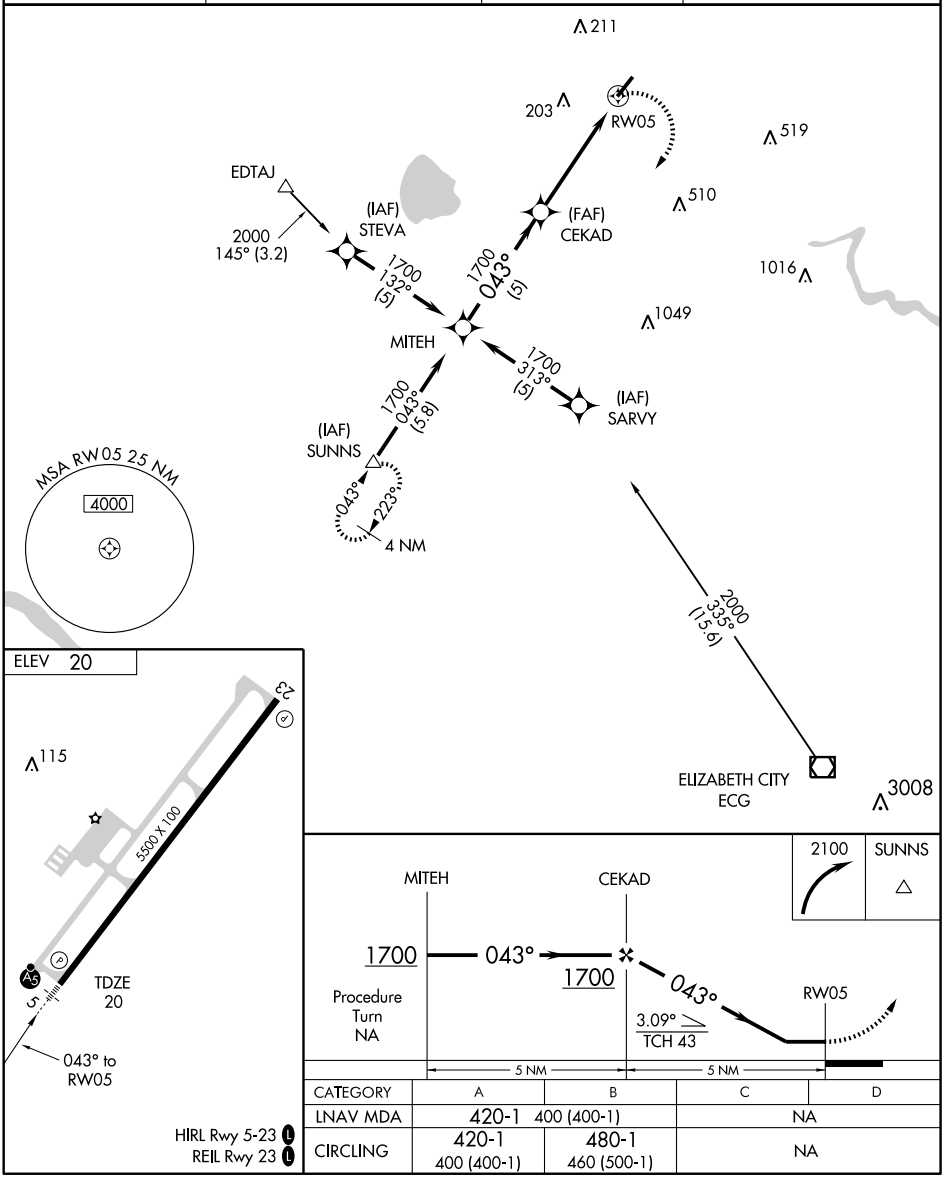
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
043°	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold.	
AWOS-3 123.675	NORFOLK APP CON 118.9 353.7	GCO 135.075	UNICOM 123.075 (CTAF)



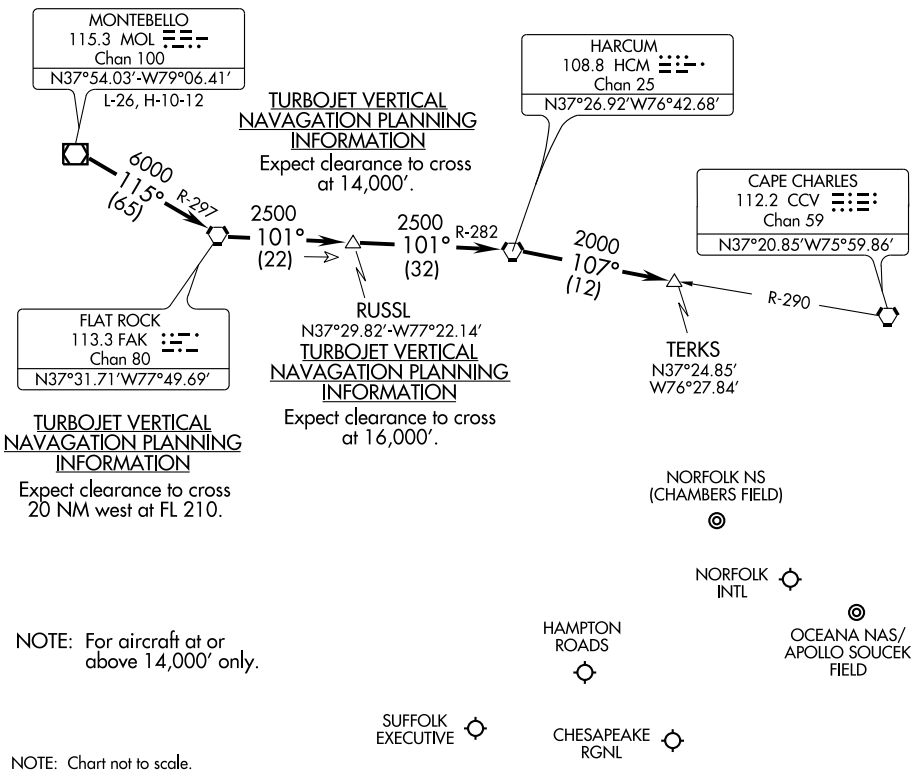
CATEGORY	A	B	C	D
LNAV MDA	420-1 400 (400-1)		NA	
CIRCLING	420-1 400 (400-1)	480-1 460 (500-1)	NA	

HIRL Rwy 5-23 (L)
REIL Rwy 23 (L)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

VORTAC ORF 116.9 Chan 116	APP CRS 210°	Rwy Idg 5500 TDZE 20 Apt Elev 20

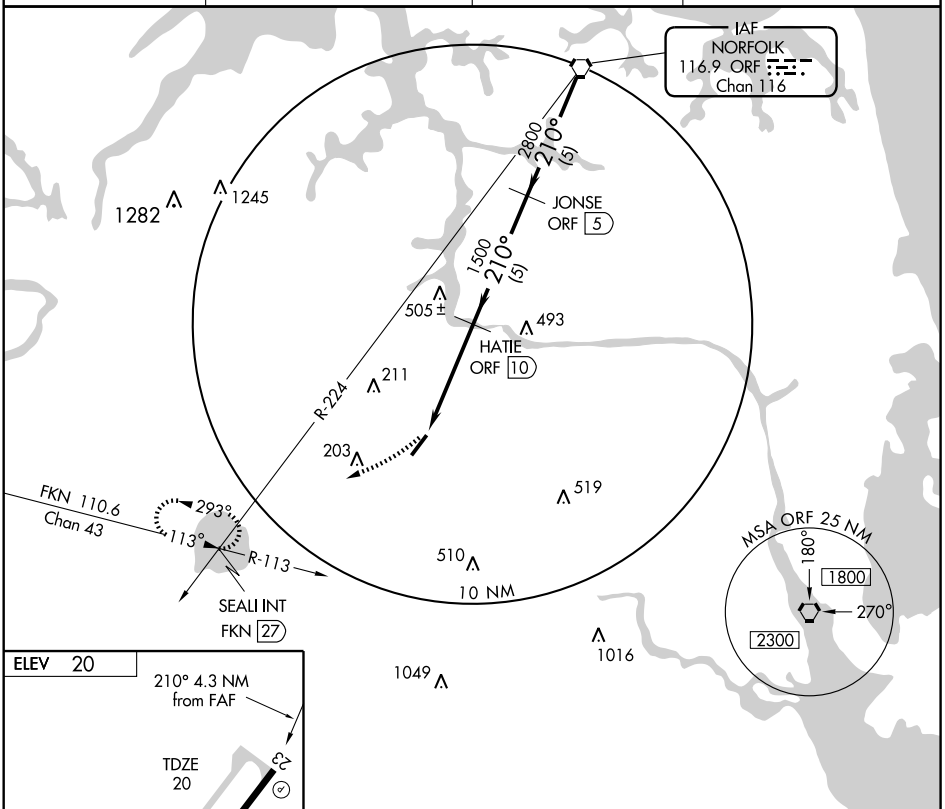
VOR/DME RWY 23

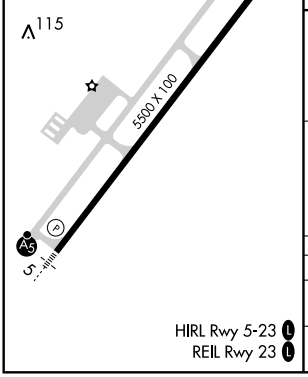
NORFOLK / CHESAPEAKE RGNL (CPK)

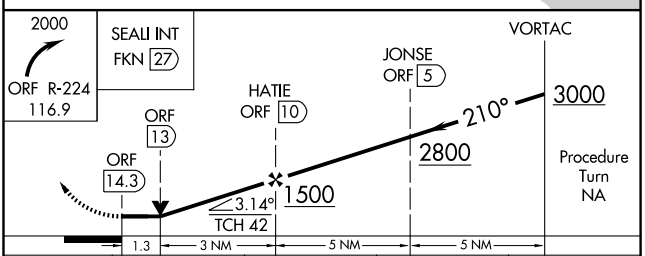
NA

MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL Rwy 5-23 L
REIL Rwy 23 L

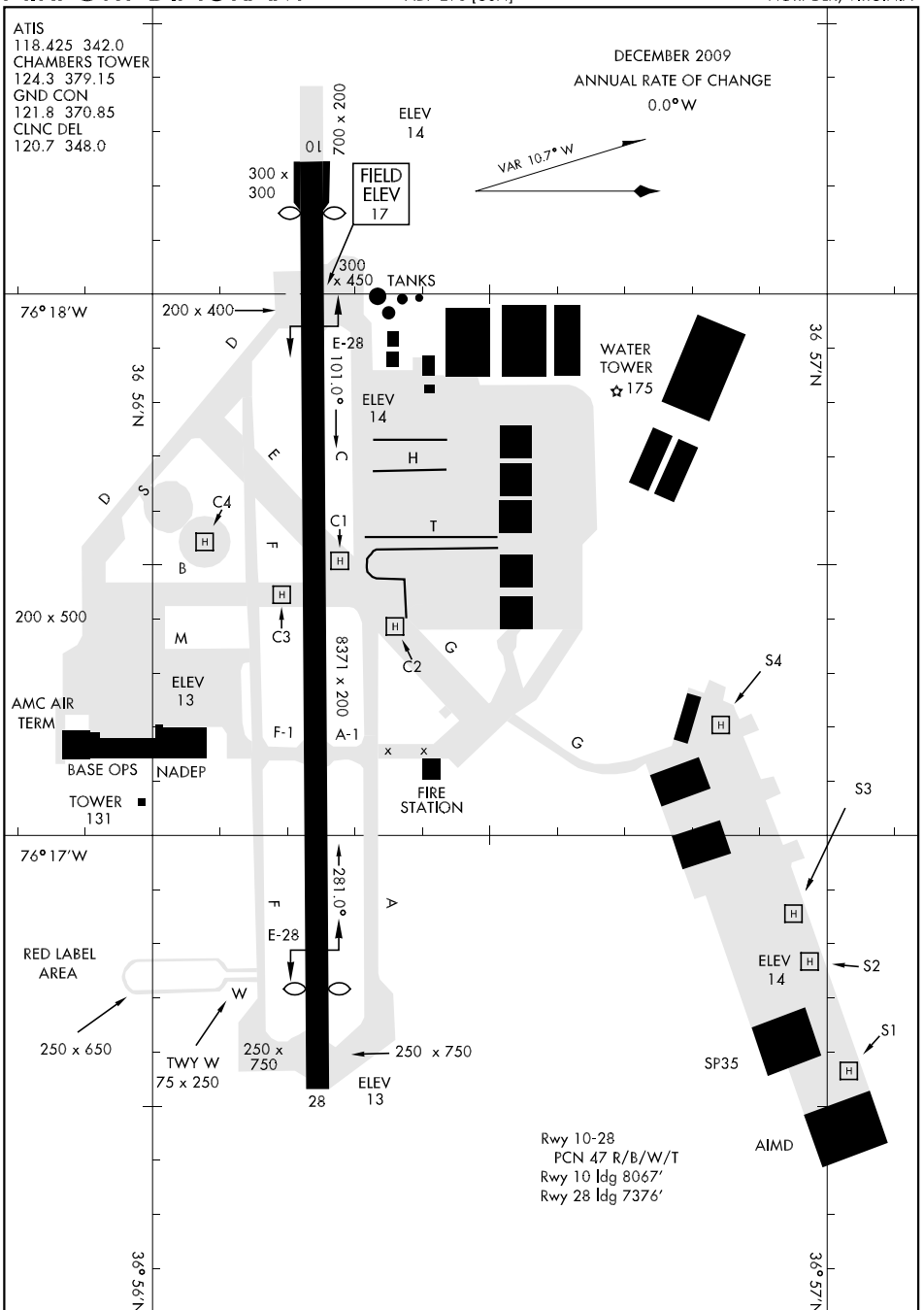
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORFOLK NS (CHAMBERS FIELD) (KNGU)

ADF-290 [USN]

NORFOLK, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FIELD) (KNGU)

NORFOLK NS (CHAMBERS FLD) (NGU)(KNGU) N 0 NW UTC−5(−4DT) **WASHINGTON**
N36°56.25′ W76°17.36′ **H–10I, 12I, L–35D, 36H**
17 B AOE NOTAM FILE DCA Not insp. **DIAP, AD**

RWY 10–28: H8371X200 (ASPH–CONC–GRVD) PCN 47 R/B/W/T HIRL CL
RWY 10: ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 35′. Thld dsplcd 304′.
RWY 28: SSALS. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 37′. Thld dsplcd 995′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 10: LDA–8067
RWY 28: LDA–7376

ARRESTING GEAR/SYSTEMS
RWY 10: HOOK E28(B)(1500′) HOOK E28(B)(1060′) **RWY 28**

MILITARY SERVICE: A–GEAR Avoid centerline lgt Rwy 10–28 during cable engagement to prevent tailhook skip. Distance Rwy 28 measured from dsplcd thld. E–28(B) in raised position at dep end of rwy only. Short–fld gear avbl with 20 minutes prior notice. **JASU** (NC10–C) (NC–8A/A1) (NCPP–105 Ctc Air Ops Duty Officer to ensure avbl.) **FUEL** J5. No tran helicopter hot pit without prior coordination with host squadron.
FLUID ADI SP PRESAIR LHOX LOX **OIL** O–128–132–133–148–156 **TRAN ALERT** Limited tran maintenance avbl weekdays only 1200–2000Z‡. Tran maintenance unavbl other times. 2 hr prior notice required for LOX. Lavatory svc unavbl for C–130 acft. Potable water unavbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR only DSN 262–3419/3429. AMC/ATOC DSN 564–4735/3922, C757–444–4735/3922. Acft utilizing AMC terminal ctc ATOC/AMC terminal 15 min prior arr with load report. Acft overseas ctc AMC/ATOC via phone patch 2 hr prior arr for CSTMS. All other acft, ctc Base Ops 15 min prior arr. **CAUTION** Extensive fish spotter acft activity (single engine general aviation acft) upwards from 1500′ over Chesapeake Bay and adjacent coastal waters. Arriving/departing Traffic Collision Avoidance System equipped acft expect numerous Traffic Collision Avoidance System alerts from ships or transiting into/out of the Chesapeake and coastal waters. Extensive VFR tfc opr west of Chambers Class D and Norfolk Class C Airspace. Bird hazard. **TFC PAT** Basic fixed wing VFR minimums 1000′ and 3 NM. Heliport Rwy 09R–27L, emerg use only. **NS ABTMT** No practice apch Mon–Sat 0400–1200Z‡, Sun 0400–1800Z‡. Other times by NOTAM. No helicopter overflight Willoughby Spit except via Point Xray (Chambers TACAN R–042/1.5 DME) at 500′.

WEATHER DATA SOURCES: ASOS DSN 564–9173 C(757) 444–9173.

COMMUNICATIONS: SFA **ATIS** 118.425 342.0
Ⓡ **APP CON** 118.9 273.475 (010°–310°) 125.7 335.625 (311°–009°)
CHAMBERS TOWER 124.3 290.5 379.15 **GND CON** 121.8 370.85 **CLNC DEL** 120.7 348.0
Ⓡ **DEP CON** 363.125
NAVYNORFOLK HELI TWR 126.375 290.5 Opr Mon–Fri 1300–0400Z‡, clsd Sat, Sun, and holidays.
NAVYNORFOLK HELI GND CON 298.95 **AMC/ATOC** 130.65 349.5 **METRO** 271.6 **BASE OPS** 131.525 268.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.
(H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 310° 5.1 NM to fld. 20/07W.
CHAMBERS (L) TACAN Chan 86Y NGU (113.95) N36°56.40′ W76°16.64′ at fld. 24/10W. NOTAM FILE NGU.
TACAN unusable:
190°–195° byd 35 NM
261°–269° byd 20 NM
ILS/DME 108.95 I–NGU Chan 26(Y) Rwy 10. No NOTAM MP Wed 1230–1630Z‡.
ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7•NGU)

NORFOLK NS (CHAMBERS FIELD) (KNGU)

NORFOLK, VIRGINIA

08269

ATIS
118.425 342.0
CLNC DEL
120.7 348.0
GND CON
121.8 370.85
CHAMBERS TOWER
124.3 379.15
NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0

Minimum Climb Rate to 300, 300-1½ auth in lieu of climb rate.

Rwy	Knots	60	120	180	240	300	360
28 (a)	V/V(fpm)	235	470	705	940	1175	1410
28 (b)	V/V(fpm)	245	490	735	980	1225	1470

(a) Military
(b) Civil

IRONS
RIC 62 DME
R-018
N38°31.87′
W77°06.37′

RICHMOND
114.1 RIC
Chan 88
L-36

COLIN
N38°05.99′
W76°39.85′

HARCUM
108.8 HCM
Chan 25
L-36

MONTEBELLO
115.3 MOL
Chan 100
L-26

FLAT ROCK
113.3 FAK
Chan 80
L-36

HOPEWELL
112.0 HPW
Chan 57
L-36

CHAMBERS
Chan 86Y NGU

SALISBURY
111.2 SBY
Chan 49
L-34-36

CAPE CHARLES
112.2 CCV
Chan 59
L-35-36

SNOW HILL
112.4 SWL
Chan 71
L-36

ATLIC
N36°55.06′
W75°12.79′

SCHOL
N37°10.99′
W75°42.93′

KELLE
N37°10.77′
W77°48.31′

WAIKS
N37°03.03′
W77°04.13′

NORFOLK
116.9 ORF
Chan 116

SWOPE
N36°31.11′
W76°18.94′

FRANKLIN
110.6 FKN
Chan 43
L-35-36

ELIZABETH CITY
112.5 ECG
Chan 72
L-35

VISOW
N36°21.44′
W76°21.90′

MSA NGU 25 NM
1800
095°
2300
335°

R-330 (33) V376
330° (40)
R-010 010° (39) V33
020° (27) V139
039° (12)
020° (43)
R-060
R-200
R-095
R-129
309° (76)
003° (21)
290° 79
17
R-290 43
47
219
88
29
R-183
R-178
23
48
10
R-216
R-211
201° (10)
131° (11)
R-201
R-311
V139
J174

RADAR REQUIRED

① 1.10 NM from Rwy 28
② 0.26 NM from Rwy 10

CHART NOT TO SCALE

(Continued on next page)

SHL-290[USN]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...
TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAIKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC**.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAIKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

*For routing to TYI/RDU/GSO:
**For routing to NHK/BWI/MTN/DCA METRO AREA via the following:
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)
BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)
DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NGU Chan 86Y	097°	8067	17	17

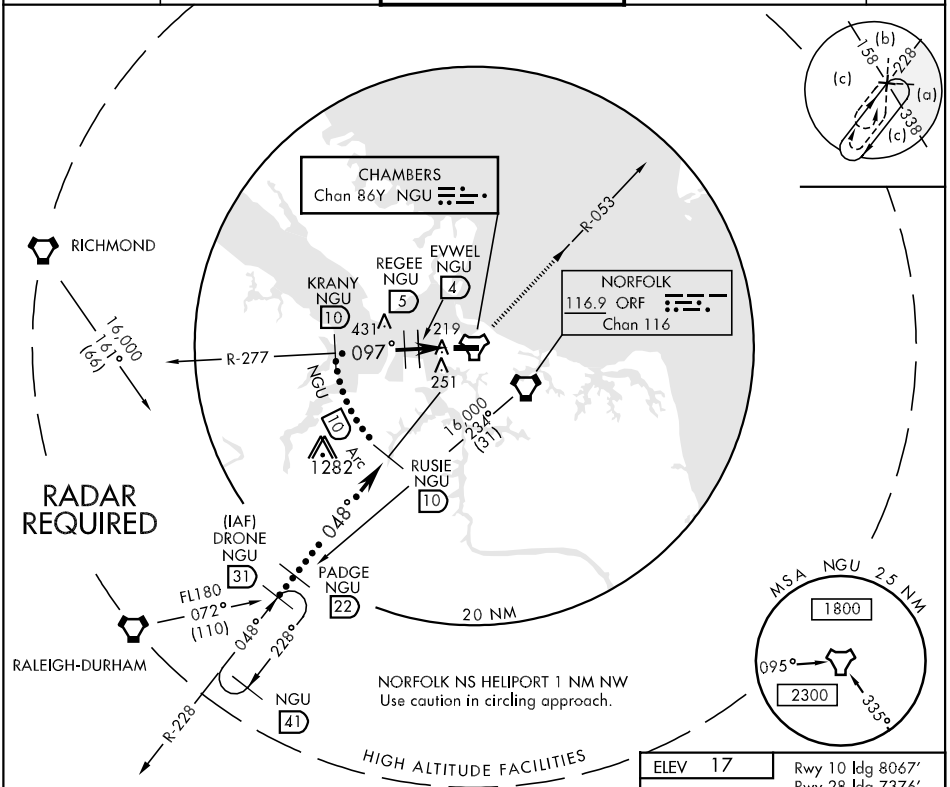
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** CAT E circling not auth S of RWY 10-28.

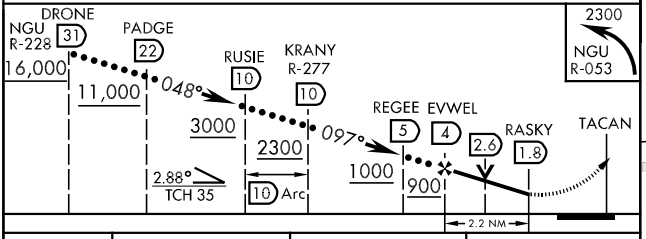
ALSF-2

MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.

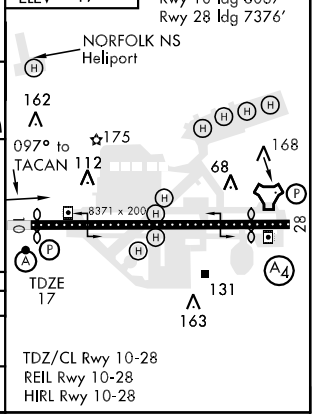
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	



EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-10 *	480-¾ 463 (500-¾)	480-1 463 (500-1)	480-1¼ 463 (500-1¼)
CIRCLING **	520-1½ 503 (600-1½)	580-2 563 (600-2)	



HI-TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NGU Chan 86Y	290°	7376	15	17

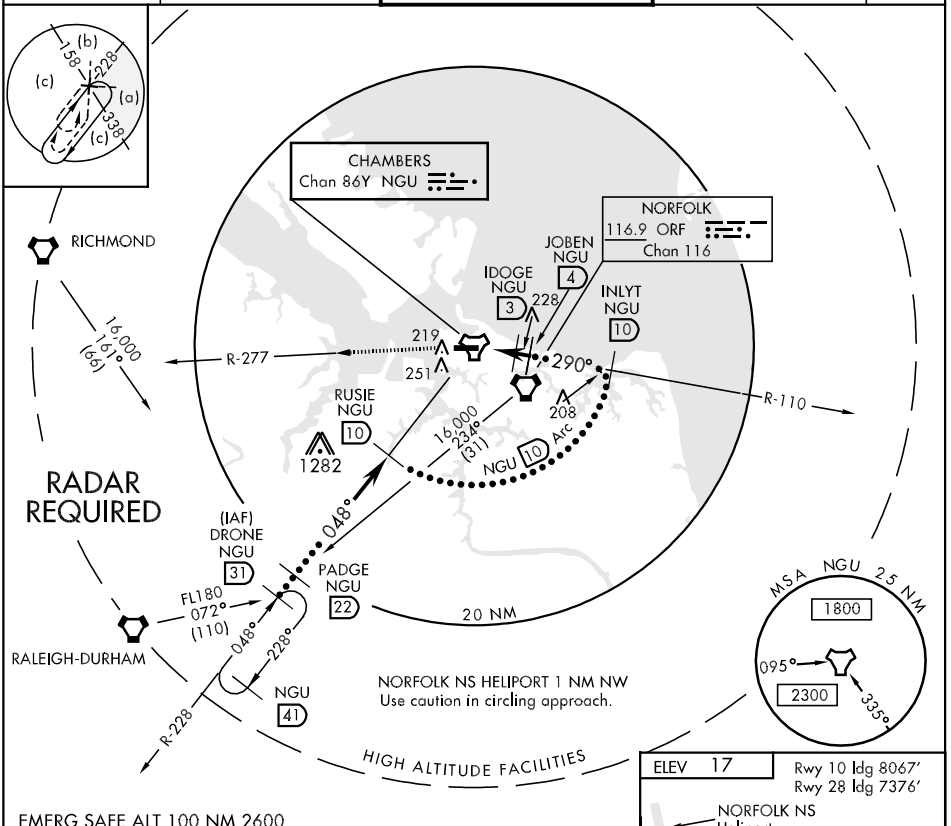
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT DE to 1½ miles.
** CAT E circling not authorized S of Rwy 10-28.

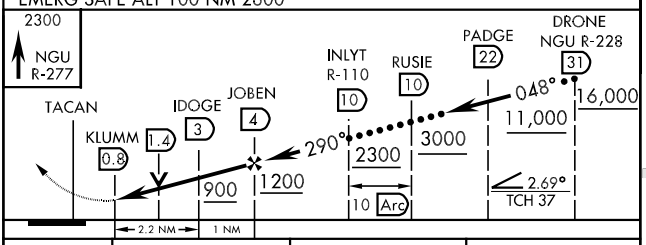
SSALS A4

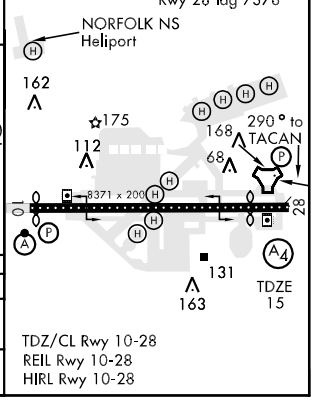
MISSED APPROACH: Climb to 2300 via NGU R-277 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-28 *	460-1 445 (500-1)	460-1¼ 445	(500-1¼)
CIRCLING**	520-1½ 503 (600-1½)	580-2 563	(600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 10

LOC I-NGU	APCH CRS	Rwy Idg	8067
108.95	100°	TDZE	17
		Arpt Elev	17

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

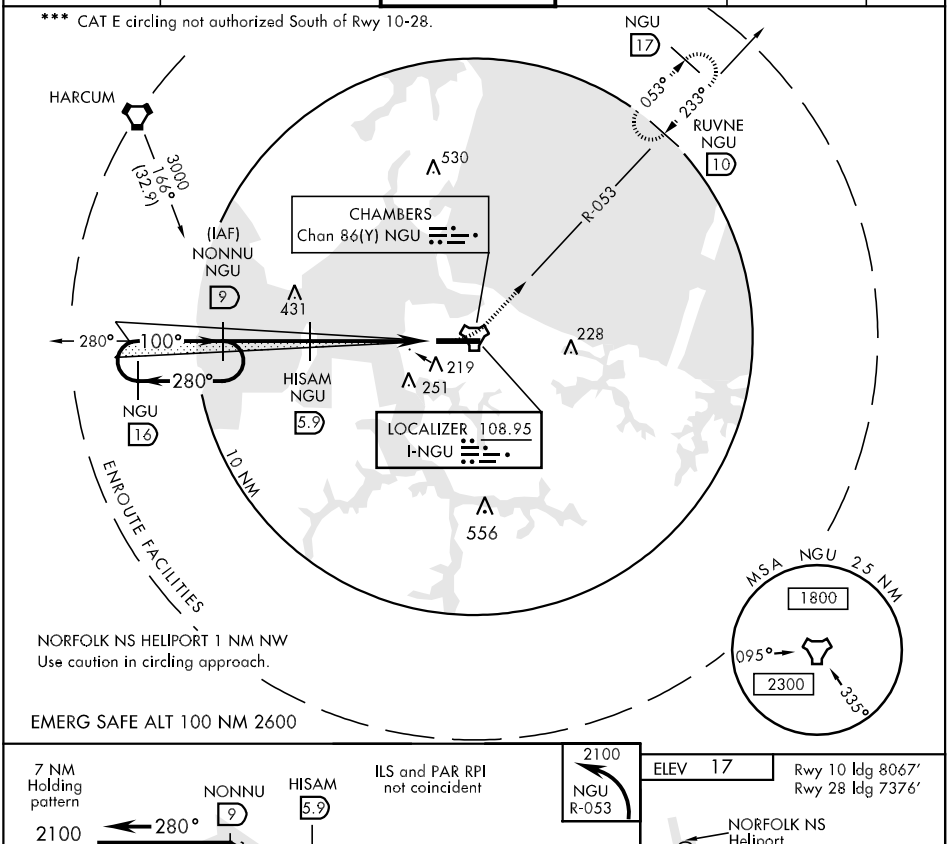
T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

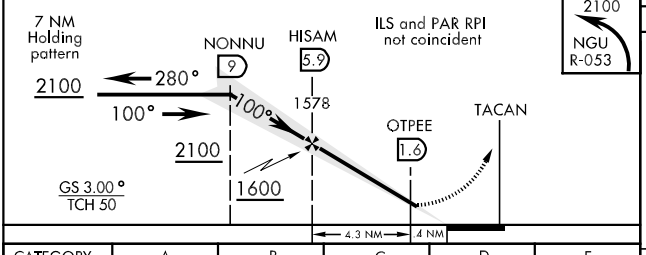
ALSF-2

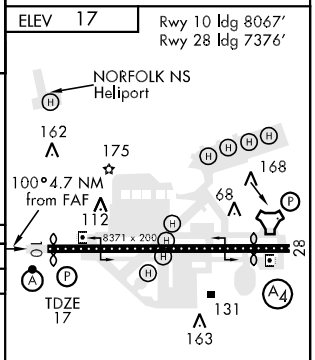
MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not authorized South of Rwy 10-28.







CATEGORY	A	B	C	D	E
S-ILS 10 *	217-½ 200 (200-½)				
S-LOC 10 **	460-½ 443 (500-½)		460-¾ 443 (500-¾)	460-1 443 (500-1)	
CIRCLING ***	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)	

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

ILS or LOC/DME RWY 10

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8067
100°	TDZE	17
	Arpt Elev	17

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

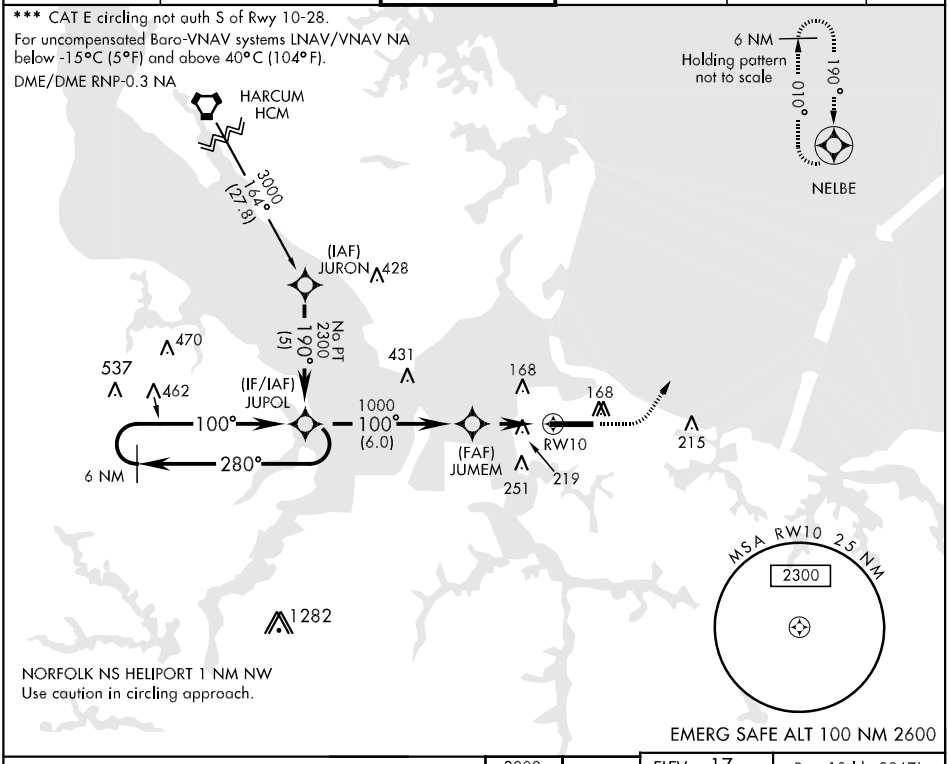
T * When ALS inop, increase vis CAT ABCDE to 1¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

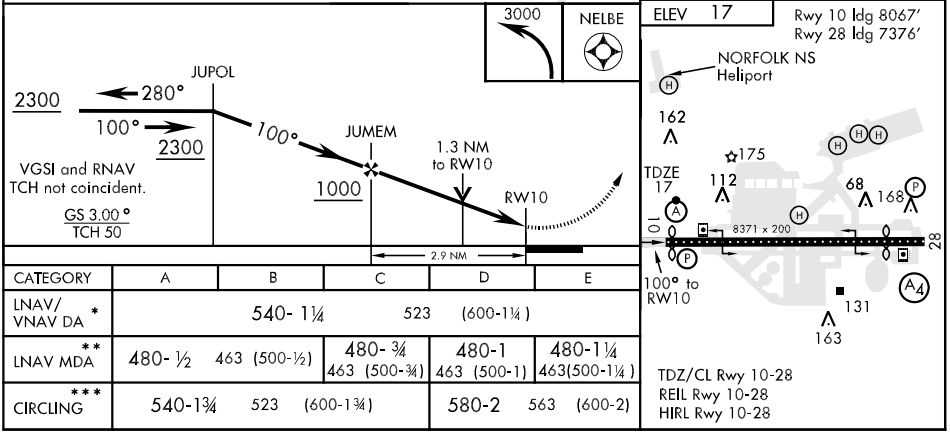
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct NELBE and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not auth S of Rwy 10-28.
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) and above 40°C (104°F).
DME/DME RNP-0.3 NA





CATEGORY	A	B	C	D	E
LNAV/VNAV DA *	540- 1¼ 523 (600-1¼)				
LNAV MDA **	480- ½ 463 (500-½)		480- ¾ 463 (500-¾)	480-1 463 (500-1)	480-1¼ 463(500-1¼)
CIRCLING ***	540-1¾ 523 (600-1¾)			580-2 563 (600-2)	

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

RNAV (GPS) RWY 10

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

APCH CRS	Rwy Idg	7376
280°	TDZE	15
	Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

SSALS A4

MISSED APPROACH: Climb to 3000 direct JUPOL and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not auth S of Rwy 10-28.
DME/DME RNP-0.3 NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 42°C (107°F).

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

757
CAPE CHARLES CCV
3000 207° (15.3)
6 NM
010° 190°
(IAF) NELBE
SCHOL
3000 241° (18.3)
2300 190° (10.0)
(IAF) MURAE
2300 241° (5)
Holding pattern not to scale.
JUPOL
100° 280° 6 NM
168 168 RW28 219 251 173 280° 228 (FAF) MESLE 166
1000 280° (6.0)
(IF) MIMAE 208 209
MSA RW28 2.5 NM 2300

EMERG SAFE ALT 100 NM 2600

3000 JUPOL

VGSI and RNAV TCH not coincident

MIMAE 2300
MESLE
280°
1.3 NM to RW28
1000
RW28
GS 3.00°
TCH 55
2.9 NM

ELEV 17
Rwy 10 ldg 8067'
Rwy 28 ldg 7376'
NORFOLK NS Heliport
162
175
112
68
168
280° to RW28
8371 x 200
01 28
131
163
TDZE 15
TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	340-¾		325	(400-¾)	340-1 325 (400-1)
LNAV MDA**	460-¾ 445 (500-¾)		460-1 445 (500-1)	460-1¼ 445 (500-1¼)	
CIRCLING***	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 10

TACAN	APCH CRS	Rwy Idg	8067
Chan 86Y	097°	TDZE	17
		Arpt Elev	17

AL-290 [USN]

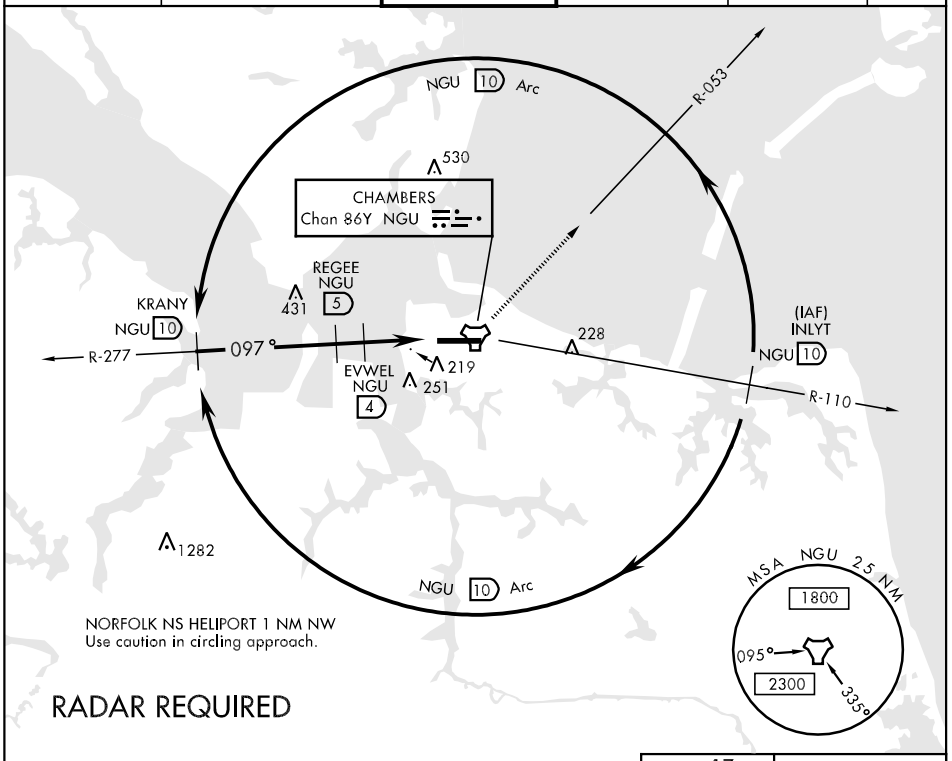
NORFOLK NS (CHAMBERS FIELD) (KNGU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

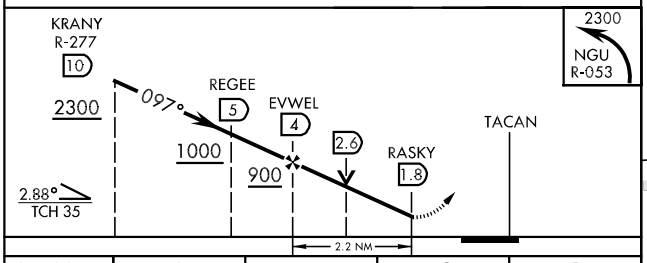
ALSF-2

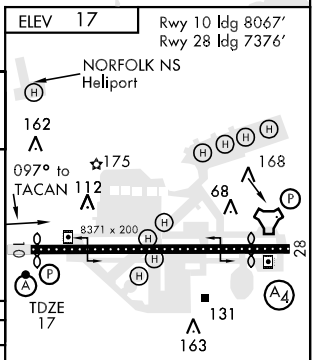
MISSED APPROACH: Climbing left turn to 2300 via NGU TACAN R-053 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-10 *	480-½ 463 (500-½)		480-¾ 463 (500-¾)	480-1 463 (500-1)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 28

TACAN	APCH CRS	Rwy 28 ldg	7376
Chan 86Y	290°	TDZE	15
		Arpt Elev	17

AL-290 [USN]

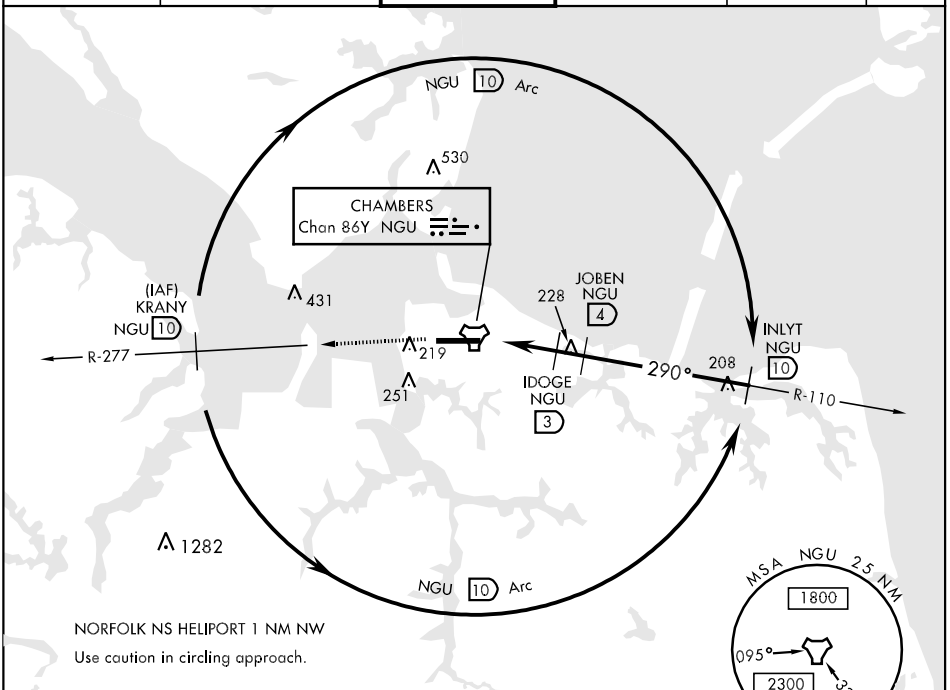
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SSALS A4

MISSED APPROACH: Climb to 2300 via NGU TACAN R-277 then as directed by ATC.

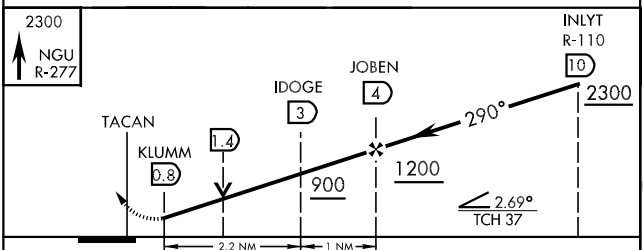
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

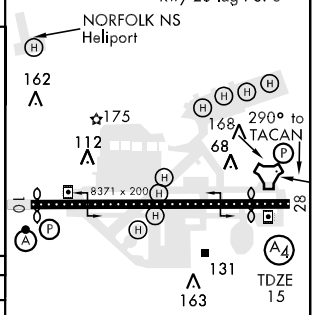


NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600





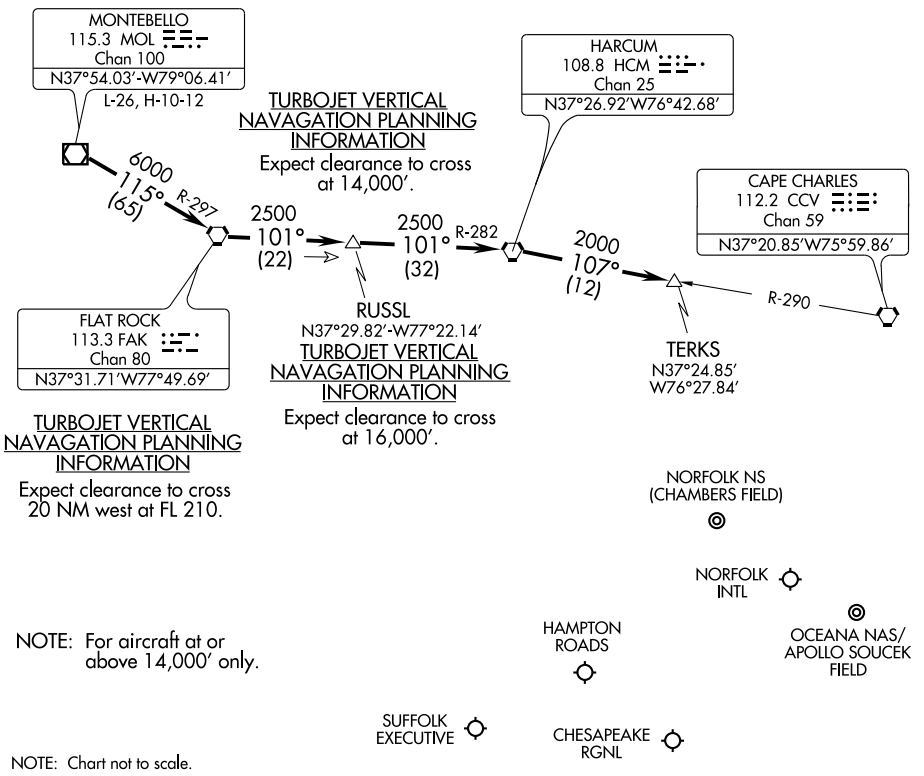
CATEGORY	A	B	C	D
S-28 *	460-¾ 445 (500-¾)		460-1 445 (500-1)	460-1¼ 445 (500-1¼)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

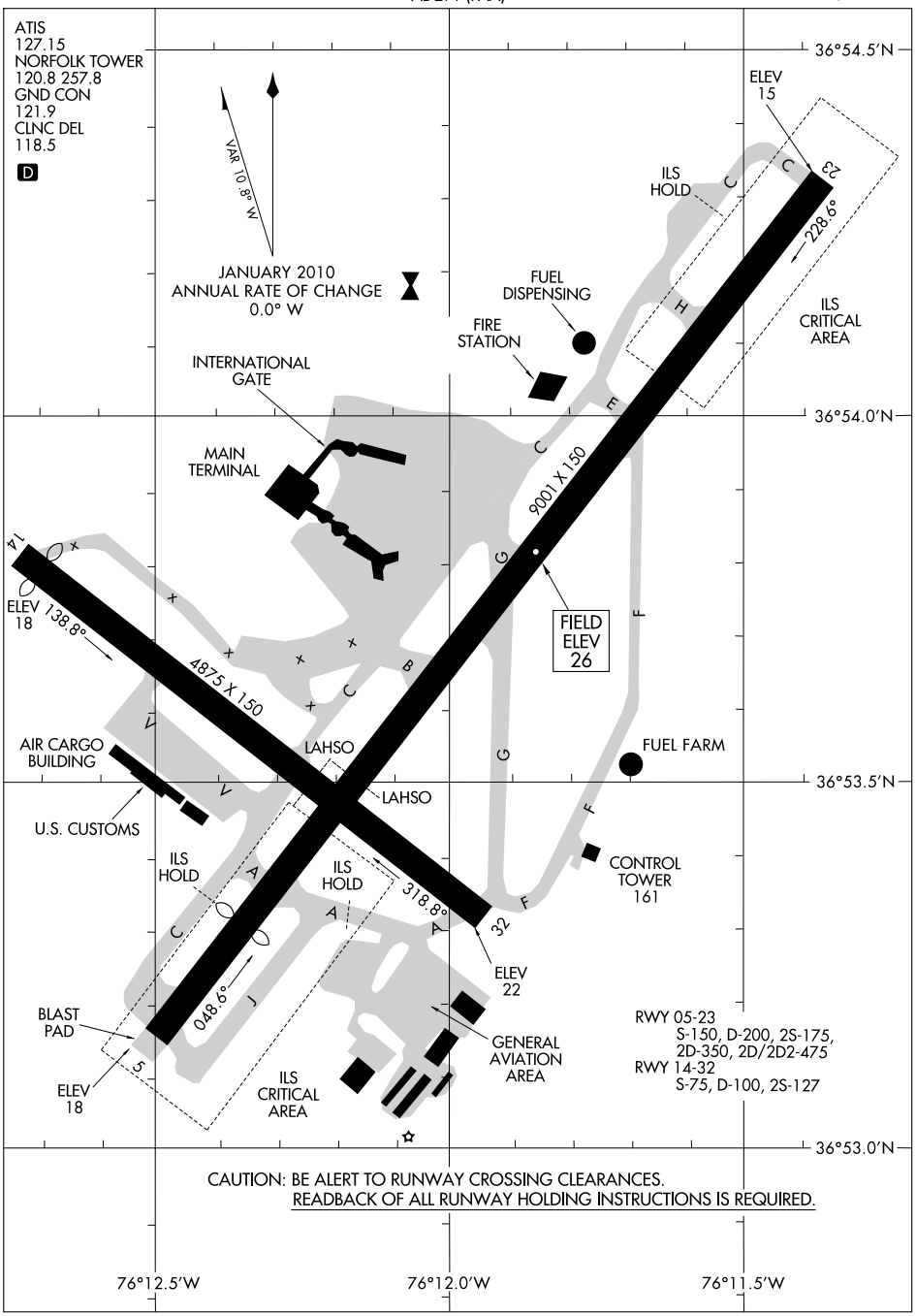
NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

AIRPORT DIAGRAM

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORFOLK, VIRGINIA
NORFOLK INTL (ORF)

10210

NORFOLK INTL (ORF) 3 NE UTC−5(−4DT) N36°53.68′ W76°12.07′ **WASHINGTON**
26 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 LRA Class I, ARFF Index C **H–10I, 12I, L–35D, 36H**
NOTAM FILE ORF **IAP, AD**

RWY 05–23: H9001X150 (ASPH–CONC–GRVD) S–150, D–200, 2S–175, 2D–350, 2D/2D2–475 HIRL CL

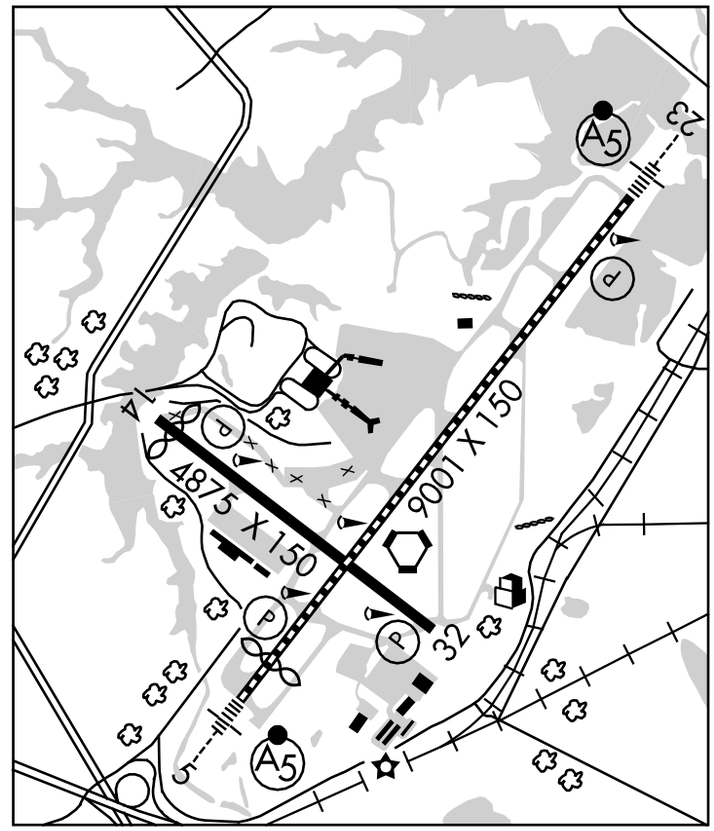
RWY 05: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 67′. Thld dsplcd 1000′. Trees. Rgt tfc.

RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.

RWY 14–32: H4875X150 (ASPH–GRVD) S–75, D–100, 2S–127 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Thld dsplcd 213′. Tree. Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	05–23	2850
RWY 23	14–32	6300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–9001	TODA–9001	ASDA–9001	LDA–8001
RWY 14:	TORA–4875	TODA–4875	ASDA–4875	LDA–4662
RWY 23:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 32:	TORA–4875	TODA–4875	ASDA–4875	LDA–4875

AIRPORT REMARKS: Attended continuously. Parachute Jumping. Flocks of birds on and invof arpt. Twy D clsd indef. Noise abatement procedures in effect. Rwy 05–23 center portion asph, 1500′ each end conc. Rwy 05–23 grooved 7300 ft X130 ft standard grooving beginning 200 ft from approach end Rwy 05. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (757) 460–9348. WSP.

COMMUNICATIONS: ATIS 127.15 757–464–1390

RCO 122.1R 116.9T (LEESBURG RADIO)

Ⓡ **APP CON** 118.9(010°–080°) (180°–310°) Ⓡ**DEP CON** 125.2

TOWER 120.8 **GND CON** 121.9 **CLNC DEL** 118.5

AIRSPACE: CLASS C svc continuous ctc **APP CON** 125.7(311°–009°) 118.9(010°–080°) (180°–310°)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

(H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ at fld. 20/07W.
VORTAC unusable byd 30 NM blo 2500′.

INGLE NDB (LOM) 329 OR N36°50.43′ W76°15.08′ 046° 4.1 NM to fld.

ILS/DME 109.1 I–ORF Chan 28 Rwy 05. Class IB. LOM INGLE NDB. GS unusable for coupled apch blo 744′.

ILS/DME 109.1 I–JZQ Chan 28 Rwy 23. Class IA.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ORF	APP CRS	Rwy Idg	8001
109.1	047°	TDZE	26
Chan 28		Apt Elev	26

ILS or LOC RWY 5

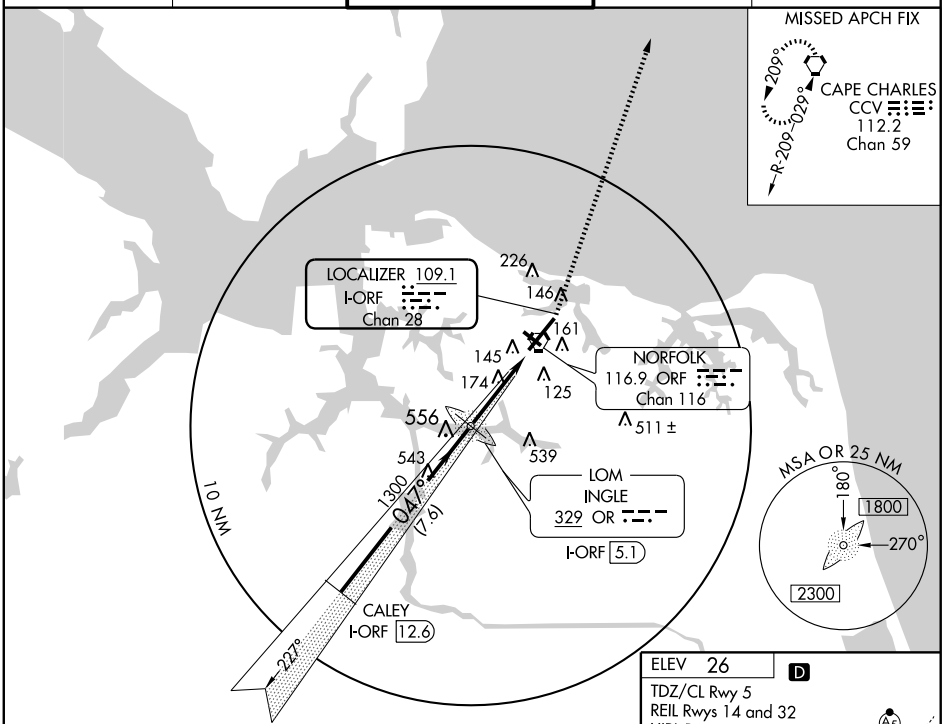
NORFOLK INTL (ORF)

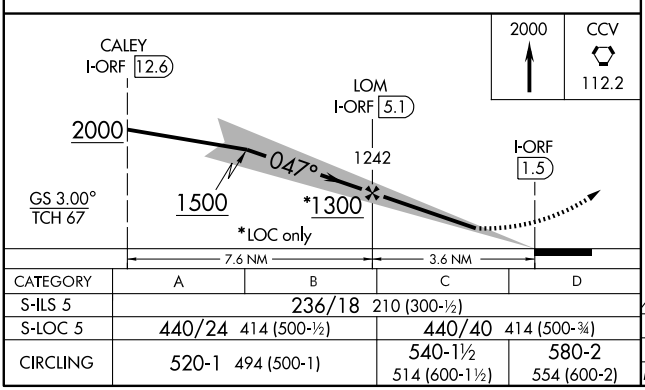
Autopilot coupled approach NA below 744.

MALSR

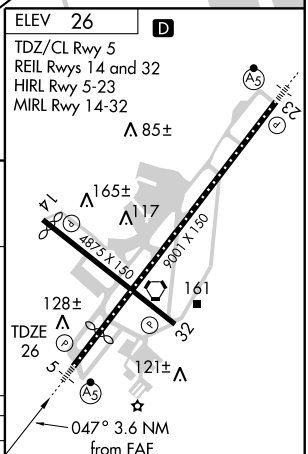
MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
S-ILS 5	236/18 210 (300-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JZQ	APP CRS	Rwy Idg 9001
109.1	227°	TDZE 26
Chan 28		Apt Elev 26

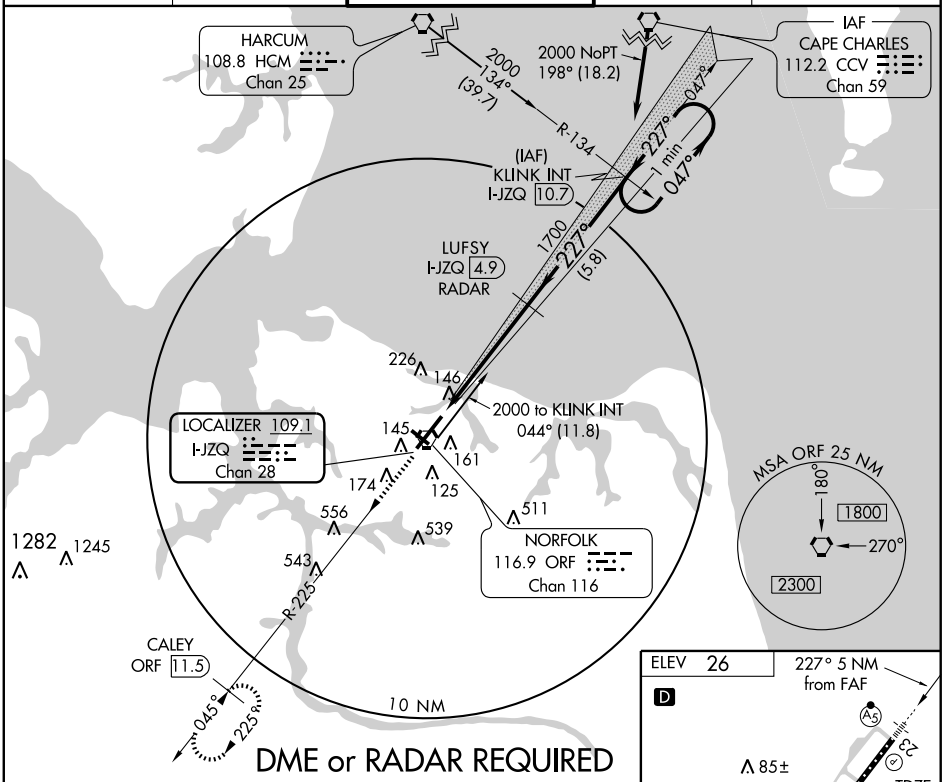
ILS RWY 23
NORFOLK INTL (ORF)

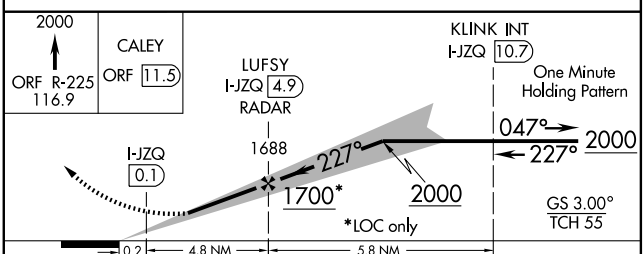
S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALSR.

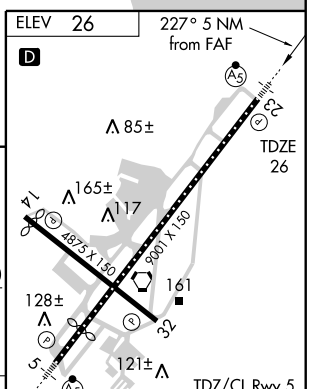
MALSR

MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





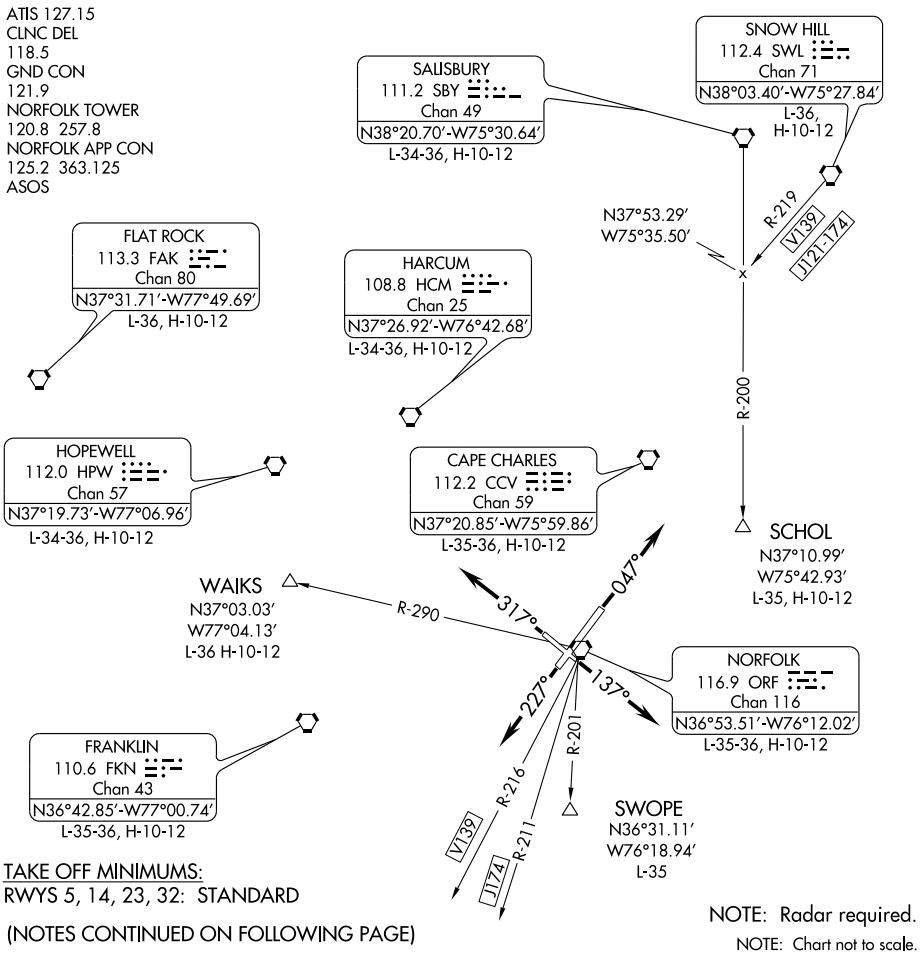


CATEGORY	A	B	C	D
S-ILS 23	321-¾ 295 (300-¾)			
S-LOC 23	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

KISRR ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

NE-3, 21 OCT 2010 to 18 NOV 2010

KISRR ONE DEPARTURE

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091′ from DER, 1249′ right of centerline, 150′ AGL/163′ MSL. Multiple Ship Masts beginning 2761′ from DER, 22′ right of centerline, up to 100′ AGL/100′ MSL. Multiple Ship Masts beginning 2564′ from DER, 133′ left of centerline, up to 100′ AGL/ 100′ MSL. Obstruction light on Pole 3978′ from DER, 931′ left of centerline, 138′ AGL/146′ MSL. Multiple Towers beginning 4045′ from DER, 982′ left of centerline, up to 138′ AGL/146′ MSL. Obstruction Light on Pole 2898′ from DER, 811′ right of centerline, 84′ AGL/98′ MSL. Antenna 4115′ from DER, 1585′ right of centerline, 117′ AGL/ 131′ MSL. Tower 2974′ from DER, 772′ right of centerline, 90′ AGL/ 98′ MSL. Obstruction light on Pole 2696′ from DER, 1063′ left of centerline, 84′ AGL/91′ MSL. Bush 29′ from DER, 307′ right of centerline, 6′ AGL/20′ MSL. Tree 1459′ from DER, 159′ left of centerline, 41′ AGL/55′ MSL. Tower 2938′ from DER, 1254′ left of centerline, 89′ AGL/94′ MSL. Tree 1399 from DER, 201′ right of centerline, 38′ AGL/52′ MSL. Sign 82′ from DER, 301′ left of centerline, 2′ AGL/19′ MSL. Terrain 23′ from DER, 227′ left of centerline, 0′ AGL/17′ MSL.

Rwy 14: Tree 2541′ from DER, 432′ right of centerline, 101′ AGL/121′ MSL. Multiple Trees beginning 443′ from DER, 398′ left of centerline, up to 75′ AGL/95′ MSL. Pole 1410′ from DER, 254′ right of centerline, 45′ AGL/62′ MSL.

Rwy 23: Rod on Obstruction Light Pole 1012′ from DER, 650′ right of centerline, 56′ AGL/73′ MSL. Multiple Trees beginning 619′ from DER 584′ left of centerline, up to 81′ AGL/98′ MSL. Obstruction Light on Pole, 1433′ from DER, 738′ left of centerline, 54′ AGL/71′ MSL. Multiple Trees beginning 323′ from DER, 504′ right of centerline, up to 26′ AGL/43′ MSL. Pole 2165′ from DER, 840′ right of centerline, 57′ AGL/74′ MSL.

Rwy 32: Multiple Trees beginning 17′ from DER, 460′ right of centerline, up to 81′ AGL/98′ MSL. Multiple Trees and Poles beginning 60′ from DER, 333′ left of centerline, up to 87′ AGL/ 92′ MSL. Road 207′ from DER, 231′ right of centerline, 12′ AGL/29′ MSL. Multiple Obstruction Lights on Towers 201′ from DER, 135′ left of centerline, up to 12′AGL/27′ MSL.

NE-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG			
NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
NORFOLK, VA			
NORFOLK INTL (ORF)	14	05-23	2,850 feet
	23	14-32	6,300 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 5

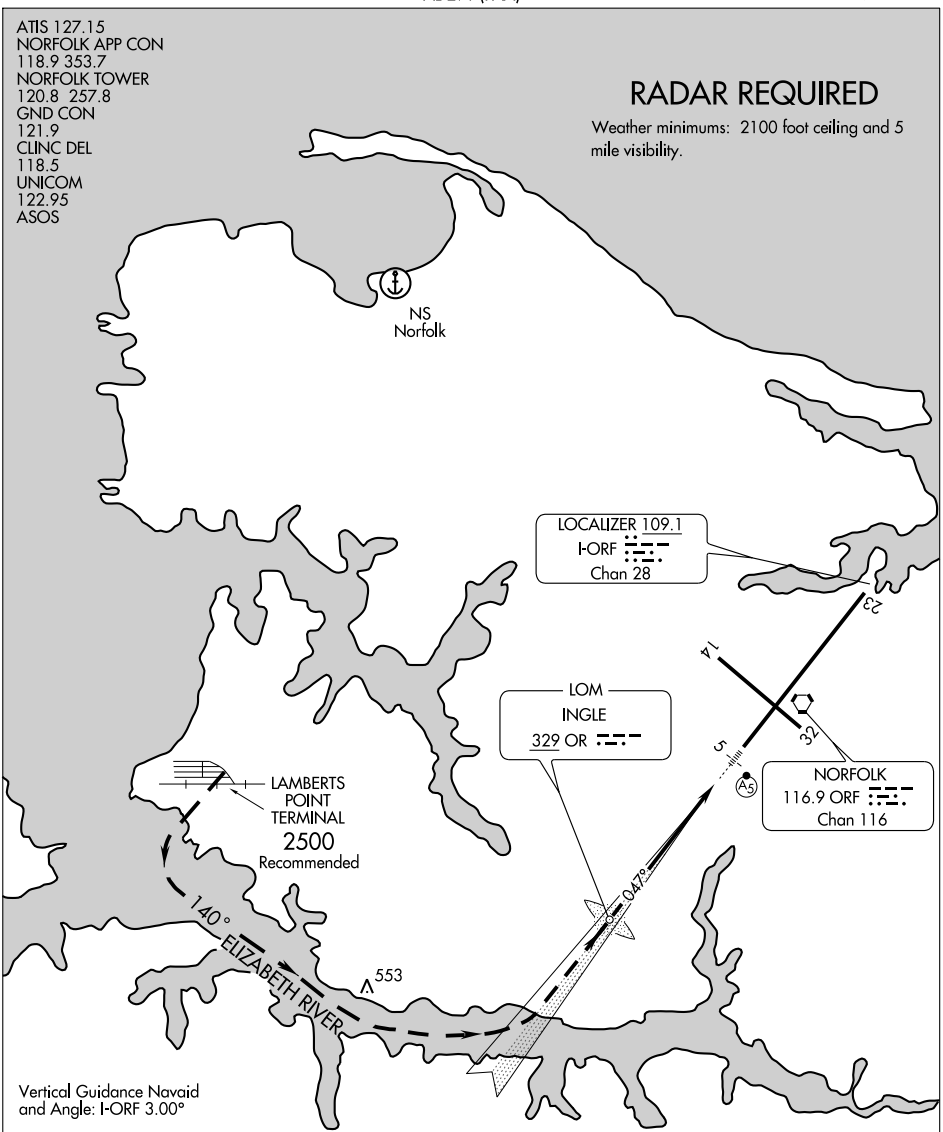
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

NE-3, 21 OCT 2010 to 18 NOV 2010

ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLINC DEL
118.5
UNICOM
122.95
ASOS

RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.



RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT

36°54′N-76°12′W

RNAV (GPS) RWY 5

NORFOLK INTL (ORF)

APP CRS	Rwy Idg	8001
047°	TDZE	26
	Apt Elev	26

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

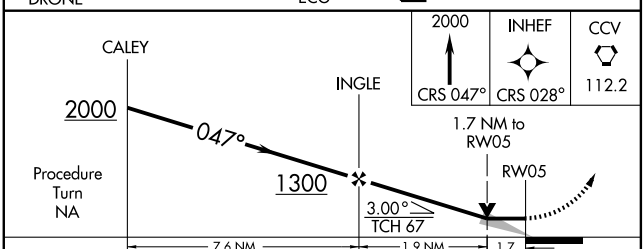
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

MISSED APCH FIX
CAPE CHARLES CCV
4 NM 209° 029°

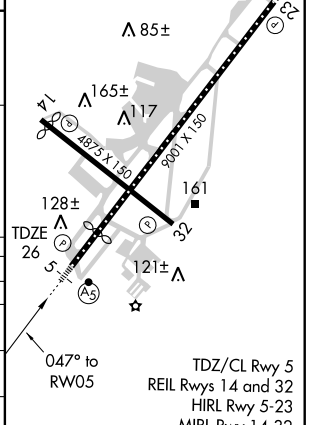
226 028° (27.6)
146 INHEF
145 RW05 161
174 125
556 388 511±
543 (FAF) INGLE 539
1300 047° (7.6)
1282 1245
WAIKS
2100 138° (35)
CALEY
(IAF) PSALM 2000 067° (8.1)
2000 021° (9.1)
(IAF) ARDEB
2100 342° (22.6)
ELIZABETH CITY ECG
2100 055° (12.2)
DRONE
MSA RW05 25 NM 2300

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	640/24 614 (700-½)		640/60 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING	640-1 614 (700-1)		640-1½ 614 (700-1½)	640-2 614 (700-2)



RNAV (GPS) RWY 14

NORFOLK INTL (ORF)

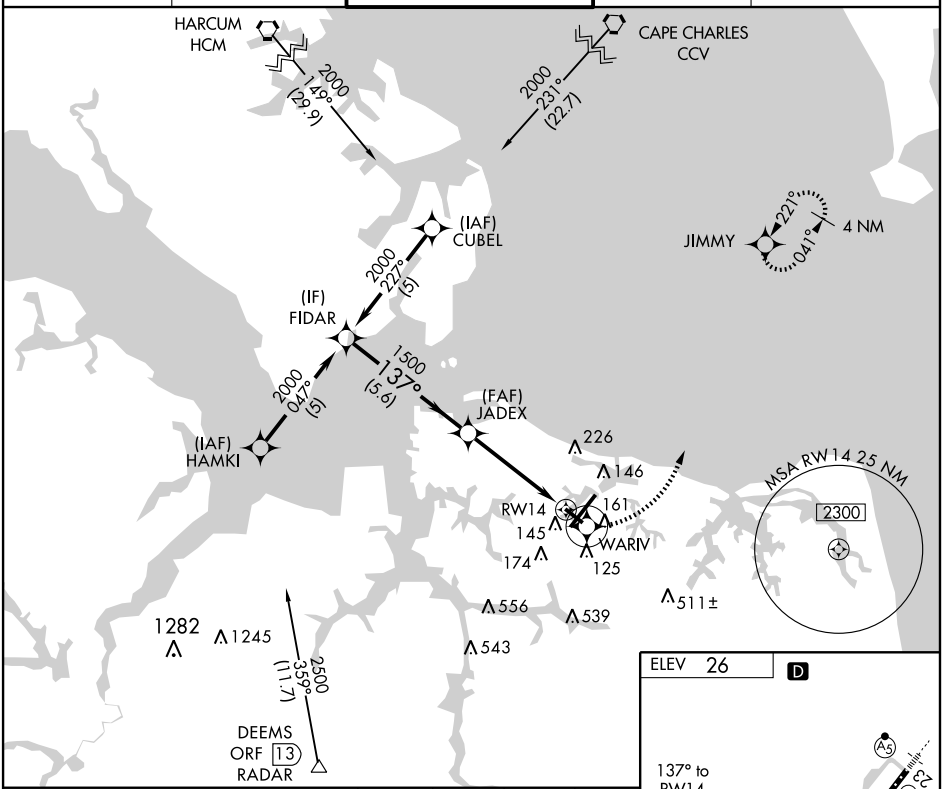
APP CRS	Rwy Idg	4662
137°	TDZE	25
	Apt Elev	26

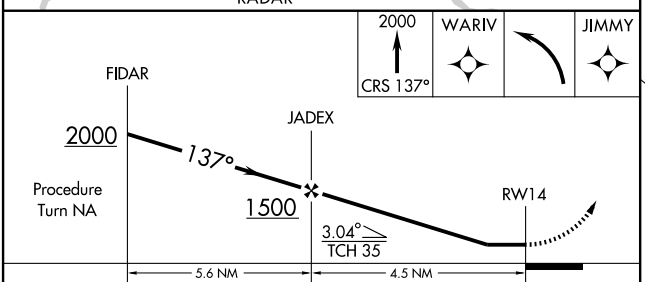
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

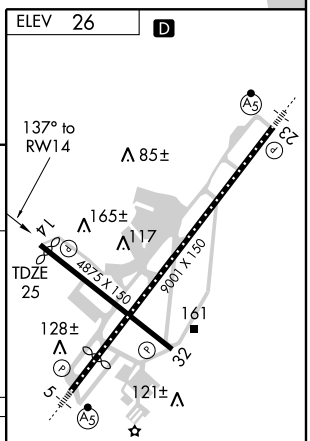
NA

MISSED APPROACH: Climb to 2000 via 137° course to WARIV WP then left turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23
NORFOLK INTL (ORF)

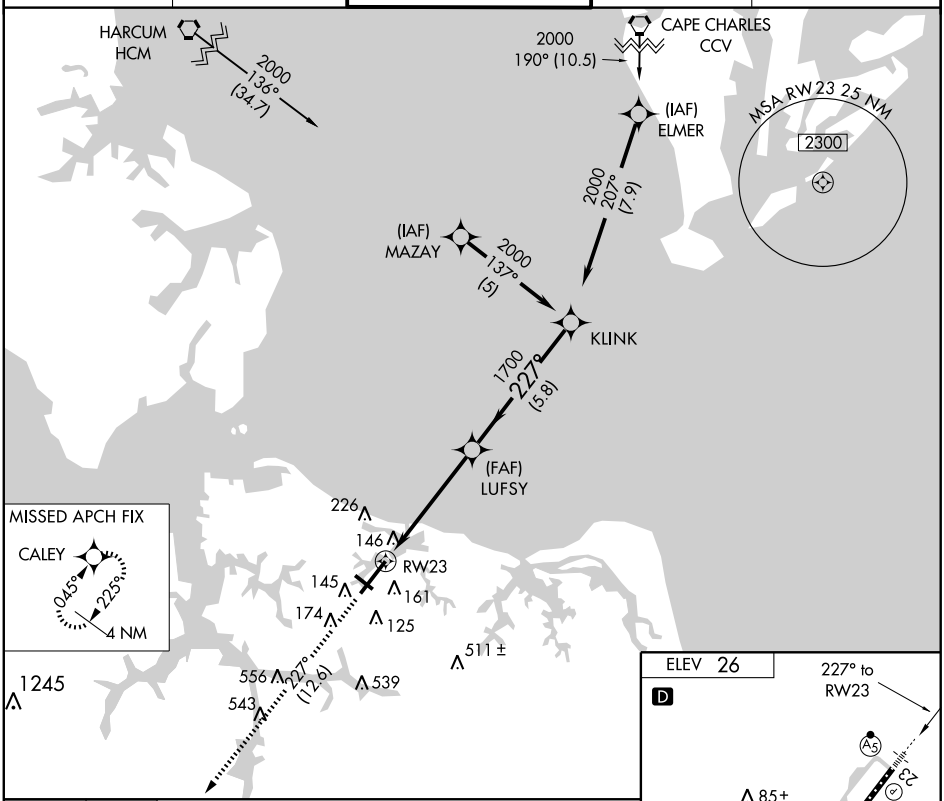
APP CRS	Rwy Idg	9001
227°	TDZE	26
	Apt Elev	26

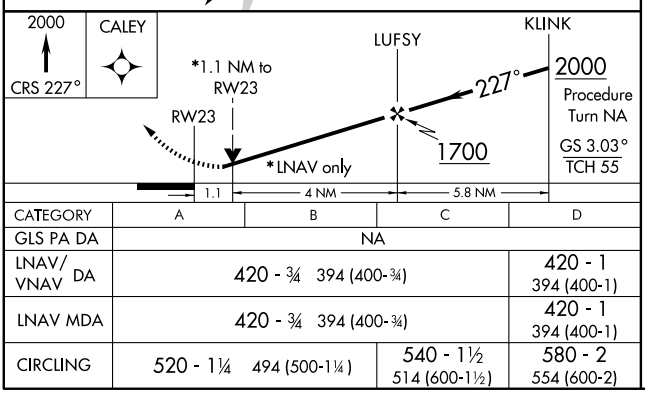
T NA For inoperative MALSR increase LNAV/VNAV and LNAV Cat D visibility to 1¼ miles. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

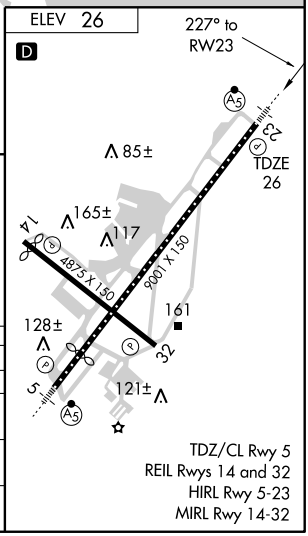
MALSR

MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
LNAV MDA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
CIRCLING	520 - 1¼ 494 (500-1¼)		540 - 1½ 514 (600-1½)	580 - 2 554 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

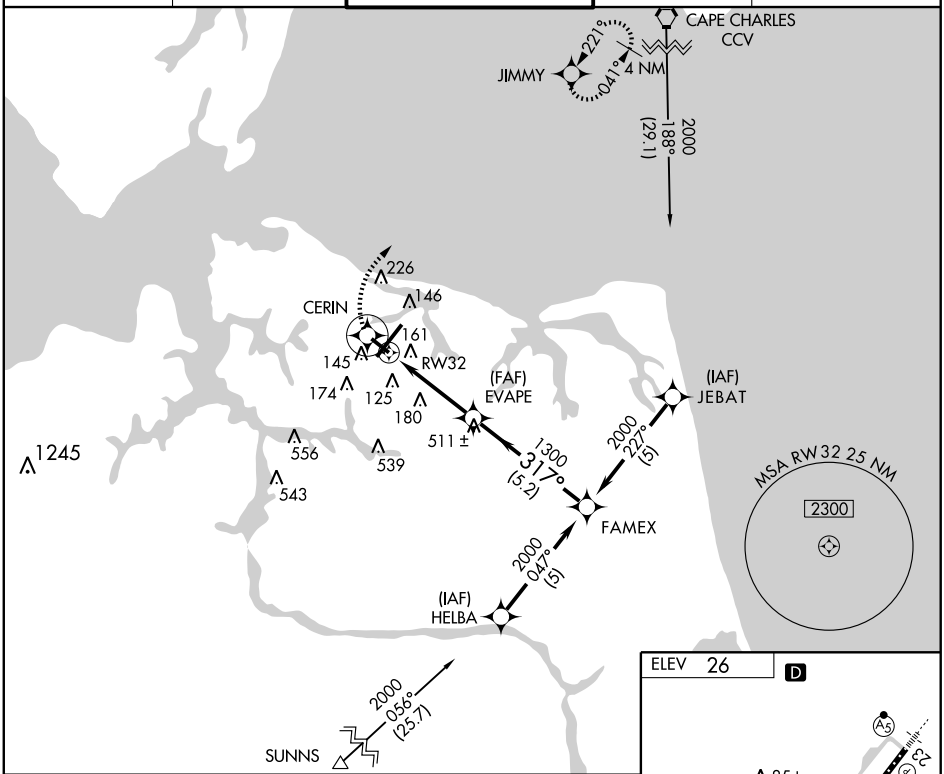
APP CRS	Rwy Idg	4875
317°	TDZE	25
	Apt Elev	26

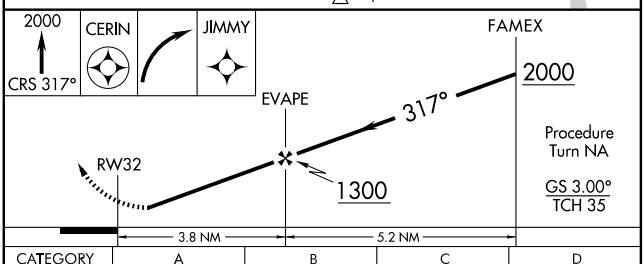
RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

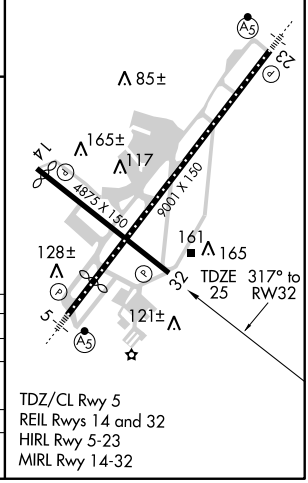
MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	420-1½ 395 (400-1½)			
LNAV MDA	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1½ 494 (500-1½)		540-1½ 514 (600-1½)	580-2 554 (600-2)

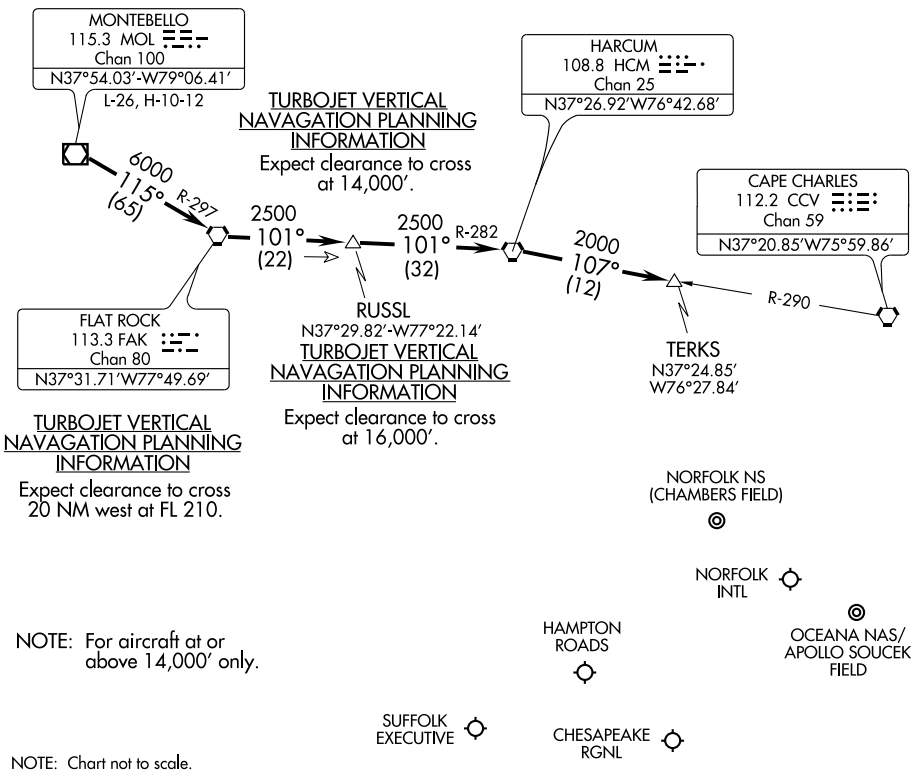


TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

VORTAC ORF 116.9 Chan 116	APP CRS 053°	Rwy Idg 8001 TDZE 26 Apt Elev 26

VOR/DME RWY 5

NORFOLK INTL (ORF)

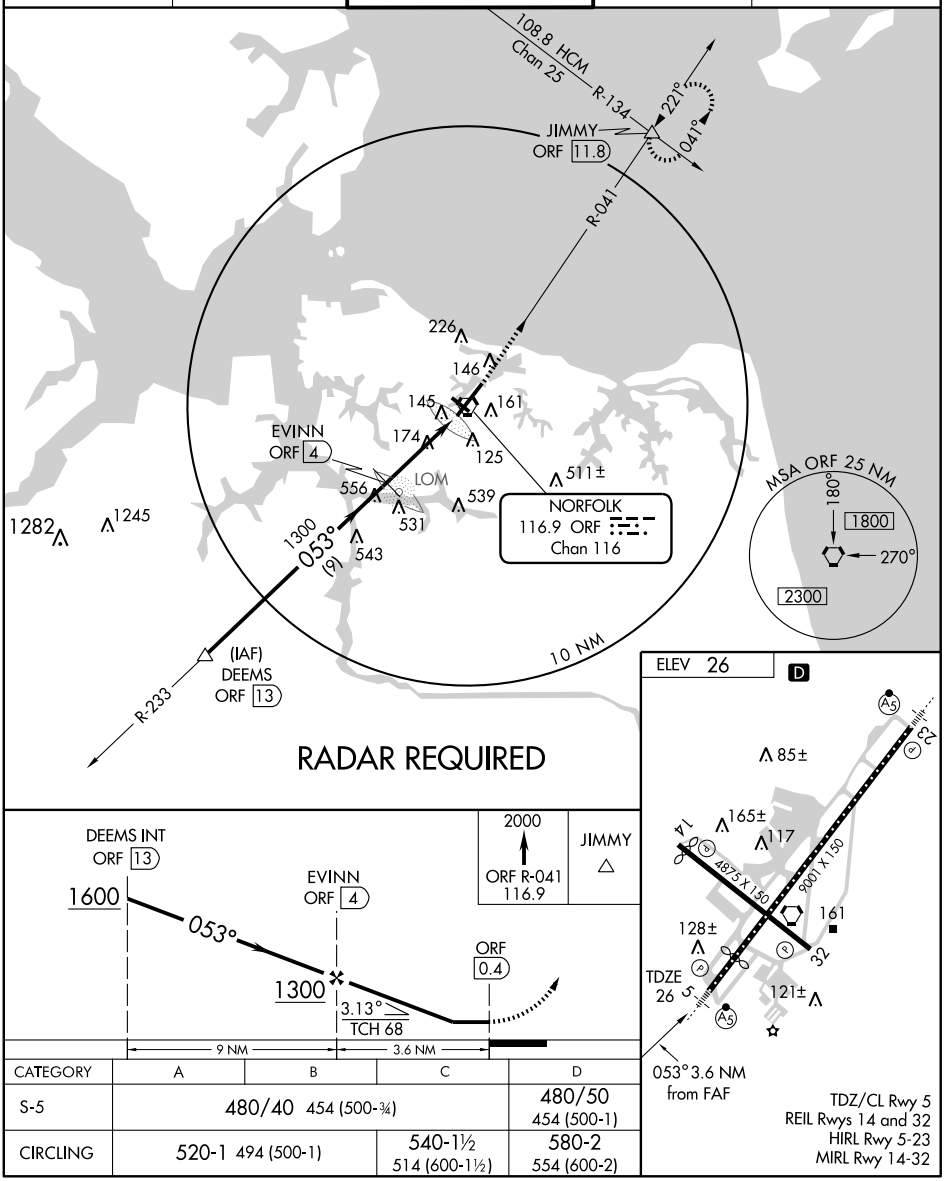
Cat D S-5 visibility increased to RVR 6000 for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

NE-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-5	480/40 454 (500-¾)			480/50 454 (500-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

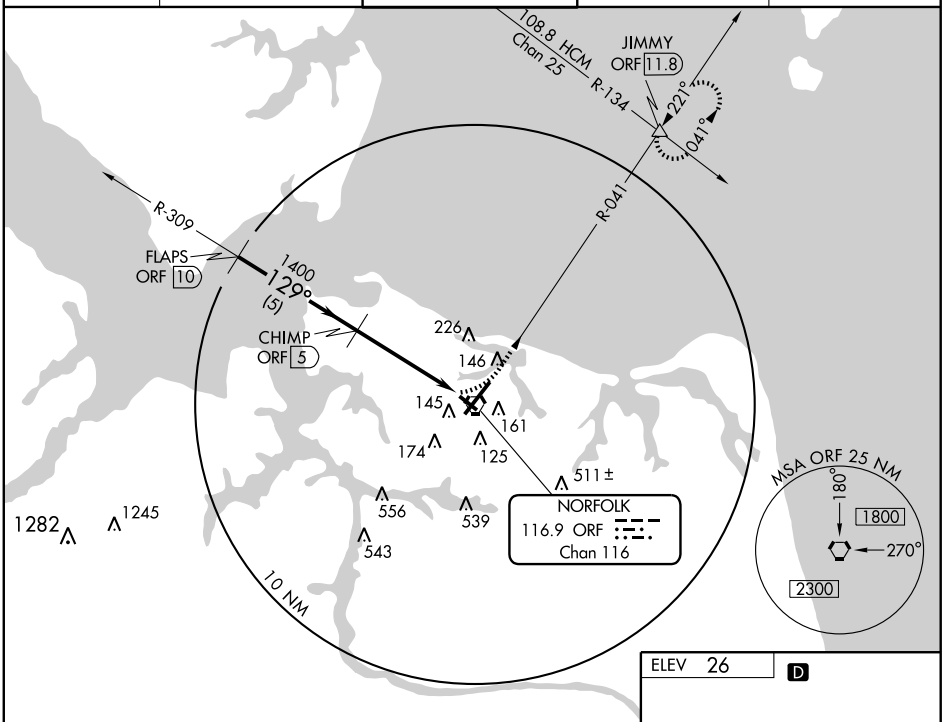
VORTAC ORF	APP CRS	Rwy Idg	4662
116.9	129°	TDZE	25
Chan 116		Apt Elev	26

VOR/DME RWY 14

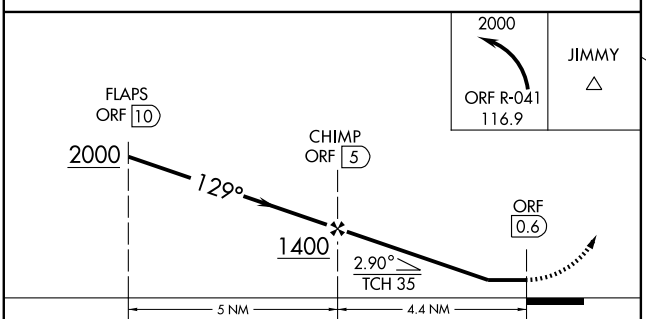
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

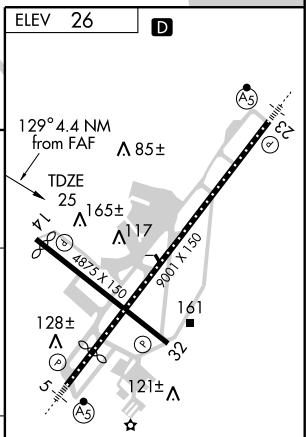
ATIS	NORFOLK APP CON		NORFOLK TOWER		GND CON	CLNC DEL
127.15	118.9	353.7	120.8	257.8	121.9	118.5



RADAR REQUIRED



CATEGORY	A	B	C	D
S-14	440-1	415 (500-1)	440-1¼	415 (500-1¼)
CIRCLING	520-1	494 (500-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

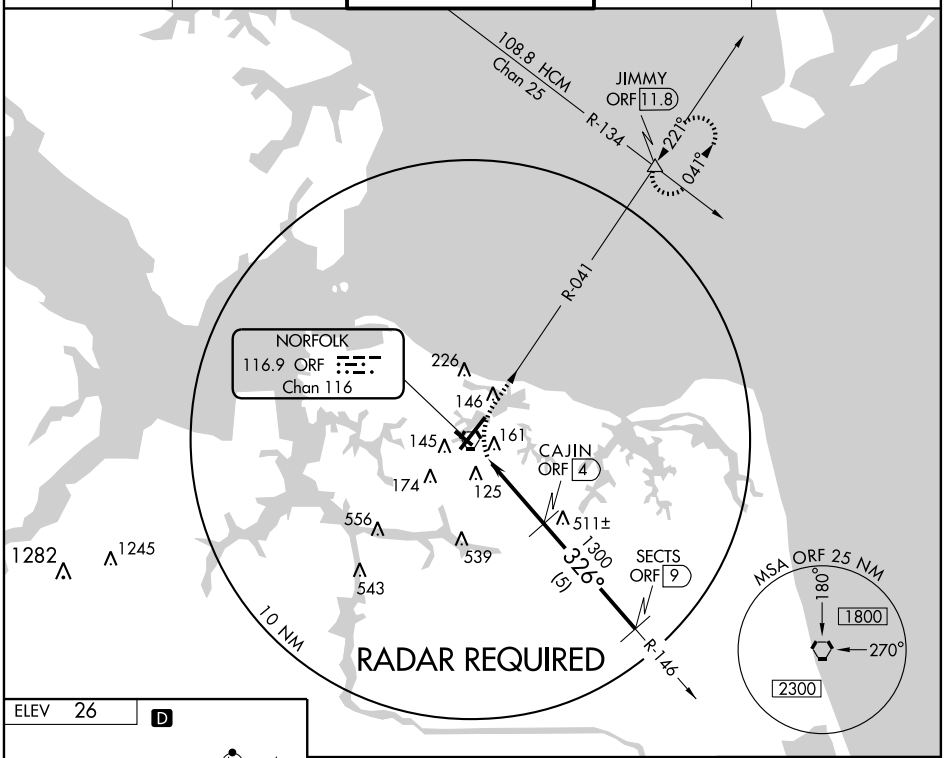
VORTAC ORF	APP CRS	Rwy Idg	4875
116.9	326°	TDZE	25
Chan 116		Apt Elev	26

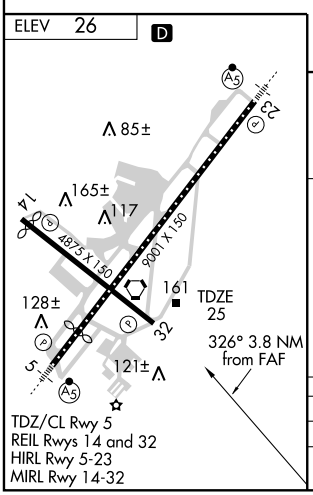
VOR/DME RWY 32

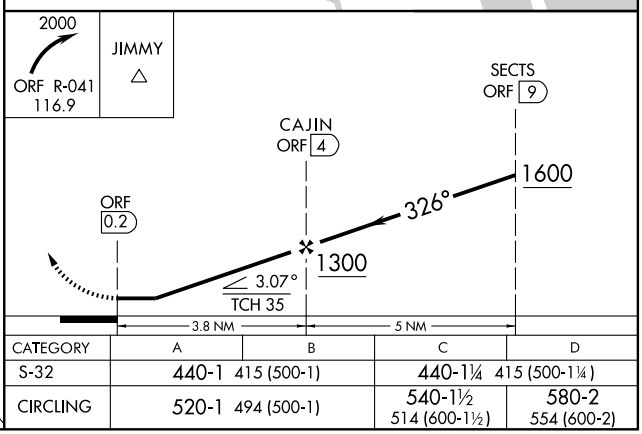
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-32	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ORF	APP CRS	Rwy Idg	9001
116.9	221°	TDZE	26
Chan 116		Apt Elev	26

AL-291 (FAA)

VOR RWY 23

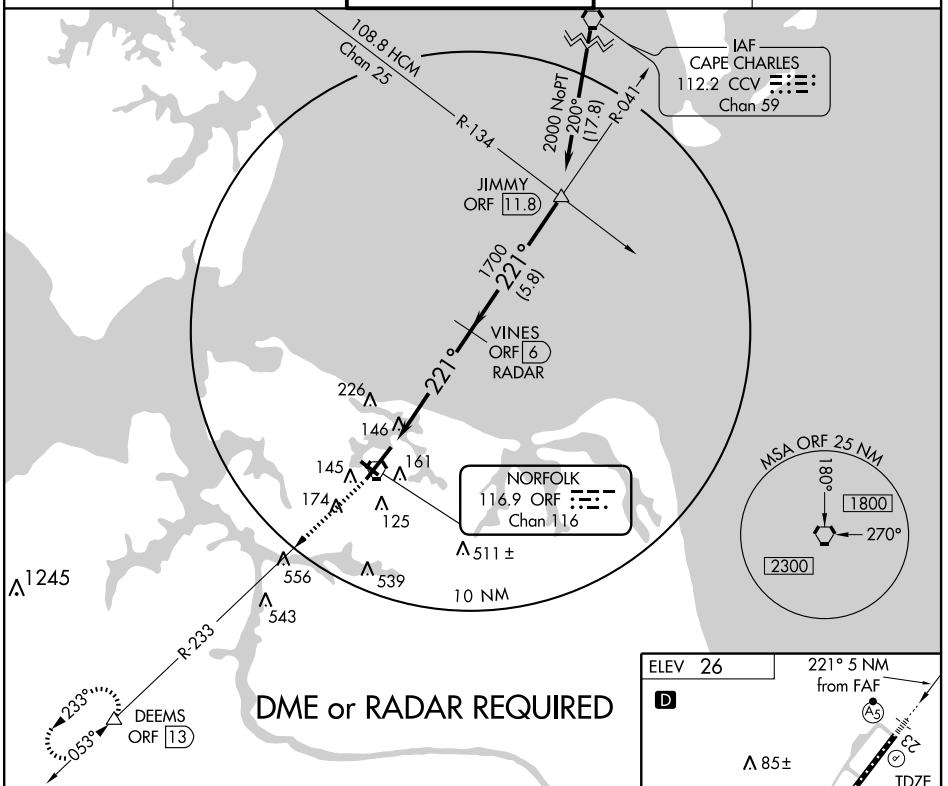
NORFOLK INTL (ORF)

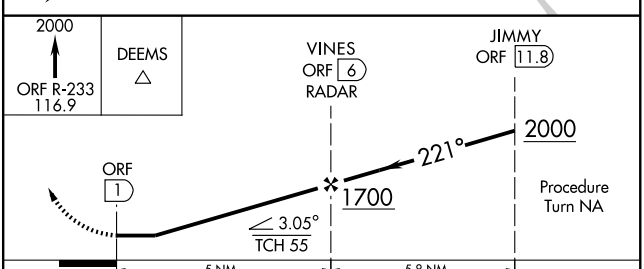
All categories S-23 visibilities increased ¼ mile for inoperative MALSR.

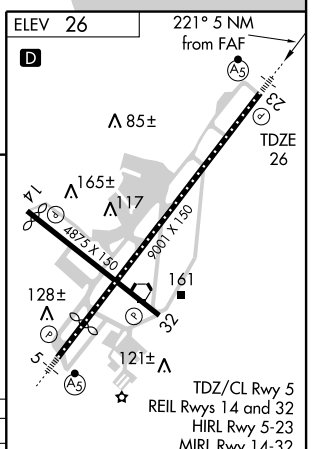
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-233 to DEEMS Int/ORF 13 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-23	420- ¾ 394 (400- ¾)			420-1 394 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

NORFOLK

CHESAPEAKE RGNL (CPK) 12 S UTC−5(−4DT) N36°39.94′ W76°19.24′

WASHINGTON
H–10I, 12I, L–35D
IAP

19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK

RWY 05–23: H5500X100 (ASPH–GRVD) S–30 HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–0100Z‡. For fuel after hrs call in advance 757–421–9000. Self-svc avbl. Deer and geese on and invof rwy. Small trees along east side of rwy approximately 400′ to 500′ off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757–432–8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05 and REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.675 (757) 421–0252.

COMMUNICATIONS: CTAF 123.05 **UNICOM** 123.075

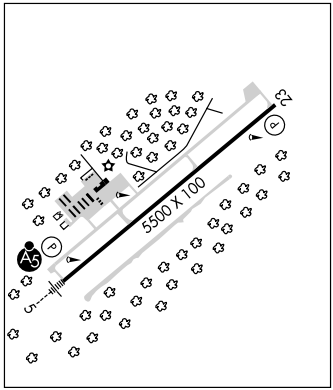
Ⓡ **NORFOLK APP/DEP CON** 118.9 **GCO** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 210° 14.8 NM to fld. 20/07W.

CHESI NDB (MHW–LOM) 233 EY N36°35.99′ W76°22.91′ 046° 4.9 NM to fld.

ILS/DME 111.7 I–EYK Chan 54 Rwy 05. Class IB. LOM CHESI NDB. LOM unusable byd 15 NM.



HAMPTON ROADS EXECUTIVE (PVG) 7 SW UTC−5(−4DT) N36°46.81′ W76°26.93′

WASHINGTON
L–35D, 36H
IAP

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA

RWY 10–28: H4056X70 (ASPH) S–12.5 MIRL

RWY 10: Hill. Rgt tfc, fixed wing acft.

RWY 28: Thld dsplcd 200′. Trees.

RWY 02–20: H3524X70 (ASPH) S–12.5 MIRL

RWY 02: Thld dsplcd 898′. Road.

RWY 20: Thld dsplcd 928′. Trees. Rgt tfc, fixed wing acft.

AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Extensive helicopter training. Deer on and invof arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10–28 preferred use rwy. Multiple +1000′ AGL towers 1.5 NM northwest of afld. TPA—700(677) for helicopters. ACTIVATE MIRL Rwy 02–20 and Rwy 10–28—CTAF.

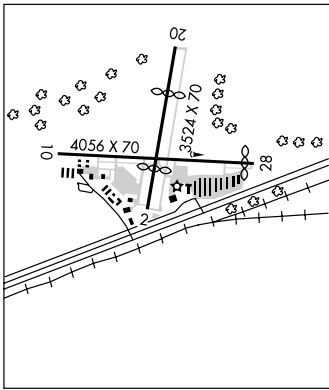
WEATHER DATA SOURCES: AWOS–3 118.375 (757) 465–2175.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **NORFOLK APP/DEP CON** 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORF.

NORFOLK (H) VORTAC 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 248° 13.7 NM to fld. 20/07W.



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 21 OCT 2010 to 18 NOV 2010

DRONE ONE ARRIVAL
NORFOLK, VIRGINIA
(DRONE.DRONE1) 08269

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4056
102°	TDZE	20
	Apt Elev	23

RNAV (GPS) RWY 10

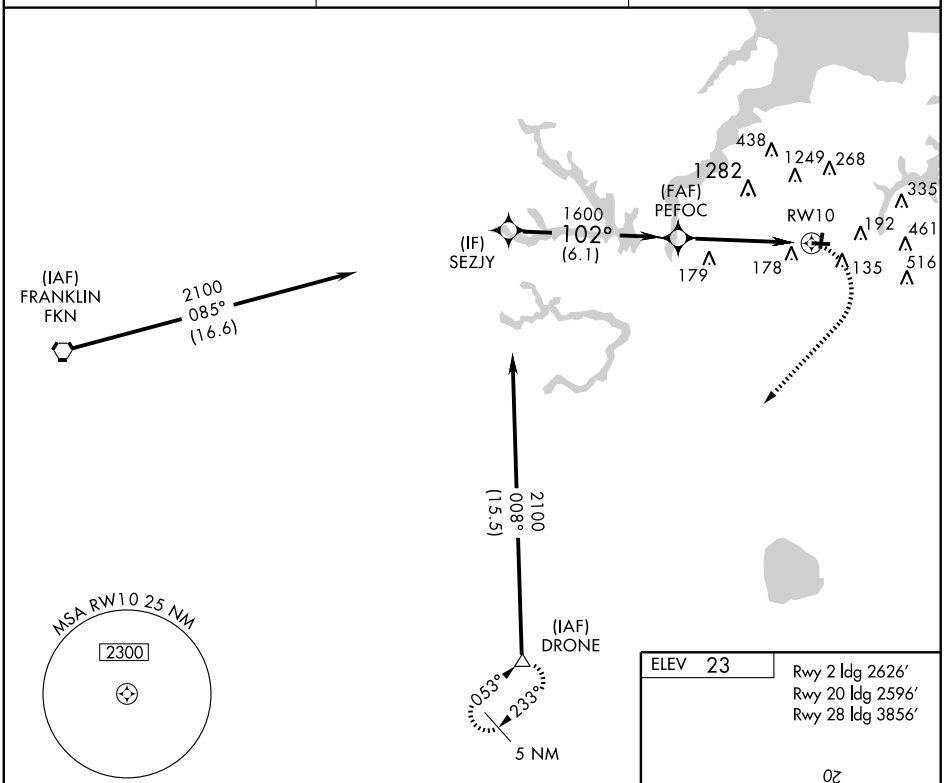
NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

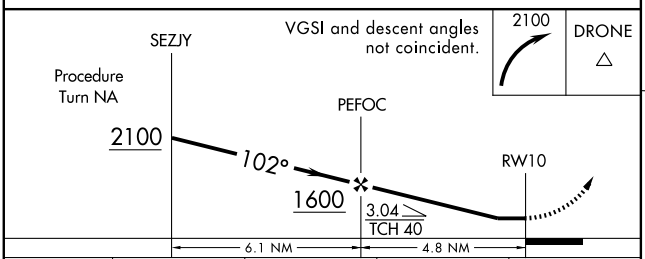
T
NA

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

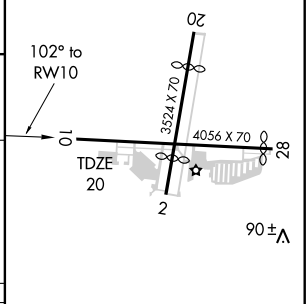
MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	420 (500-1)	NA	
CIRCLING	500-1	477 (500-1)	NA	



MIRL Rwys 2-20 and 10-28 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
292°	Rwy ldg	3856
	TDZE	20
	Apt Elev	23

RNAV (GPS) RWY 28

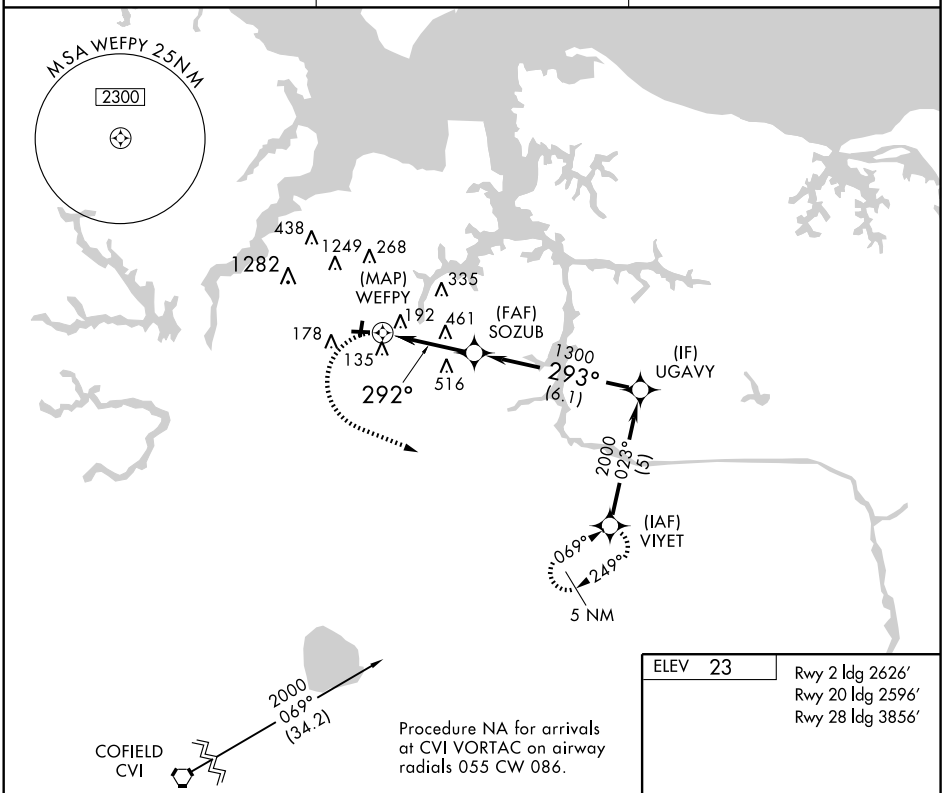
NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

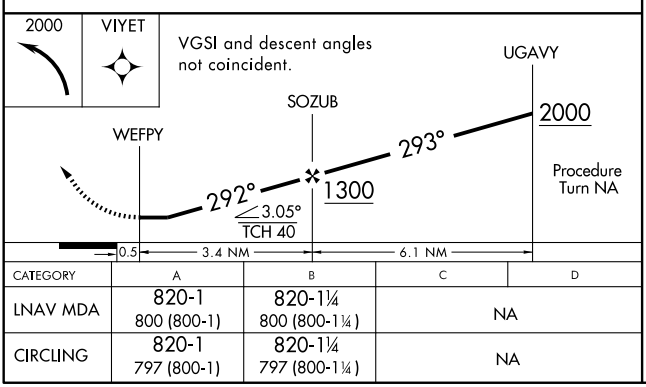
NA

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

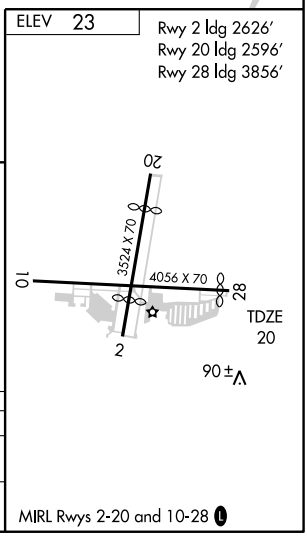
MISSED APPROACH: Climbing left turn to 2000 direct VIYET and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	NA	
CIRCLING	820-1 797 (800-1)	820-1¼ 797 (800-1¼)	NA	

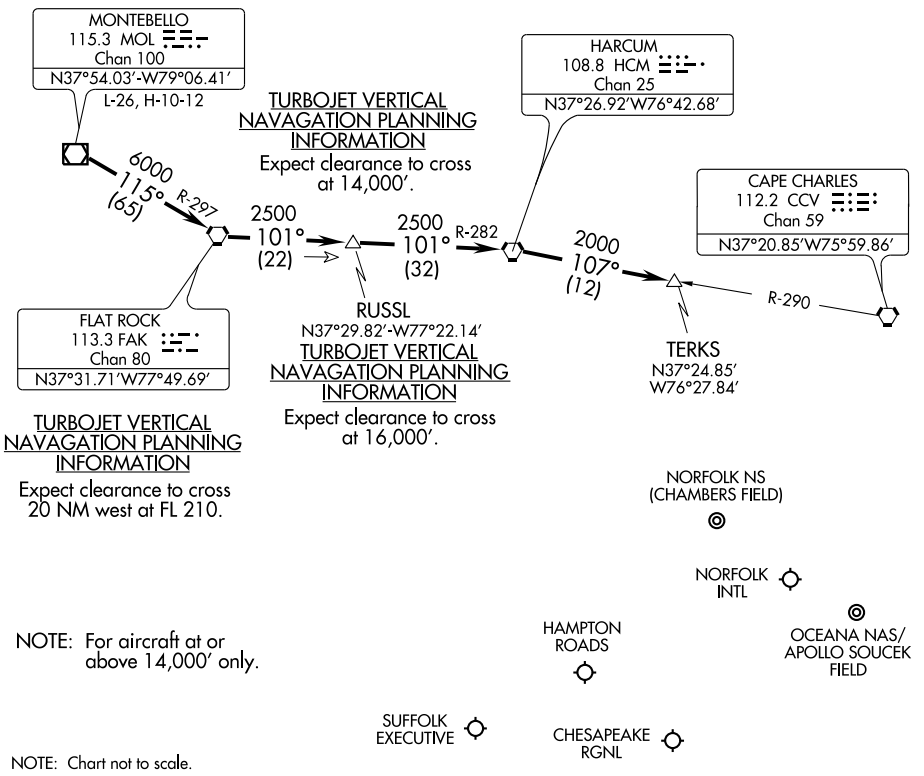


MIRL Rwys 2-20 and 10-28 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

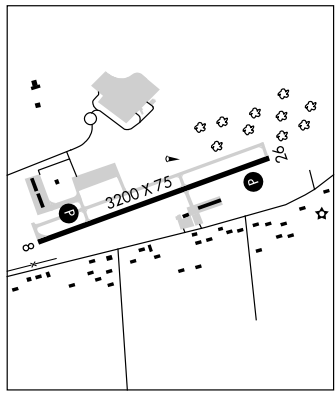
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

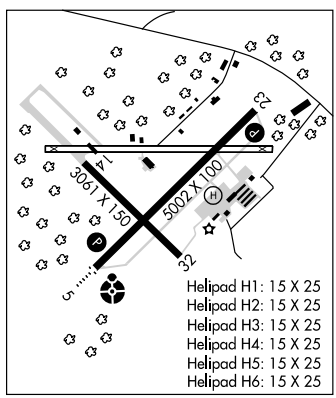
ORANGE CO (OMH) 3 E UTC−5(−4DT) N38°14.83′ W78°02.74′ **WASHINGTON**
465 B S2 **FUEL** 100LL, JET A+ NOTAM FILE OMH **L–34E, 36H, A**
RWY 08–26: H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE **IAP**
RWY 08: REIL. PAPI (P2L)—GA 4.0° TCH 39′. Trees.
RWY 26: REIL. PAPI (P2L)—GA 4.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1330–2300Z‡. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (540) 672–0505.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 026° 14.9 NM to fld. 382/06W. **HIWAS.**



PETERSBURG N37°07.81′ W77°34.48′ NOTAM FILE PTB. **WASHINGTON**
NDB (MHW) 284 PTB 053° 4.6 NM to Dinwiddie County. **L–36H**
Unmonitored when arpt unattended.

PETERSBURG

DINWIDDIE CO (PTB) 5 SW UTC−5(−4DT) N37°11.03′ W77°30.44′ **WASHINGTON**
193 B S4 **FUEL** 100LL, JET A TPA—993(800) NOTAM FILE PTB **H–10H, 12I, L–36H**
RWY 05–23: H5002X100 (ASPH–GRVD) S–12.5, 2S–83 MIRL **IAP**
RWY 05: REIL. ODALS. PAPI(P4L)—TCH 42′. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 14–32: H3061X50 (ASPH) S–4
RWY 14: Tree. **RWY 32:** Tree.
AIRPORT REMARKS: Attended Apr–Sep Mon–Sun 1200–0000Z‡, Oct–Mar Mon–Sun 1200–2300Z‡. Self–svc fueling available after hrs. Rwy 14–32 some cracking mainly at the Rwy 14 end. Rwy 14–32 broken pavement on shoulders byd 25 ft left and right of centerline. Rwy 14–32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and invof arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.325 (804) 861–5551.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **GCO** 135.075 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 251° 20.7 NM to fld. 70/06W. **HIWAS.**
NDB (MHW) 284 PTB N37°07.81′ W77°34.48′ 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.
ILS 110.3 I–JLS Rwy 05. LOC only. Unmonitored when arpt unattended.



HELIPAD H1: H15X25 (CONC)
HELIPAD H2: H15X25 (CONC)
HELIPAD H3: H15X25 (CONC)
HELIPAD H4: H15X25 (CONC)
HELIPAD H5: H15X25 (CONC)
HELIPAD H6: H15X25 (CONC)

APP CRS	Rwy Idg	3200
075°	TDZE	446
	Apt Elev	465

GPS RWY 8
ORANGE COUNTY (OMH)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L

NE-3, 21 OCT 2010 to 18 NOV 2010

2160
3640
3640
2593
(IAF)
WITTO
3587
3100
160°
(11.5)
1457
1068
803
982±
(FAF)
AVADY
864
RW08
833
2500
075°
(3)
2200
075°
(3)
3 NM to
RW08
(IAF)
OKOZE
(ELIME)
3 NM to
AVADY
1830
MSA RW08 25 NM
5300
3100
340°
(10.7)
(IAF)
GORDONSVILLE
GVE
182°
002°
5 NM

ELEV 465

3200 X 75
0.6% UP
26
8
TDZE
446
075° to
RW08

OKOZE
(ELIME)
3 NM to
AVADY
3100
075°
2500
AVADY
3 NM to
RW08
2200
1460
RW08
Procedure
Turn NA
3 NM
3 NM
2 NM
3 NM

3500
GVE
115.6

CATEGORY	A	B	C	D
S-8	1120-1 674 (700-1)		NA	
CIRCLING	1360-1¼ 895 (900-1¼)		NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

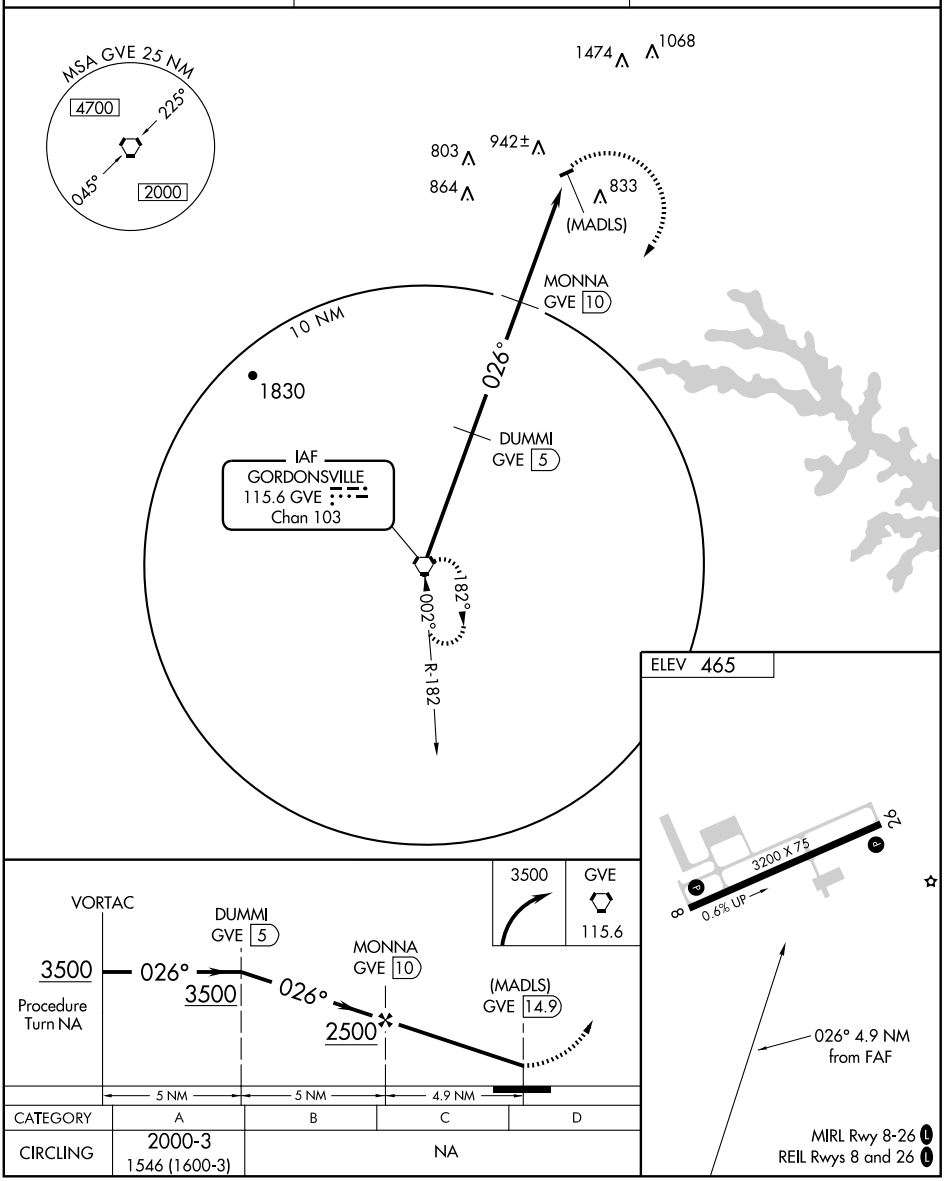
VORTAC GVE 115.6 Chan 103	APP CRS 026°	Rwy Idg N/A TDZE N/A Apt Elev 465

VOR/DME or GPS-A
ORANGE COUNTY (OMH)

NA

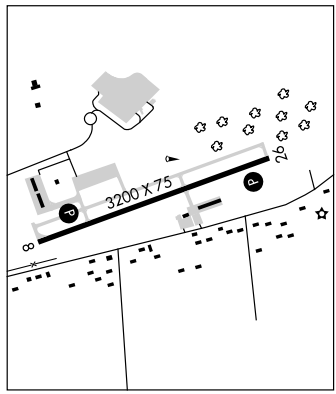
MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

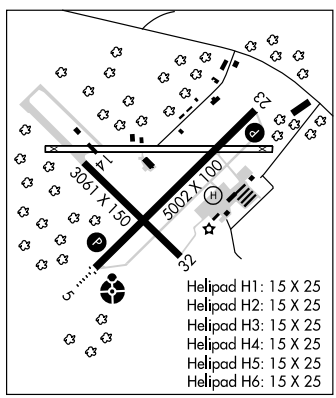
ORANGE CO (OMH) 3 E UTC−5(−4DT) N38°14.83′ W78°02.74′ **WASHINGTON**
465 B S2 **FUEL** 100LL, JET A+ NOTAM FILE OMH **L–34E, 36H, A**
RWY 08–26: H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE **IAP**
RWY 08: REIL. PAPI (P2L)—GA 4.0° TCH 39′. Trees.
RWY 26: REIL. PAPI (P2L)—GA 4.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1330–2300Z‡. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (540) 672–0505.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 132.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GORDONSVILLE (H) VORTAC 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 026° 14.9 NM to fld. 382/06W. **HIWAS.**



PETERSBURG N37°07.81′ W77°34.48′ NOTAM FILE PTB. **WASHINGTON**
NDB (MHW) 284 PTB 053° 4.6 NM to Dinwiddie County. **L–36H**
Unmonitored when arpt unattended.

PETERSBURG

DINWIDDIE CO (PTB) 5 SW UTC−5(−4DT) N37°11.03′ W77°30.44′ **WASHINGTON**
193 B S4 **FUEL** 100LL, JET A TPA—993(800) NOTAM FILE PTB **H–10H, 12I, L–36H**
RWY 05–23: H5002X100 (ASPH–GRVD) S–12.5, 2S–83 MIRL **IAP**
RWY 05: REIL. ODALS. PAPI(P4L)—TCH 42′. Tree.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
RWY 14–32: H3061X50 (ASPH) S–4
RWY 14: Tree. **RWY 32:** Tree.
AIRPORT REMARKS: Attended Apr–Sep Mon–Sun 1200–0000Z‡, Oct–Mar Mon–Sun 1200–2300Z‡. Self–svc fueling available after hrs. Rwy 14–32 some cracking mainly at the Rwy 14 end. Rwy 14–32 broken pavement on shoulders byd 25 ft left and right of centerline. Rwy 14–32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and invof arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 133.325 (804) 861–5551.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **GCO** 135.075 (POTOMAC CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 251° 20.7 NM to fld. 70/06W. **HIWAS.**
NDB (MHW) 284 PTB N37°07.81′ W77°34.48′ 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.
ILS 110.3 I–JLS Rwy 05. LOC only. Unmonitored when arpt unattended.



HELIPAD H1: H15X25 (CONC)
HELIPAD H2: H15X25 (CONC)
HELIPAD H3: H15X25 (CONC)
HELIPAD H4: H15X25 (CONC)
HELIPAD H5: H15X25 (CONC)
HELIPAD H6: H15X25 (CONC)

LOC I-JLS	APP CRS	Rwy Idg	5002
110.3	051°	TDZE	193
		Apt Elev	193

LOC/NDB RWY 5

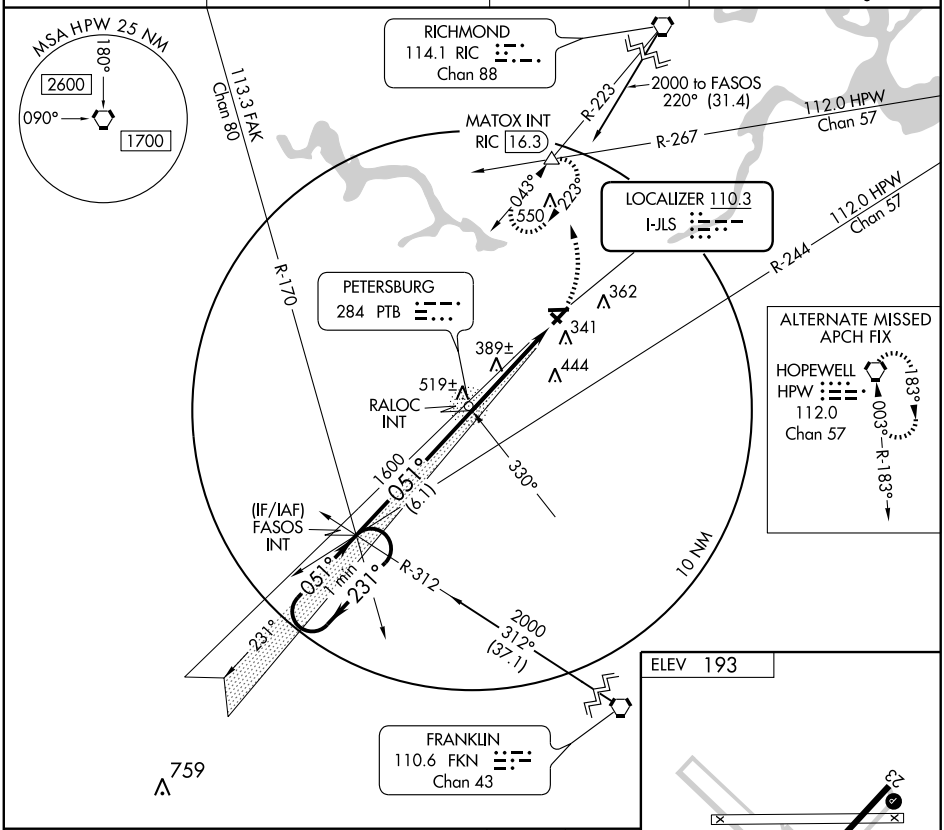
PETERSBURG / DINWIDDIE COUNTY (PTB)

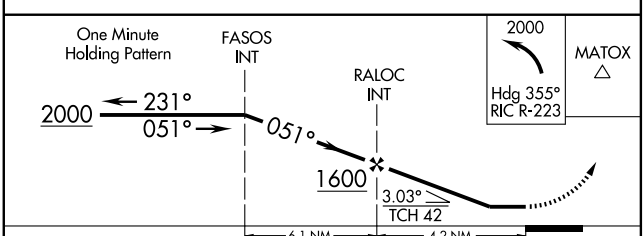
Circling to Rwy 14/32 NA at night. Inoperative table does not apply to S-5 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDA 40 feet.

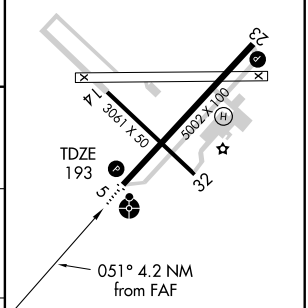
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	640-¾	447 (500-¾)	640-1¼ 447 (500-1¼)	NA
CIRCLING	680-1	487 (500-1)	680-1½ 487 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 70705	051°	TDZE	193
W05A		Apt Elev	193

RNAV (GPS) RWY 5

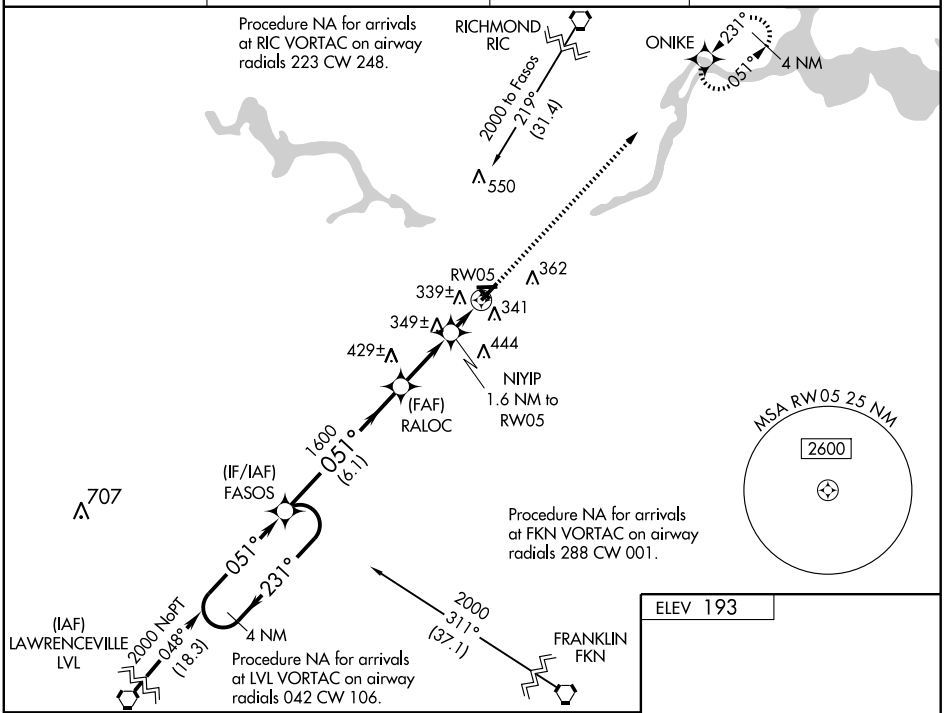
PETERSBURG / DINWIDDIE COUNTY (PTB)

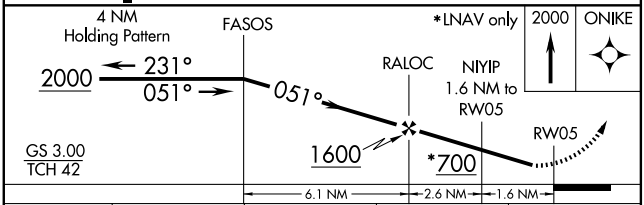
Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet, and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Chesterfield County altimeter setting. Visibility reduction by helicopters NA.

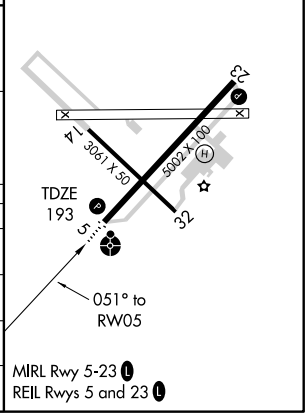
ODALS

MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	529-1¼	336 (400- 1¼)		NA
LNAV/VNAV DA	620-1½	427 (500-1½)		NA
LNAV MDA	600-¾	407 (500-¾)	600-1¼ 407 (500-1¼)	NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 86706	231°	TDZE	191
W23A		Apt Elev	193

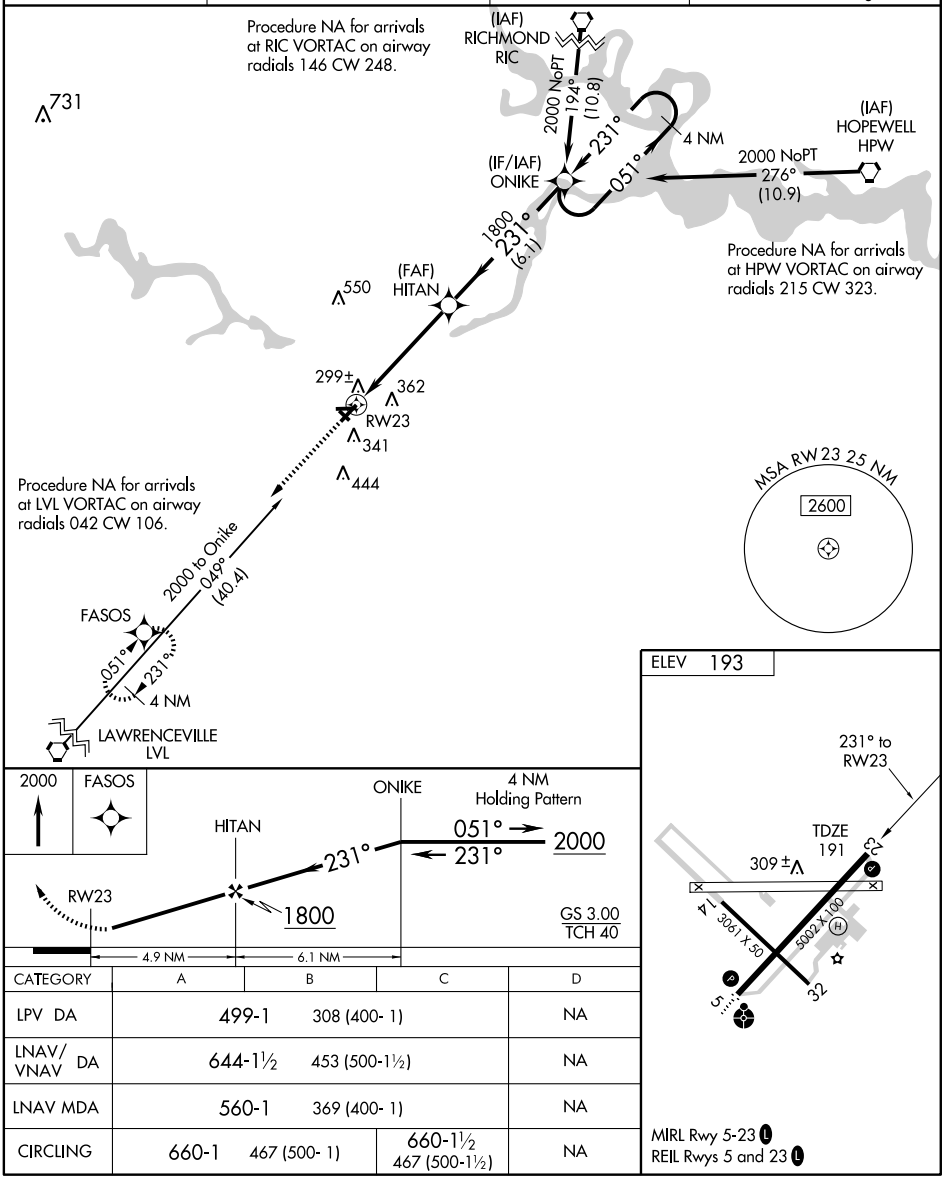
RNAV (GPS) RWY 23

PETERSBURG / DINWIDDIE COUNTY (PTB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	499-1	308 (400- 1)		NA
LNAV/VNAV DA	644-1½	453 (500-1½)		NA
LNAV MDA	560-1	369 (400- 1)		NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HPW 112.0 Chan 57	APP CRS 252°	Rwy Idg 5002 TDZE 192 Apt Elev 193

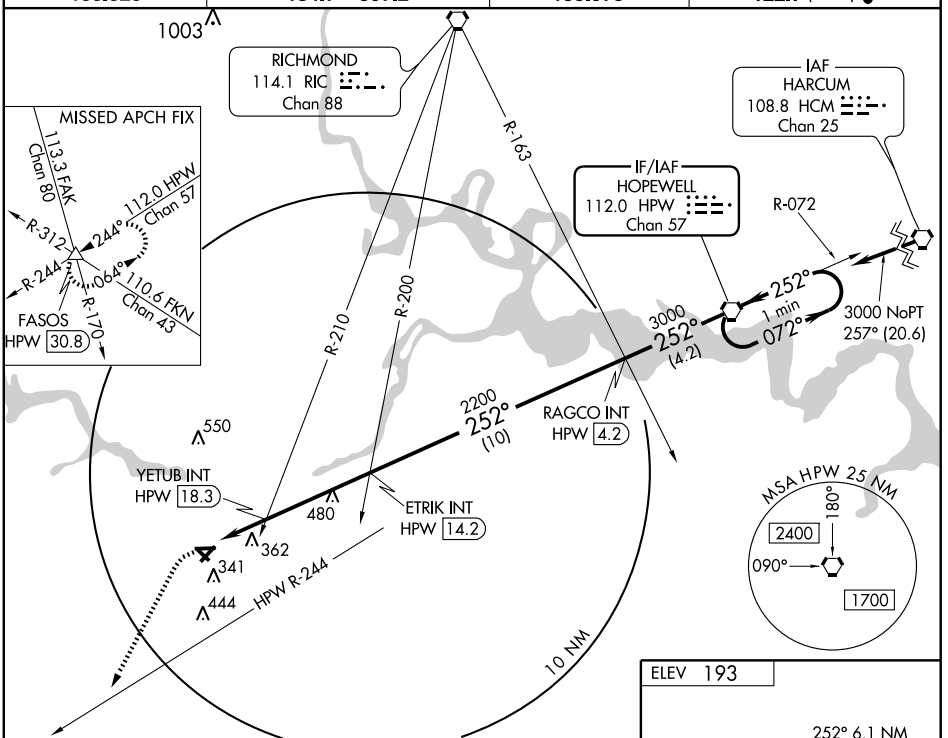
VOR RWY 23

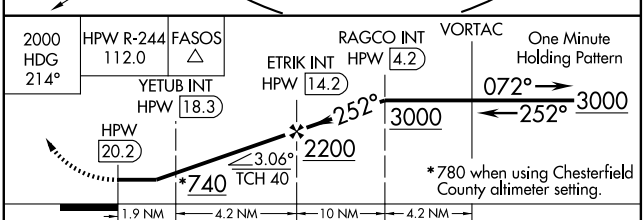
PETERSBURG / DINWIDDIE COUNTY (PTB)

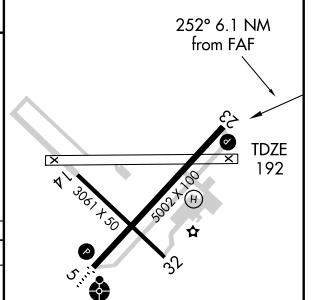
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-23	740-1 548 (600-1)	740-1¼ 548 (600-1¼)	740-1½ 548 (600-1½)	NA
CIRCLING	740-1 547 (600-1)	740-1¼ 547 (600-1¼)	740-1½ 547 (600-1½)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 428 (500-1)	620-1¼ 428 (500-1¼)	620-1½ 428 (500-1½)	NA
CIRCLING	660-1 467 (500-1)	660-1¼ 467 (500-1¼)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

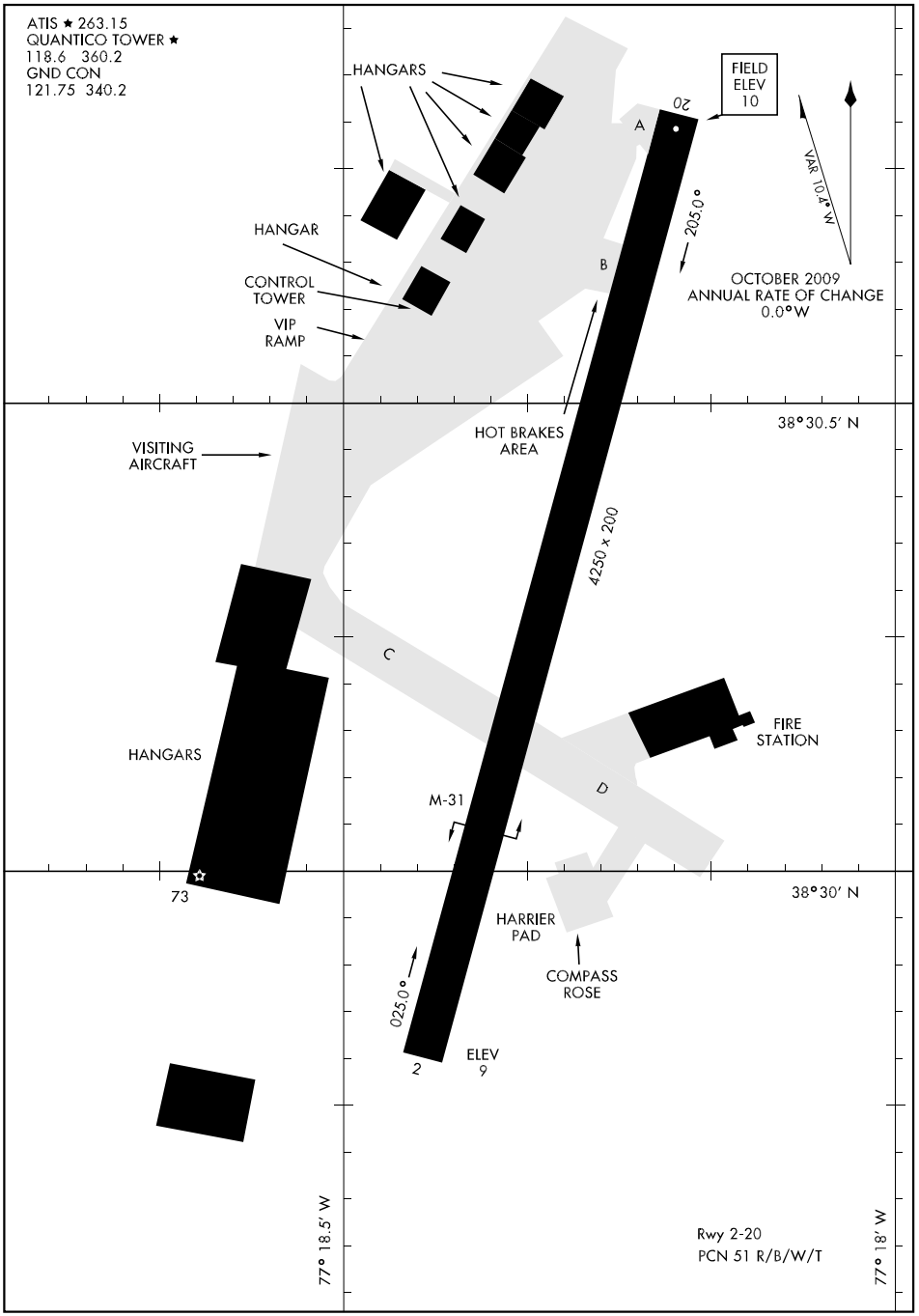
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-339 [USN]

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VIRGINIA



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FIELD) (KNYG)

PULASKI N37°05.26′ W80°42.77′ NOTAM FILE PSK. **CINCINNATI**

(H) VORTAC 116.8 PSK Chan 115 031°2.9 NM to New River Valley. 2120/06W. **H–10H, 12H, L–26I**

HIWAS.

DME portion unusable:

034°–038° byd 25 NM
135°–175° byd 25 NM blo 10,000′
200°–225° byd 10 NM
284°–286° byd 10 NM blo 10,000′
287°–316° byd 25 NM blo 10,000′
315°–335° byd 10 NM blo 10,000′
334°–039° byd 25 NM blo 10,000′

RCO 122.1R 116.8T (LEESBURG RADIO)

RCO 122.3 (LEESBURG RADIO)

QUANTICO MCAF (TURNER FLD) (NYG) MC 1 S UTC−5(−4DT) N38°30.22′ W77°18.30′ **WASHINGTON**

10 B NOTAM FILE DCA Not insp. **L–29E, 34E, 36I, A**

RWY 02–20: H4250X200 (ASP) PCN 51 R/B/W/T HIRL **DIAP, AD**

RWY 02: PAPI.

MILITARY SERVICE: LGT Rwy 02 PAPI and PAR runway point of intercept not coincident.Rwy 02 centerline lighting first 1000′. **FUEL** J8. **TRAN ALERT** No transient maintenance avbl. Require qualified crew member to assist in cold refueling.

MILITARY REMARKS: Opr Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun and holidays. **RSTD** All tran acft 24 hr PPR; Ops chief DSN 278–2085/2908, C703–784–2085/2908. After 2200Z‡ and on weekends call DSN 278–0920, C703–432–0920, C703–675–4144 for PPR. All tailhook acft requiring A-gear ldg, advance notice required. Requesting unit must coordinate with MWSS via Marine Corps Air Facility Quantico ops officer in charge. Clsd fld opr not authorized for tran acft.

CAUTION Twy C clsd indef. Limited Visiting Acft Line parking. Bird hazard vicinity Rwy 02–20 SR–SS. Heavy migratory bird activity Oct–Feb. **NS ABTMT** The area in and around the Quantico Class D Airspace is noise sensitive. Helicopters transit Quantico Class D Airspace at or abv 500′ AGL. **CUSTOMS/AGRICULTURE/IMMIGRATION: CSTMS/AG/IMG** Avbl with 72 hr prior notice PPR only. **MISC** MCAF Quantico and R–6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas. Category II crash/fire rescue svc. Rwy 02 and Rwy 20 grooved first 1300′. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on–loaded or off–loaded due to security issues.

COMMUNICATIONS: SFA **ATIS** 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–thu 1300–0200Z‡)

Ⓡ **ARRIVAL** 127.05 290.375 (Mon 1600–2200Z‡, Tue–Thur 1300–0200Z‡, Fri 1300–2200Z‡, open Sat, Sun and holidays by NOTAM only)

Ⓡ **POTOMAC APP/DEP CON** 124.65 306.925

TOWER 118.6 360.2 (Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun and holidays.)

GND CON 121.75 340.2

PMSV METRO/BASE OPS 355.3

AIRSPACE: CLASS D svc Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun, and holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 022° 10.3 NM to fld. 145/9W.

ASR/PAR (Mon 1600–2200Z‡, Tue–Thu 1300–0200Z‡, Fri 1300–2200Z‡, open Sat, Sun and holidays by NOTAM only)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

APCH CRS	Rwy ldg	4250
024°	TDZE	10
	Arpt Elev	10

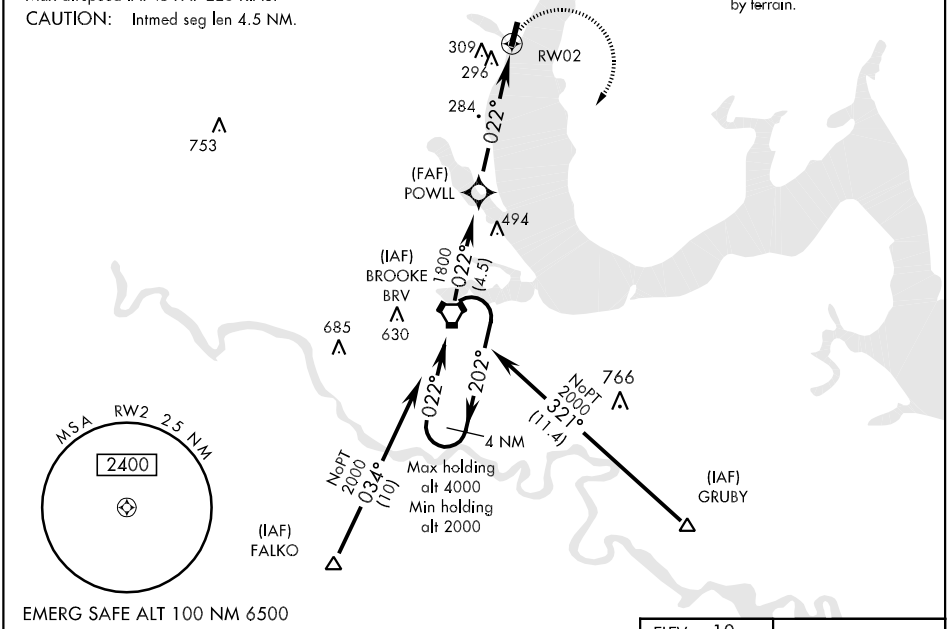
▼ * Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop. Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

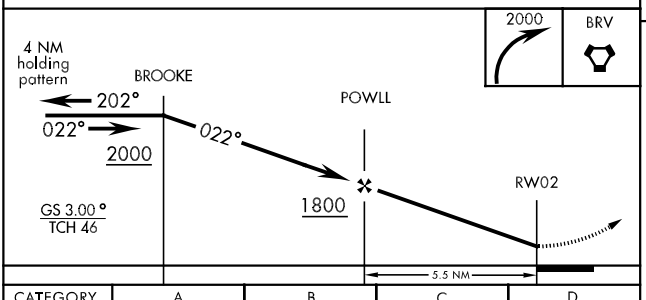
ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

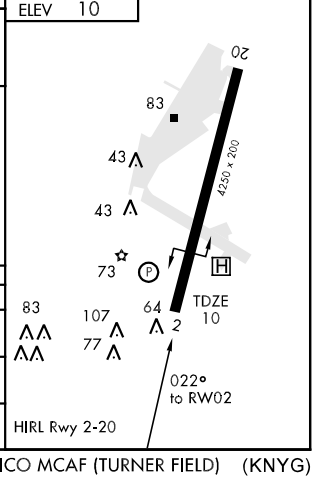
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (110°F).
DME/DME RNP-0.3 NA.
LNAV/VNAV military use only.
Max airspeed IAF to FAF 220 KIAS.
CAUTION: Intmed seg len 4.5 NM.

CAUTION: 20:1 visual surface penetrated by terrain.



EMERG SAFE ALT 100 NM 6500





CATEGORY	A	B	C	D
LNAV/VNAV DA	470-1 ½ 460 (500-1½)			
LNAV MDA	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1½ 550 (600-1½)			700-2¼ 690 (700-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 2

BRV VORTAC	APCH CRS	Rwy Idg	4250
114.5	022°	TDZE	10
Chan 92		Arpt Elev	10

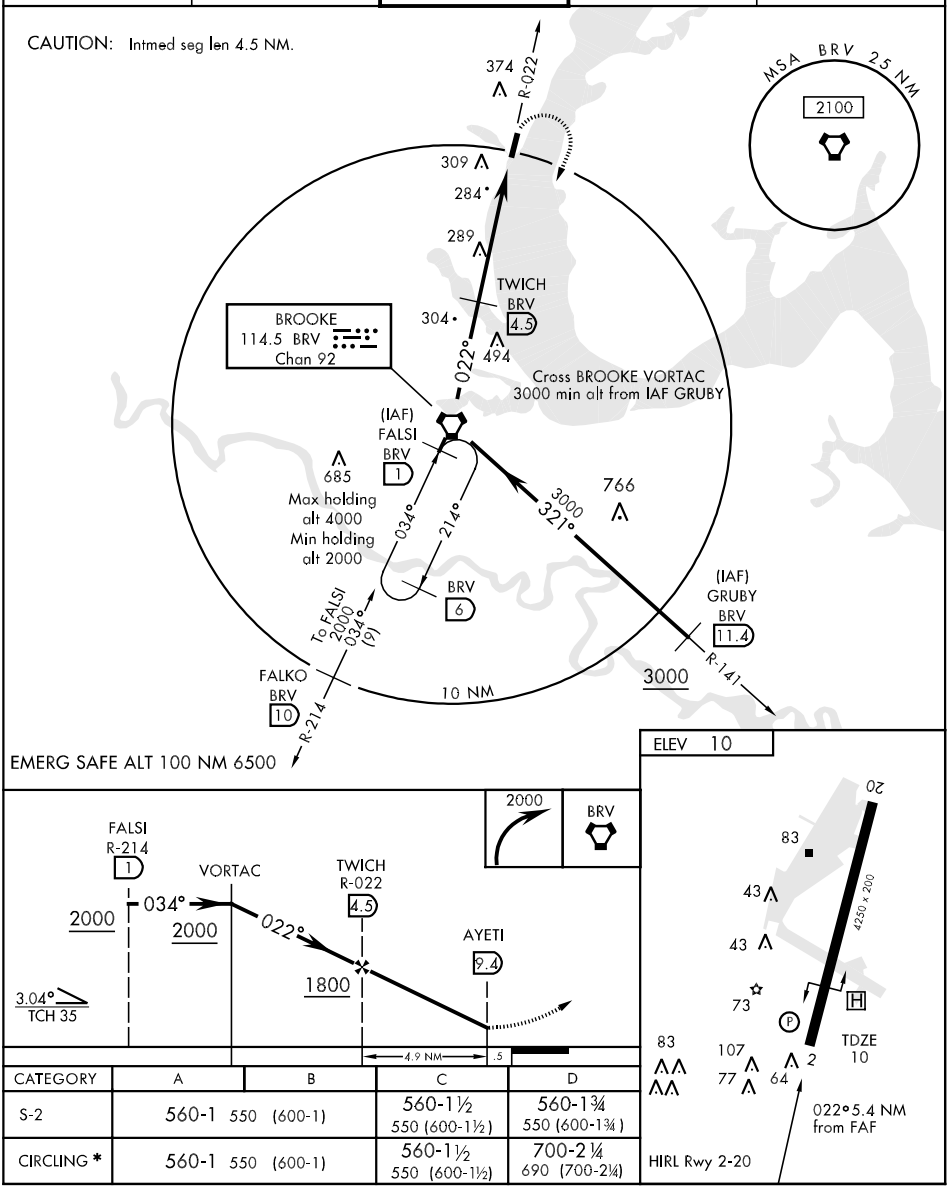
AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

* Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop.

MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

CAUTION: Intmed seg len 4.5 NM.

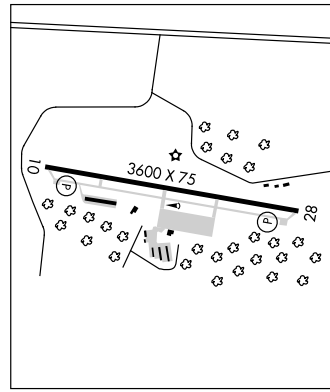


CATEGORY	A	B	C	D
S-2	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1 550 (600-1)		560-1½ 550 (600-1½)	700-2¼ 690 (700-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

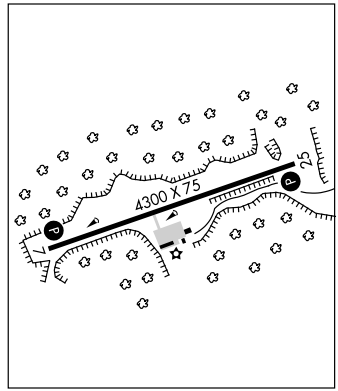
QUINTON

NEW KENT CO (W96) 8 W UTC−5(−4DT) N37°30.21′ W77°07.59′ WASHINGTON
123 B **FUEL** 100LL TPA—923(800) NOTAM FILE DCA L–34E, 36H
RWY 10–28: H3600X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2R)—GA 4.0° TCH 45′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10–28 preset low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
GCO 135.075 (POTOMAC CLNC) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 003° 10.5 NM to fld. 70/06W. **HIWAS.**



RICHLANDS

TAZEWELL CO (JFZ) 2S UTC−5(−4DT) N37°03.83′ W81°47.90′ CINCINNATI
2653 B **FUEL** 100LL, JET A+ NOTAM FILE 6V3 L–26H
RWY 07–25: H4300X75 (ASPH) S–12.5, D–18 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0°. Tree.
RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 53′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. MIRL Rwy 07–25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (276) 596–9927.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS CENTER APP CON** 126.575
Ⓡ **ATLANTA CENTER DEP CON** 132.9
GCO 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 045° 19.7 NM to fld. 4200/02W. **HIWAS.**
ILS/DME 109.75 I–JFZ Chan 34(Y) Rwy 25. LOC only. DME unusable byd 17 NM blo 5900′.



RICHMOND N37°30.14′ W77°19.22′ NOTAM FILE RIC. WASHINGTON
(H) VORTAC 114.1 RIC Chan 88 at Richmond Intl. 159/09W. H–10H, 12H, L–34E, 36H
RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

APP CRS	Rwy ldg	3600
116°	TDZE	121
	Apt Elev	121

AL-6855 (FAA)

RNAV (GPS) RWY 10

QUINTON / NEW KENT COUNTY (W96)

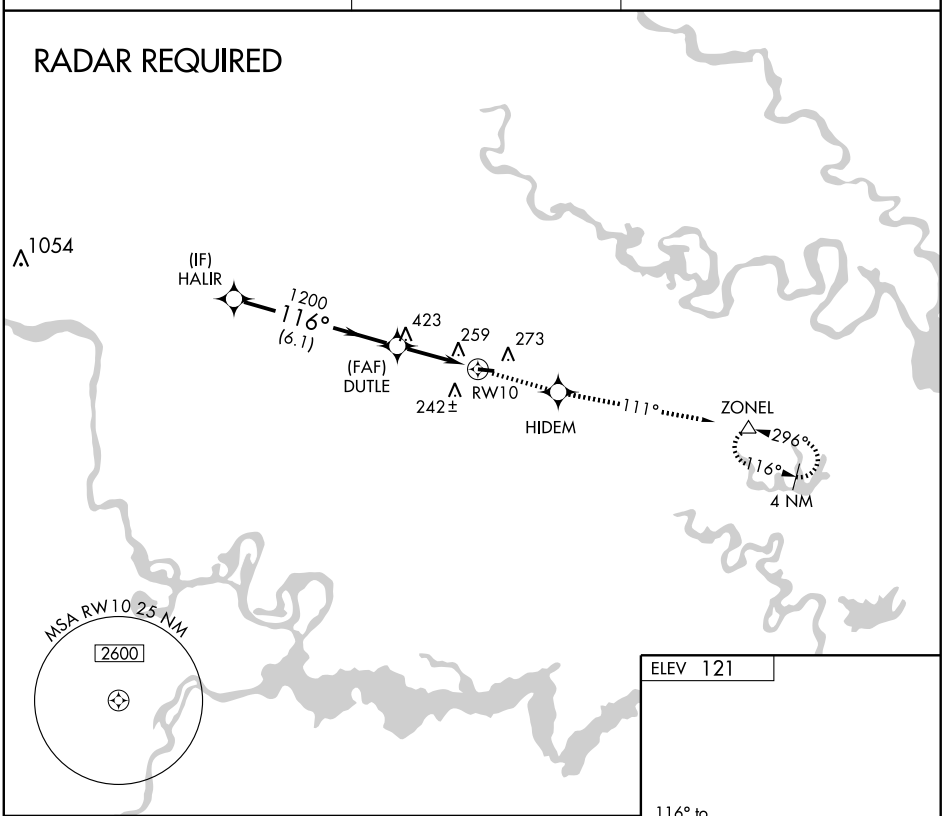
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

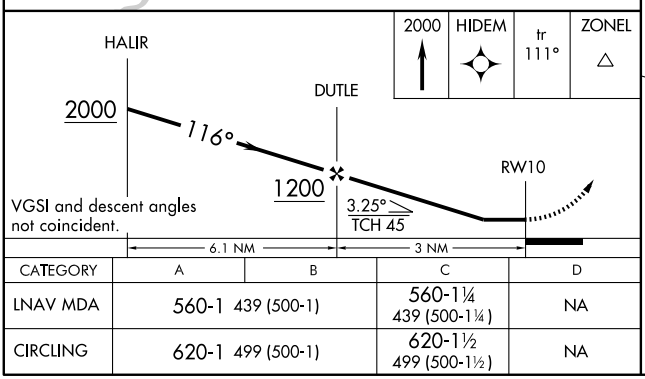
MISSED APPROACH: Climb to 2000 direct HIDEM and on track 111° to ZONEL and hold.

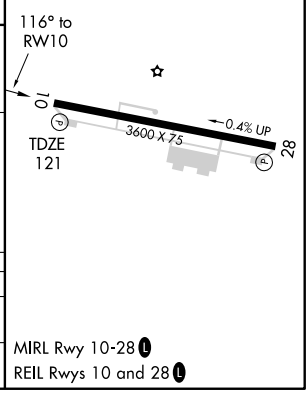
POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

NE-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	560-1 439 (500-1)		560-1¼ 439 (500-1¼)	NA
CIRCLING	620-1 499 (500-1)		620-1½ 499 (500-1½)	NA

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

APP CRS	Rwy ldg	3600
286°	TDZE	121
	Apt Elev	121

AL-6855 (FAA)

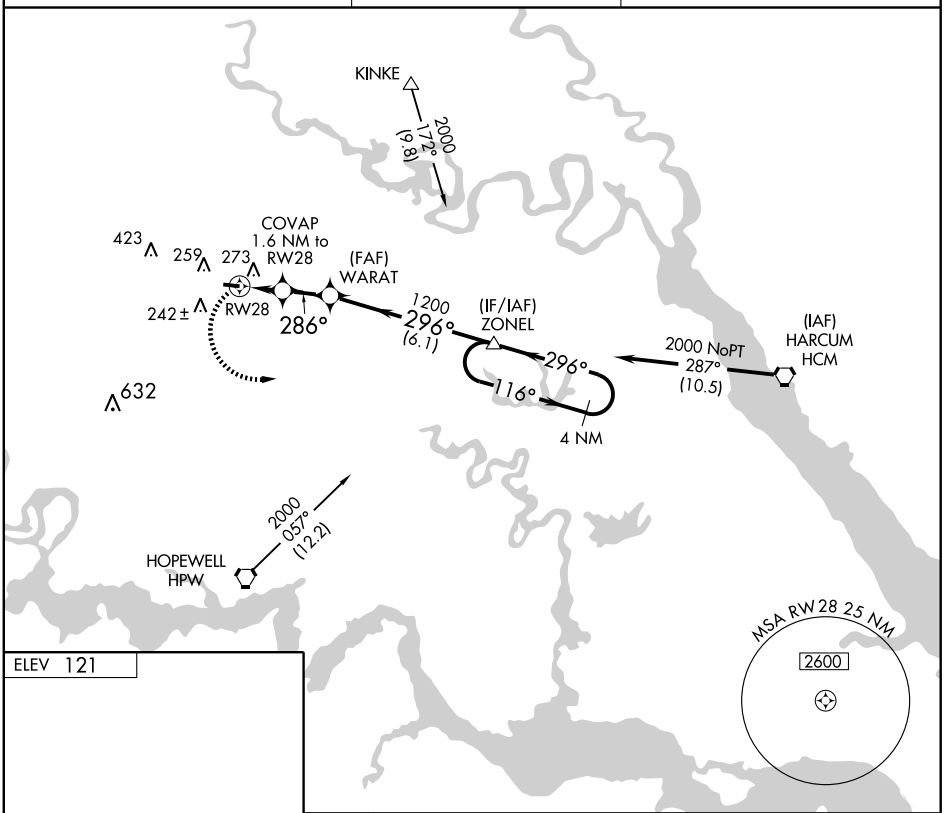
RNAV (GPS) RWY 28

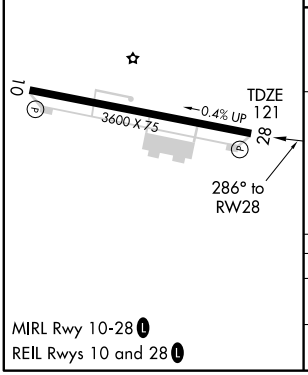
QUINTON / NEW KENT COUNTY (W96)

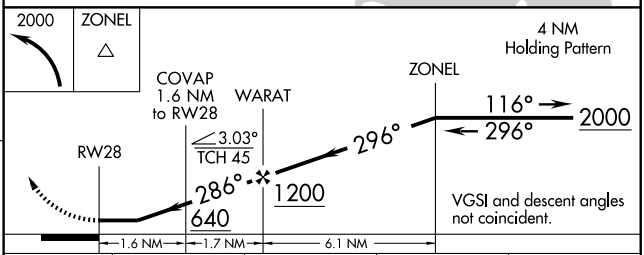
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct ZONEL and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 439 (500-1)		560-1¼ 439 (500-1¼)	NA
CIRCLING	620-1 499 (500-1)		620-1½ 499 (500-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HPW	APP CRS	Rwy Idg	N/A
112.0	003°	TDZE	N/A
Chan 57		Apt Elev	123

AL-6855 (FAA)

VOR-A

QUINTON / NEW KENT COUNTY (W96)

T
NA

Use Richmond altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

RADAR REQUIRED

RICHMOND
114.1 RIC
Chan 88

1054

10 NM

423
259
273
242±
R-119
379

IAF
HOPEWELL
112.0 HPW
Chan 57

QUILT INT
HPW 7

1700
003°
7

NoPT for arrivals on HPW VORTAC airway radials 178 CW 237.

183°
1 min
003°

R-183

MSA HPW 25 NM
180°
2600
090°
2000

ELEV 123
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

10
28
3600 X 75
0.4% UP

003° 3.4 NM from FAF

2000
HPW
112.0

VORTAC

One Minute Holding Pattern

QUILT INT
HPW 7

HPW
10.4

003°
183°
003°
2000
1700

3.4
7 NM

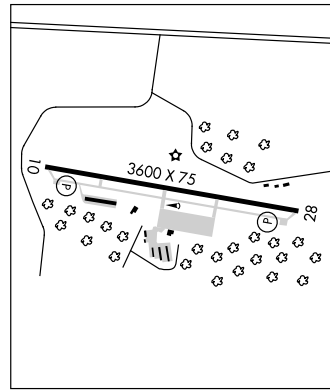
FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
CIRCLING	660-1 537 (600-1)		660-1½ 537 (600-1½)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

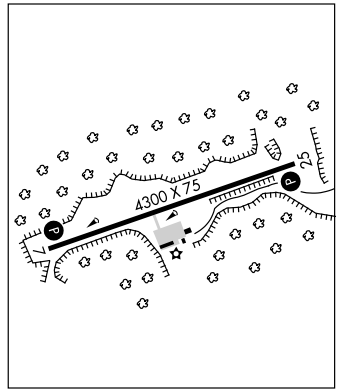
QUINTON

NEW KENT CO (W96) 8 W UTC−5(−4DT) N37°30.21′ W77°07.59′ WASHINGTON
123 B **FUEL** 100LL TPA—923(800) NOTAM FILE DCA L–34E, 36H
RWY 10–28: H3600X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(P2R)—GA 4.0° TCH 45′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 45′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10–28 preset low ints; to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
GCO 135.075 (POTOMAC CLNC) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HOPEWELL (L) VORTAC 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 003° 10.5 NM to fld. 70/06W. **HIWAS.**



RICHLANDS

TAZEWELL CO (JFZ) 2S UTC−5(−4DT) N37°03.83′ W81°47.90′ CINCINNATI
2653 B **FUEL** 100LL, JET A+ NOTAM FILE 6V3 L–26H
RWY 07–25: H4300X75 (ASPH) S–12.5, D–18 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0°. Tree.
RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 53′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. MIRL Rwy 07–25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (276) 596–9927.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **INDIANAPOLIS CENTER APP CON** 126.575
Ⓡ **ATLANTA CENTER DEP CON** 132.9
GCO 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 045° 19.7 NM to fld. 4200/02W. **HIWAS.**
ILS/DME 109.75 I–JFZ Chan 34(Y) Rwy 25. LOC only. DME unusable byd 17 NM blo 5900′.



RICHMOND N37°30.14′ W77°19.22′ NOTAM FILE RIC. WASHINGTON
(H) VORTAC 114.1 RIC Chan 88 at Richmond Intl. 159/09W. H–10H, 12H, L–34E, 36H
RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

LOC/DME I-JFZ	APP CRS	Rwy Idg	4300
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

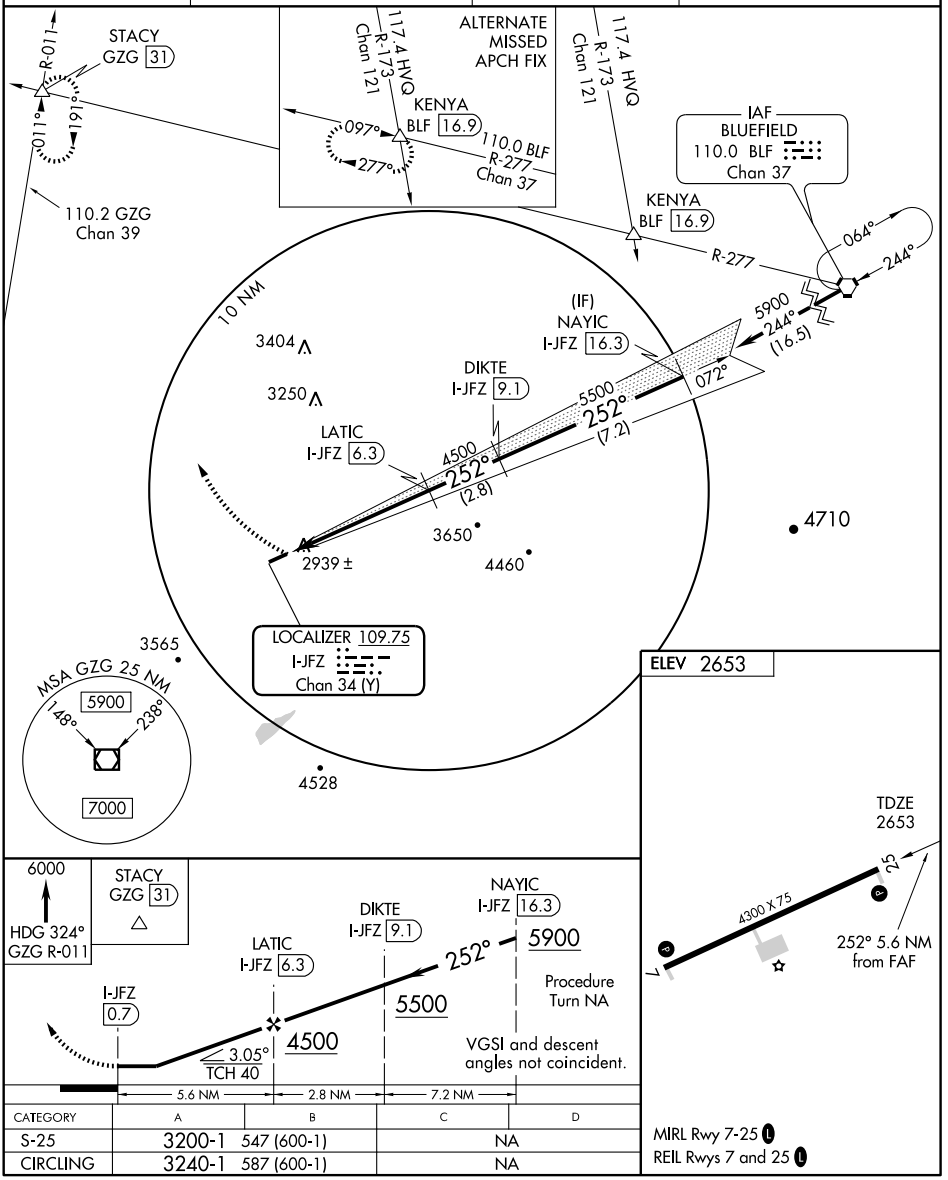
LOC/DME RWY 25

RICHLANDS / TAZEWELL COUNTY (JF'Z)

Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	NA	
CIRCLING	3240-1	587 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
238°	TDZE	2653
	Apt Elev	2653

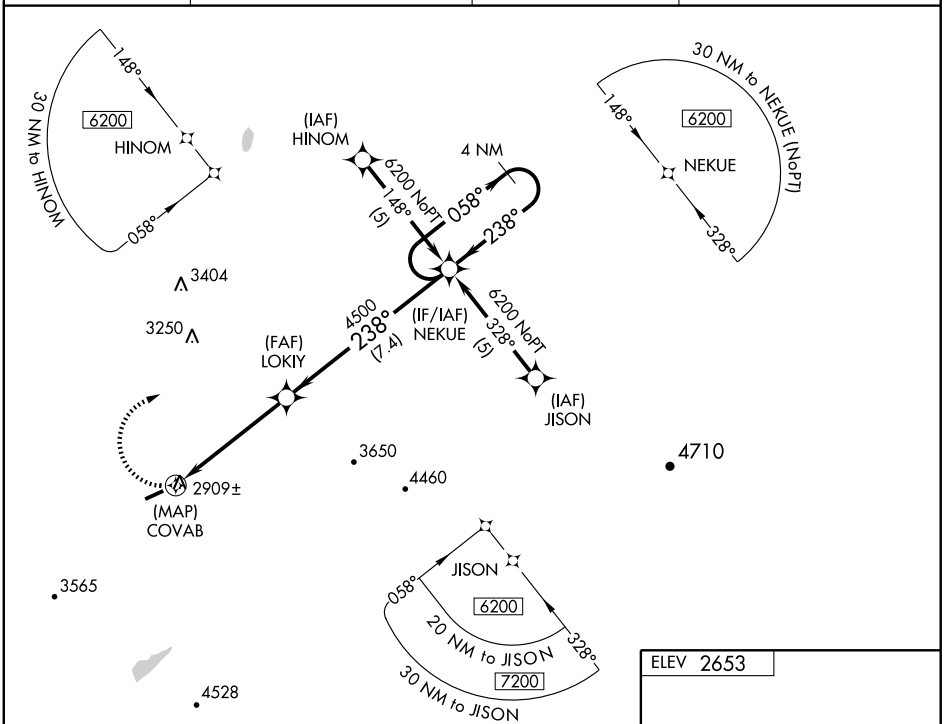
RNAV (GPS) RWY 25

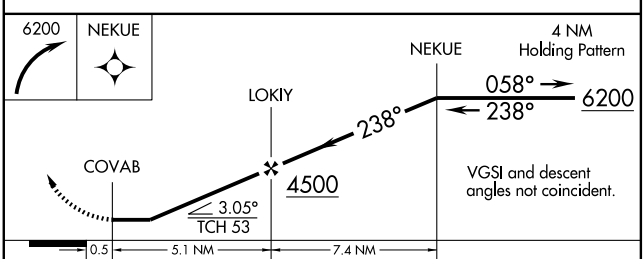
RICHLANDS / TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

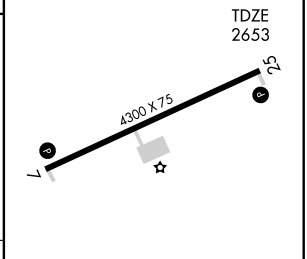
MISSED APPROACH: Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3160-1 507 (600-1)		3160-1½ 507 (600-1½)	
CIRCLING	3220-1 567 (600-1)		3220-1½ 567 (600-1½)	3220-2 567 (600-2)



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RICHMOND

CHESTERFIELD CO (FCI) 4 SW UTC−5(−4DT) N37°24.39′ W77°31.49′

WASHINGTON
H–10H, 12I, L–36H
IAP

236 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks LRA NOTAM FILE DCA

RWY 15–33: H5500X100 (ASPH–GRVD) S–60, D–80 HIRL 0.7% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Antenna.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Pole.

AIRPORT REMARKS: Attended 1200–0300Z‡. Fuel after hrs call 804–271–7793 between 0300–1200Z‡. 400 ft twr 5 NM N arpt. Aircraft on ILS approach to Richmond Intl crossing over arpt. Noise sensitive area north of arpt. No wind voluntary use of Rwy 15 preferred. Med–flight, irregular departure pattern. Helicopter parking adjacent to Twy C. Rwy 15 REIL OTS indef. TPA—1236(1000) single engine, 1736(1500) multi–engine. HIRL Rwy 15–33 preset low ints; increase ints and ACTIVATE MALSR Rwy 33 and REIL Rwy 15—CTAF.

WEATHER DATA SOURCES: AWOS–3 128.625 (804) 271–8426.

COMMUNICATIONS: CTAF/UNICOM 123.05

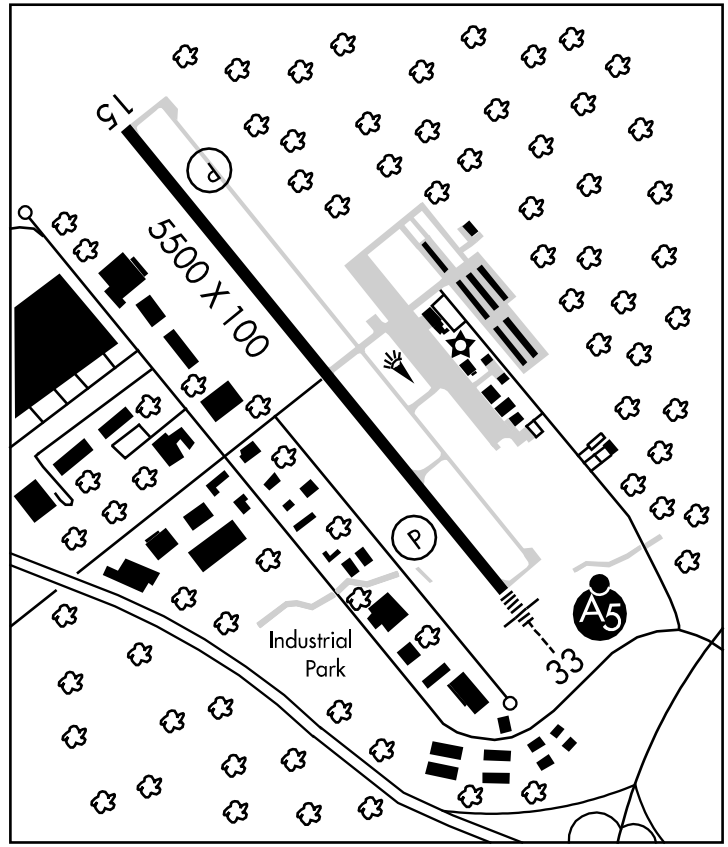
FLAT ROCK RCO 122.1R 113.3T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

FLAT ROCK (H) VORTAC 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 123° 16.2 NM to fld. 460/06W.

ILS/DME 108.3 I–CFU Chan 20 Rwy 33. Class IB. LOC/DME unmonitored when arpt unattended.



LOC/DME I-CFU	APP CRS	Rwy Idg	5500
108.3	331°	TDZE	218
Chan 20		Apt Elev	237

ILS or LOC RWY 33

RICHMOND/ CHESTERFIELD COUNTY (FCI)

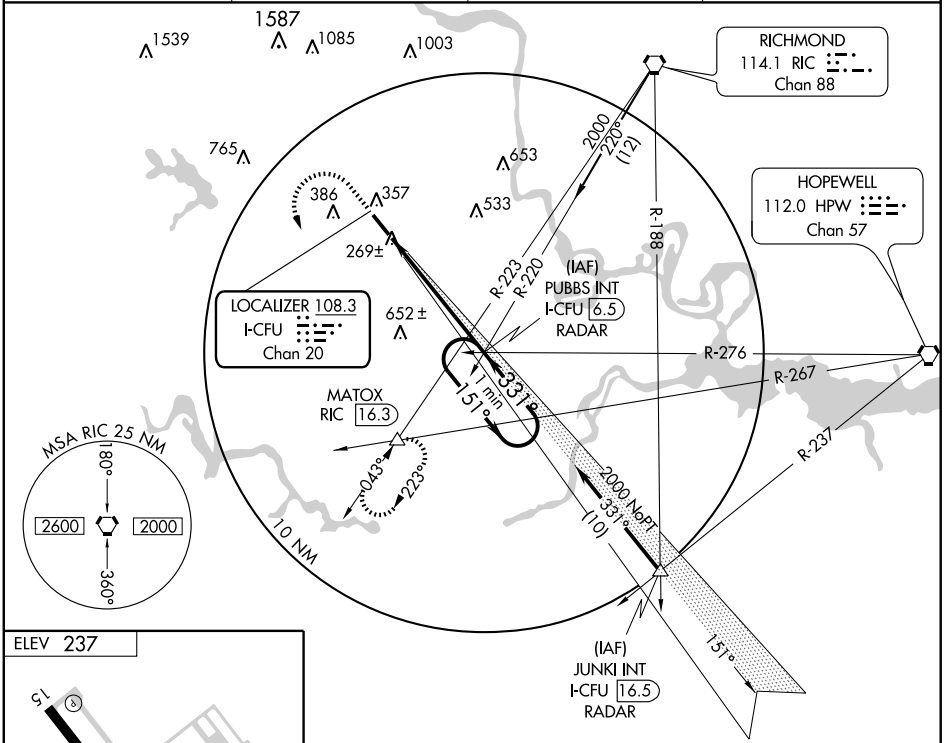
For inoperative MALSR, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.

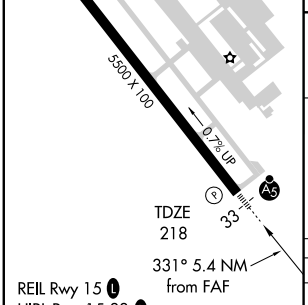
NA

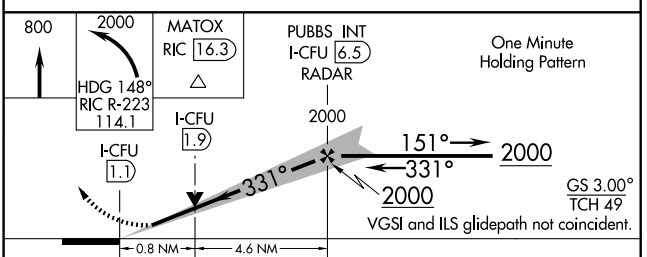
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 33	418-½ 200 (200-½)			
S-LOC 33	520-½ 302 (300-½)			520-¾ 302 (300-¾)
CIRCLING	720-1 483 (500-1)		720-1½ 483 (500-1½)	800-2 563 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 63216 W15A | APP CRS 151° | Rwy Idg 5500 | TDZE 236 | Apt Elev 236

RNAV (GPS) RWY 15

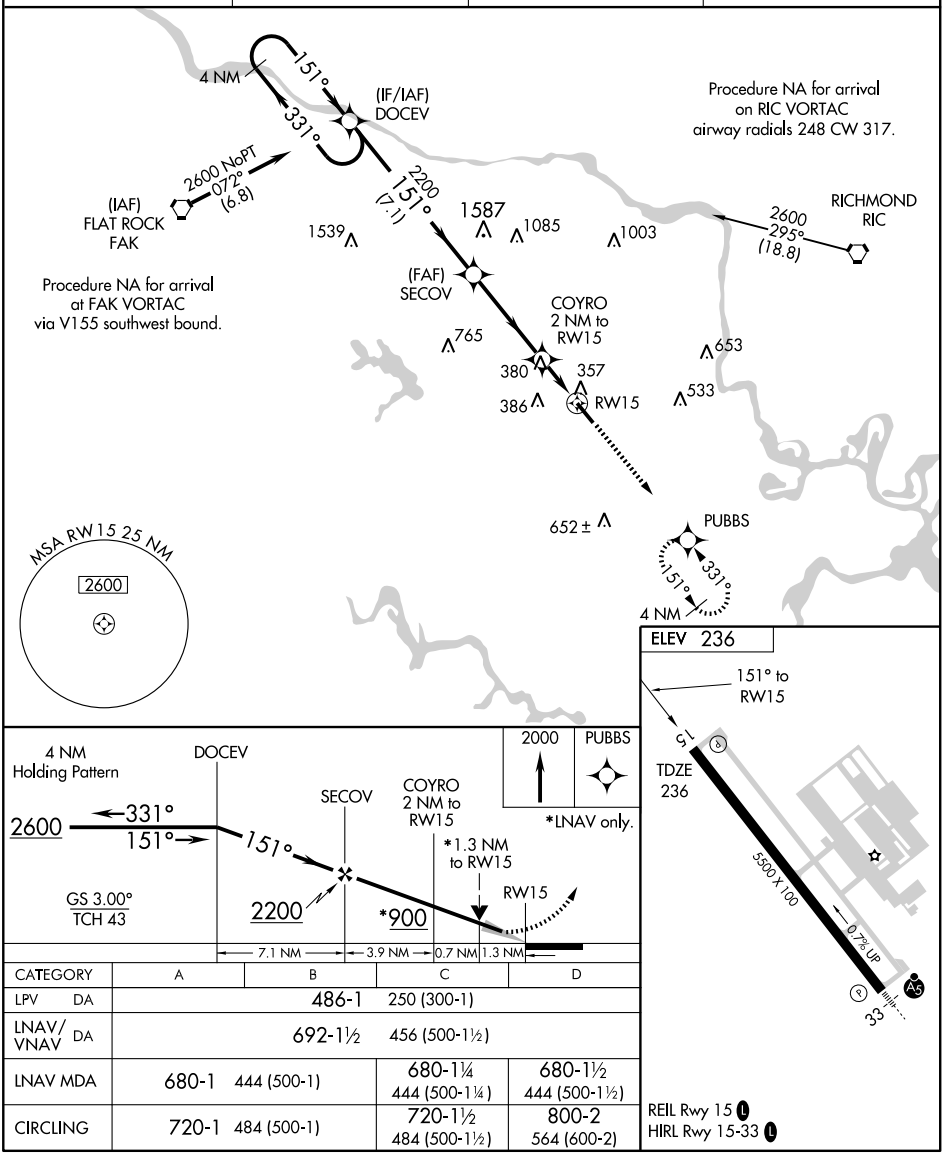
RICHMOND/ CHESTERFIELD COUNTY (FCI)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		486-1	250 (300-1)	
LNAV/VNAV DA		692-1½	456 (500-1½)	
LNAV MDA	680-1 444 (500-1)		680-1¼ 444 (500-1¼)	680-1½ 444 (500-1½)
CIRCLING	720-1 484 (500-1)		720-1½ 484 (500-1½)	800-2 564 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56221 W33A	APP CRS 331°	Rwy Idg 5500 TDZE 218 Apt Elev 237

RNAV (GPS) RWY 33

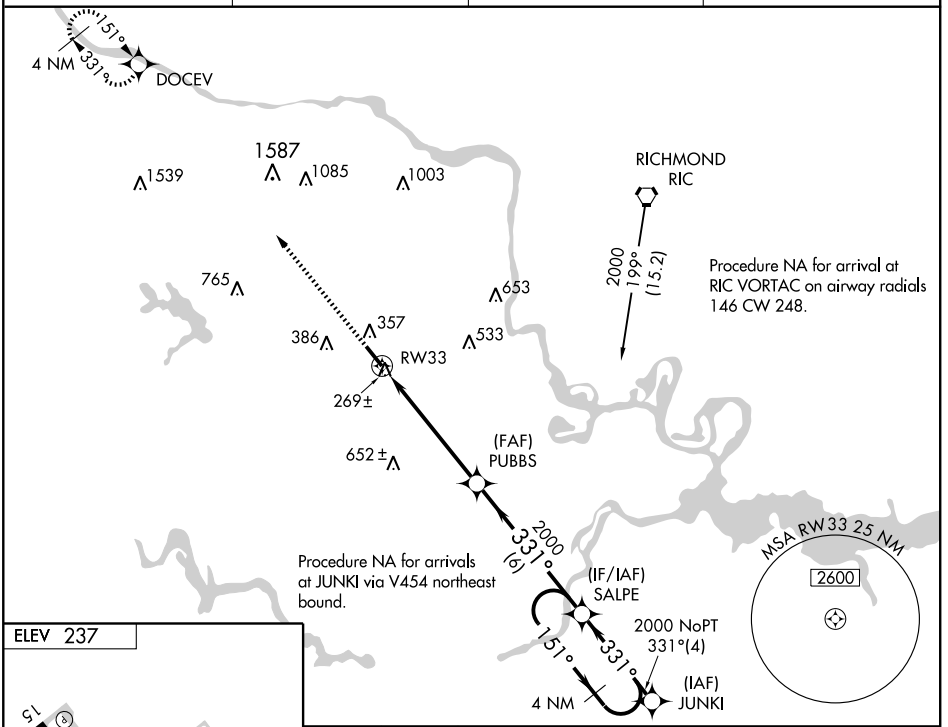
RICHMOND/ CHESTERFIELD COUNTY (FCI)

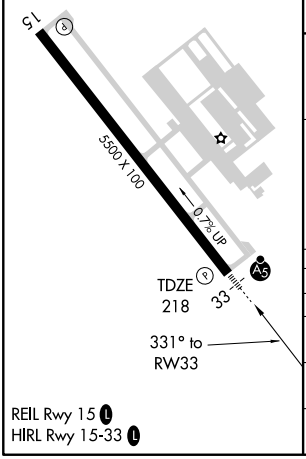
For inoperative MALSR increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/ MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

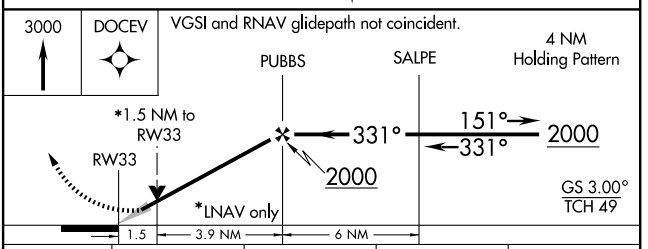
MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L



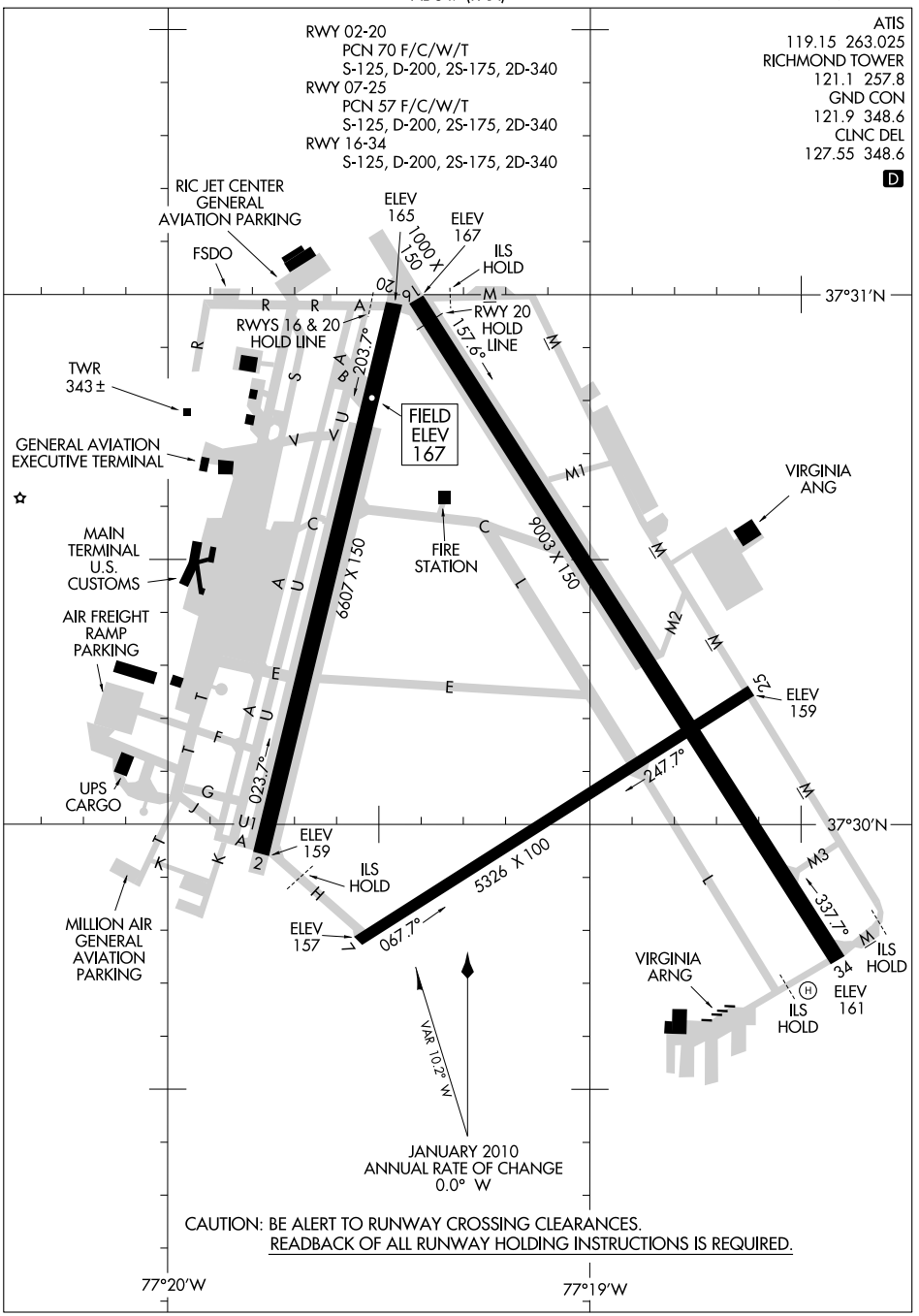




CATEGORY	A	B	C	D
LPV DA	511-½ 293 (300-½)			
LNAV/ VNAV DA	599-1 381 (400-1)			
LNAV MDA	720-½ 502 (500-½)		720-1 502 (500-1)	
CIRCLING	720-1 483 (500-1)		720-1½ 483 (500-1½)	800-2 563 (600-2)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-3, 21 OCT 2010 to 18 NOV 2010

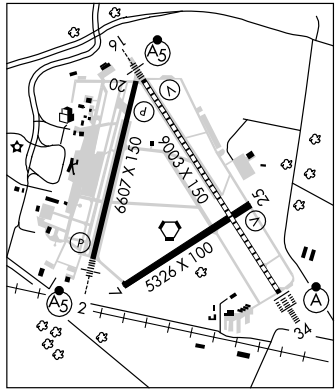


NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

RICHMOND INTL (RIC) 6 E UTC−5(−4DT) N37°30.31′ W77°19.18′ **WASHINGTON**
167 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks LRA **H–10H, 12I, L–34E, 36H**
Class I, ARFF Index C NOTAM FILE RIC **IAP, AD**

RWY 16–34: H9003X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 HIRL CL
RWY 16: MALSR. VASI(V4L)—GA 3.0°TCH 56′.
RWY 34: ALSF2. TDZL.
RWY 02–20: H6607X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 PCN 70 F/C/W/T HIRL
RWY 02: MALSR. PAPI(P4L)—GA 3.0°TCH 49′. Pole.
RWY 20: REIL. PAPI(P4L)—GA 3.0°TCH 49′. Tree.
RWY 07–25: H5326X100 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 PCN 57 F/C/W/T HIRL
RWY 07: Railroad.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.

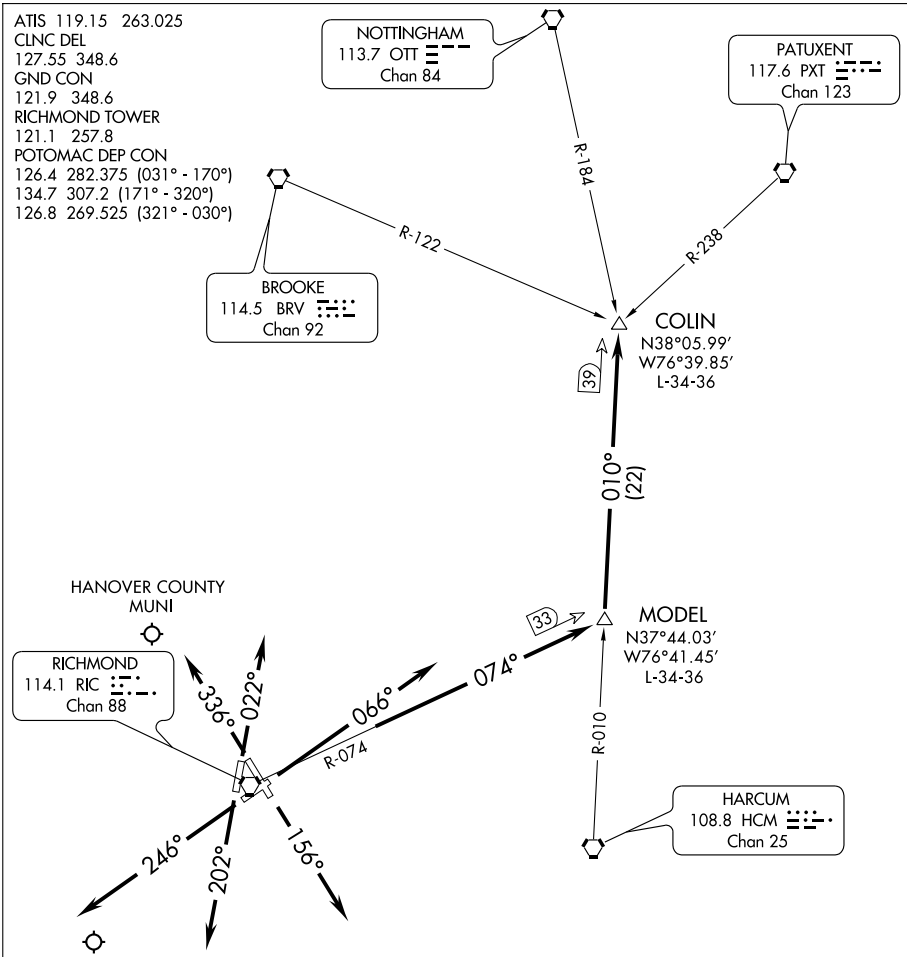


RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6607 TODA–6607 ASDA–6607 LDA–6607
RWY 07: TORA–5326 TODA–5326 ASDA–5326 LDA–5326
RWY 16: TORA–9003 TODA–9003 ASDA–9003 LDA–9003
RWY 20: TORA–6607 TODA–6607 ASDA–6607 LDA–6607
RWY 25: TORA–5326 TODA–5326 ASDA–5326 LDA–5326
RWY 34: TORA–9003 TODA–9003 ASDA–9003 LDA–9003

AIRPORT REMARKS: Attended continuously. Tower 245 ft AGL 2.5 NM NW; unlighted. 220 ft MSL crane (mkd and lgtd) 5.4 NM south of arpt. Bird activity invof all rwys and twys and invof arpt. Non-radio equipped vehicles crossing midfield Twys C, E, and H and driving on Twy L south of Rwy 07–25. No practice landings 0300–1200Z‡. Hold line Rwy 20 east side located across Rwy 34 150′ from dep end. Hold line Rwy 20 west side across Twy A and also serves as hold line for Rwy 16; signage indicates both rwys. Due to the close proximity to Rwy 02–20, Twy U signage may be behind acft, once clear of Rwy 02–20. ATC clearance required for pushbacks onto movement areas. All acft with wingspans greater than 118′ and wheel bases greater than 59′ are restricted from using Twys J, K, R, (between Twy A and FSDO ramp), S, T (south of Twy J), and V (west of Twy A). Twys M, M1, M2, M3 and Twy R west of FSDO designated for acft with wingspan less than 79′. Twy A between Twy C and Twy E restricted from use by acft wingspans greater than 171′. Twy T (north of Twy F) restricted from use by acft with wingspans greater than 118′. Intersection requires judgemental oversteering. Air carrier apron clsd to unscheduled acft weighing under 35,000 lbs. No edge lgts on Twys M and S—reflectors only. The following areas not visible from the twr: portions of the air carrier apron, Army National Guard acft parking ramp. TPA–1200(1033) single engine, lgt acft, 1700(1533) all others. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (804) 236–1091.
COMMUNICATIONS: ATIS 119.15 **UNICOM** 122.95
FLAT ROCK RCO 122.1R 113.3T (LEESBURG RADIO)
RCO 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)
Ⓡ **POTOMAC APP CON** 126.4 (031°–170°) 134.7 (171°–320°) 126.8 (321°–030°) 118.2
TOWER 121.1 **GND CON** 121.9 **POTOMAC CLNC DEL** 127.55
Ⓡ **POTOMAC DEP CON** 126.4 (031°–170°) 134.7 (171°–320°) 126.8 (321°–030°)
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
(H) VORTAC 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ at fld. 159/09W.
ILS 110.9 I–EZD Rwy 02. Class IT.
ILS 110.7 I–BNE Rwy 34. Class IIIE.
ILS 110.7 I–RGJ Rwy 16. Class IA.

COLIN FIVE DEPARTURE



TAKEOFF MINIMUMS:

RWY 2: 200-1¼ or STANDARD with minimum climb of 230 feet per NM to 400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1600 feet prior to departure end of runway. Minimum ATC climb of 300 feet per NM to 2000.

RWY 7, 16, 20, 25: STANDARD with ATC climb of 300 feet per NM to 2000.

RWY 34: STANDARD with ATC climb of 300 feet per NM to 2100.

NOTE: RADAR REQUIRED.

NOTE: Chart note to scale.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

COLIN FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 022° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 7: Climb heading 066° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 16: Climb heading 156° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 20: Climb heading 202° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 25: Climb heading 246° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 34: Climb heading 336° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

.... Via HCM R-010 to COLIN INT/HCM 39 DME. Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 2: Aircraft on surface beginning 3′ from DER, 202′ right of centerline, up to 65′ AGL/232′ MSL. Trees and bushes beginning 104′ from DER, 223′ left of centerline, up to 100′ AGL/251′ MSL. Trees beginning 2918′ from DER, 367′ right of centerline, up to 100′ AGL/260′ MSL.

Rwy 7: Trees beginning 1208′ from DER, 798′ right of centerline, up to 100′ AGL/259′ MSL. Trees beginning 1347′ from DER, 283′ left of centerline, up to 100′ AGL/ 259′ MSL.

Rwy 20: Hangar 817′ from DER, 665′ right of centerline, 43′ AGL/212′ MSL. Trees beginning 2307′ from DER, 1065′ left of centerline, up to 100′ AGL/235′ MSL. Trees beginning 2645′ from DER, 759′ right of centerline, up to 100′ AGL/255′ MSL. Pole 3226′ from DER, 424′ right of centerline, 79′ AGL/248′ MSL.

Rwy 25: Vehicles on road beginning 390′ from DER, on centerline, up to 15′ AGL/184′ MSL. Train on railroad beginning 545′ from DER, on centerline, up to 23′ AGL/192′ MSL. Tower 799′ from DER, 562′ left of centerline, 16′ AGL/185′ MSL. Trees beginning 2414′ from DER, 285′ right of centerline, up to 100′ AGL/279′ MSL. Multiple poles beginning 3056′ from DER, 565′ left of centerline, up to 83′ AGL/252′ MSL. Trees beginning 3176′ from DER, 357′ left of centerline, up to 100′ AGL/269′ MSL.

Rwy 34: Aircraft on surface beginning 12′ from DER, 192′ left of centerline, up to 65′ AGL/230′ MSL. Hangar and light pole beginning 1103′ from DER, 732′ left of centerline, up to 41′ AGL/200′ MSL. Trees beginning 2202′ from DER, 1052′ right of centerline, up to 100′ AGL/232′ MSL. Trees beginning 2689′ from DER, 998′ left of centerline, up to 100′ AGL/237′ MSL.

HI-ILS RWY 16

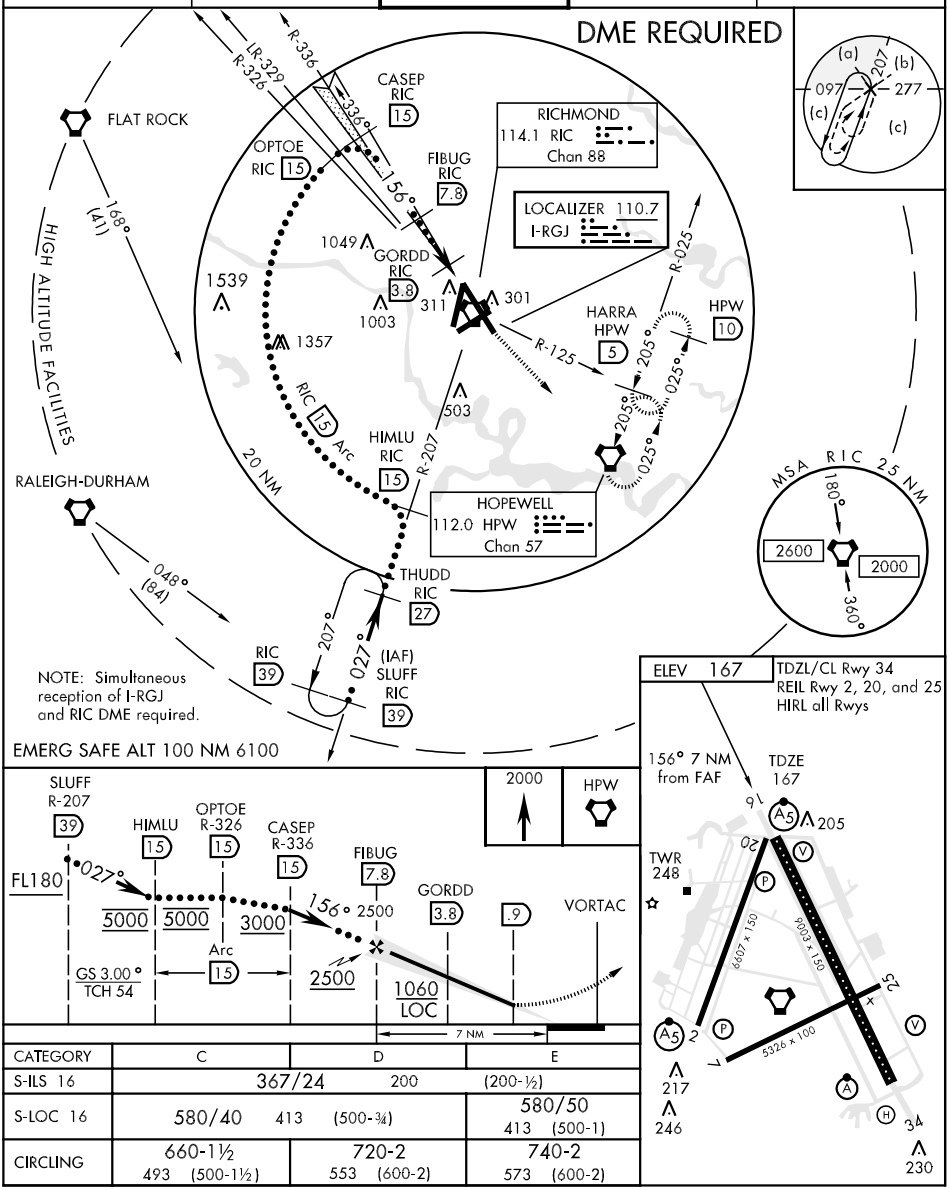
LOC I-RGJ	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-347 [USAF]	RICHMOND INTL (KRIC)
110.7	156°	9003 / 167 / 167		

MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acft climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT, 205° inbound)

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55

DME REQUIRED



CATEGORY	C	D	E
S-ILS 16	367/24 200		(200-½)
S-LOC 16	580/40 413 (500-¾)		580/50 413 (500-1)
CIRCLING	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 16

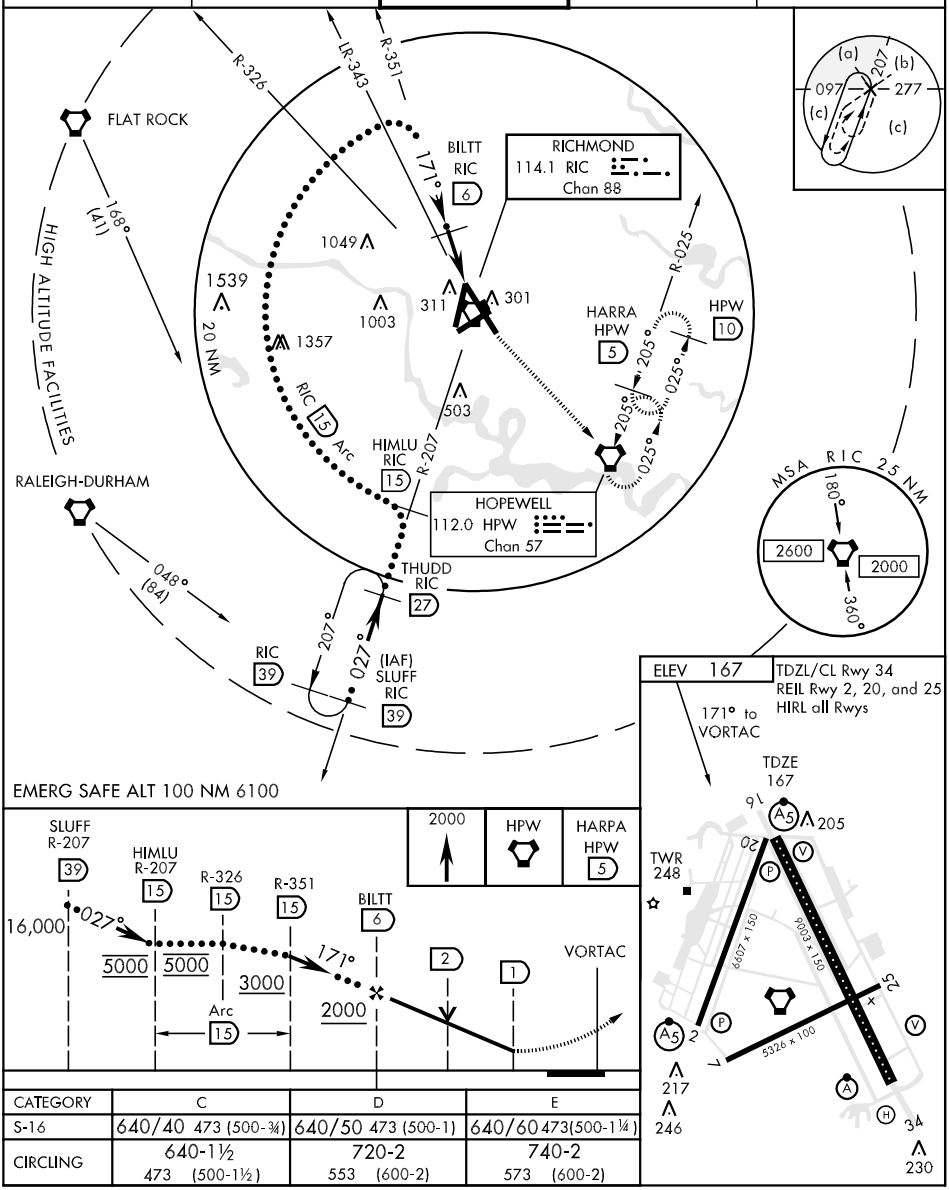
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
RIC Chan 88	171°	9003	167	167

JAL-347 [USAF] RICHMOND INTL (KRIC)

MALSR

MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



CATEGORY	C	D	E
S-16	640/40 473 (500-¾)	640/50 473 (500-1)	640/60 473 (500-1¼)
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 34

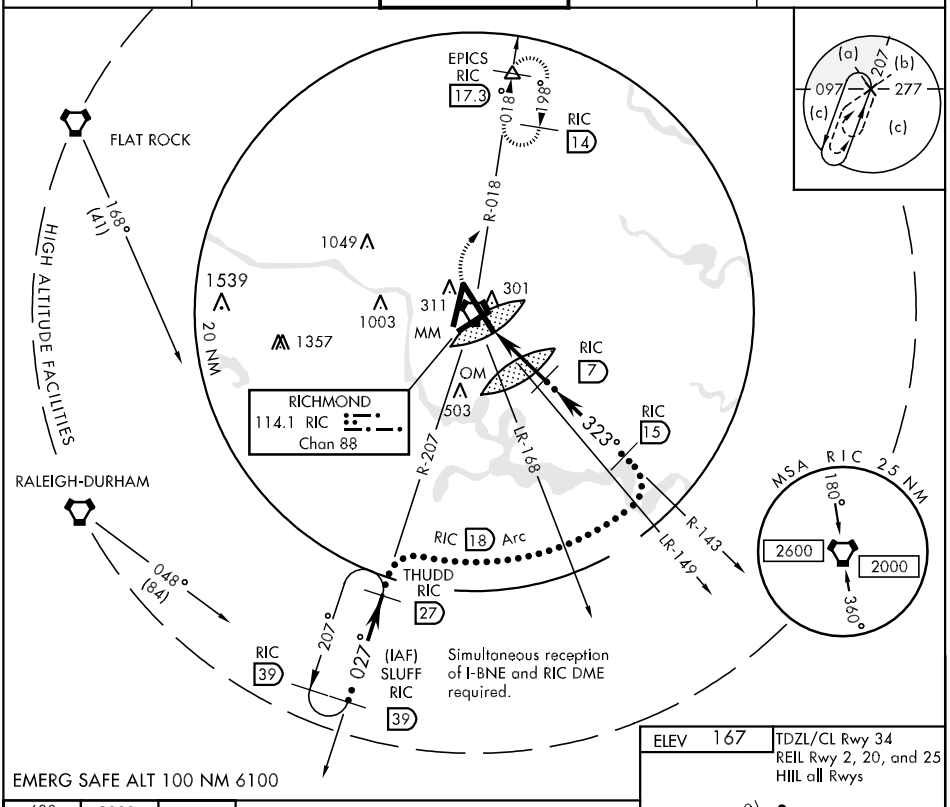
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
RIC Chan 88	323°	9003	161	167

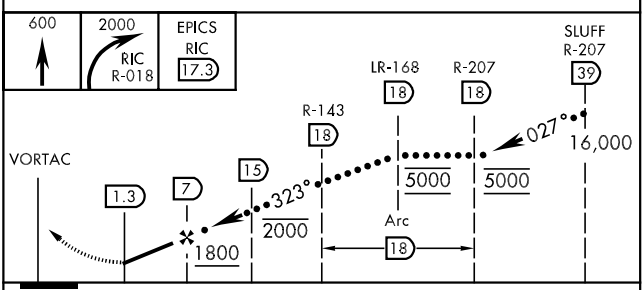
JAL-347 [USAF] — RICHMOND INTL (KRIC)

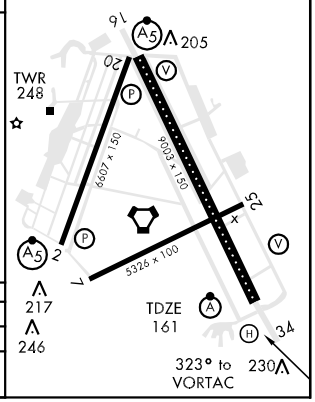
ALSF-2

MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	C	D	E
S-34	500/40 339 (400-¾)	500/50 339	(400-1)
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

HI-TACAN RWY 34

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-RGJ	APP CRS	Rwy Idg	9003
110.7	156°	TDZE	167
		Apt Elev	167

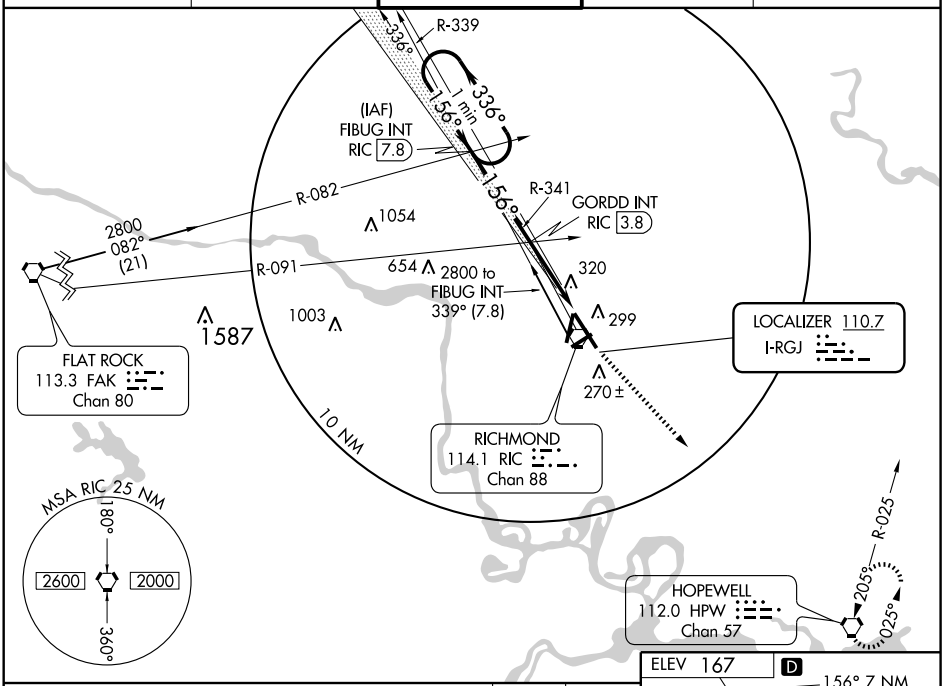
ILS or LOC RWY 16
RICHMOND INTL (RIC)

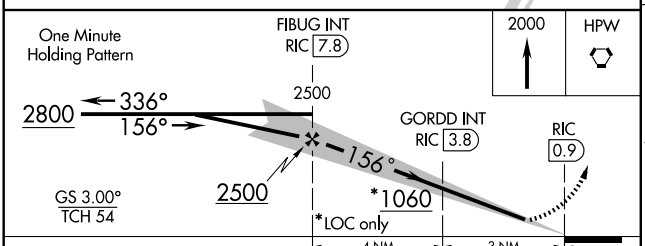
DME from RIC VORTAC.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

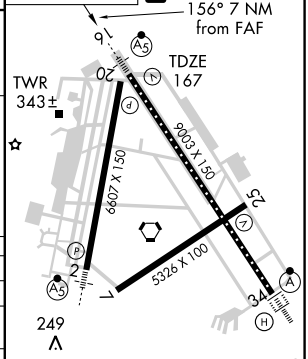
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 16		** 367/24 200 (200-½)		
S-LOC 16	1060/40 893 (900-¾)		1060-2¼ 893 (900-2¼)	1060-2½ 893 (900-2½)
CIRCLING	1060-1¼ 893 (900-1¼)		1060-2¾ 893 (900-2¾)	1060-3 893 (900-3)
GORDD FIX MINIMUMS				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

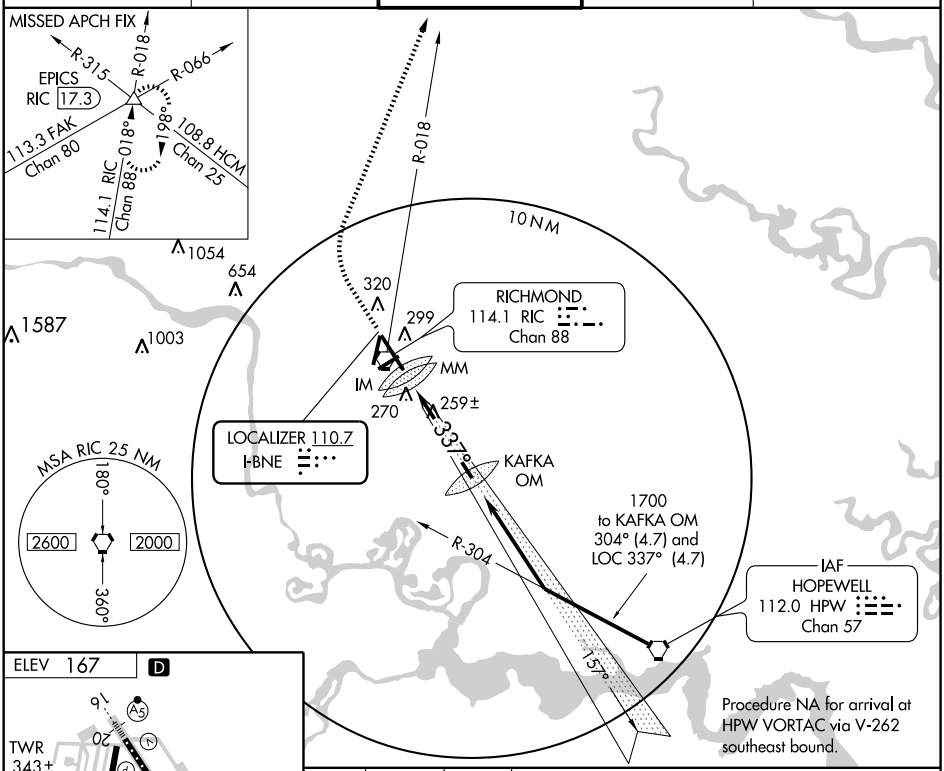
ILS or LOC RWY 34
RICHMOND INTL (RIC)

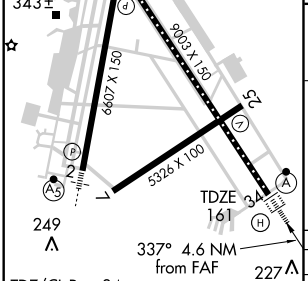
For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

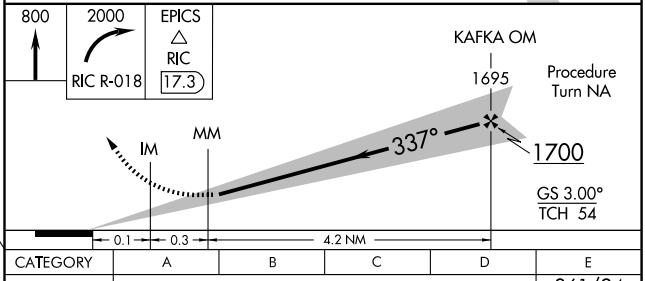
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				361/24 200 (200-½)
S-LOC 34	520/24 359 (400-½)			520/40 359 (400-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-EZD	APP CRS	Rwy Idg	6607
110.9	022°	TDZE	161
		Apt Elev	167

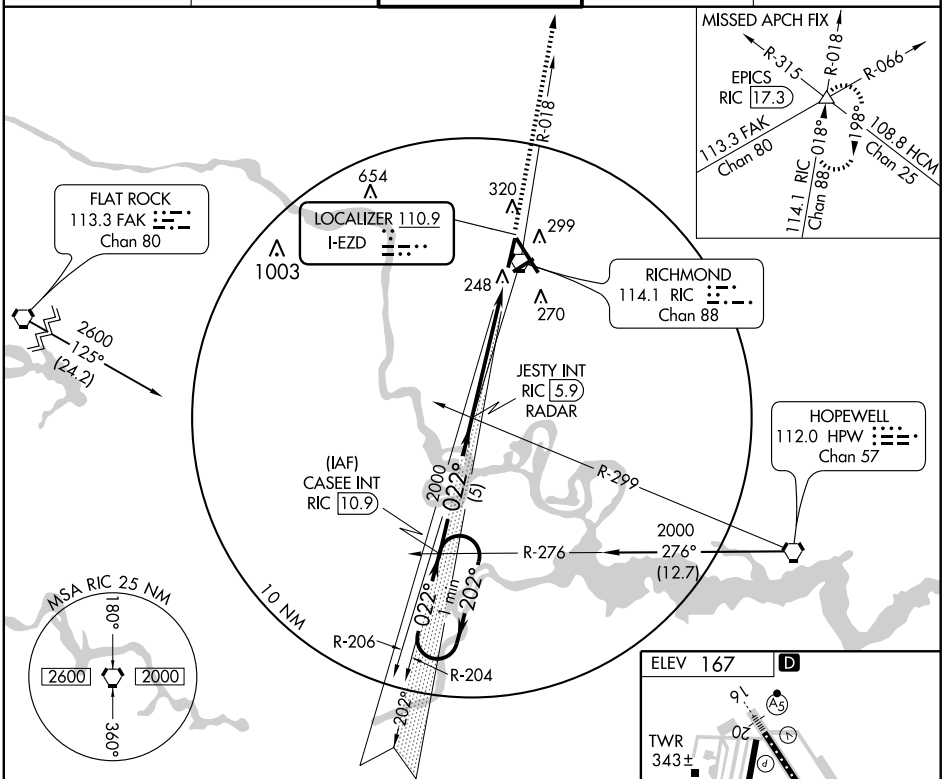
ILS RWY 2
RICHMOND INTL (RIC)

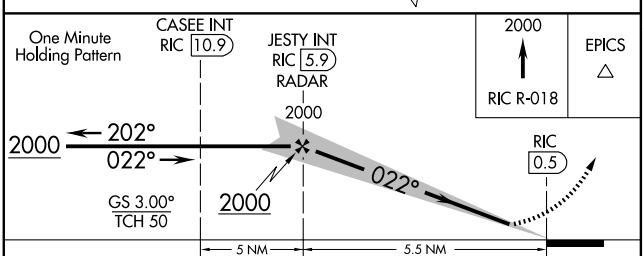
Inoperative table does not apply to S-ILS 2. For inoperative MALSR, increase S-LOC 2 Cat. A and B visibility to 1.

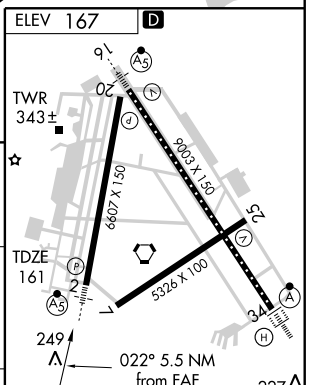
MALSR

MISSED APPROACH: Climb to 2000 via RIC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 2	411- ¾ 250 (300-¾)			
S-LOC 2	580- ¾ 419 (500-¾)			
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 34 (CAT II)

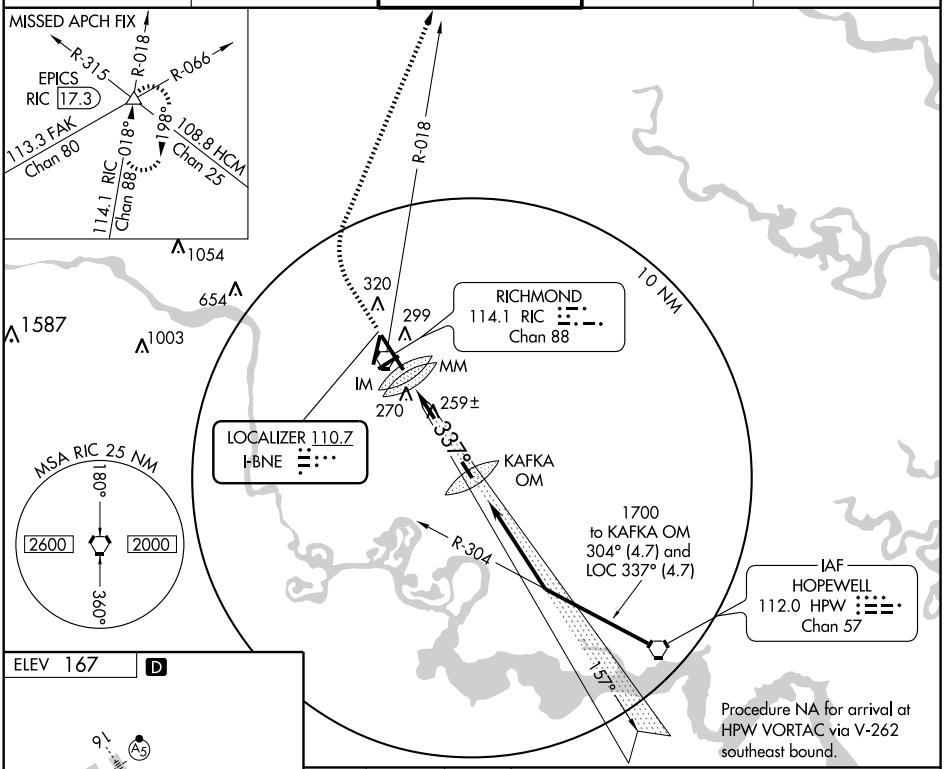
RICHMOND INTL (RIC)

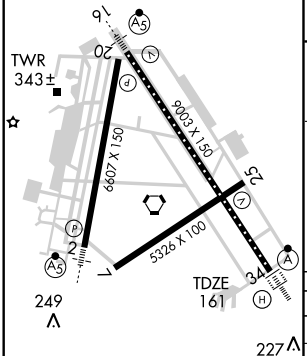
LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

ALSF-2

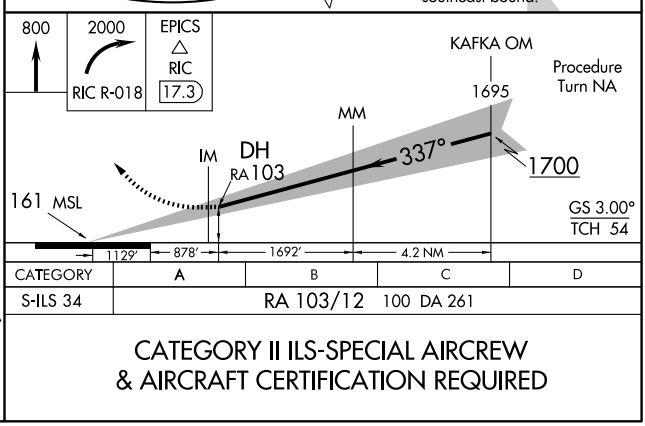
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25



CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

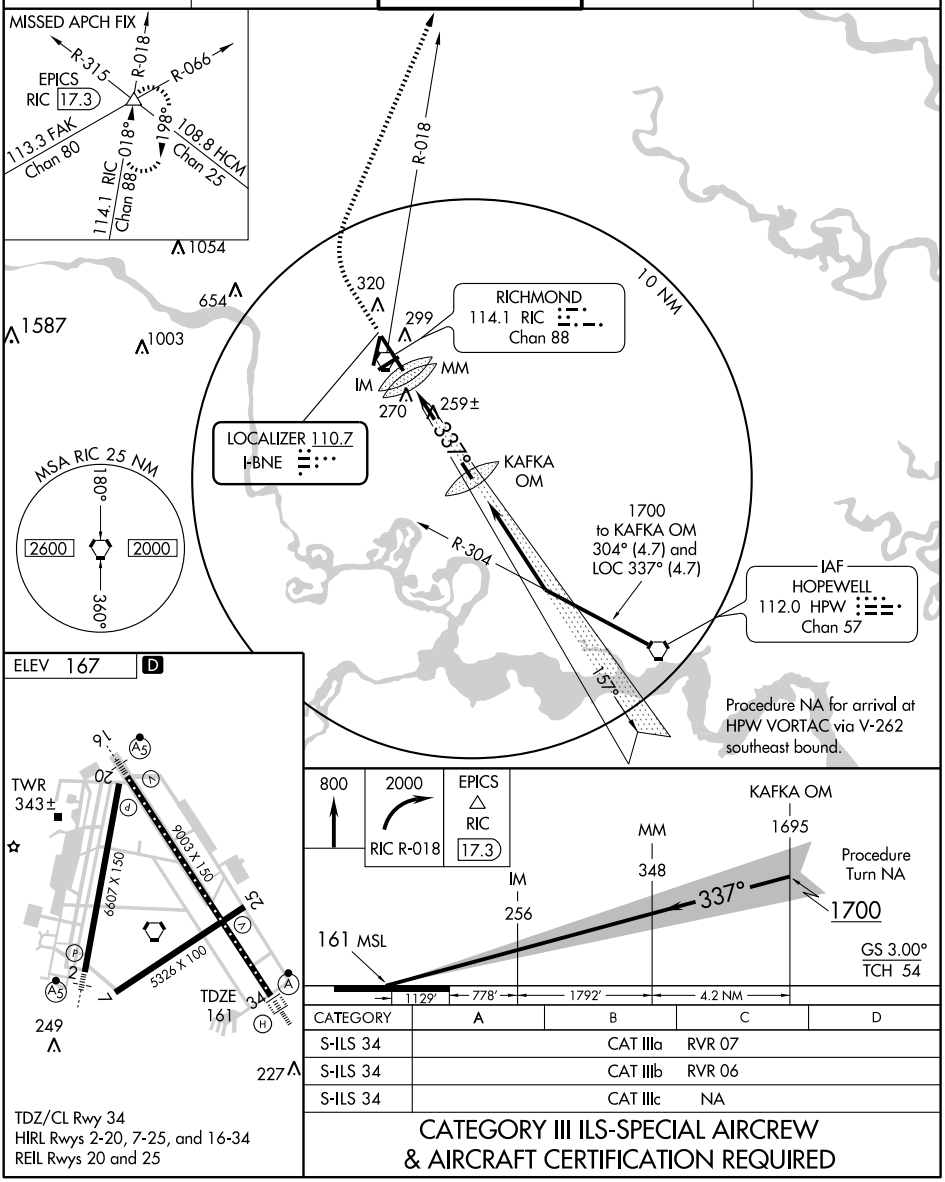
ILS RWY 34 (CAT III)
RICHMOND INTL (RIC)

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



CATEGORY	A	B	C	D
S-ILS 34	CAT IIIa	RVR 07		
S-ILS 34	CAT IIIb	RVR 06		
S-ILS 34	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

RICHMOND INTL (RIC)

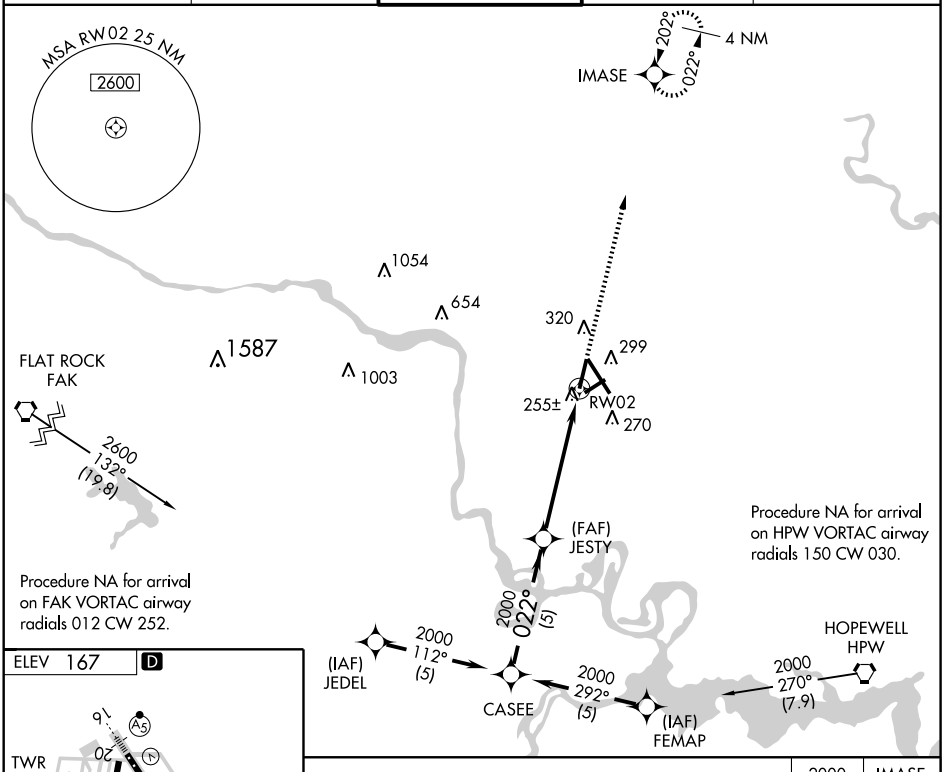
APP CRS	Rwy Idg	6607
022°	TDZE	161
	Apt Elev	167

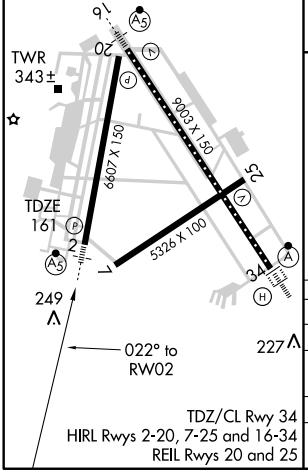
For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

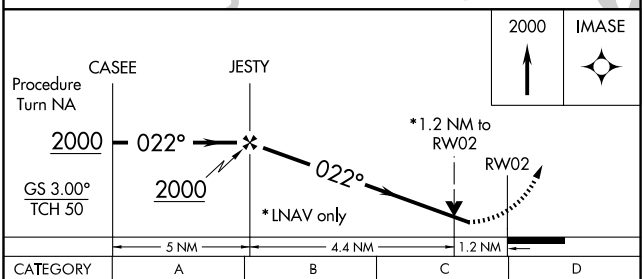
MALSR

MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	520-¾ 359 (400-¾)			
LNAV MDA	580-¾ 419 (500-¾)			
CIRCLING	660-1¼ 493 (500-1¼)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

RICHMOND INTL (RIC)

APP CRS	Rwy Idg	5326
066°	TDZE	158
	Apt Elev	167

Straight in minimums NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

Procedure NA for arrival on FAK
VORTAC airway radials 352 CW 232.

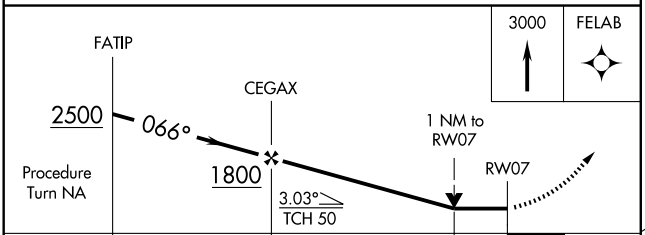
4 NM 066° 246° FELAB

1054 654 320 299 1003 1587 FLAT ROCK FAK 3000 112° (13.3) (IAF) HADRU 2500 156° (5) RW07 270 1800 066° (5) (FAF) CEGAX Chesterfield County FATIP 2500 070° (15.3) (IAF) MELIA 2500 336° (5) (IAF) GIMSE

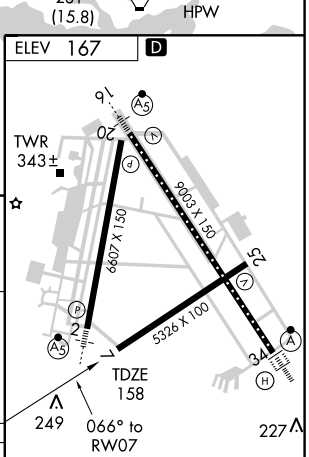
MSA RW07 25 NM 2600

Procedure NA for arrival on HPW
VORTAC airway radials 041 CW 161.

3000 281° (15.8) HOPEWELL HPW



CATEGORY	A	B	C	D
LNAV MDA	540-1 382 (400-1)			540-1¼ 382 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

RICHMOND INTL (RIC)

APP CRS	Rwy Idg	9003
156°	TDZE	167
	Apt Elev	167

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

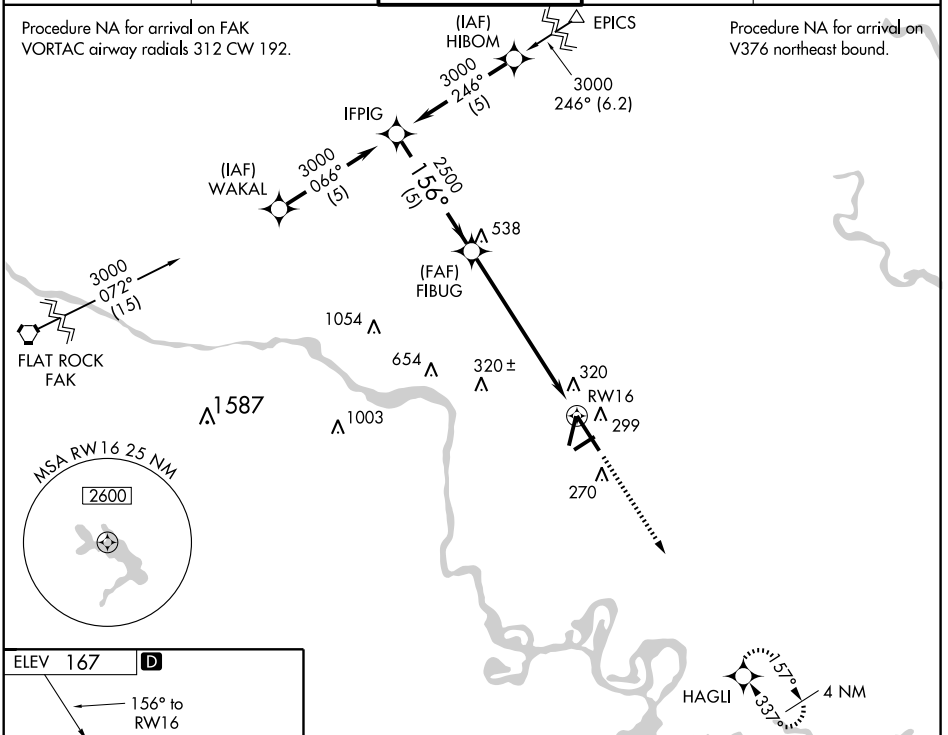
MALSR

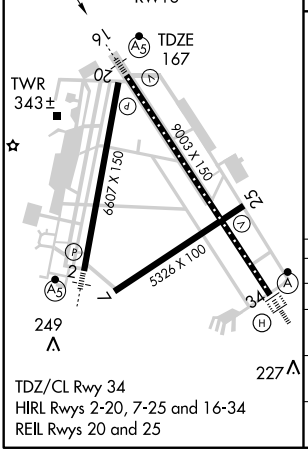
MISSED APPROACH: Climb to 2500 direct HAGLI WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

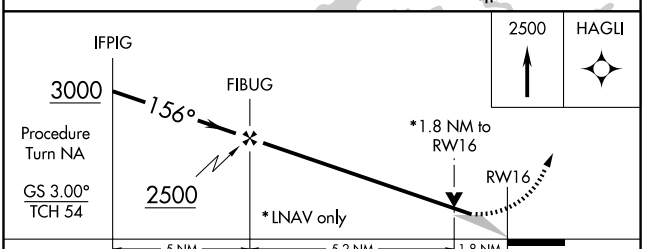
Procedure NA for arrival on FAK VORTAC airway radials 312 CW 192.

Procedure NA for arrival on V376 northeast bound.





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	605/50 438 (500-1)			
LNAV MDA	800/24 633 (700-½)		800/60 633 (700-1¼)	800-1½ 633 (700-1½)
CIRCLING	800-1 633 (700-1)		800-1¾ 633 (700-1¾)	800-2 633 (700-2)

HAGLI 157° 337° 4 NM

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

RICHMOND INTL (RIC)

APP CRS	Rwy Idg	6607
202°	TDZE	167
	Apt Elev	167

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

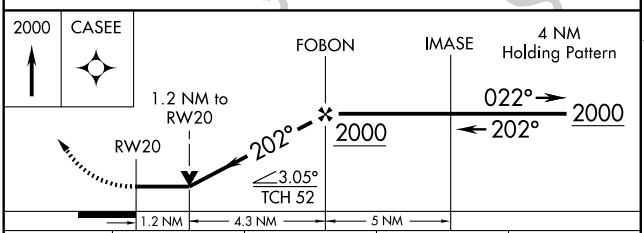
NA

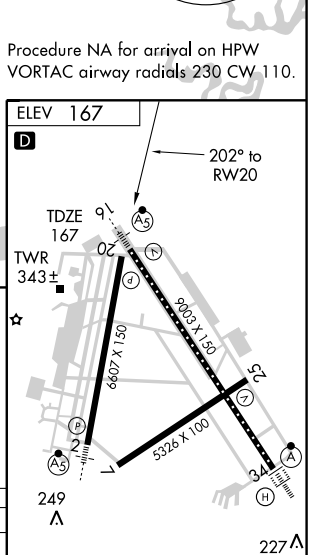
MISSED APPROACH: Climb to 2000 direct CASEE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

NE-3, 21 OCT 2010 to 18 NOV 2010

(IAF)
EPICS
2000 NoPT
194° (6)
4 NM
202°
022°
Hanover County Muni
(IF/IAF)
IMASE
2000
202°
(5)
Prodedure NA for arrival on FAK
VORTAC airway radials 319 CW 199.
2600
079°
(28.1)
(FAF)
FOBON
FLAT ROCK
FAK
1054
654
320
RW20
299
270
1003
MSA RW20 25 NM
2600
Procedure NA for arrival on HPW
VORTAC airway radials 230 CW 110.
2000
350°
(22.7)
HOPEWELL
HPW
CASEE
022°
202°
4 NM





CATEGORY	A	B	C	D
LNAV MDA	600-1	433 (500-1)	600-1¼ 433 (500-1¼)	600-1½ 433 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

RNAV (GPS) RWY 25

RICHMOND INTL (RIC)

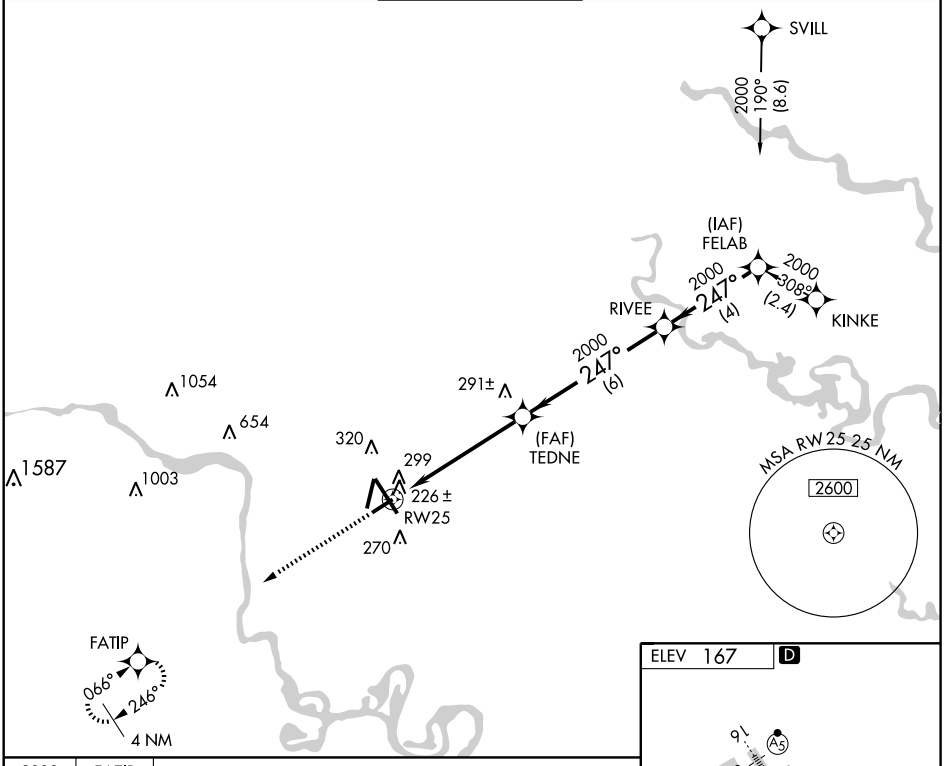
APP CRS	Rwy Idg	5326
247°	TDZE	160
	Apt Elev	167

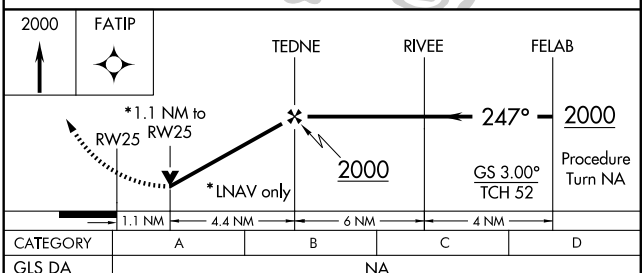
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)

NA

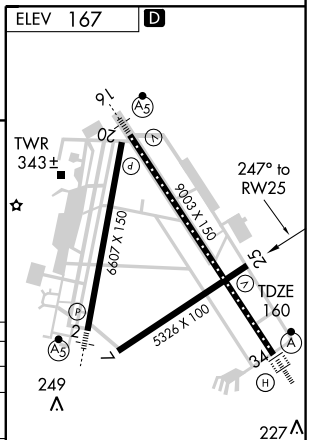
MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	560-1½ 400 (400-1½)			
LNAV MDA	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1½ 493 (500-1½)			720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

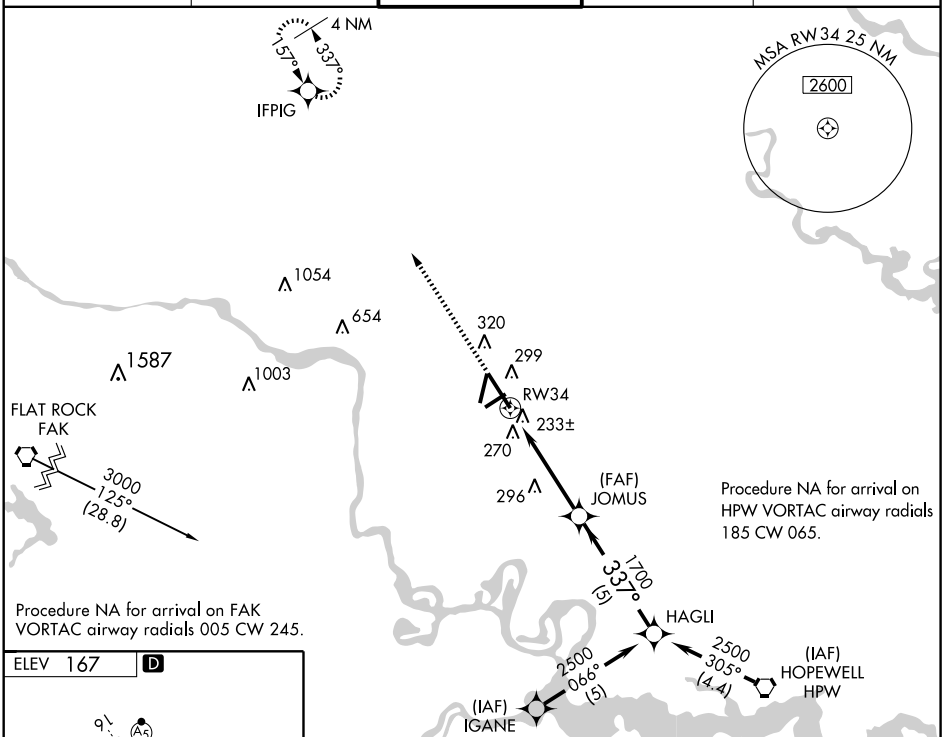
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

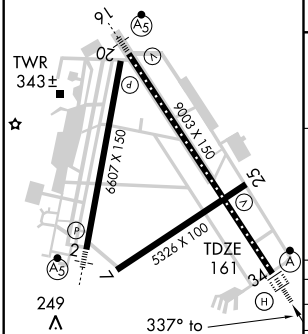
APP CRS	Rwy Idg	9003
337°	TDZE	161
	Apt Elev	167

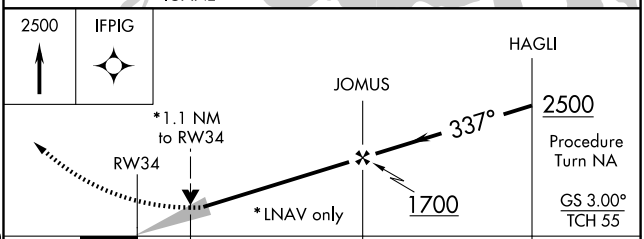
RNAV (GPS) RWY 34
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.	ALSF-2	MISSED APPROACH: Climb to 2500 direct IFPIG WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	570/50 409 (500-1)			
LNAV MDA	560/24 399 (400-½)			560/50 399 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RIC 114.1 Chan 88	APP CRS 041°	Rwy Idg 6607 TDZE 161 Apt Elev 167

VOR RWY 2
RICHMOND INTL (RIC)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

NE-3, 21 OCT 2010 to 18 NOV 2010

EPICS
RIC 17.3

MSA RIC 25 NM
180°
2600
2000
360°

018°
181°
R-066
R-018
R-315
113.3 FAK
Chan 80
108.8 HCM
Chan 24
10 NM
1054
654
320
1587
1003
299
270
RICHMOND
114.1 RIC
Chan 88
(IAF)
LABUR INT
RIC 6.1
2000
221° (6.1)
041°
041°
1 min
221°
HOPEWELL
112.0 HPW
Chan 57
R-298
R-221

ELEV 167
D
TWR
343±
TDZE
161
6607 X 150
9003 X 150
5326 X 100
249
041° to
RIC VORTAC
227

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

One Minute
Holding Pattern
LABUR INT
RIC 6.1
2000
221°
041°
041°
2.98°
TCH 50
RIC
1.4
VORTAC
4.7 NM

600	2000	EPICS
	RIC R-018	

CATEGORY	A	B	C	D
S-2	540-1 379 (400-1)			540-1¼ 379 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

VORTAC RIC	APP CRS	Rwy Idg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

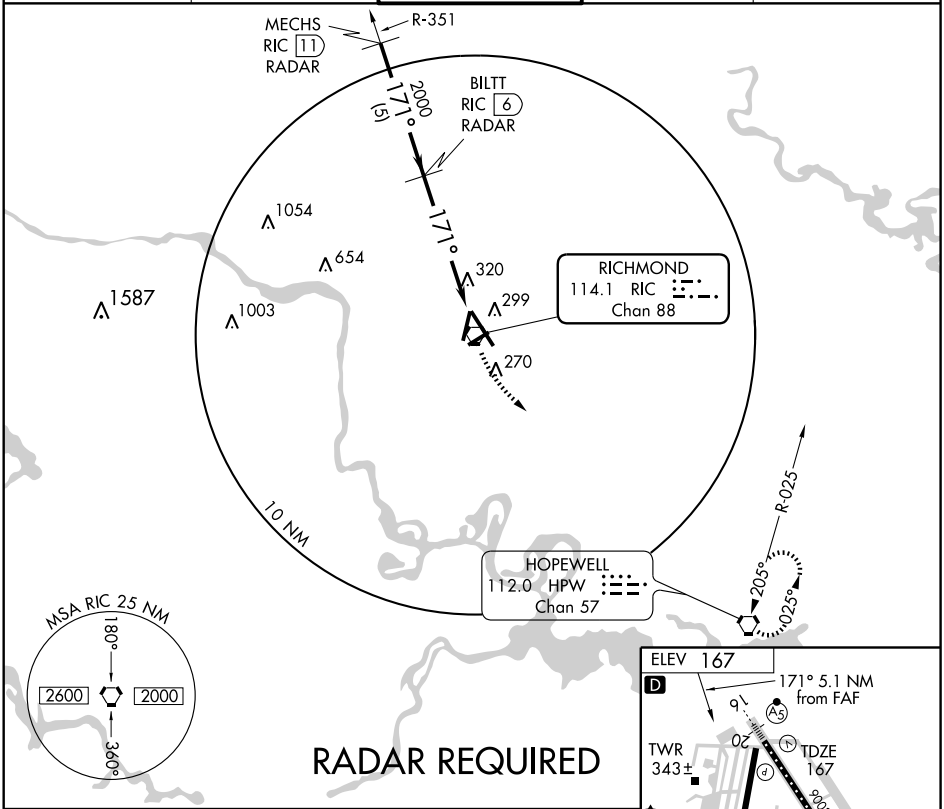
VOR RWY 16
RICHMOND INTL (RIC)

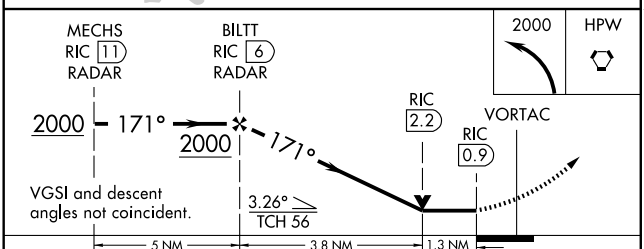
DME or RADAR REQUIRED. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-16 Cat A/B visibility to RVR 5000.

MALSR

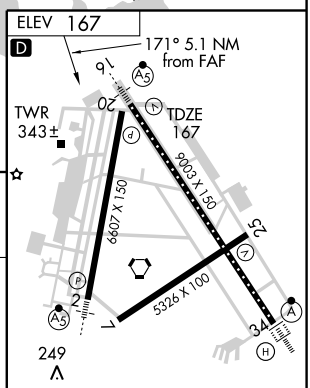
MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
S-16	640/40 473 (500-¾)			640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

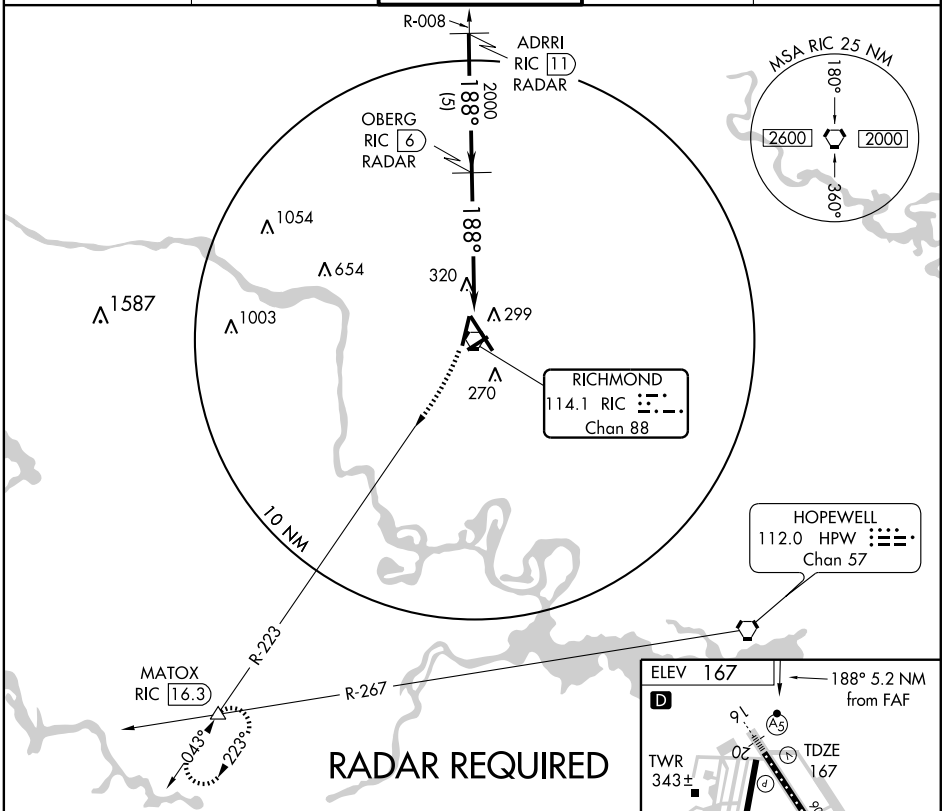
VORTAC RIC 114.1 Chan 88	APP CRS 188°	Rwy Idg 6607 TDZE 167 Apt Elev 167

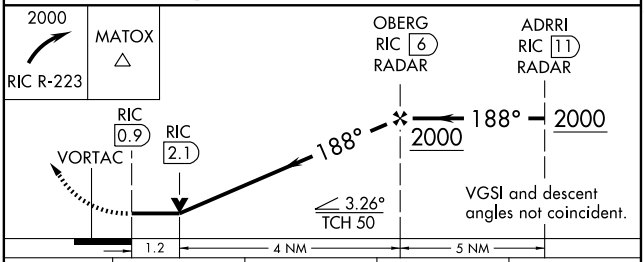
VOR RWY 20
RICHMOND INTL (RIC)

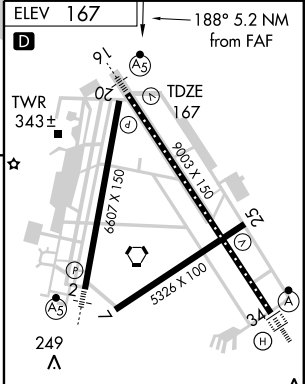
DME or RADAR REQUIRED.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

CATEGORY	A	B	C	D
S-20	640-1 473 (500-1)		640-1¼ 473 (500-1¼)	640-1½ 473 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

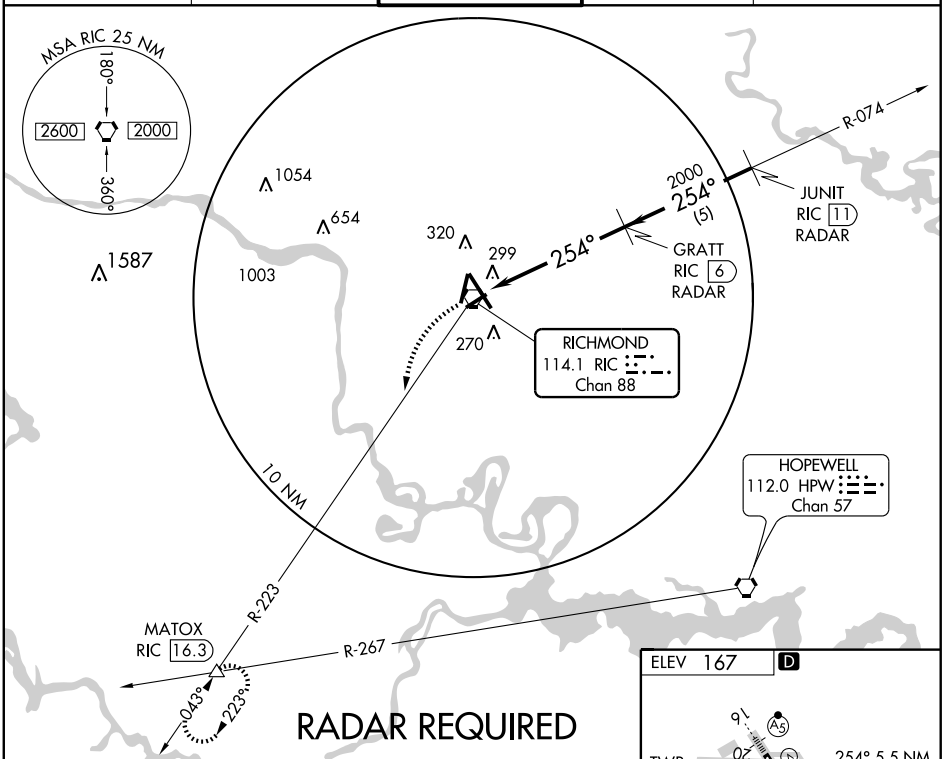
VORTAC RIC 114.1 Chan 88	APP CRS 254°	Rwy Idg 5326 TDZE 160 Apt Elev 167

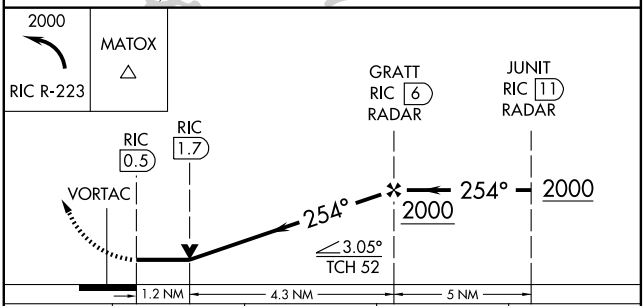
VOR RWY 25
RICHMOND INTL (RIC)

DME or RADAR REQUIRED.
Visibility reduction by helicopters NA.

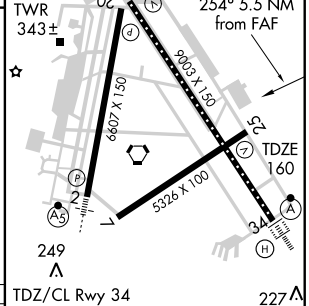
MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
S-25	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RIC 114.1 Chan 88	APP CRS 323°	Rwy Idg 9003 TDZE 161 Apt Elev 167

VOR RWY 34
RICHMOND INTL (RIC)

For inoperative ALSF, increase S-34 Cat D visibility to RVR 6000. DME or RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

RADAR REQUIRED

MSA RIC 25 NM
180°
2600
2000
360°

EPICS
RIC 17.3

R-066
R-018
R-315
113.3 FAK Chan 80
108.8 HCM Chan 24

10 NM

1054
654
1587
1003
320
299
270

RICHMOND
114.1 RIC
Chan 88

323°
LUCAR
RIC 6
RADAR

2000
323°
(5)
TELEE
RIC 11
RADAR
R-143

ELEV 167 D

TWR
343±

16
20
9003 X 150
6607 X 150
25
TDZE
161
5326 X 100
34
249
227

323° 5.3 NM
from FAF

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000
RIC R-018
EPICS

LUCAR
RIC 6
RADAR
TELEE
RIC 11
RADAR

VORTAC
RIC
0.7
RIC
1.6
323°
2000
323°
2000
3.19°
TCH 55
0.8 NM
4.4 NM
5 NM

CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)			540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

YEAST ONE DEPARTURE

YEAST ONE DEPARTURE
(YEAST1.RIC) 10042
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)
NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

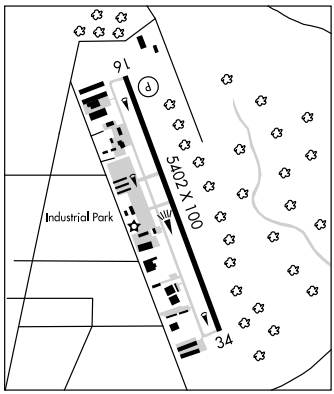
DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

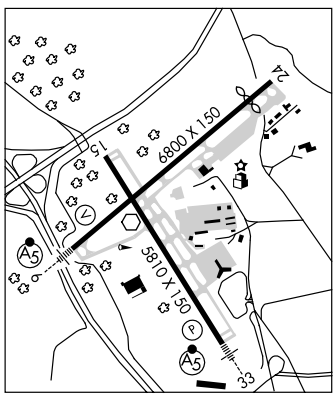
NE-3, 21 OCT 2010 to 18 NOV 2010

RICHMOND/ASHLAND

HANOVER CO MUNI (OFP) 8 N UTC−5(−4DT) N37°42.54′ W77°26.20′ **WASHINGTON**
207 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1007(800) NOTAM FILE OFP **H–10H, 12I, L–34E, 36H**
RWY 16–34: H5402X100 (ASPH–PFC) S–40 MIRL **IAP**
RWY 16: REIL. PAPI(P4L). Tree. **RWY 34:** REIL. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. For acft svcs call 804–798–6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (804) 752–2902 (Except thunderstorm.)
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
RICHMOND (H) VORTAC 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ 345° 13.6 NM to fld. 159/09W.
ILS/DME 109.7 I–OFP Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.



ROANOKE RGNL/WOODRUM FIELD (ROA) 3 NW UTC−5(−4DT) **CINCINNATI**
N37°19.53′ W79°58.53′ **H–10H, 12H, L–26I**
1175 B S4 **FUEL** 100LL, JET A OX 1, 2, TPA—1975(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE ROA
RWY 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL
RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 58′.
RWY 24: REIL. Thld dsplcd 790′.
RWY 15–33: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL 0.4% up NW
RWY 33: MALSR. PAPI (P4L)—GA 3.0° TCH 63′. Tower.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 15: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
RWY 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
RWY 33: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
ARRESTING GEAR/SYSTEM
RWY 33: EMAS
AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.
WEATHER DATA SOURCES: ASOS (540) 265–0680. LLWAS.
COMMUNICATIONS: ATIS 134.95 **UNICOM** 122.95
ROANOKE RCO 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)
Ⓡ **ROANOKE APP/DEP CON** 126.9 (Rwy 15–33 151°–359°, Rwy 06 075°–234°) 118.15 (Rwy 15–33 360°–150°, Rwy 06 235°–074°)
TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 119.7
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.
(L) VORTAC 109.4 ROA Chan 31 N37°20.61′ W80°04.23′ 107° 4.7 NM to fld. 3060/04W. DME unusable 270°–005° beyond 20 NM below 6000′.
WOODRUM (T) VORW 114.9 ODR N37°19.45′ W79°58.74′ at fld.
VINTON NDB (MHW) 277 VIT N37°12.24′ W79°52.90′ 334° 8.6 NM to fld. NDB unusable beyond 11 NM.
ILS 109.7 I–ROA Rwy 33. CLASS IB.
LDA/DME 111.1 I–SZK Chan 48 Rwy 06. LDA located 1202′ inboard of Rwy 06 thld and 1100′ right of rwy centerline, offset angle 14° 41″. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.



RONALD REAGAN WASHINGTON NATL (See DISTRICT OF COLUMBIA, WASHINGTON)

LOC/DME I-OFP	APP CRS	Rwy Idg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

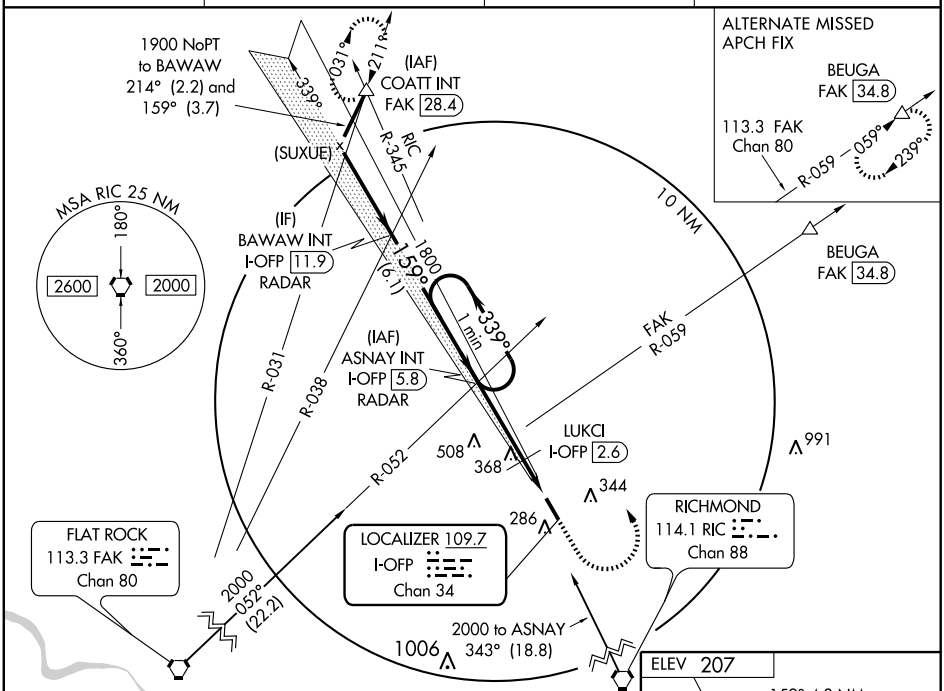
LOC RWY 16

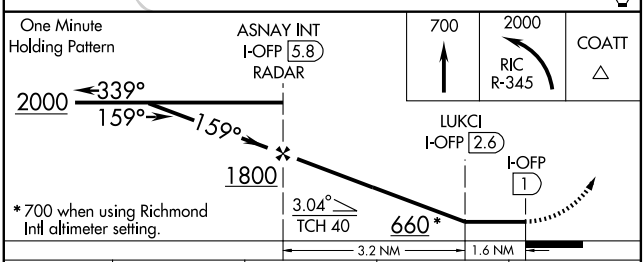
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

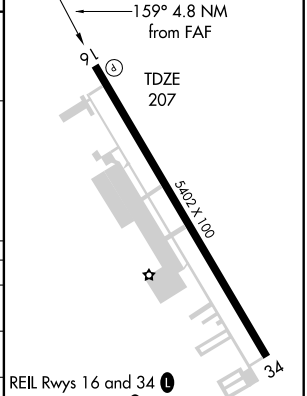
Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660 - 1¼ 453 (500-1¼)	660 - 1½ 453 (500-1½)
CIRCLING	660-1 453 (500-1)		660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)
	LUKCI FIX MINIMUMS			
S-16	560-1 353 (400-1)			560 - 1¼ 353 (400-1¼)
CIRCLING	620 - 1 413 (500-1)	660 - 1 453 (500-1)	660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5402
CH 42904	159°	TDZE 207
W16A		Apt Elev 207

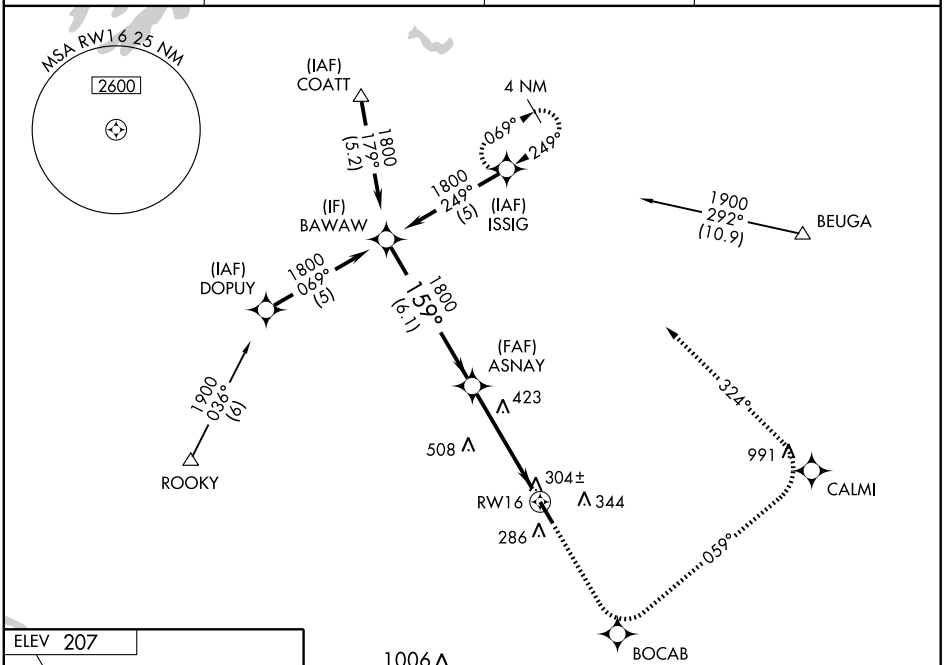
RNAV (GPS) RWY 16

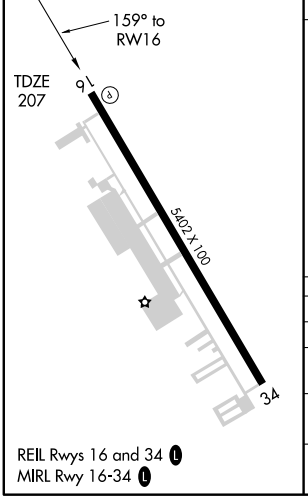
RICHMOND/ASHLAND / HANOVER COUNTY MUNI (OFP)

▼ ▲ If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L





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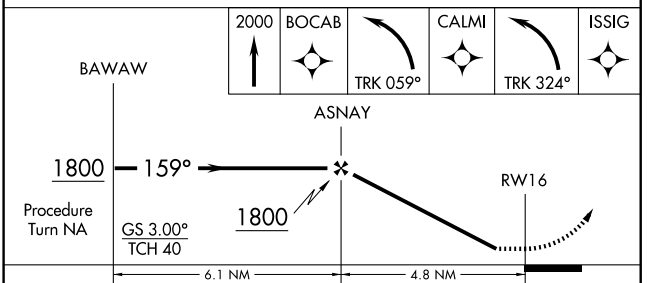


CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	680-1 473 (500-1)		680-1¼ 473 (500-1¼)	680-1½ 473 (500-1½)
CIRCLING	680-1 473 (500-1)	700-1 493 (500-1)	700-1½ 493 (500-1½)	760-2 553 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC RIC 114.1 Chan 88	APP CRS 165°	Rwy Idg 5402 TDZE 207 Apt Elev 207

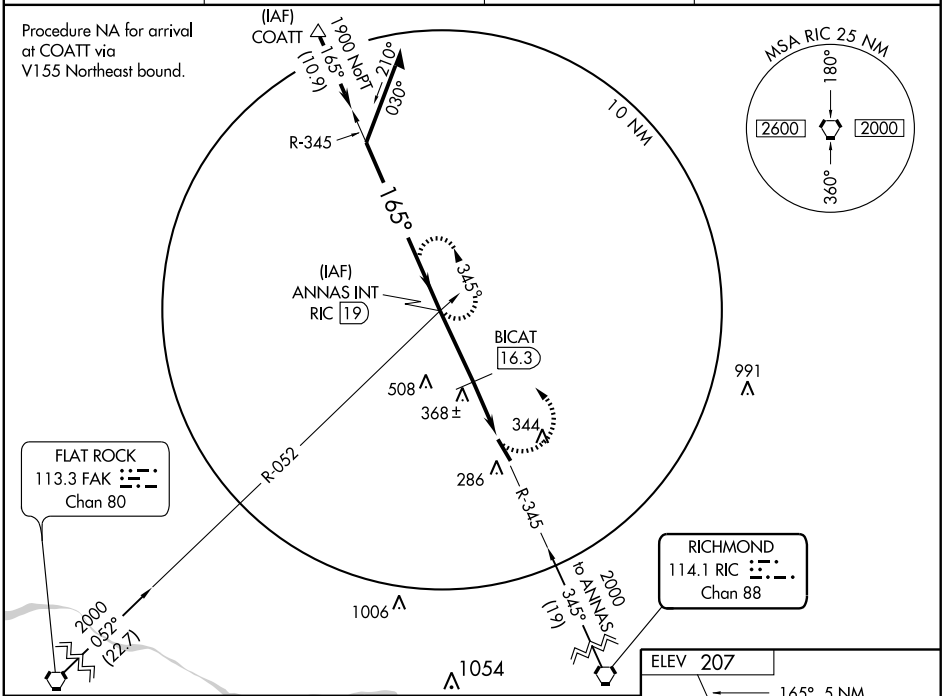
VOR RWY 16

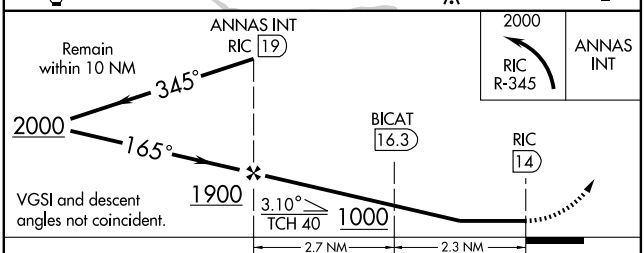
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

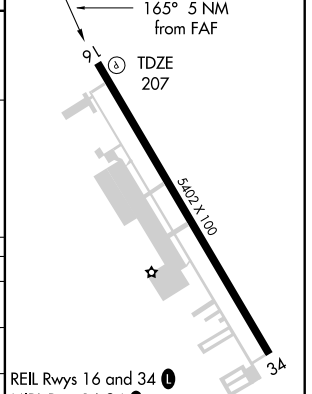
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Circling Rwy 34 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L







REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-16	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
CIRCLING	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
BICAT FIX MINIMUMS				
S-16	680 - 1 475 (500-1)		680 - 1¼ 475 (500-1¼)	680 - 1½ 475 (500-1½)
CIRCLING	680 - 1 475 (500-1)		680 - 1½ 475 (500-1½)	760 - 2 555 (600-2)

FAF to MAP 5 NM

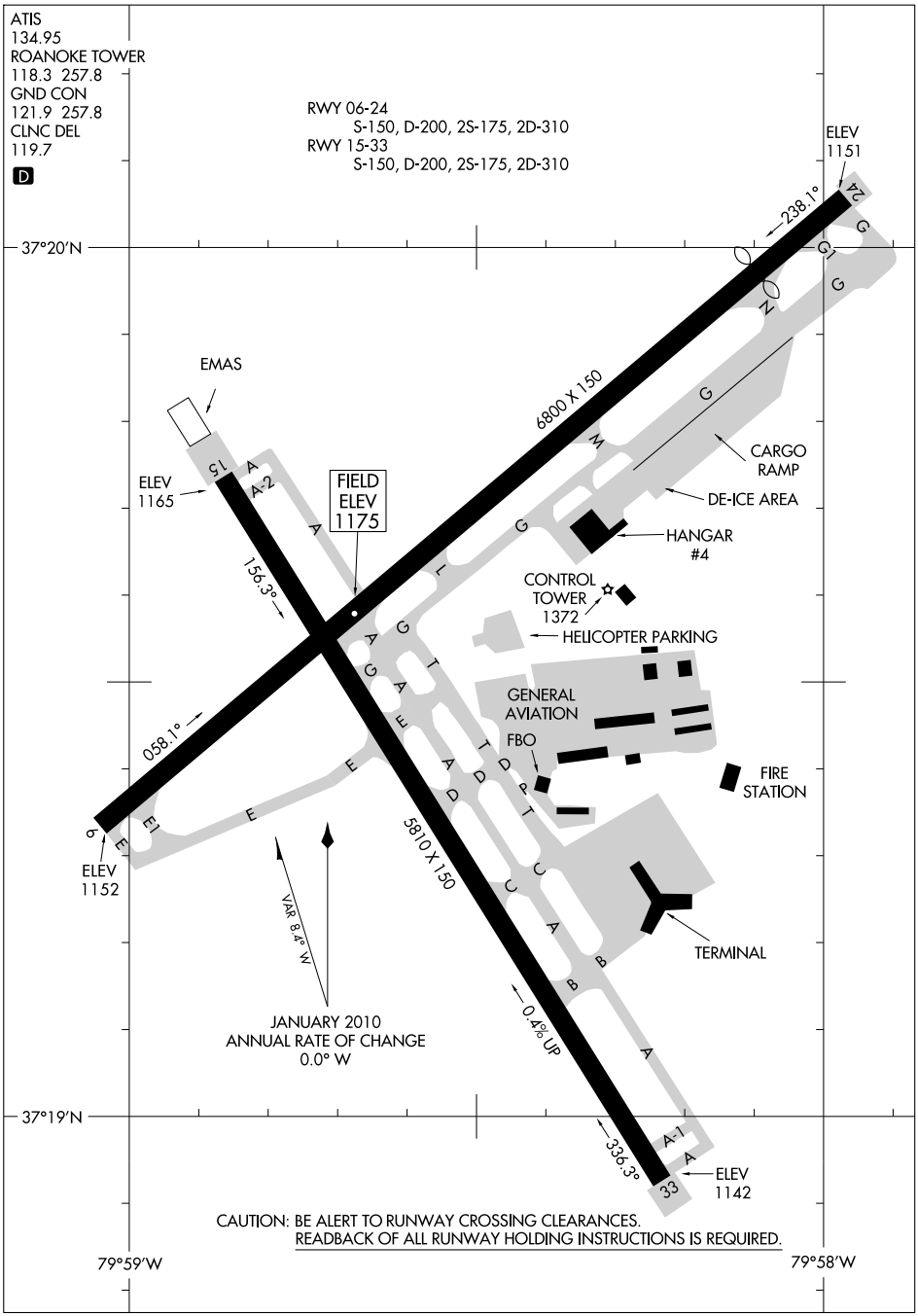
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-349 (FAA)

ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA

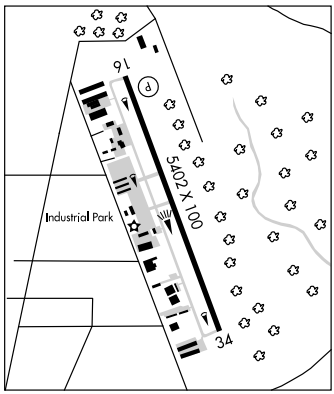


NE-3, 21 OCT 2010 to 18 NOV 2010

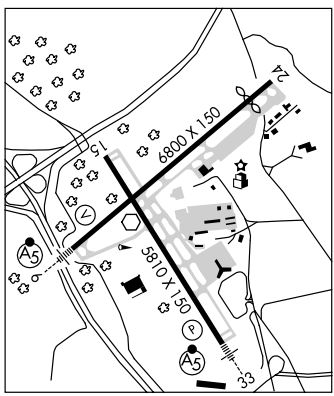
NE-3, 21 OCT 2010 to 18 NOV 2010

RICHMOND/ASHLAND

HANOVER CO MUNI (OFP) 8 N UTC−5(−4DT) N37°42.54′ W77°26.20′ **WASHINGTON**
207 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1007(800) NOTAM FILE OFP **H–10H, 12I, L–34E, 36H**
RWY 16–34: H5402X100 (ASPH–PFC) S–40 MIRL **IAP**
RWY 16: REIL. PAPI(P4L). Tree. **RWY 34:** REIL. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. For acft svcs call 804–798–6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (804) 752–2902 (Except thunderstorm.)
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
RICHMOND (H) VORTAC 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ 345° 13.6 NM to fld. 159/09W.
ILS/DME 109.7 I–OFP Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.



ROANOKE RGNL/WOODRUM FIELD (ROA) 3 NW UTC−5(−4DT) **CINCINNATI**
N37°19.53′ W79°58.53′ **H–10H, 12H, L–26I**
1175 B S4 **FUEL** 100LL, JET A OX 1, 2, TPA—1975(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE ROA
RWY 06–24: H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL
RWY 06: REIL. MALSR. VASI(V4L)—GA 3.0°TCH 58′.
RWY 24: REIL. Thld dsplcd 790′.
RWY 15–33: H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL 0.4% up NW
RWY 33: MALSR. PAPI (P4L)—GA 3.0° TCH 63′. Tower.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6800 TODA–6800 ASDA–6800 LDA–6800
RWY 15: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
RWY 24: TORA–6800 TODA–6800 ASDA–6800 LDA–6010
RWY 33: TORA–5810 TODA–5810 ASDA–5810 LDA–5810
ARRESTING GEAR/SYSTEM
RWY 33: EMAS
AIRPORT REMARKS: Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.
WEATHER DATA SOURCES: ASOS (540) 265–0680. LLWAS.
COMMUNICATIONS: ATIS 134.95 **UNICOM** 122.95
ROANOKE RCO 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)
Ⓡ **ROANOKE APP/DEP CON** 126.9 (Rwy 15–33 151°–359°, Rwy 06 075°–234°) 118.15 (Rwy 15–33 360°–150°, Rwy 06 235°–074°)
TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 119.7
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE ROA.
(L) VORTAC 109.4 ROA Chan 31 N37°20.61′ W80°04.23′ 107° 4.7 NM to fld. 3060/04W. DME unusable 270°–005° beyond 20 NM below 6000′.
WOODRUM (T) VORW 114.9 ODR N37°19.45′ W79°58.74′ at fld.
VINTON NDB (MHW) 277 VIT N37°12.24′ W79°52.90′ 334° 8.6 NM to fld. NDB unusable beyond 11 NM.
ILS 109.7 I–ROA Rwy 33. CLASS IB.
LDA/DME 111.1 I–SZK Chan 48 Rwy 06. LDA located 1202′ inboard of Rwy 06 thld and 1100′ right of rwy centerline, offset angle 14° 41″. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.

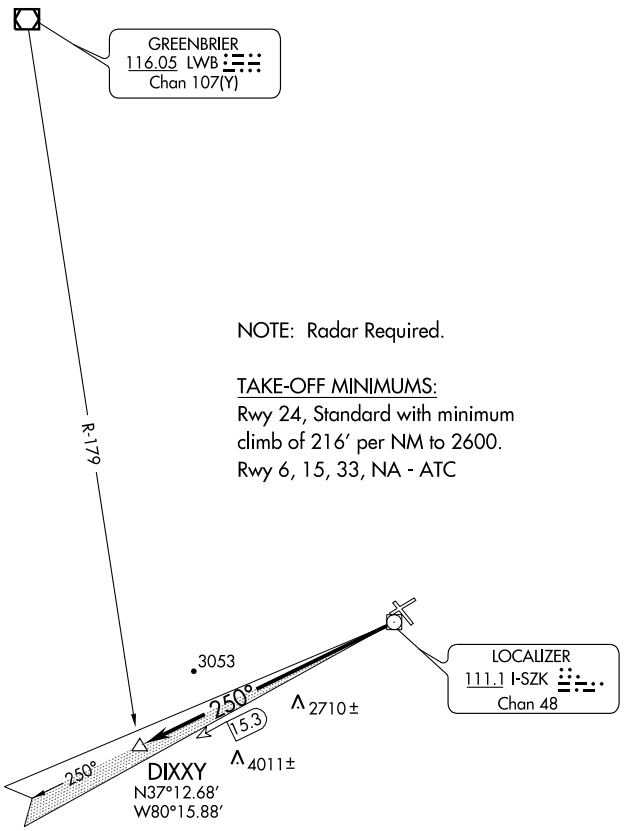


RONALD REAGAN WASHINGTON NATL (See DISTRICT OF COLUMBIA, WASHINGTON)

DIXXY FIVE DEPARTURE

SL-349 (FAA)

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15



TAKE-OFF OBSTACLE NOTES:
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

DEPARTURE ROUTE DESCRIPTION

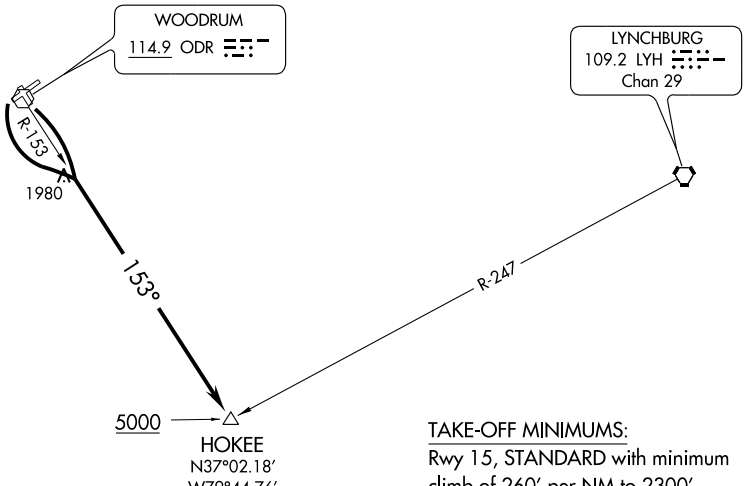
TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

HOKEE ONE DEPARTURE

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

TAKE-OFF OBSTACLES:
Rwy 15: Tree 1.2 NM from DER, 2,122′ left of centerline, 60′ AGL/1321′ MSL.
Rwy 24: Bush 86′ from DER, 385′ left of centerline, 4′ AGL/1163 MSL.
Tree 150′ from DER, 415′ right of centerline, 60′ AGL/1171′ MSL.
Tree 737′ from DER, 454′ right of centerline, 60′ AGL/1179′ MSL.
Tree 1164′ from DER, 726′ right of centerline, 60′ AGL/1206′ MSL.



TAKE-OFF MINIMUMS:
Rwy 15, STANDARD with minimum climb of 260′ per NM to 2300′
Rwy 24, STANDARD
Rwy 6, 33, NA - Obstacles

DEPARTURE ROUTE DESCRIPTION

RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int.
RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.
Expect radar vectors to filed/assigned route.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC I-ROA	APP CRS	Rwy Idg	5810
109.7	334°	TDZE	1159
		Apt Elev	1175

ILS or LOC RWY 33

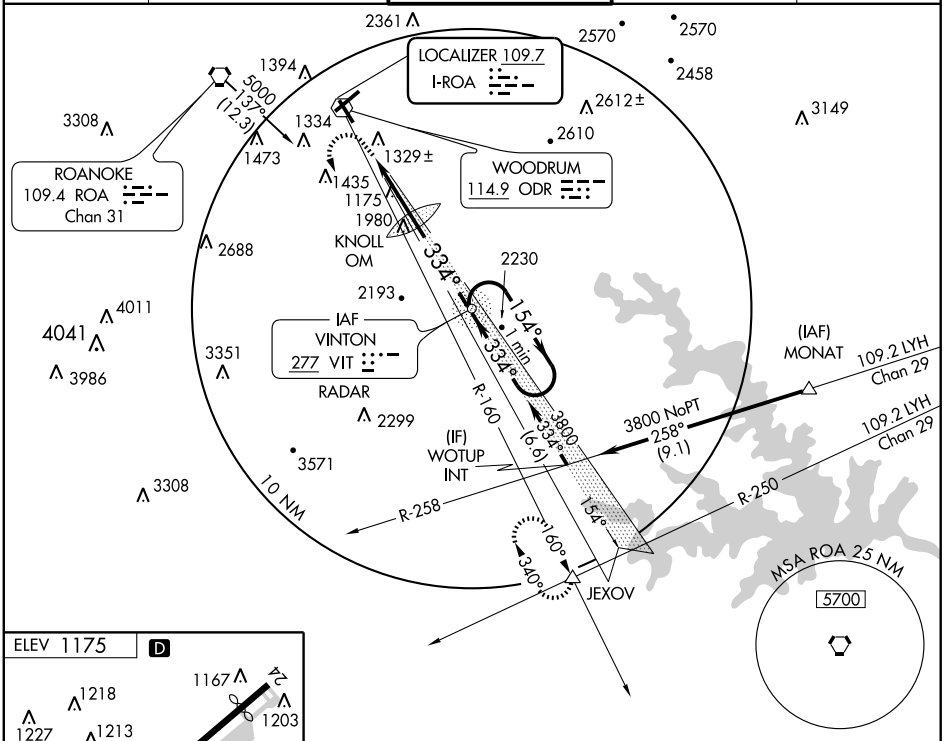
ROANOKE RGNL/WOODRUM FIELD (ROA)

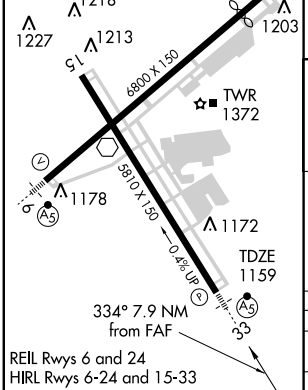
Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.
ADF or Radar required for S-LOC 33 minimums.
For inoperative MALSR, increase S-ILS 33
Cats A/B/C visibility to 2 miles, and Cat D to 2¼.

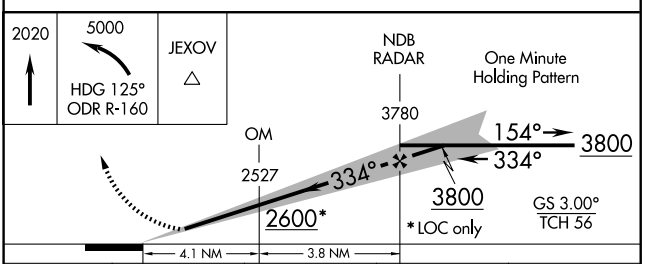
MALSR

MISSED APPROACH: Climb to 2020 then climbing left turn to 5000 via heading 125° and ODR R-160 to JEXOV INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







CATEGORY	A	B	C	D
S-ILS 33	1744-1½ 585 (600-1½)			1819-1¾ 660 (700-1¾)
S-LOC 33	1940-½ 781 (800-½)	1940-¾ 781 (800-¾)	1940-1¾ 781 (800-1¾)	1940-2 781 (800-2)
CIRCLING	1940-1 765 (800-1)	1940-1¼ 765 (800-1¼)	1940-2¼ 765 (800-2¼)	1940-2½ 765 (800-2½)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SZK	APP CRS	Rwy Idg 6800
111.1	070°	TDZE 1175
Chan 48		Apt Elev 1175

LDA RWY 6

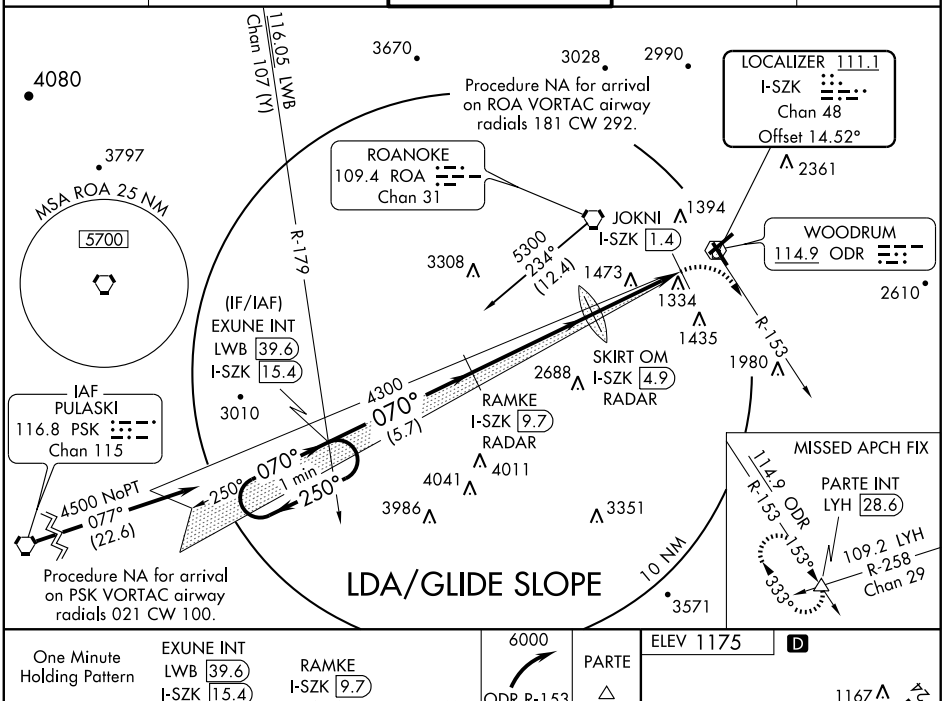
ROANOKE RGNL/WOODRUM FIELD (ROA)

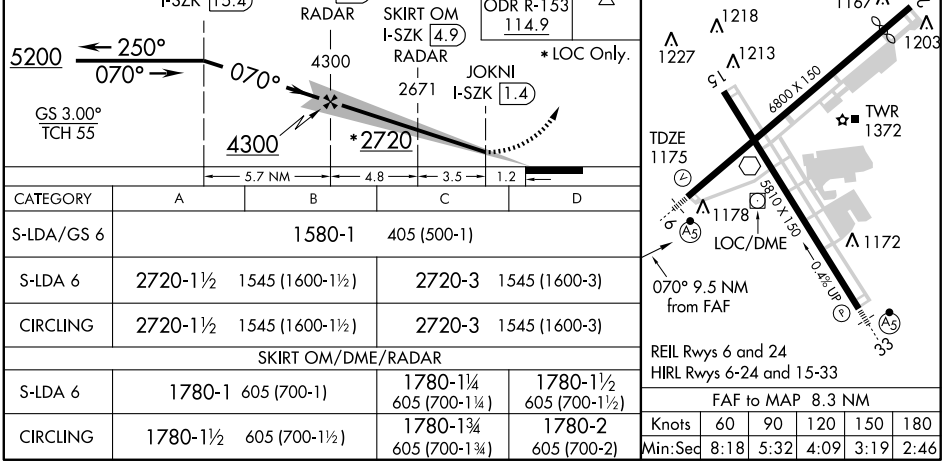
Circling NA NW of Rwy 6-24. Circling NA to Rwy 15. RADAR or DME REQUIRED. Inoperative table does not apply to S-LDA-6. SKIRT MINIMUMS: For inoperative MALSR increase S-LDA-6 Cats A and B to 1½ and Cat C visibility to 1¾. When VGSI inop, straight-in/circling Rwy 6 procedure NA at night.

MALSR

MISSED APPROACH: Climbing right turn to 6000 via ODR R-153 to PARTE Int/LYH 28.6 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
S-LDA/GS 6	1580-1 405 (500-1)			
S-LDA 6	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
CIRCLING	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
SKIRT OM/DME/RADAR				
S-LDA 6	1780-1 605 (700-1)		1780-1¼ 605 (700-1¼)	1780-1½ 605 (700-1½)
CIRCLING	1780-1½ 605 (700-1½)		1780-1¾ 605 (700-1¾)	1780-2 605 (700-2)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6800
070°	TDZE	1176
	Apt Elev	1176

RNAV (GPS) RWY 6

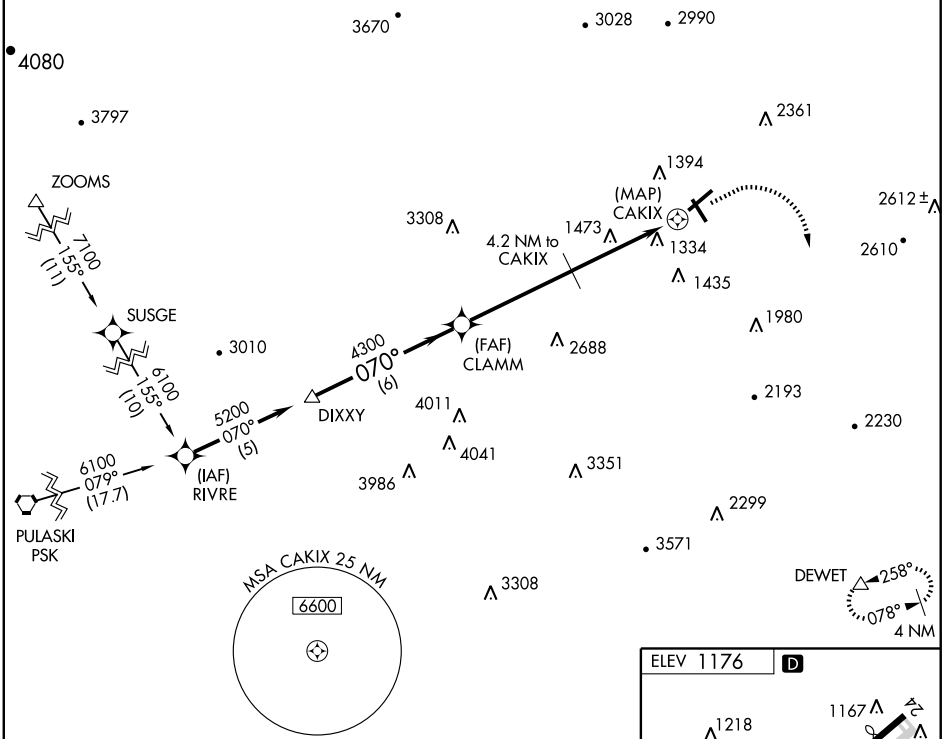
ROANOKE RGNL/WOODRUM FIELD (ROA)

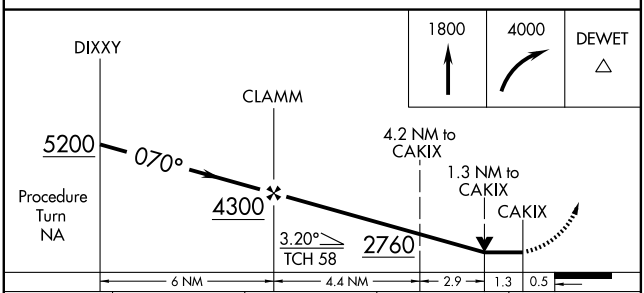
Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24. For inoperative MALSR, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

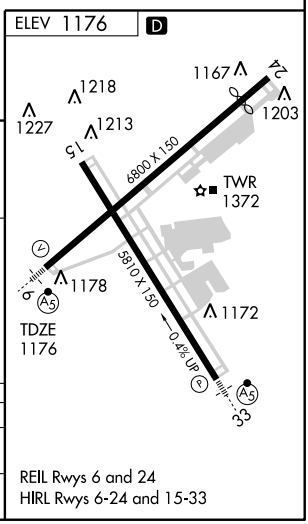
MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 604 (700-¾)		1780-1¼ 604 (700-1¼)	1780-2 604 (700-2)
CIRCLING	1780-1 604 (700-1)		1780-1¾ 604 (700-1¾)	1840-2 664 (700-2)



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6010
236°	TDZE	1170
	Apt Elev	1176

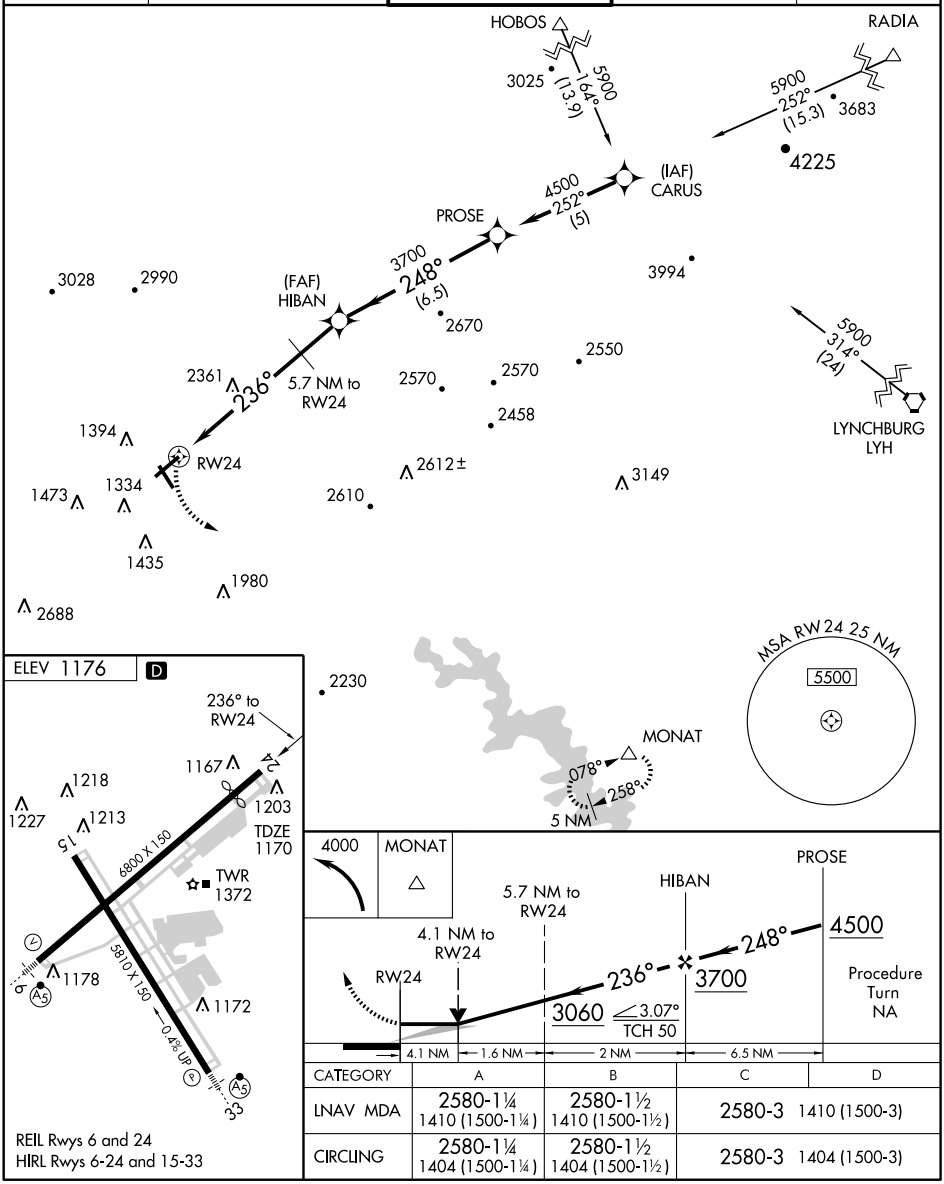
RNAV (GPS) RWY 24

ROANOKE RGNL/WOODRUM FIELD (ROA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



CATEGORY	A	B	C	D
LNAV MDA	2580-1¼ 1410 (1500-1¼)	2580-1½ 1410 (1500-1½)	2580-3 1410 (1500-3)	
CIRCLING	2580-1¼ 1404 (1500-1¼)	2580-1½ 1404 (1500-1½)	2580-3 1404 (1500-3)	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5800
334°	TDZE	1160
	Apt Elev	1176

RNAV (GPS) RWY 33

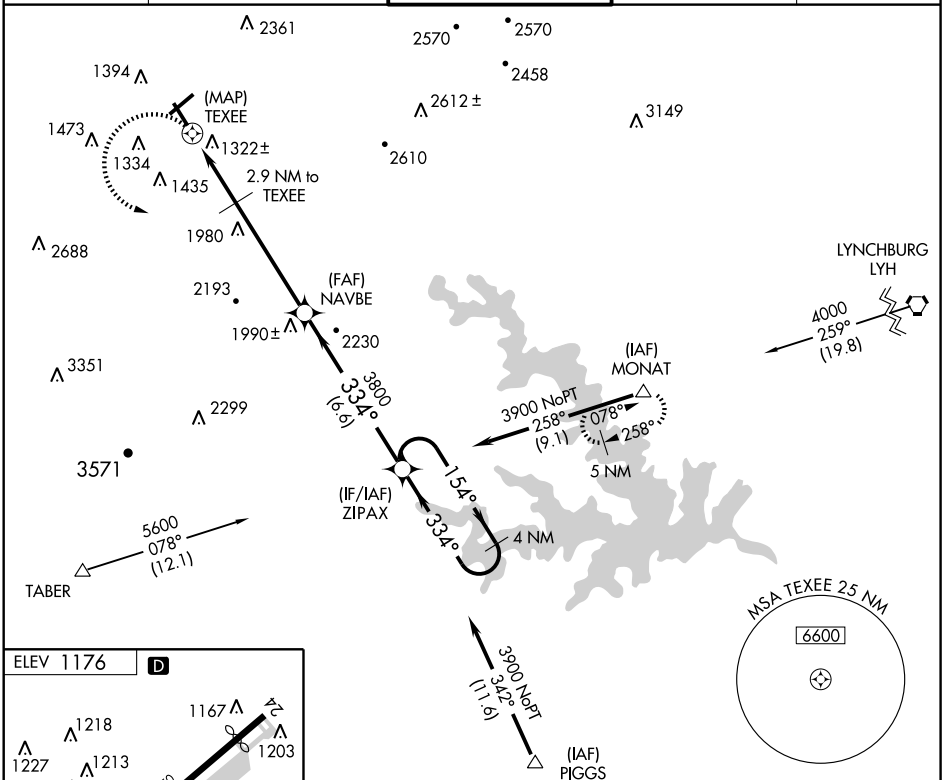
ROANOKE RGNL/WOODRUM FIELD (ROA)

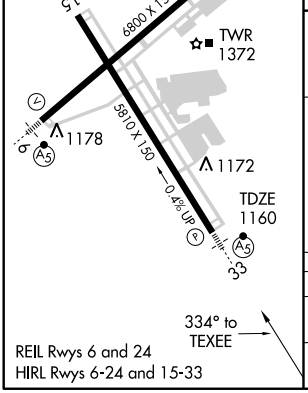
T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA Cat D visibility to 1¼ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.

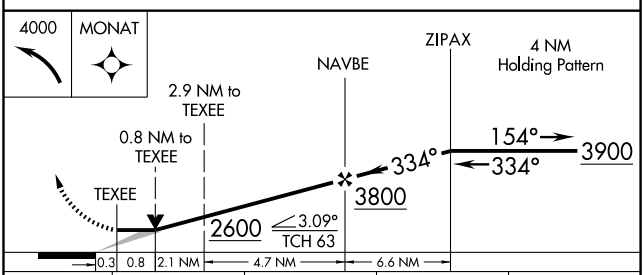
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







CATEGORY	A	B	C	D
LNAV MDA	1580-½ 420 (500-½)		1580-¾ 420 (500-¾)	1580-1 420 (500-1)
CIRCLING	1640-1 464 (500-1)		1700-1½ 524 (600-1½)	1840-2 664 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR ODR	APP CRS	Rwy Idg	N/A
114.9	234°	TDZE	N/A
		Apt Elev	1175

VOR/DME-A

ROANOKE RGNL/WOODRUM FIELD (ROA)

Simultaneous reception of ODR VOR and I-SZK DME required.
DME from I-SZK LDA.
Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7

NE-3, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

MSA ROA 25 NM 5700

(IF) CIDPU I-SZK 13.3 RADAR

R-054

GIPDE I-SZK 7.3 RADAR

4200 234° (6)

HABMI I-SZK 3.3 RADAR

JASAX I-SZK 0.9

WOODRUM 114.9 ODR

R-162

10 NM

LOCALIZER 111.1 I-SZK Chan 48

R-127

MONAT LYH 19.8

109.2 LYH Chan 29

R-258 078° 258°

3815 3849 3025 3994 3670 3028 2990 2670 2770± 2200± 2361 2550 2570 1265 1394 2458 2612± 3308 1473 1334 3149 2610 1435 2688 1980 2193 2230 2299

ELEV 1175 D

234° to VOR

1167 24 1203 1218 1227 1213 15 6800 X 150

TWR 1372

5810 X 150

1178 LOC/DME 1172

0.4% UP 33

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

4000 ODR R-162 114.9

LYH R-258 109.2

MONAT LYH 19.8

GIPDE I-SZK 7.3 RADAR

CIDPU I-SZK 13.3 RADAR

HABMI I-SZK 3.3 RADAR

JASAX I-SZK 0.9

234° 4200

4200

2700

5.60° TCH 50

2.4 NM 4 NM 6 NM

CATEGORY	A	B	C	D
CIRCLING	1760-1	585 (600-1)	1760-1½ 585 (600-1½)	1780-2 605 (700-2)

VOR ODR	APP CRS	Rwy Idg	5810
114.9	333°	TDZE	1159
		Apt Elev	1175

VOR/NDB RWY 33

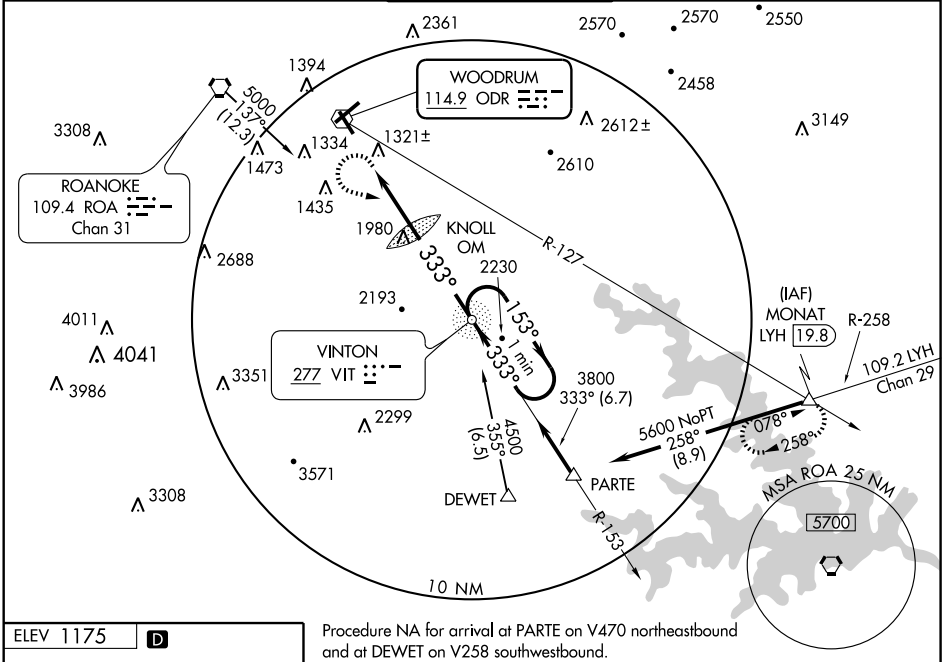
ROANOKE RGNL/WOODRUM FIELD (ROA)

Circling NA Northwest of Rwy 6-24.
Circling to Rwy 15 NA.

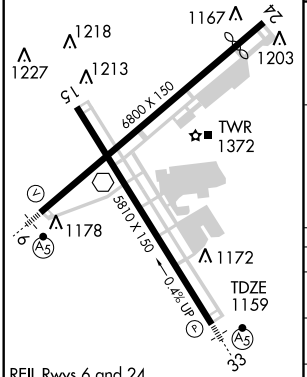
MALSR

MISSED APPROACH: Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



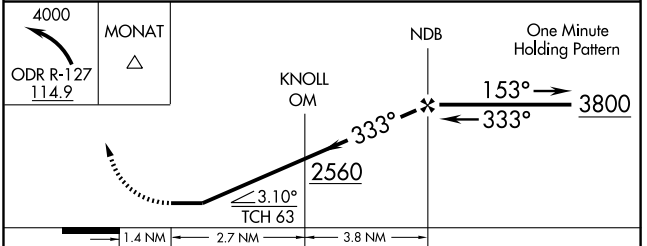
Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-33	2560-1¼ 1401 (1400-1¼)		2560-2½ 1401 (1400-2½)	
CIRCLING	2560-1¾ 1385 (1400-1¾)		2560-3 1385 (1400-3)	

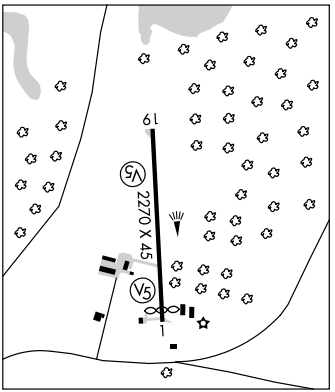
KNOLL OM MINIMA

S-33	1700-1¼ 541 (600-1¼)	
CIRCLING	1700-1¾ 525 (600-1¾)	1780-2 605 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SALUDA

HUMMEL FLD (W75) 6 E UTC−5(−4DT) N37°36.15′ W76°26.80′ WASHINGTON
30 B S4 **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
RWY 01–19: H2270X45 (ASPH) S–12.5 MIRL 0.3% up S IAP
RWY 01: APAP(PNIL). Thld dsplcd 135′. Road.
RWY 19: APAP(PNIR). Tree.
AIRPORT REMARKS: Attended 1300–2100Z‡. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NORFOLK APP/DEP CON** 126.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 061° 15.6 NM to fld. 8/07W.



SHANNON (See FREDERICKSBURG)

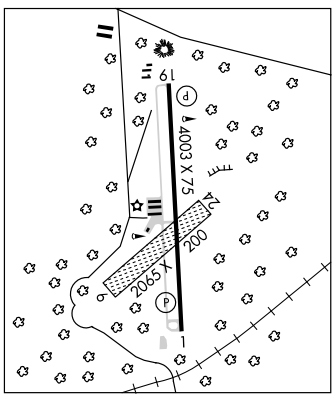
SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG)

SMITH MOUNTAIN LAKE (See MONETA)

SOUTH BOSTON N36°40.50′ W79°00.87′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W. H–9C, L–26J, 36G
RCO 122.1R 110.4T (LEESBURG RADIO)

SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC−5(−4DT) N36°42.56′ W78°50.90′ WASHINGTON
420 B S4 **FUEL** 100LL TPA—1220(800) NOTAM FILE DCA L–26J, 36G
RWY 01–19: H4003X75 (ASPH) S–12.5 MIRL 0.9% up N IAP
RWY 01: REIL. PAPI(P2L)—GA 30° TCH 52′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 52′. Hill.
RWY 06–24: 2065X200 (TURF) 0.4% up NE
RWY 06: Trees.
RWY 24: Tree.
AIRPORT REMARKS: Attended 1300–2230Z‡. Terminal open–unattended. Self–fueling with credit card. Deer on and invof rwys. Rwy 05 outlined with yellow cones. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)
WASHINGTON CENTER APP/DEP CON 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 081° 8.3 NM to fld. 530/05W.



APP CRS	Rwy Idg	2135
006°	TDZE	30
	Apt Elev	30

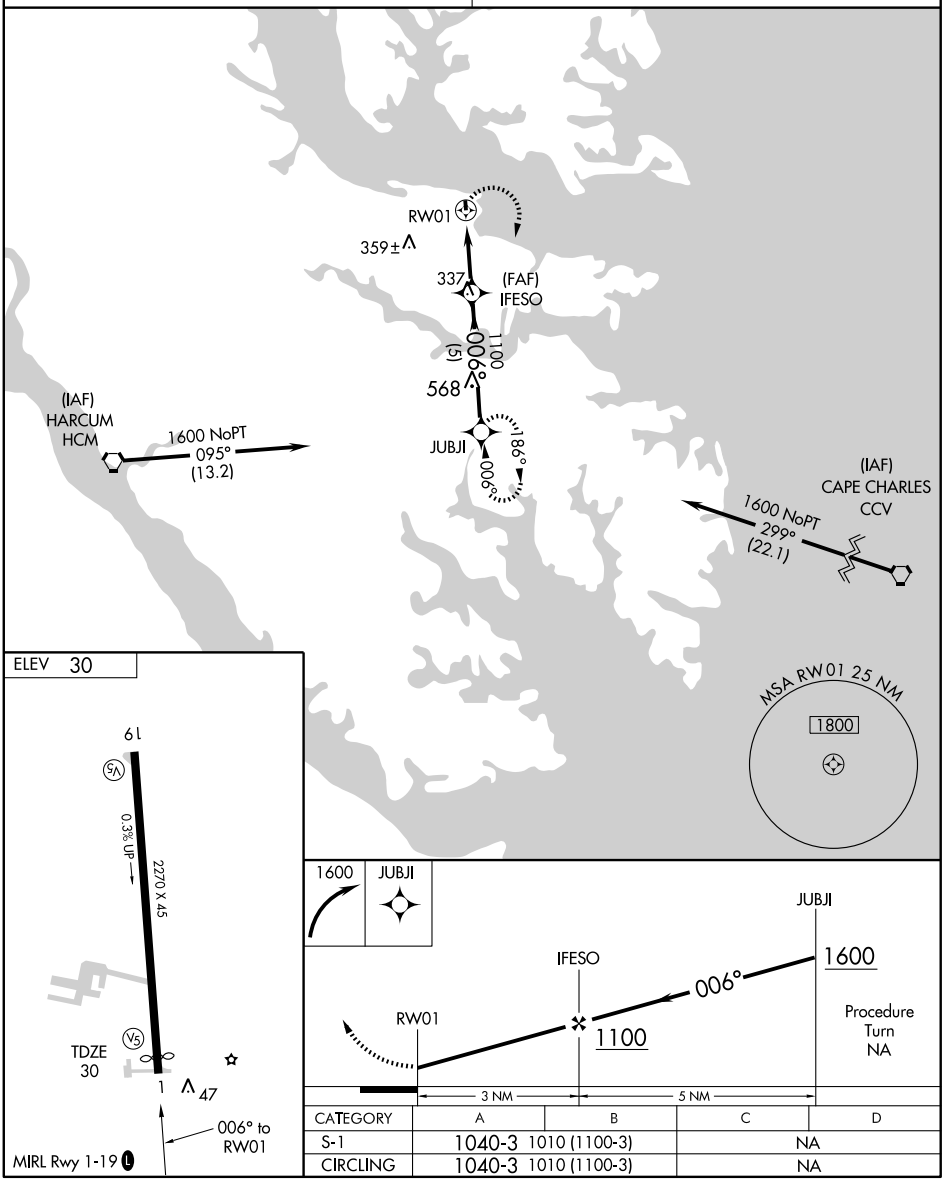
GPS RWY 1

SALUDA/HUMMEL FIELD (W75)

NA Use Newport News/Williamsburg Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

NORFOLK APP CON	UNICOM
126.05 370.925	123.0 (CTAF) L

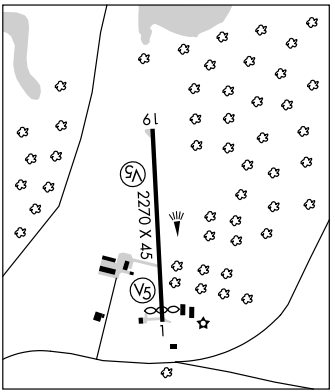


CATEGORY	A	B	C	D
S-1	1040-3 1010 (1100-3)		NA	
CIRCLING	1040-3 1010 (1100-3)		NA	

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SALUDA

HUMMEL FLD (W75) 6 E UTC−5(−4DT) N37°36.15′ W76°26.80′ WASHINGTON
30 B S4 **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
RWY 01–19: H2270X45 (ASPH) S–12.5 MIRL 0.3% up S IAP
RWY 01: APAP(PNIL). Thld dsplcd 135′. Road.
RWY 19: APAP(PNIR). Tree.
AIRPORT REMARKS: Attended 1300–2100Z‡. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NORFOLK APP/DEP CON** 126.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RDU.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 061° 15.6 NM to fld. 8/07W.



SHANNON (See FREDERICKSBURG)

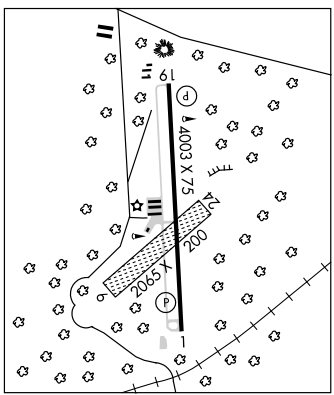
SHENANDOAH VALLEY RGNL (See STAUNTON/WAYNESBORO/HARRISONBURG)

SMITH MOUNTAIN LAKE (See MONETA)

SOUTH BOSTON N36°40.50′ W79°00.87′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W. H–9C, L–26J, 36G
RCO 122.1R 110.4T (LEESBURG RADIO)

SOUTH BOSTON

WILLIAM M TUCK (W78) 3 E UTC−5(−4DT) N36°42.56′ W78°50.90′ WASHINGTON
420 B S4 **FUEL** 100LL TPA—1220(800) NOTAM FILE DCA L–26J, 36G
RWY 01–19: H4003X75 (ASPH) S–12.5 MIRL 0.9% up N IAP
RWY 01: REIL. PAPI(P2L)—GA 30° TCH 52′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 52′. Hill.
RWY 06–24: 2065X200 (TURF) 0.4% up NE
RWY 06: Trees.
RWY 24: Tree.
AIRPORT REMARKS: Attended 1300–2230Z‡. Terminal open–unattended. Self–fueling with credit card. Deer on and invof rwys. Rwy 05 outlined with yellow cones. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
COMMUNICATIONS: CTAF/UNICOM 122.8
SOUTH BOSTON RCO 122.1R 110.4T (LEESBURG RADIO)
WASHINGTON CENTER APP/DEP CON 124.05
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SOUTH BOSTON (L) VORTAC 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 081° 8.3 NM to fld. 530/05W.



WAAS CH 77614 W01A	APP CRS 005°	Rwy Idg 4003 TDZE 410 Apt Elev 420

RNAV (GPS) RWY 1

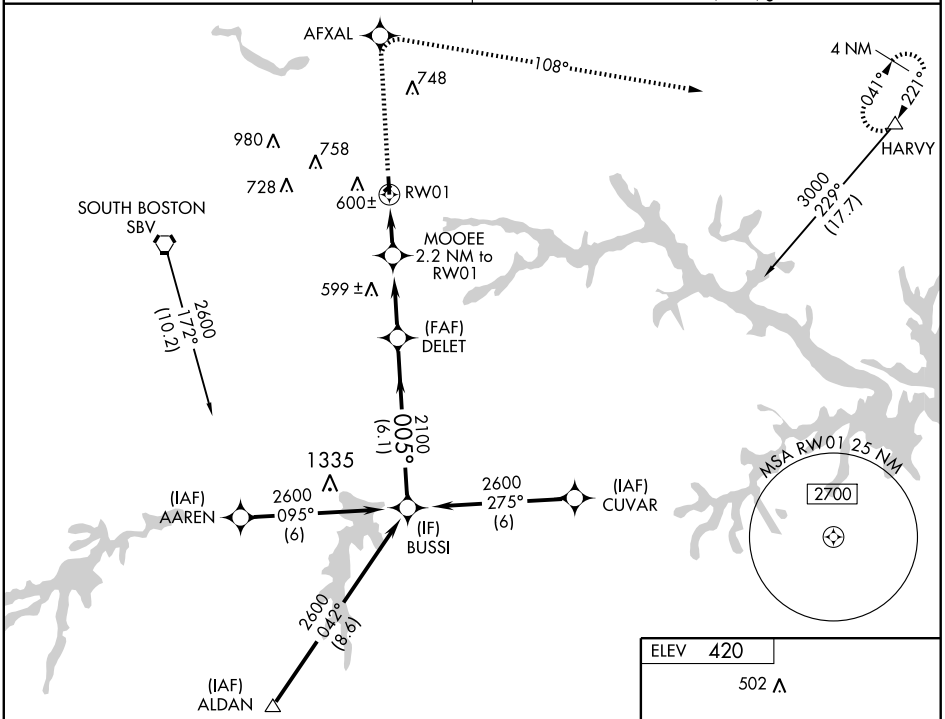
SOUTH BOSTON / WILLIAM M. TUCK (W78)

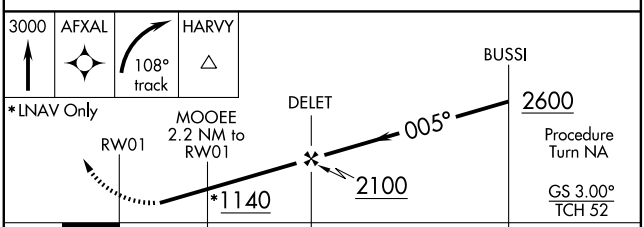
T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

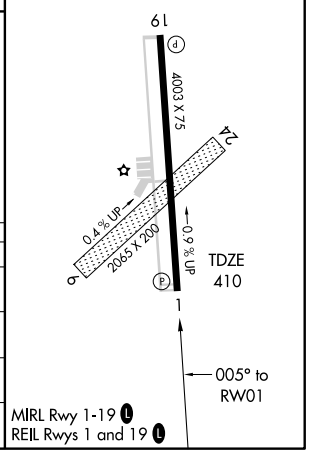
MISSED APPROACH: Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	739-1¼	329 (400- 1¼)		NA
LNAV/VNAV DA	772-1¼	362 (400- 1¼)		NA
LNAV MDA	800-1	390 (400- 1)		NA
CIRCLING	980-1	560 (600- 1)		NA



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4003
185°	TDZE	420
	Apt Elev	420

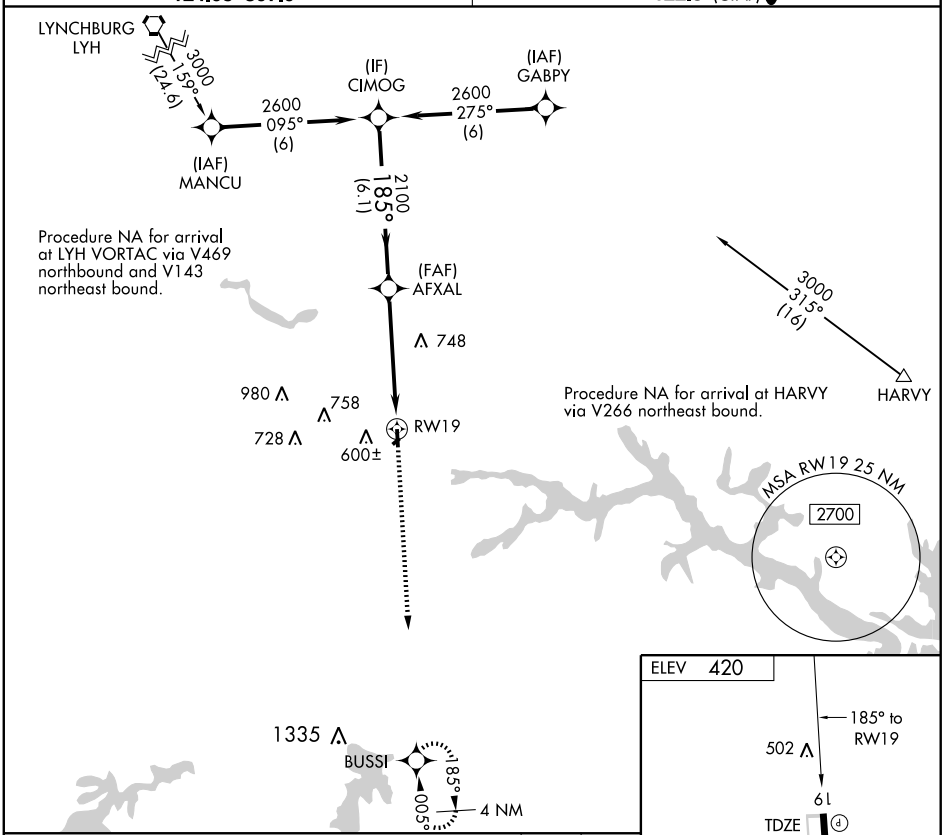
RNAV (GPS) RWY 19

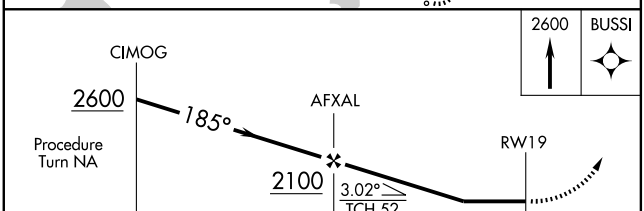
SOUTH BOSTON / WILLIAM M. TUCK (W78)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

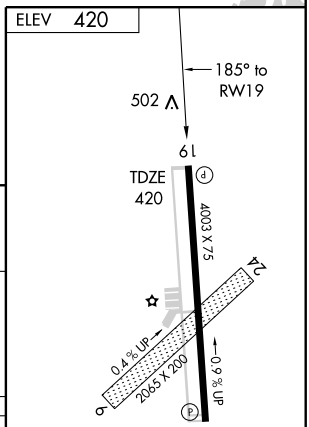
MISSED APPROACH: Climb to 2600 direct BUSSI and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA
CIRCLING	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VOR SBV 110.4 Chan 41	APP CRS 081°	Rwy Idg N/A TDZE N/A Apt Elev 420

VOR-A

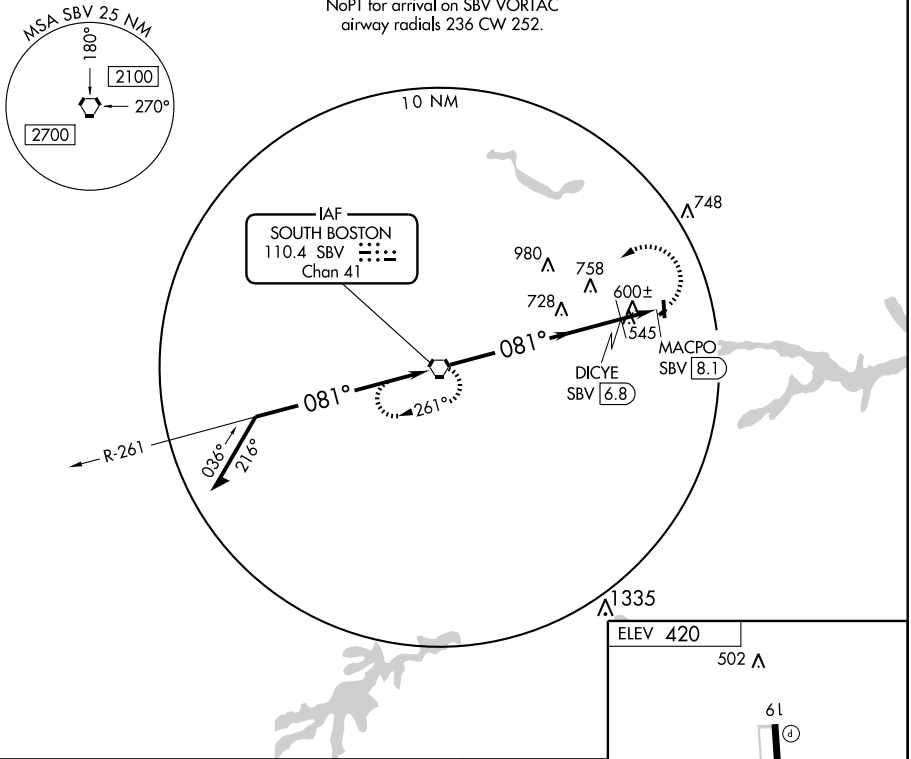
SOUTH BOSTON / WILLIAM M. TUCK (W78)

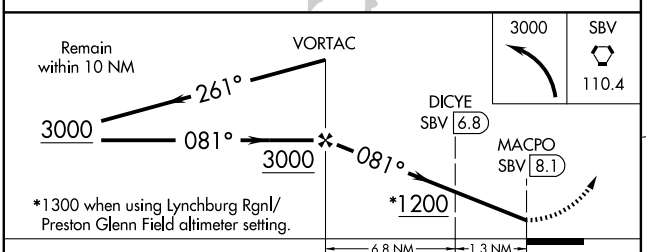
T A NA Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

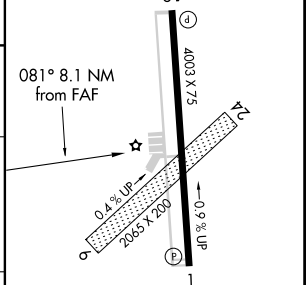
MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L

NoPT for arrival on SBV VORTAC airway radials 236 CW 252.







CATEGORY	A	B	C	D
CIRCLING	1200-1 780 (800-1)	1200-1¼ 780 (800-1¼)	1200-2¼ 780 (800-2¼)	NA
DICYE FIX MINIMUMS				
CIRCLING	960-1 540 (600-1)		960-1½ 540 (600-1½)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3, 21 OCT 2010 to 18 NOV 2010

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC) 4 SE UTC−5(−4DT)

WASHINGTON
H–9C, 12H, L–36G
IAP

N36°41.30′ W78°03.27′

441 B **FUEL** 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

RWY 01–19: H5002X75 (ASPH) S–12.5 MIRL 1.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Antenna.

AIRPORT REMARKS: Attended dalgt hours. 24 hr fuel avbl by credit card. MIRL Rwy 01–19 and REIL Rwys 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 127.525 (434) 729–2229.

COMMUNICATIONS: CTAF/UNICOM 122.8

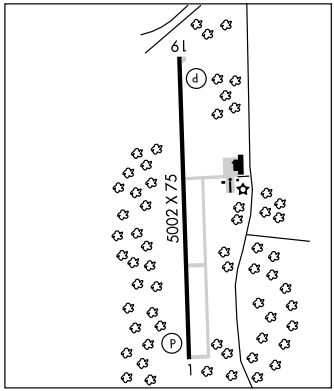
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 278° 50.3 NM to fld. 90/09W.

JONES NDB (MHW) 373 AEA N36°36.87′ W78°03.19′ 008° 4.4 NM to fld. NOTAM FILE AVC.

ILS 110.5 I–AVC Rwy 01. Localizer only.



STAFFORD RGNL (RMN) 3 SW UTC−5(−4DT) N38°23.89′ W77°27.33′

WASHINGTON
H–10H, 12I, L–29E, 34E, 36I, A
IAP

211 B **FUEL** 100LL, JET A, A+ NOTAM FILE RMN

RWY 15–33: H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89 HIRL 0.8% up NW.

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Ground. Rgt tfc.

RWY 33: MALS. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended 1200–0000Z‡. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z‡, after hrs call 540–288–3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. ''Fly Friendly'' program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 126.325 (540) 657–8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

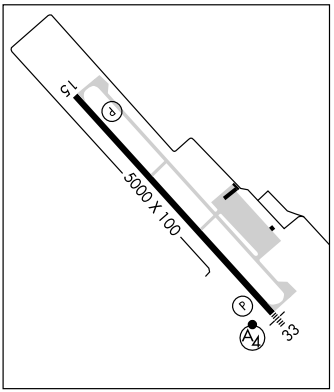
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡, except Sat, Sun and holidays, other times ctc Ⓡ**POTOMAC APP/DEP CON** 124.65

GCO 135.075 (Quantico and Potomac App Con)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 316° 6.1 NM to fld. 145/09W.

ILS/DME 108.75 I–RMN Chan 24(Y) Rwy 33. LOC unusable byd 20° left of course.



LOC I-AVC	APP CRS	Rwy Idg	5002
110.5	007°	TDZE	417
		Apt Elev	441

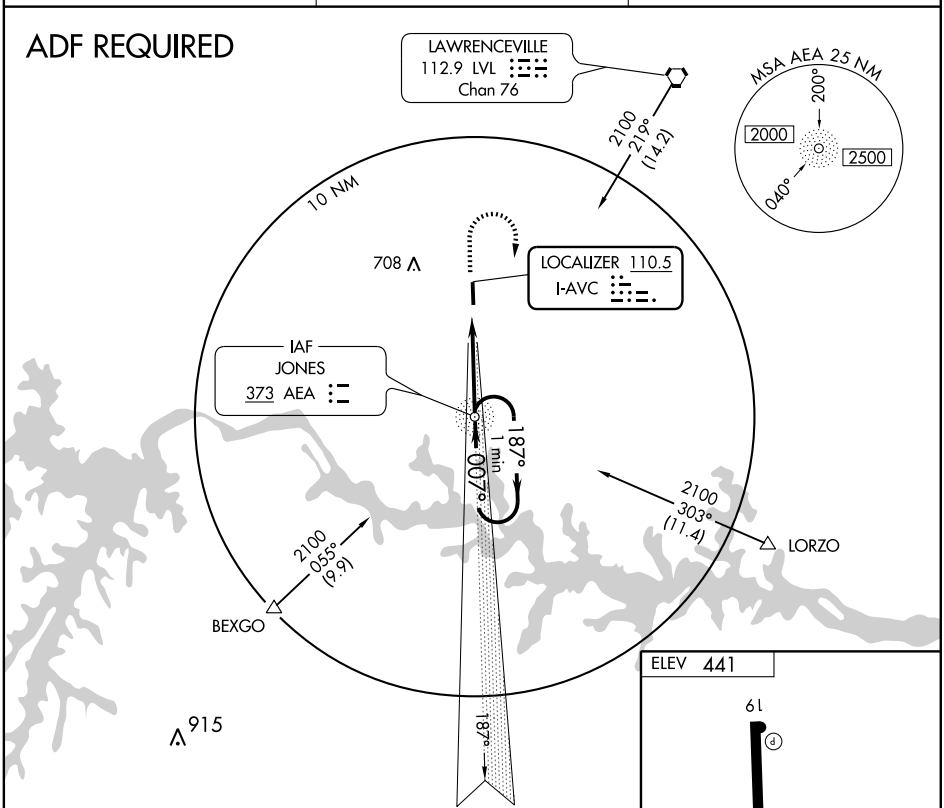
LOC RWY 1

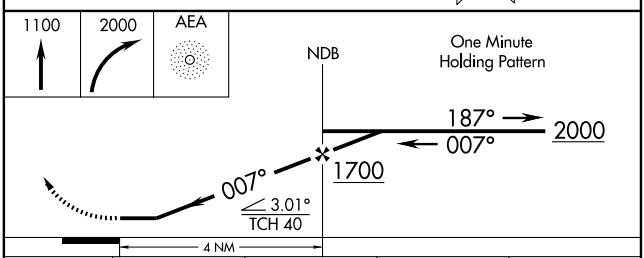
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

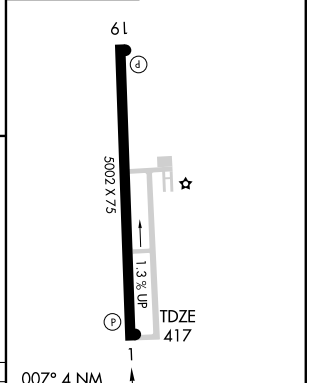
When local altimeter setting not received, use Oxford altimeter setting and increase all MDA 100, increase S-1 Cat C and Cat D and Circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1 383 (400-1)			800-1¼ 383 (400-1¼)
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	900-1½ 459 (500-1½)	1060-2 619 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 63118	007°	TDZE	417
W01A		Apt Elev	441

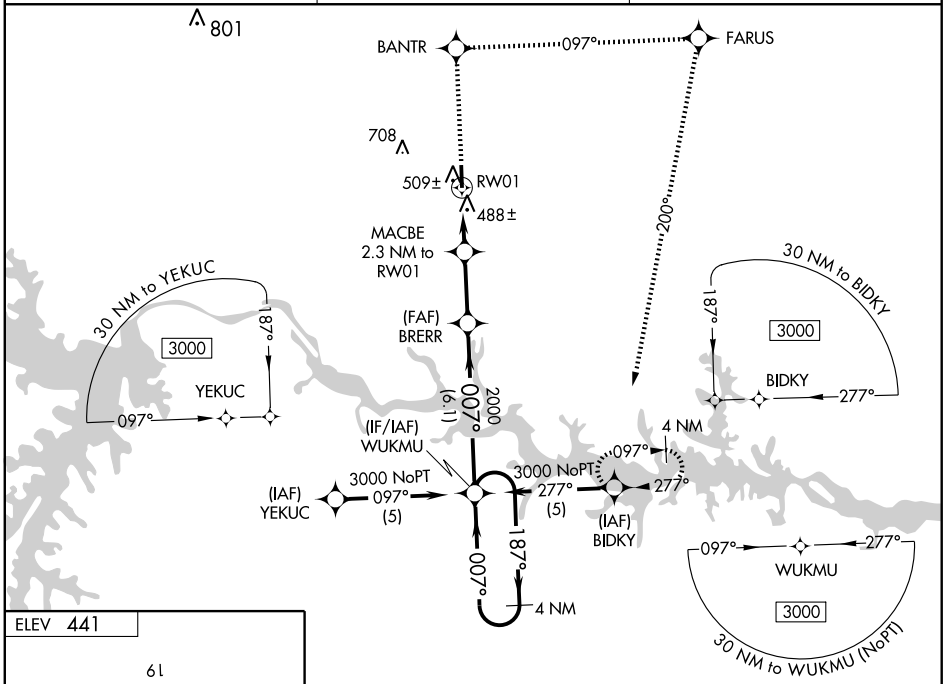
RNAV (GPS) RWY 1

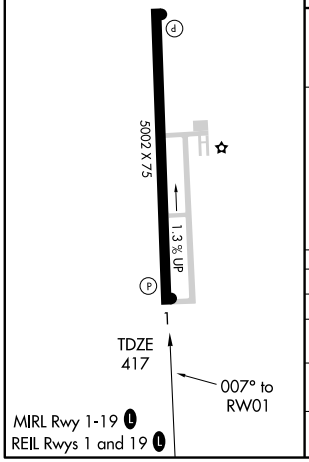
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

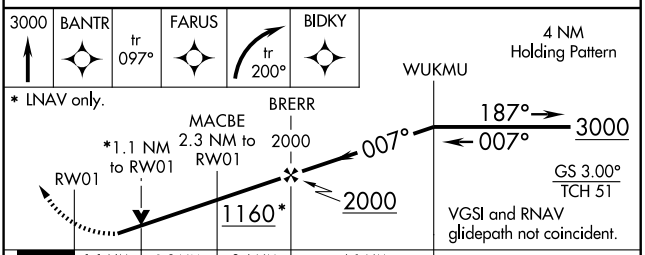
Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climb to 3000 direct BANTR and on track 097° to FARUS and right turn on track 200° to BIDKY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	667-1 250 (300-1)			
LNAV/VNAV DA	814-1½ 397 (400-1½)			
LNAV MDA	760-1 343 (400-1)			760-1¼ 343 (400-1¼)
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	900-1½ 459 (500-1½)	1060-2 619 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 93718	187°	TDZE	441
W19A		Apt Elev	441

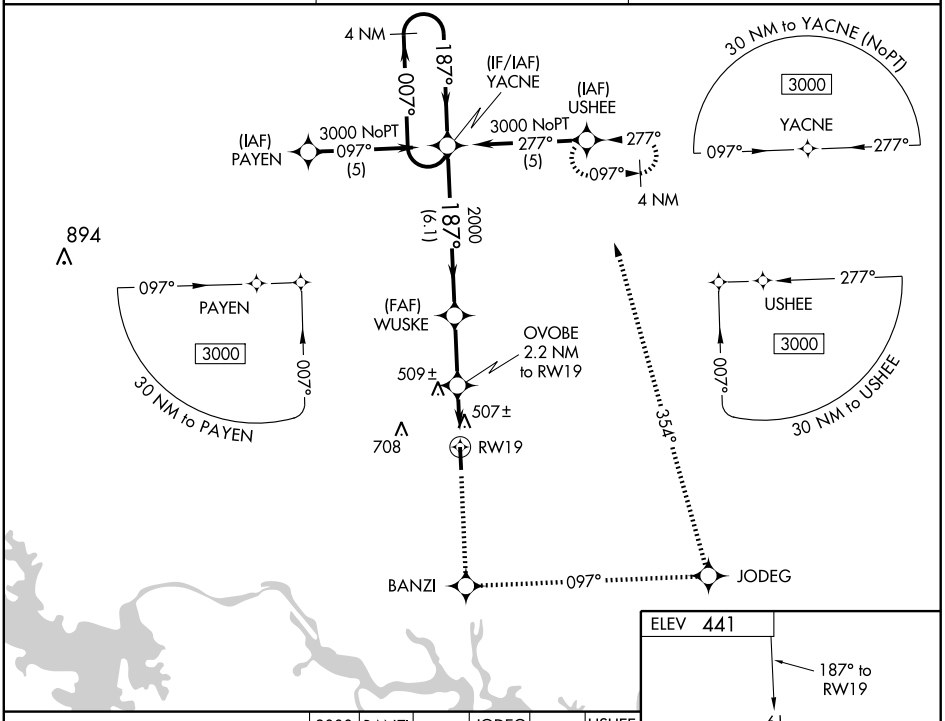
RNAV (GPS) RWY 19

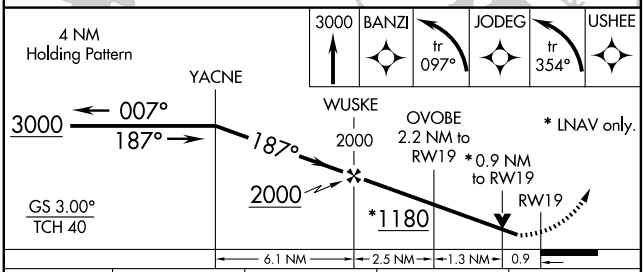
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat D visibility ¼ mile, increase LNAV-VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA with Oxford altimeter setting.

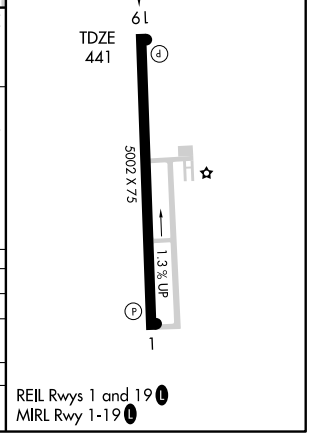
MISSED APPROACH: Climb to 3000 direct BANZI and left turn on track 097° to JODEG and left turn on track 354° to USHEE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	691-1 250 (300-1)			
LNAV/VNAV DA	820-1¼ 379 (400-1¼)			
LNAV MDA	780-1 339 (400-1)			
CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	900-1½ 459 (500-1½)	1060-2 619 (700-2)



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

SOUTH HILL

MECKLENBURG–BRUNSWICK RGNL (AVC) 4 SE UTC−5(−4DT)

WASHINGTON
H–9C, 12H, L–36G
IAP

N36°41.30′ W78°03.27′

441 B **FUEL** 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

RWY 01–19: H5002X75 (ASPH) S–12.5 MIRL 1.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Trees.

RWY 19: REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Antenna.

AIRPORT REMARKS: Attended dalgt hours. 24 hr fuel avbl by credit card. MIRL Rwy 01–19 and REIL Rwys 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS–3 127.525 (434) 729–2229.

COMMUNICATIONS: CTAF/UNICOM 122.8

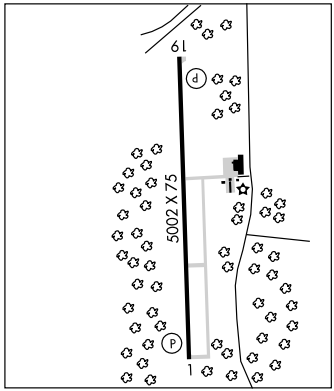
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.

FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 278° 50.3 NM to fld. 90/09W.

JONES NDB (MHW) 373 AEA N36°36.87′ W78°03.19′ 008° 4.4 NM to fld. NOTAM FILE AVC.

ILS 110.5 I–AVC Rwy 01. Localizer only.



STAFFORD RGNL (RMN) 3 SW UTC−5(−4DT) N38°23.89′ W77°27.33′

WASHINGTON
H–10H, 12I, L–29E, 34E, 36I, A
IAP

211 B **FUEL** 100LL, JET A, A+ NOTAM FILE RMN

RWY 15–33: H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89 HIRL 0.8% up NW.

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Ground. Rgt tfc.

RWY 33: MALS. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended 1200–0000Z‡. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z‡, after hrs call 540–288–3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. ''Fly Friendly'' program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 126.325 (540) 657–8283.

COMMUNICATIONS: CTAF/UNICOM 122.725

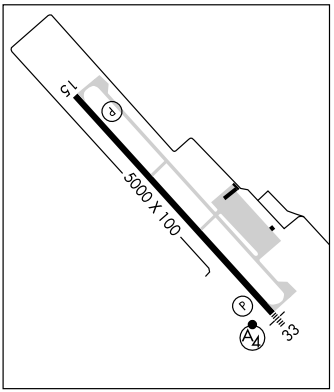
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡, except Sat, Sun and holidays, other times ctc Ⓡ**POTOMAC APP/DEP CON** 124.65

GCO 135.075 (Quantico and Potomac App Con)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

BROOKE (L) VORTAC 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 316° 6.1 NM to fld. 145/09W.

ILS/DME 108.75 I–RMN Chan 24(Y) Rwy 33. LOC unusable byd 20° left of course.



LOC/DME I-RMN	APP CRS	Rwy Idg 5000
108.75	329°	TDZE 196
Chan 24 (Y)		Apt Elev 212

ILS or LOC RWY 33

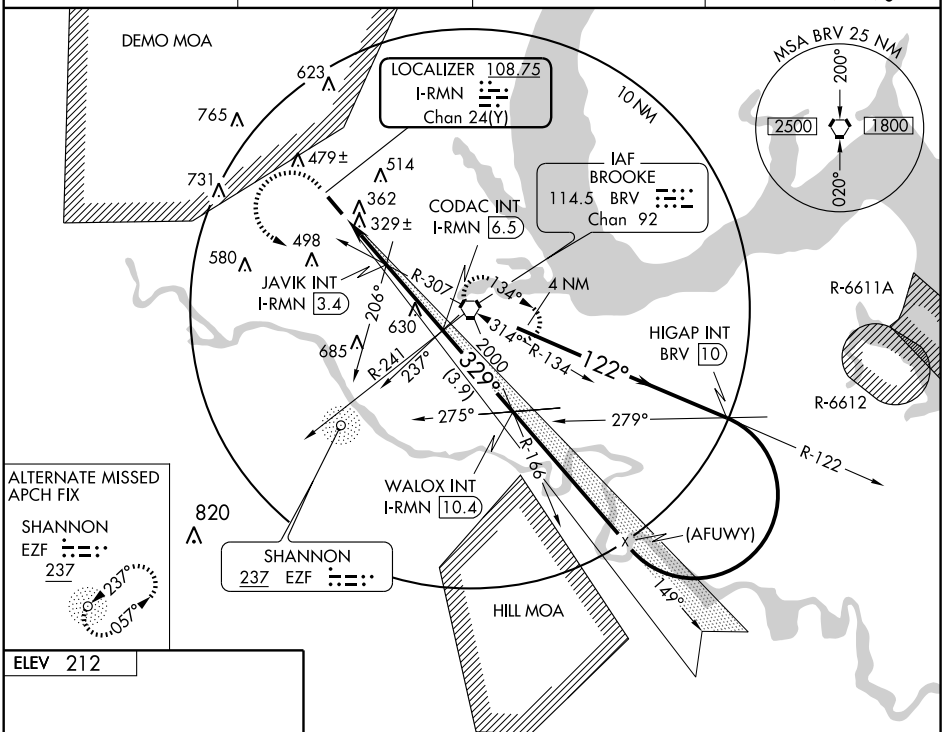
STAFFORD RGNL (RMN)

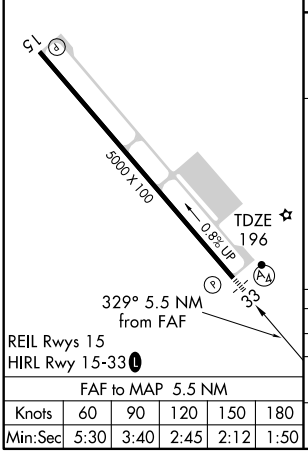
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.
NA Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

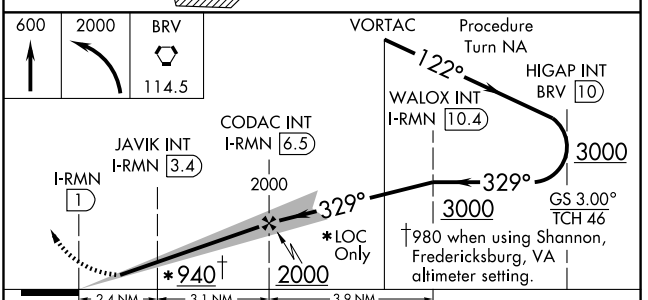
MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 33	396-¾ 200 (200-¾)			
S-LOC 33	580-¾ 384 (400-¾)			580-1¼ 384 (400-1¼)
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 81805	329°	TDZE	196
W33A		Apt Elev	212

RNAV (GPS) RWY 33

STAFFORD RGNL (RMN)

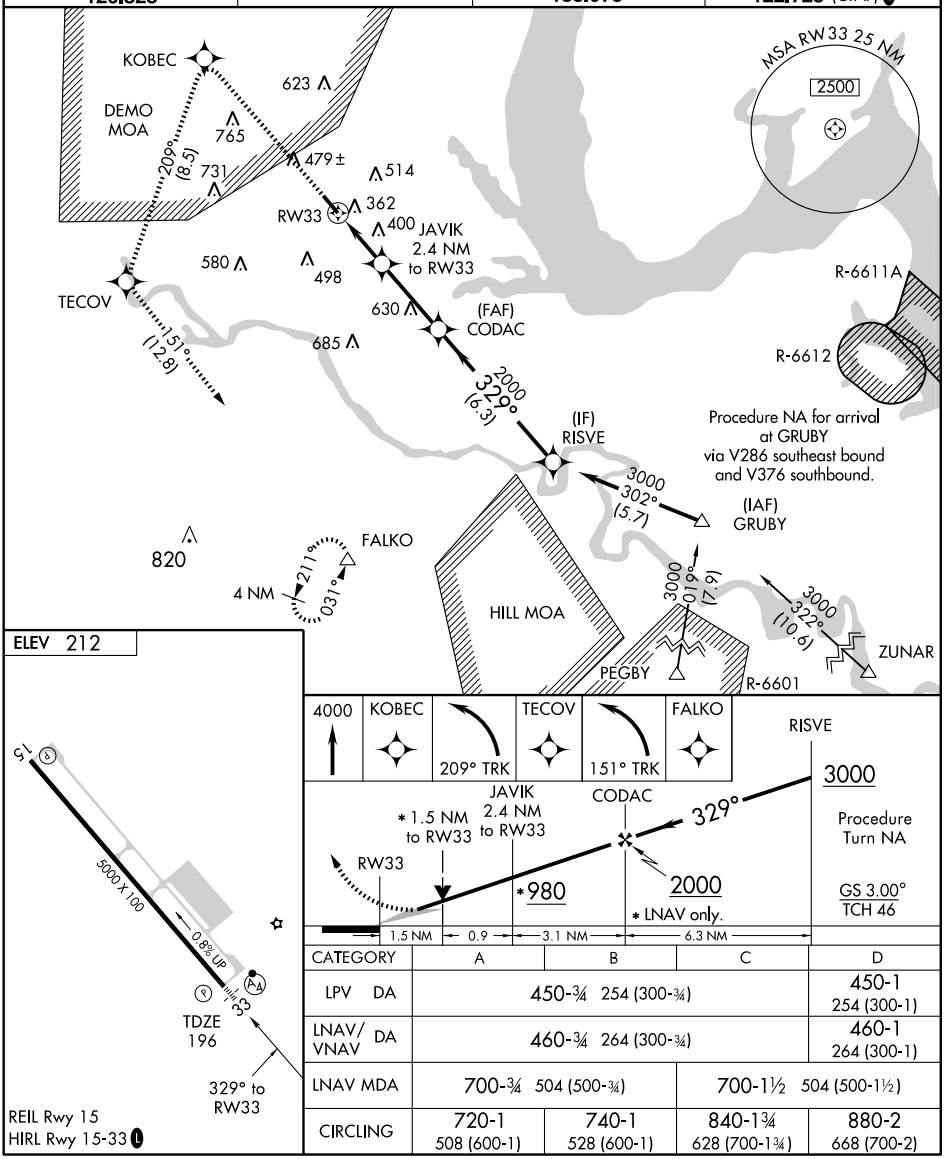
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

NA

MALS

MISSED APPROACH: Climb to 4000 direct KOBEC and left turn via 209° track to TECOV and left turn via 151° track to FALKO and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-¾ 254 (300-¾)			450-1 254 (300-1)
LNAV/VNAV DA	460-¾ 264 (300-¾)			460-1 264 (300-1)
LNAV MDA	700-¾ 504 (500-¾)		700-1½ 504 (500-1½)	
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	880-2 668 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRV 114.5 Chan 92	APP CRS 314°	Rwy Idg 5000 TDZE 196 Apt Elev 212

VOR RWY 33
STAFFORD RGNL (RMN)

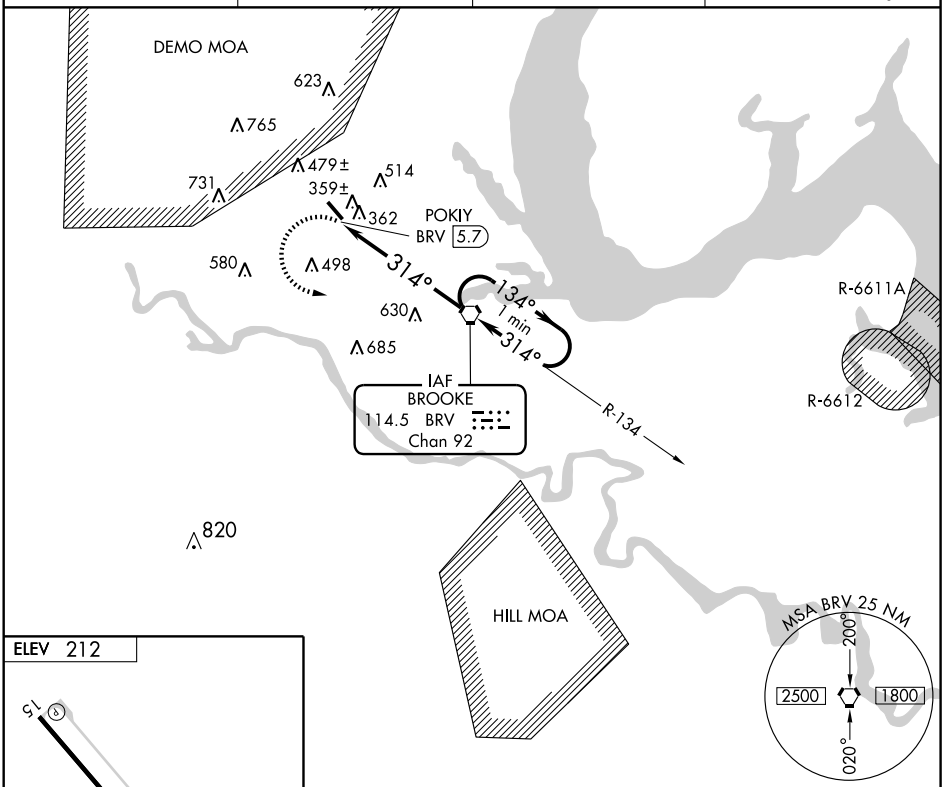
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

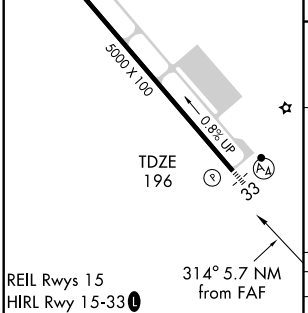
MALS

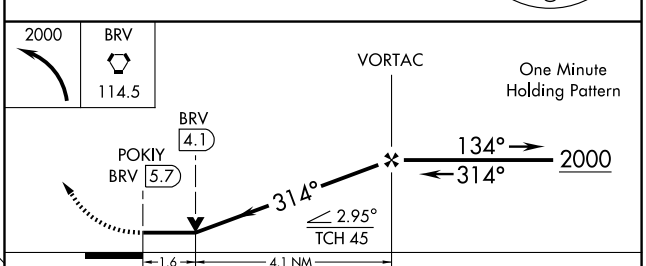
MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L

NE-3, 21 OCT 2010 to 18 NOV 2010







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 528 (600-1)		840-1¾ 628 (700-1¾)	860-2 648 (700-2)

STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) 10 NE UTC−5(−4DT) N38°15.83′ W78°53.79′ **WASHINGTON**
1201 B S4 **FUEL** 100LL, JET A 0X 3, 4 TPA—See Remarks Class I, ARFF Index B **H–10H, 12I, L–26J**
NOTAM FILE SHD **IAP**

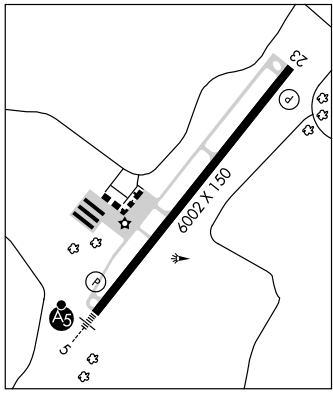
RWY 05–23: H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 HIRL 0.4% up NE
RWY 05: MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Pole.
RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45′. Road.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.925 (540) 234–0110.

COMMUNICATIONS: CTAF/UNICOM 123.0
MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 030° 23.9 NM to fld. 3460/05W.
STAUT NDB (LOM) 375 SH N38°12.11′ W78°57.44′ 045° 4.7 NM to fld.
ILS 109.5 I–SHD Rwy 05. Class IE. LOM STAUT NDB. Backcourse unusable. Autopilot coupled apchs not applicable blo 1494′.



STAUT N38°12.11′ W78°57.44′ NOTAM FILE SHD.
NDB (LOM) 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

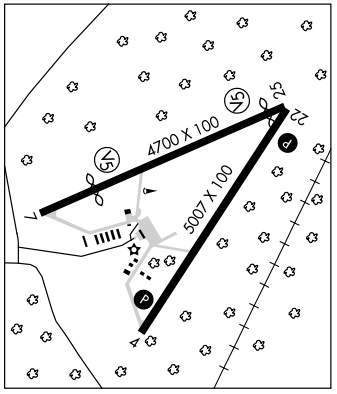
SUFFOLK EXECUTIVE (SFQ) 3 SW UTC−5(−4DT) N36°40.94′ W76°36.11′ **WASHINGTON**
72 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE SFQ **H–10I, 12I, L–35D, 36H**
RWY 04–22: H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees. Rgt tfc.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 07–25: H4700X100 (ASPH) S–30, D–50, 2D–85 MIRL
RWY 07: APAP(PNIL). Thld dsplcd 950′. Tree.
RWY 25: APAP(PNIR). Thld dsplcd 300′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–May 1300–2300Z‡, except Sun clsd at 2200Z‡, Jun–Oct 1300–0000Z‡, except Sun clsd at 2200Z‡, Nov–Mar 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 07–25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07–25; HIRL Rwy 04–22; PAPI Rwys 04 and 22; REIL Rwys 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.375 (757) 934–3942

COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NORFOLK APP/DEP CON** 127.9 **GCO** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 104° 19.9 NM to fld. 90/09W.
WALEY NDB (MHW/LOM) 249 RK N36°35.96′ W76°38.95′ 035° 5.5 NM to fld. NOTAM FILE DCA.
ILS 111.5 I–RKH Rwy 04. Loc only.



SUZZE N36°55.21′ W81°14.60′ NOTAM FILE MKJ. **CINCINNATI**
NDB (MHW/LOM) 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended. **L–26I**

LOC I-SHD	APP CRS	Rwy Idg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

ILS or LOC RWY 5

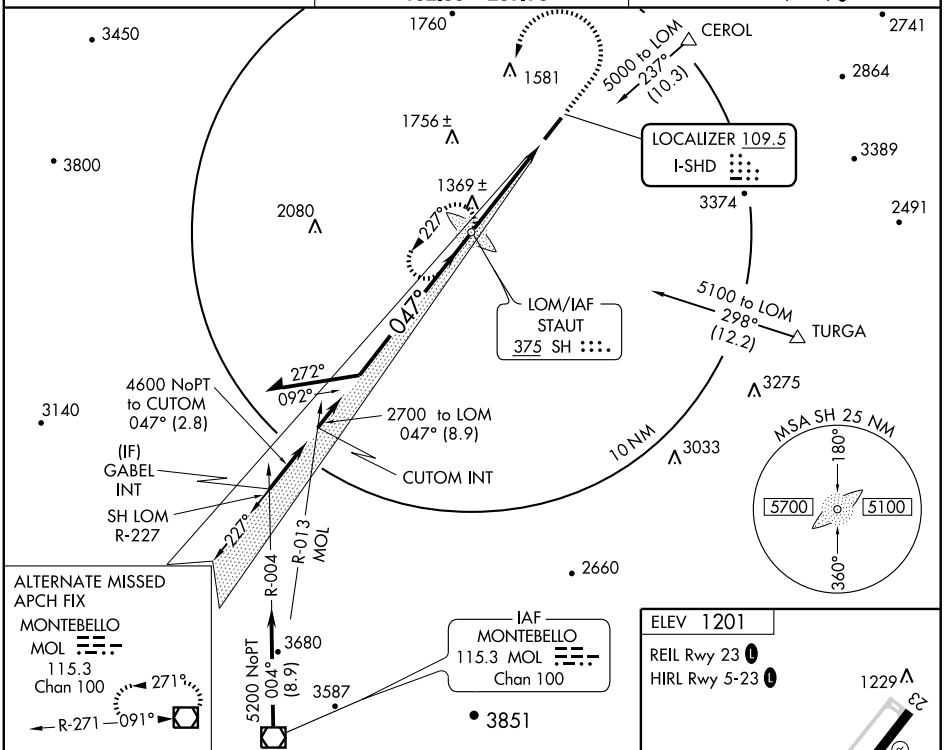
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

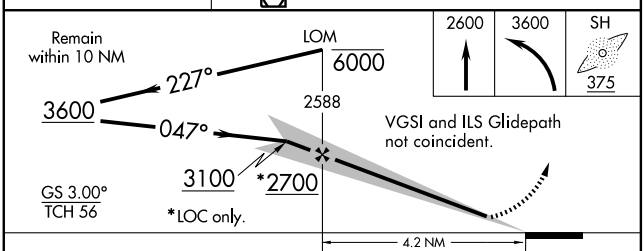
ADF Required. Autopilot coupled approach NA below 1494 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.

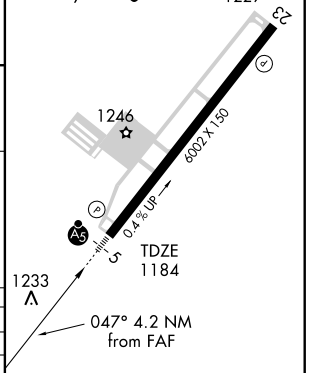
MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

LOM SH	APP CRS	Rwy Idg	6002
375	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

NDB RWY 5

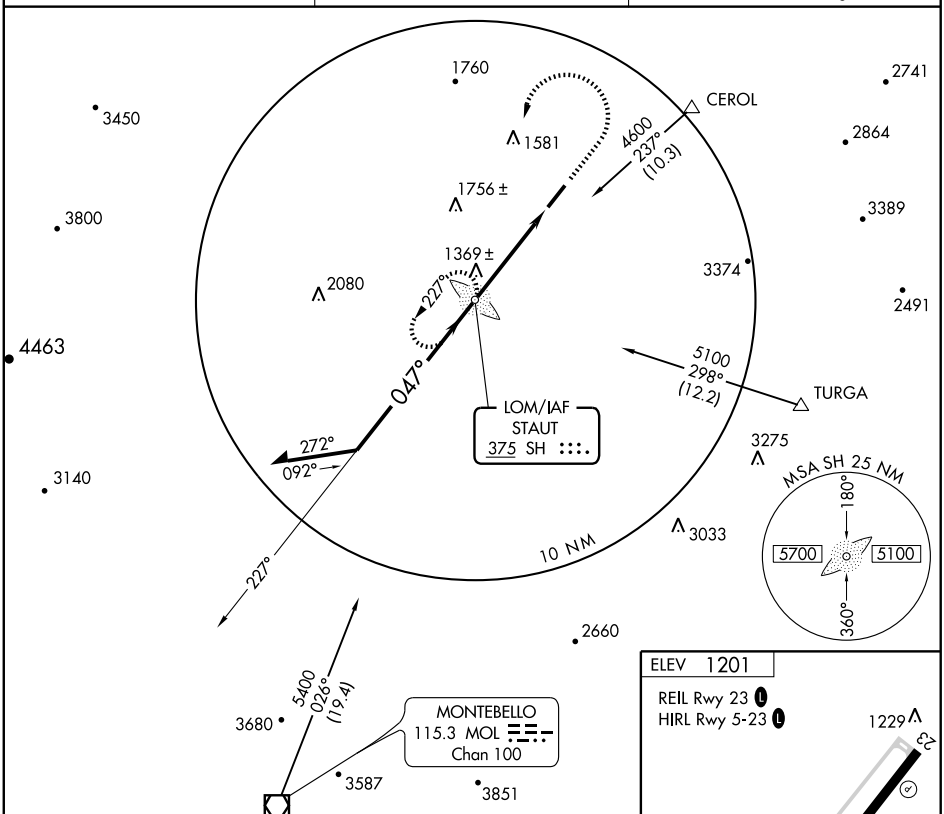
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

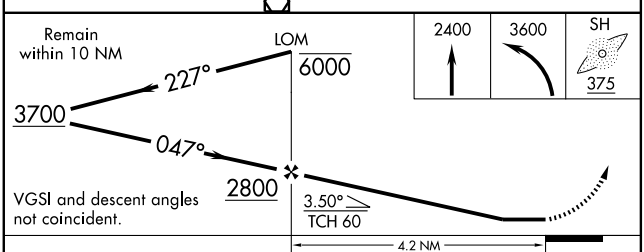
When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D ½ mile.

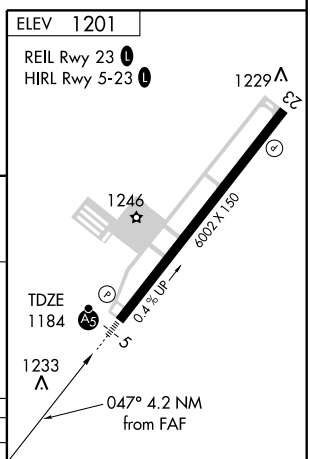
MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1760- ¾ 576 (600- ¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1760-1½ 559 (600-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6002
CH 81913	047°	TDZE	1184
W05A		Apt Elev	1201

AL-5369 (FAA)

RNAV (GPS) RWY 5

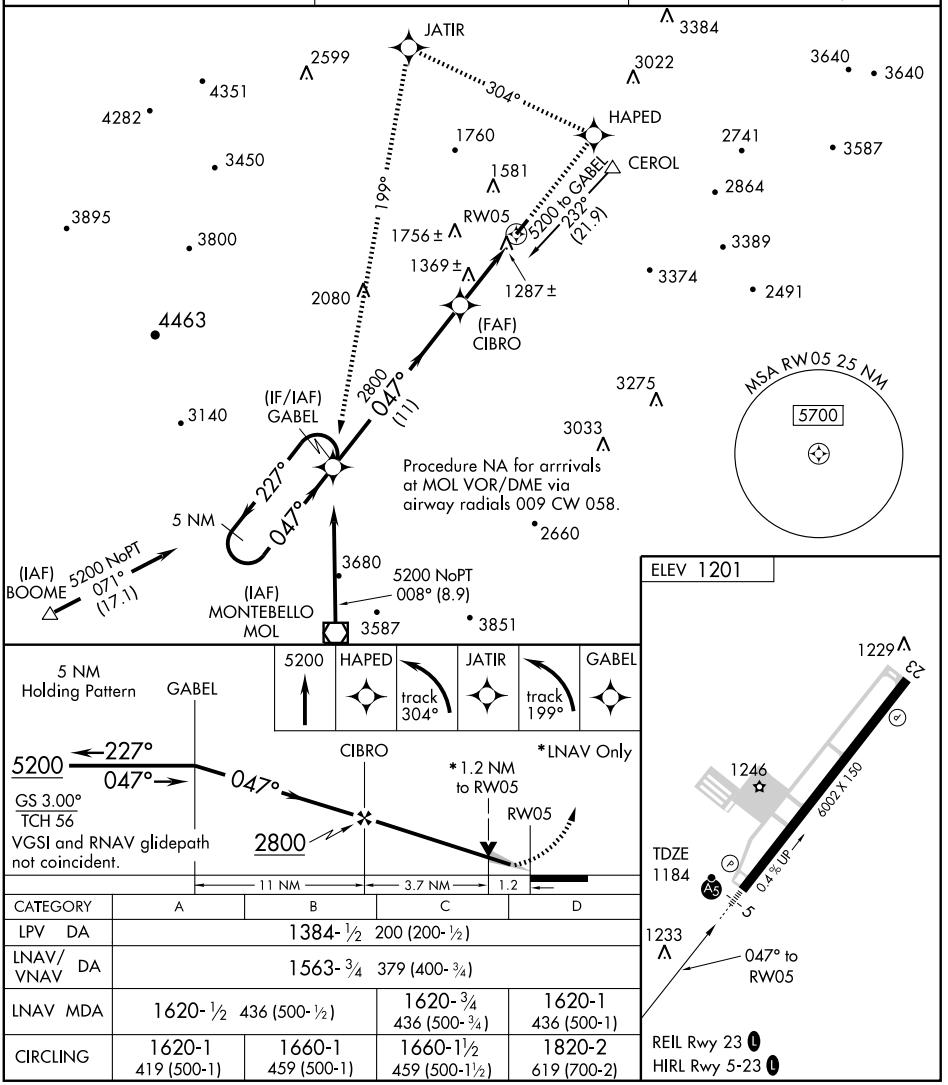
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

MALSR

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1384- ½ 200 (200- ½)			
LNAV/ VNAV DA	1563- ¾ 379 (400- ¾)			
LNAV MDA	1620- ½ 436 (500- ½)		1620- ¾ 436 (500- ¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78113 W23A	APP CRS 227°	Rwy Idg 6002 TDZE 1201 Apt Elev 1201

AL-5369 (FAA)

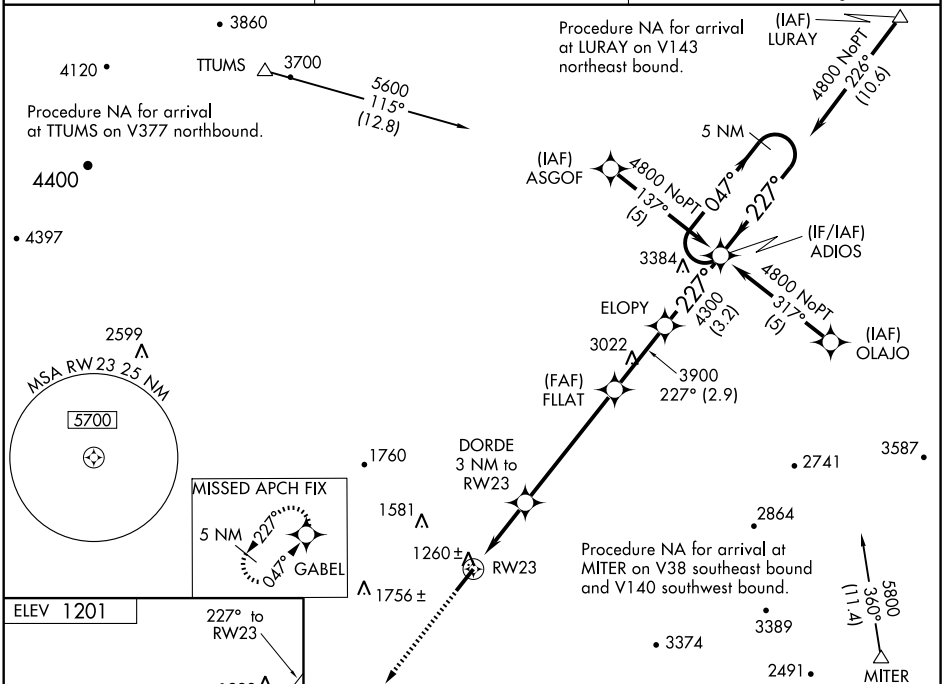
RNAV (GPS) RWY 23

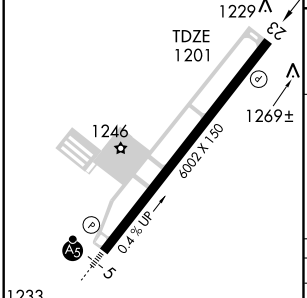
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

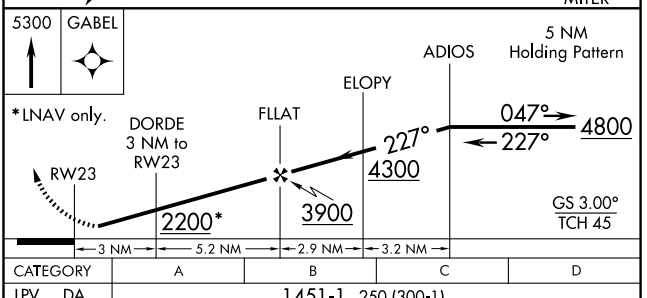
Baro-VNAV NA when using Charlottesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1451-1 250 (300-1)			
LNAV/VNAV DA	1530-1¼ 329 (400-1¼)			
LNAV MDA	1520-1 319 (400-1)			
CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

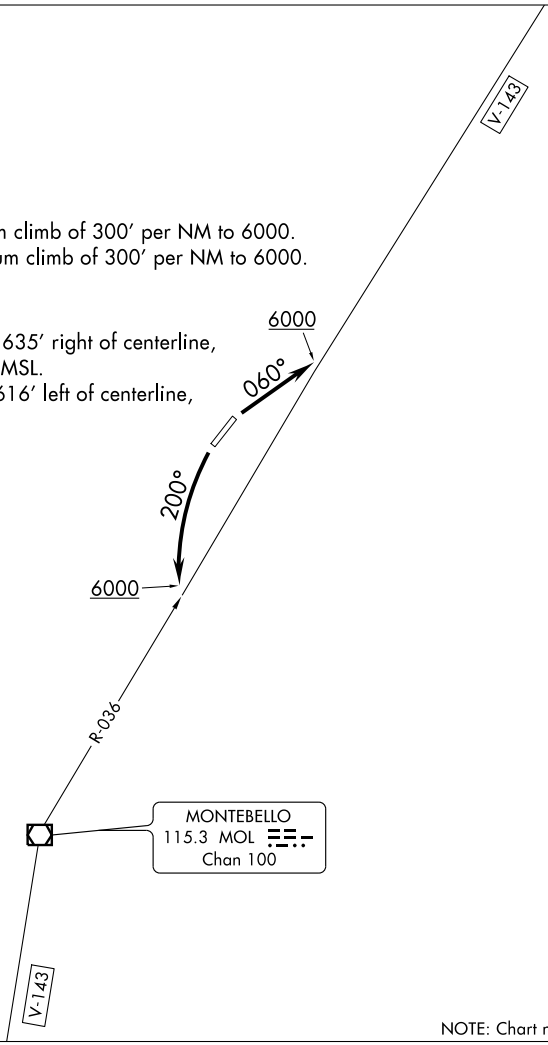
NE-3, 21 OCT 2010 to 18 NOV 2010

POTOMAC DEP CON
132.85 257.75
CTAF 123.0
AWOS-3 124.925

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with minimum climb of 300' per NM to 6000.
Rwy 23, Standard with minimum climb of 300' per NM to 6000.

TAKE-OFF OBSTACLES:
Rwy 5, Trees 1720' from DER, 635' right of centerline, up to 100'AGL/1279' MSL.
Rwy 23, Tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence. . . .
TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence . . . .

. . . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 21 OCT 2010 to 18 NOV 2010

STAUNTON/WAYNESBORO/HARRISONBURG

SHENANDOAH VALLEY RGNL (SHD) 10 NE UTC−5(−4DT) N38°15.83′ W78°53.79′ **WASHINGTON**
1201 B S4 **FUEL** 100LL, JET A 0X 3, 4 TPA—See Remarks Class I, ARFF Index B **H–10H, 12I, L–26J**
NOTAM FILE SHD **IAP**

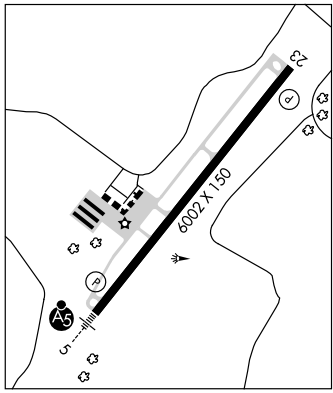
RWY 05–23: H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 HIRL 0.4% up NE
RWY 05: MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Pole.
RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45′. Road.

AIRPORT REMARKS: Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.925 (540) 234–0110.

COMMUNICATIONS: CTAF/UNICOM 123.0
MONTEBELLO RCO 122.1R 115.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
MONTEBELLO (L) VOR/DME 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 030° 23.9 NM to fld. 3460/05W.
STAUT NDB (LOM) 375 SH N38°12.11′ W78°57.44′ 045° 4.7 NM to fld.
ILS 109.5 I–SHD Rwy 05. Class IE. LOM STAUT NDB. Backcourse unusable. Autopilot coupled apchs not applicable blo 1494′.



STAUT N38°12.11′ W78°57.44′ NOTAM FILE SHD.
NDB (LOM) 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

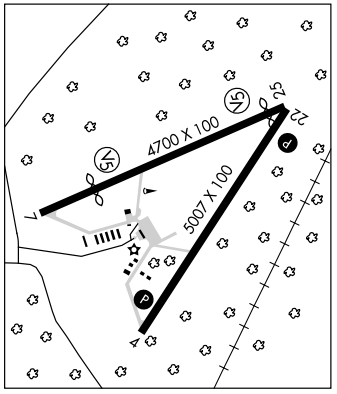
SUFFOLK EXECUTIVE (SFQ) 3 SW UTC−5(−4DT) N36°40.94′ W76°36.11′ **WASHINGTON**
72 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE SFQ **H–10I, 12I, L–35D, 36H**
RWY 04–22: H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL **IAP**
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees. Rgt tfc.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 07–25: H4700X100 (ASPH) S–30, D–50, 2D–85 MIRL
RWY 07: APAP(PNIL). Thld dsplcd 950′. Tree.
RWY 25: APAP(PNIR). Thld dsplcd 300′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–May 1300–2300Z‡, except Sun clsd at 2200Z‡, Jun–Oct 1300–0000Z‡, except Sun clsd at 2200Z‡, Nov–Mar 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 07–25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07–25; HIRL Rwy 04–22; PAPI Rwys 04 and 22; REIL Rwys 04 and 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.375 (757) 934–3942

COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NORFOLK APP/DEP CON** 127.9 **GCO** 135.075 (NORFOLK CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 104° 19.9 NM to fld. 90/09W.
WALEY NDB (MHW/LOM) 249 RK N36°35.96′ W76°38.95′ 035° 5.5 NM to fld. NOTAM FILE DCA.
ILS 111.5 I–RKH Rwy 04. Loc only.



SUZZE N36°55.21′ W81°14.60′ NOTAM FILE MKJ. **CINCINNATI**
NDB (MHW/LOM) 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended. **L–26I**

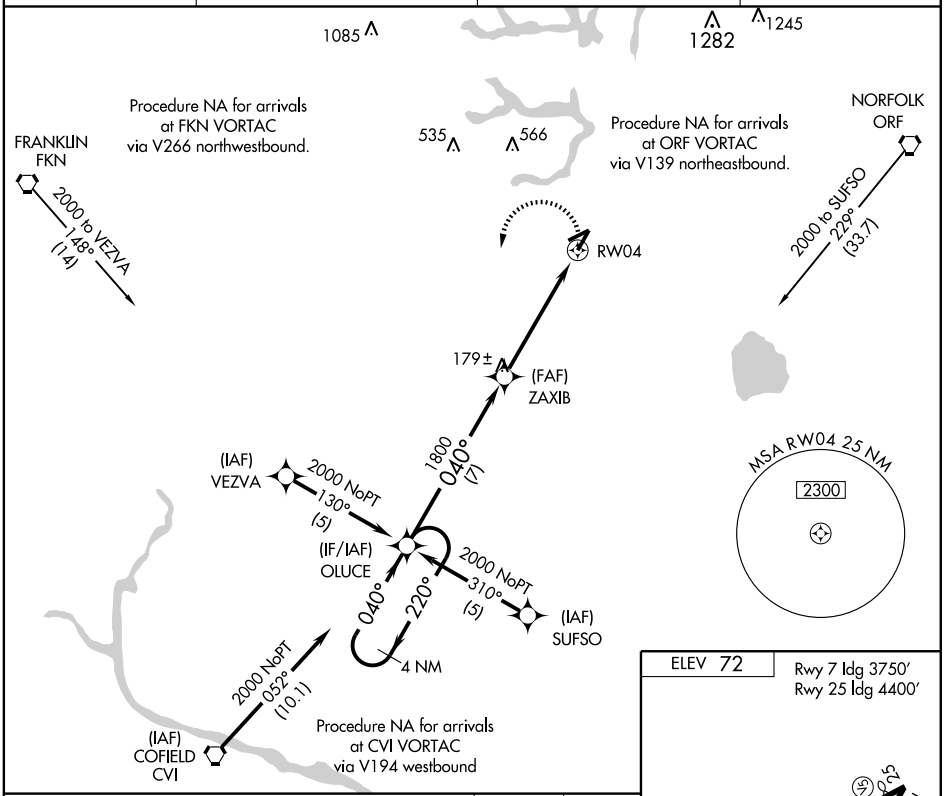
APP CRS	Rwy Idg	5007
040°	TDZE	67
	Apt Elev	72

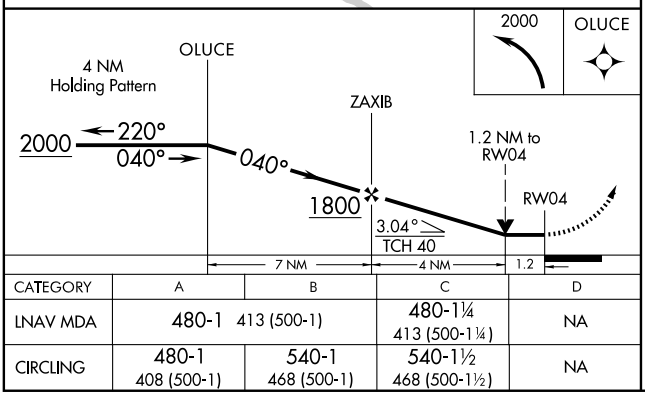
RNAV (GPS) RWY 4
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

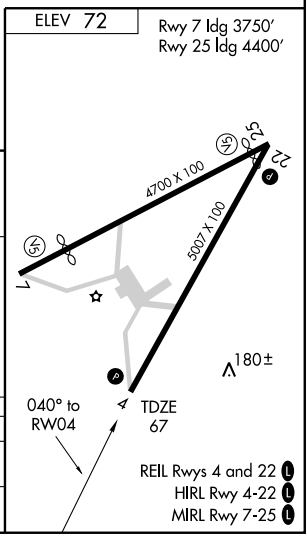
MISSED APPROACH: Climbing left turn to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3750
074°	TDZE	72
	Apt Elev	72

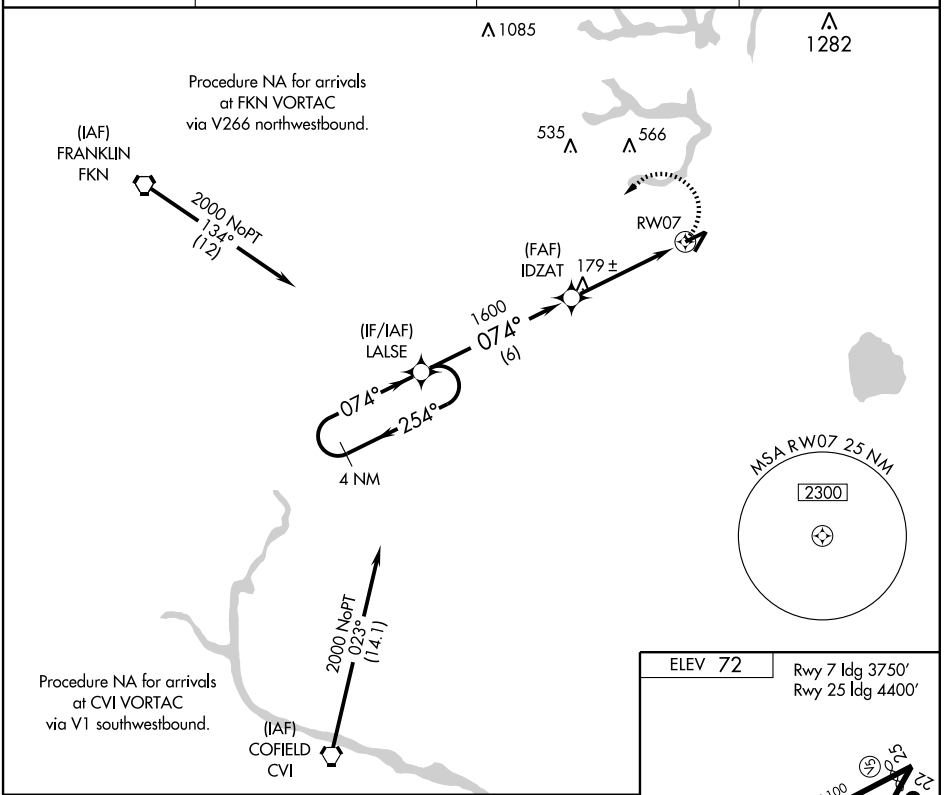
RNAV (GPS) RWY 7

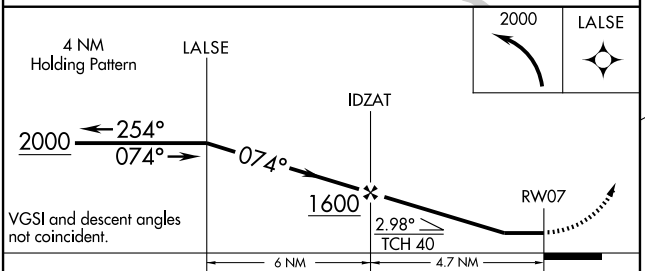
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

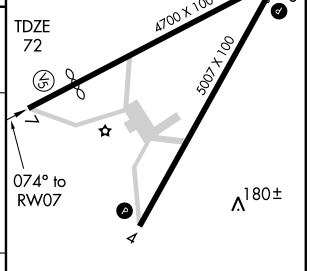
MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	480-1 408 (500-1)		480-1¼ 408 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

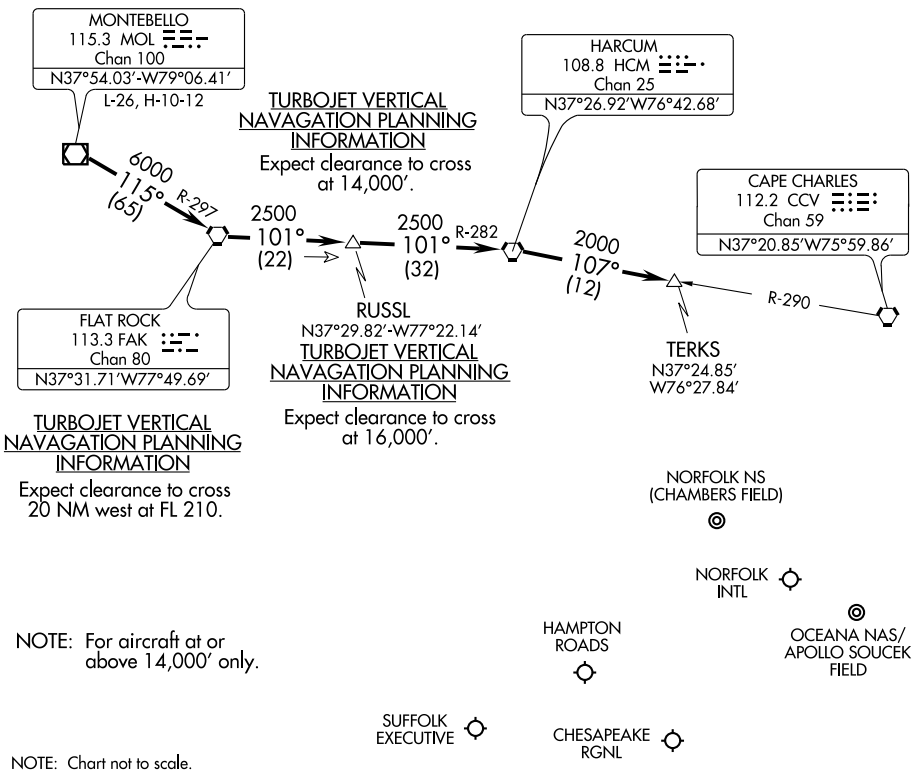


REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

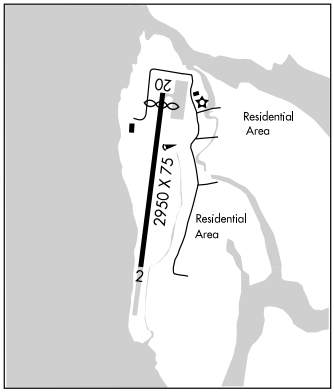
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

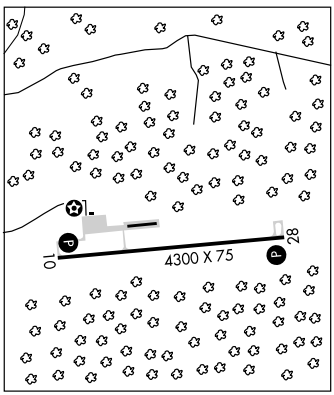
NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

TANGIER ISLAND (TGI) 4 W UTC−5(−4DT) N37°49.51′ W75°59.87′ WASHINGTON
5 B TPA–See Remarks NOTAM FILE DCA L–34E, 36I
RWY 02–20: H2950X75 (ASPH) S–12.5 IAP
RWY 02: Tree. Rgt tfc. **RWY 20:** Thld dsplcd 99′. Road.
AIRPORT REMARKS: Attended Apr–Oct Sat–Sun 1300–2130Z‡. Arpt CLOSED SS–SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rwys, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757–891–2496). Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
CAPE CHARLES RCO 122.1R 112.2T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 010° 28.6 NM to fld. 10/10W.



TAPPAHANNOCK–ESSEX CO (XSA) 5 S UTC−5(−4DT) N37°51.58′ W076°53.65′ WASHINGTON
135 B **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
RWY 10–28: H4300X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Nov–Feb 1300–2300Z‡. Mar–Oct 1400–0000Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
RICHMOND (H) VORTAC 114.1 RIC Chan 088 N37°30.14′ W077°19.22′ 052° 29.5 NM to fld. 159/9W.



TAZEWELL CO (See RICHLANDS)

TECH N37°12.52′ W80°24.21′ NOTAM FILE BCB. CINCINNATI
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Executive. L–26I

TURNER FLD (See QUANTICO MCAF)

TWIN CO (See GALAX/HILLSVILLE)

VINTON N37°12.24′ W79°52.90′ NOTAM FILE ROA. CINCINNATI
NDB (MHW) 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field. L–26J
NDB unusable beyond 11 NM.

VIRGINIA HIGHLANDS (See ABINGDON)

VIRGINIA TECH/MONTGOMERY EXECUTIVE (See BLACKSBURG)

APP CRS	Rwy Idg	N/A
011°	TDZE	N/A
	Apt Elev	5

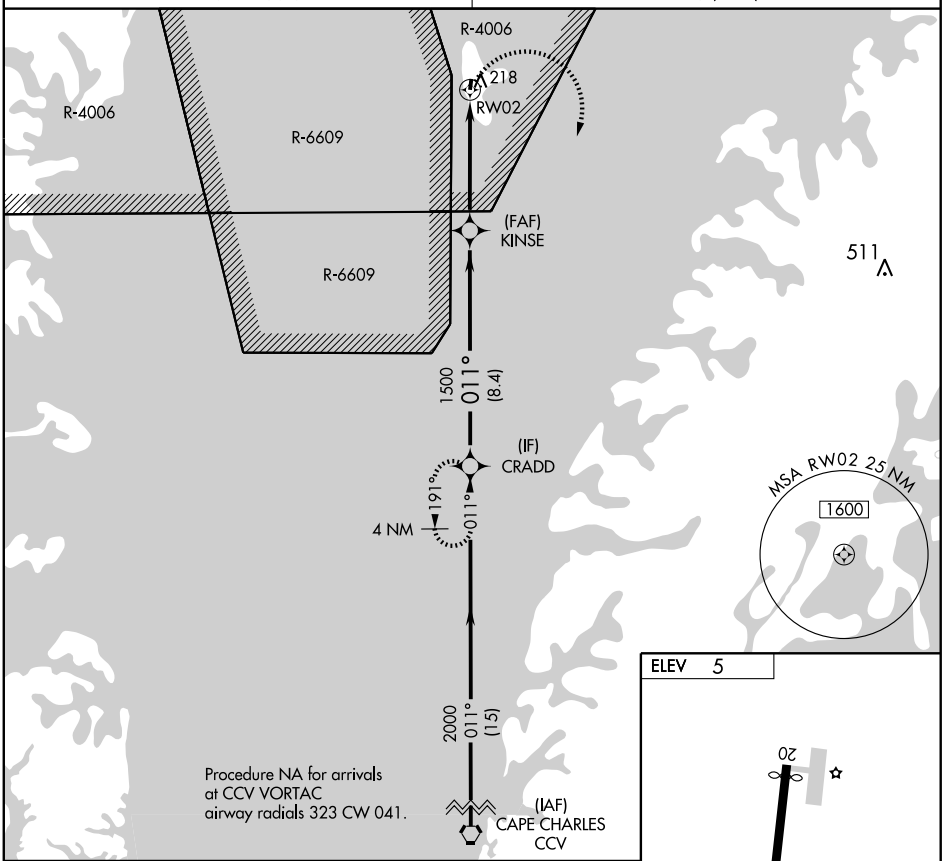
RNAV (GPS)-B
TANGIER ISLAND (TGI)

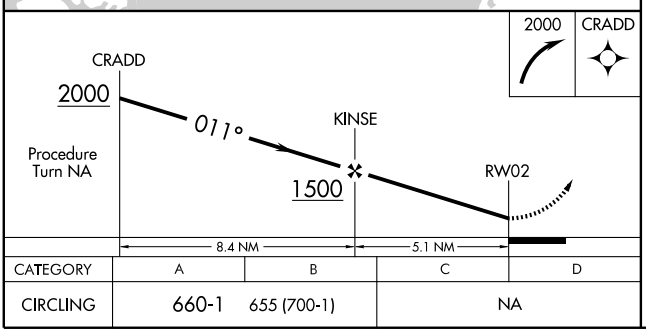
T A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

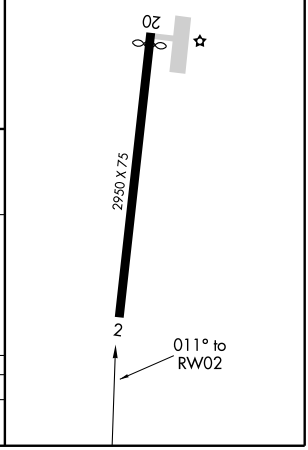
MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

PATUXENT APP CON*	UNICOM
121.0 250.3	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	660-1	655 (700-1)	NA	



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

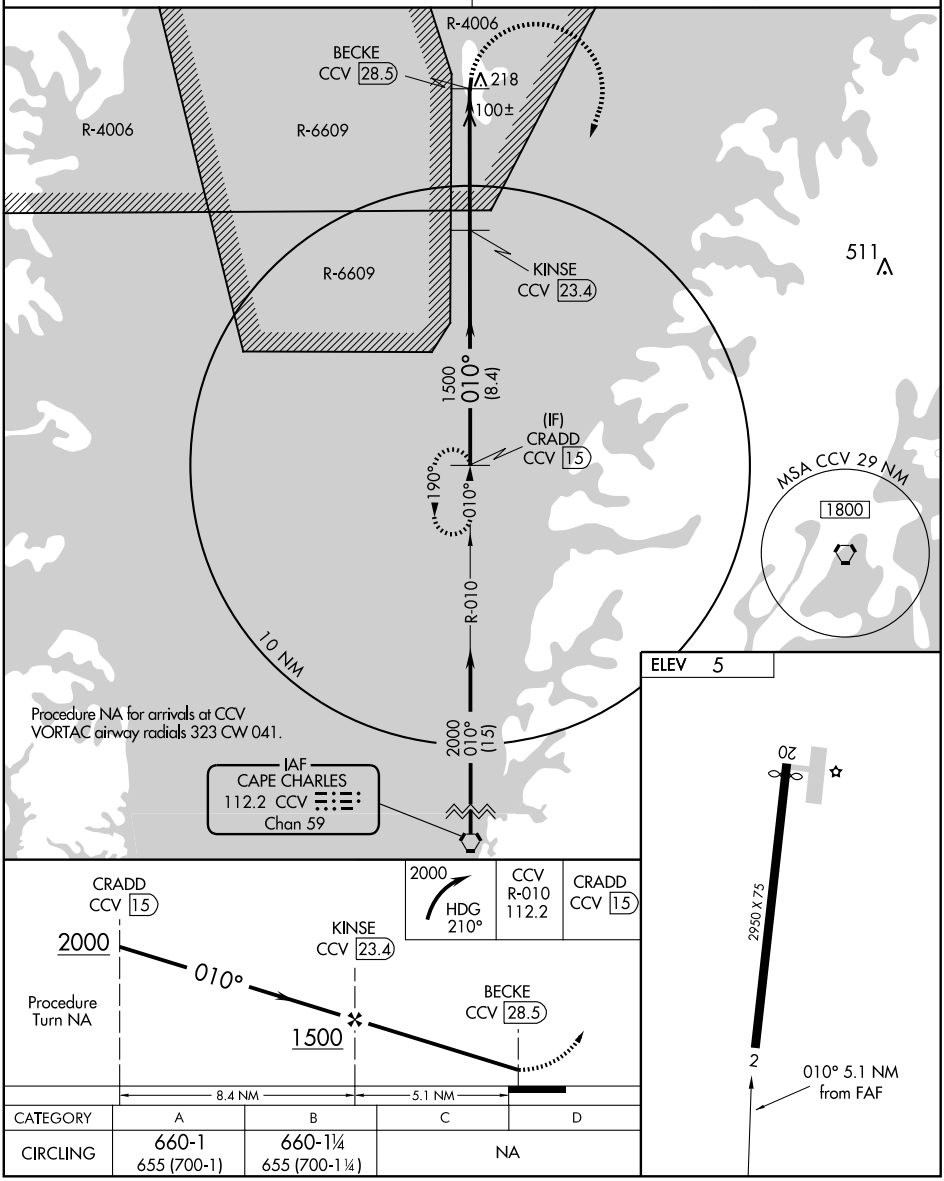
VORTAC CCV 112.2 Chan 59	APP CRS 010°	Rwy Idg N/A TDZE N/A Apt Elev 5

VOR/DME-A
TANGIER ISLAND (TGI)

NA Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

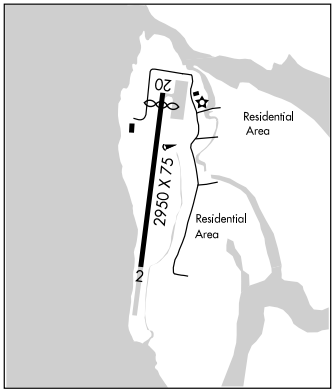
PATUXENT APP CON★	UNICOM
121.0 250.3	122.8 (CTAF)



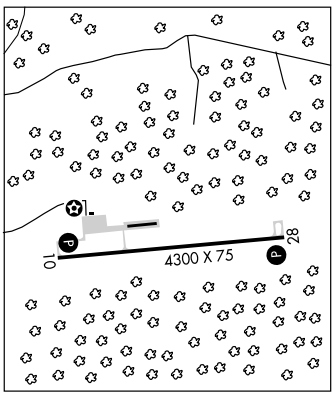
CATEGORY	A	B	C	D
CIRCLING	660-1 655 (700-1)	660-1¼ 655 (700-1¼)	NA	

NE-3, 21 OCT 2010 to 18 NOV 2010

TANGIER ISLAND (TGI) 4 W UTC−5(−4DT) N37°49.51′ W75°59.87′ WASHINGTON
5 B TPA–See Remarks NOTAM FILE DCA L–34E, 36I
RWY 02–20: H2950X75 (ASPH) S–12.5 IAP
RWY 02: Tree. Rgt tfc. **RWY 20:** Thld dsplcd 99′. Road.
AIRPORT REMARKS: Attended Apr–Oct Sat–Sun 1300–2130Z‡. Arpt CLOSED SS–SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rwys, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757–891–2496). Ldg fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
CAPE CHARLES RCO 122.1R 112.2T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
CAPE CHARLES (L) VORTAC 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 010° 28.6 NM to fld. 10/10W.



TAPPAHANNOCK–ESSEX CO (XSA) 5 S UTC−5(−4DT) N37°51.58′ W076°53.65′ WASHINGTON
135 B **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
RWY 10–28: H4300X75 (ASPH) S–12.5 MIRL IAP
RWY 10: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Tree.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Nov–Feb 1300–2300Z‡. Mar–Oct 1400–0000Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.775 (804) 445–8724.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RIC.
RICHMOND (H) VORTAC 114.1 RIC Chan 088 N37°30.14′ W077°19.22′ 052° 29.5 NM to fld. 159/9W.



TAZEWELL CO (See RICHLANDS)

TECH N37°12.52′ W80°24.21′ NOTAM FILE BCB. CINCINNATI
NDB (MHW) 368 TEC at Virginia Tech/Montgomery Executive. L–26I

TURNER FLD (See QUANTICO MCAF)

TWIN CO (See GALAX/HILLSVILLE)

VINTON N37°12.24′ W79°52.90′ NOTAM FILE ROA. CINCINNATI
NDB (MHW) 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field. L–26J
NDB unusable beyond 11 NM.

VIRGINIA HIGHLANDS (See ABINGDON)

VIRGINIA TECH/MONTGOMERY EXECUTIVE (See BLACKSBURG)

APP CRS	Rwy Idg	4300
097°	TDZE	135
	Apt Elev	135

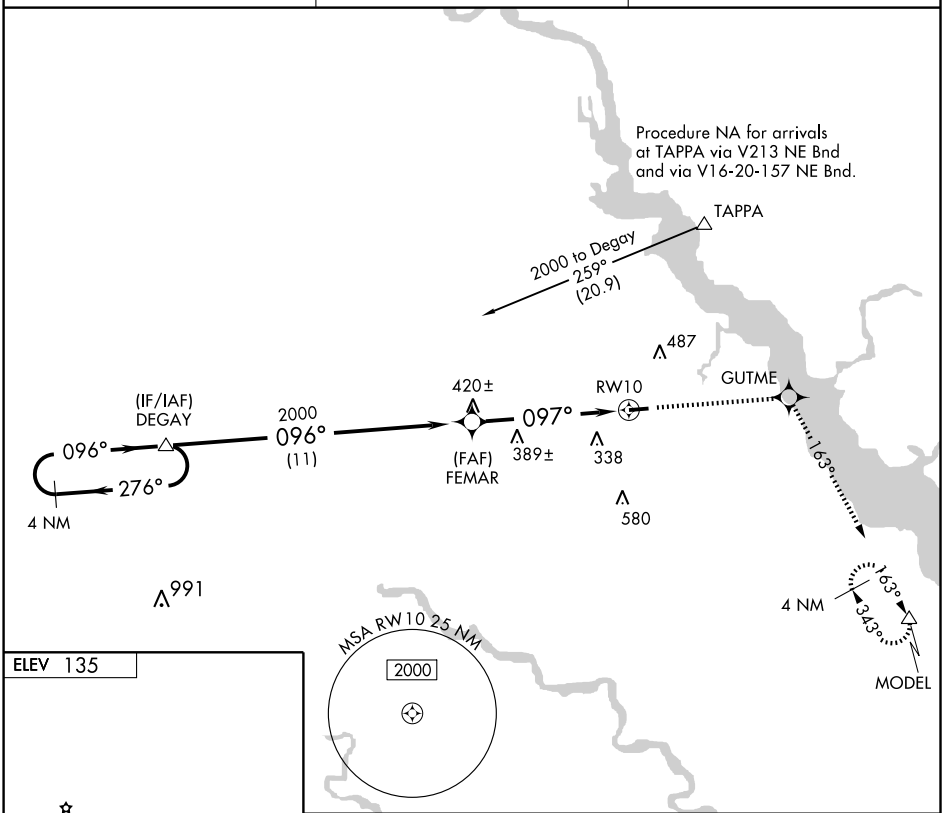
RNAV (GPS) RWY 10

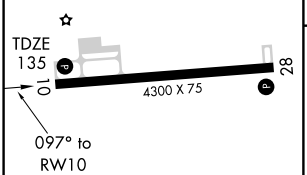
TAPPAHANNOCK-ESSEX COUNTY (XSA)

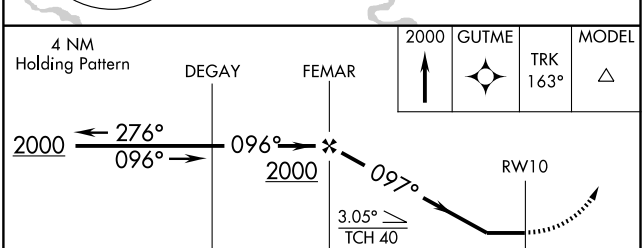
NA — When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 505 (600-1)		NA	
CIRCLING	640-1 505 (600-1)		640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 99409	277°	TDZE	129
W28A		Apt Elev	135

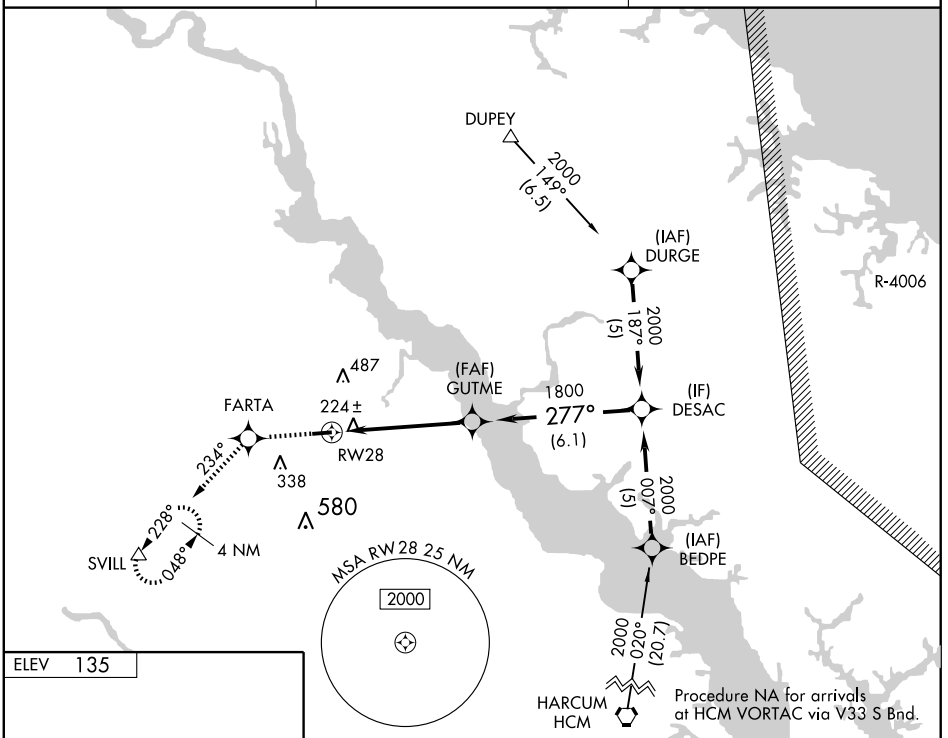
RNAV (GPS) RWY 28

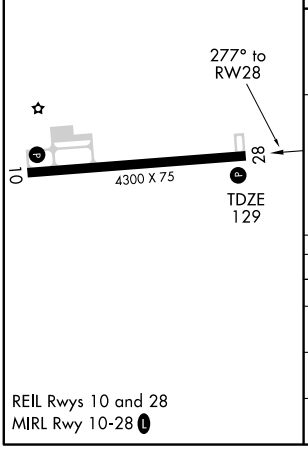
TAPPAHANNOCK-ESSEX COUNTY (XSA)

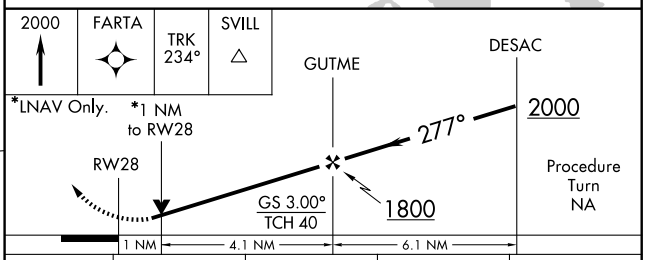
Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visilbilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FARTA and via 234° track to SVILL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L





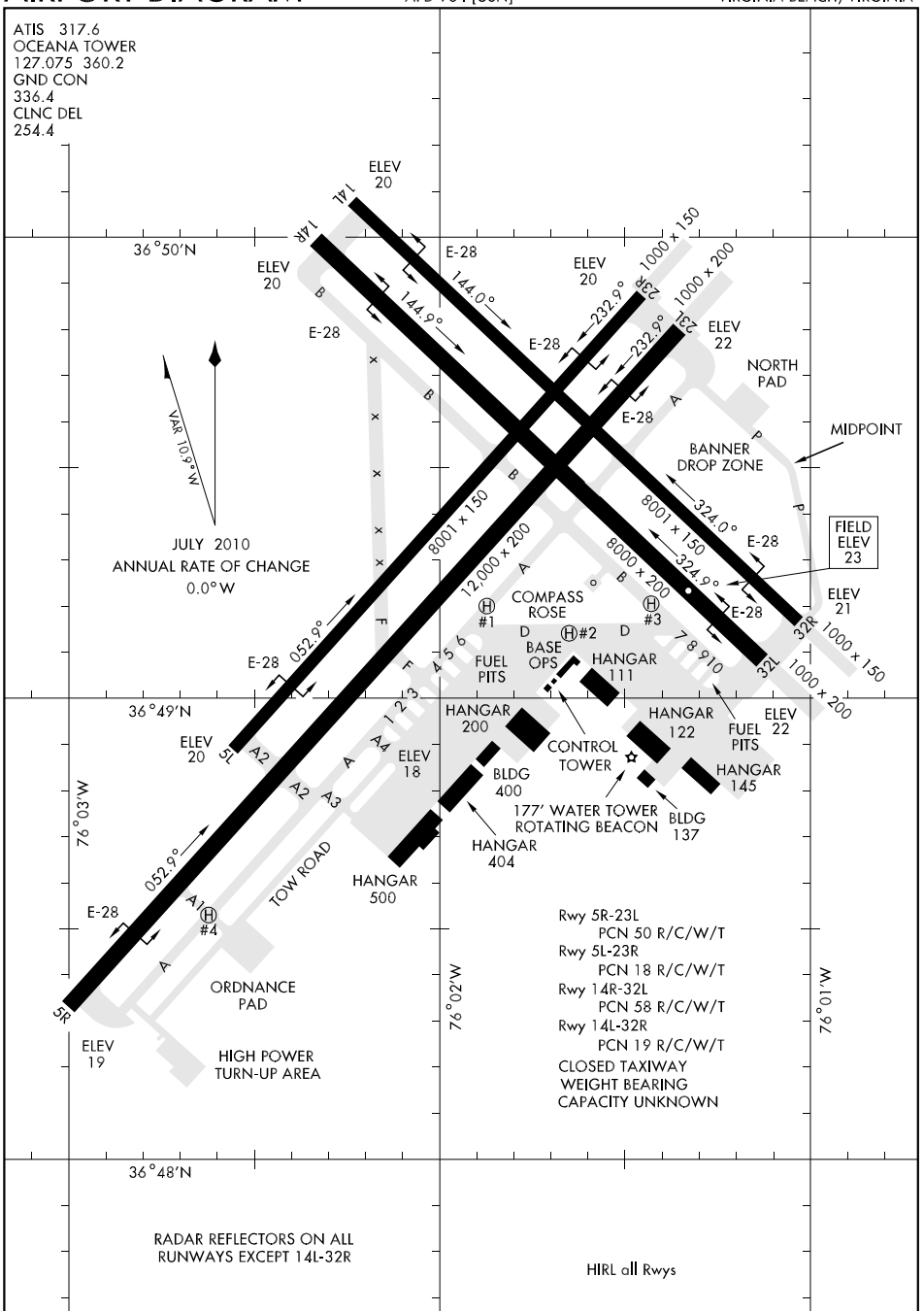


CATEGORY	A	B	C	D
LPV DA	478-1¼	349 (400-1¼)	NA	
LNAV/VNAV DA	521-1½	392 (400-1½)	NA	
LNAV MDA	480-1	351 (400-1)	NA	
CIRCLING	580-1 445 (600-1)	600-1 465 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

OCEANA NAS (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC−5(−4DT) **WASHINGTON**
N36°49.36′ W76°01.91′ **H–10I, 12I, L–35D**
23 B NOTAM FILE DCA Not insp. **DIAP, AD**

RWY 05R–23L: H12000X200 (PEM) PCN 50 R/C/W/T HIRL CL
RWY 05R: ALSF1. OLS. **RWY 23L:** ALSF1. OLS.
RWY 05L–23R: H8001X150 (CONC) PCN 18 R/C/W/T HIRL
RWY 05L: OLS. **RWY 23R:** OLS.
RWY 14L–32R: H8001X150 (CONC) PCN 19 R/C/W/T HIRL
RWY 14L: OLS. **RWY 32R:** OLS.
RWY 14R–32L: H8000X200 (PEM) PCN 58 R/C/W/T HIRL CL
RWY 14R: OLS. **RWY 32L:** ALSF1. OLS.

ARRESTING GEAR/SYSTEMS
RWY 05R: HOOK E28(B) (1416′) HOOK E28(B) (1438′) **RWY 23L**
RWY 05L: HOOK E28(B) (1476′) HOOK E28(B) (1500′) **RWY 23R**
RWY 14L: HOOK E28(B) (1446′) HOOK E28(B) (1500′) **RWY 32R**
RWY 14R: HOOK E28(B) (1420′) HOOK E28(B) (1442′) **RWY 32L**

MILITARY SERVICE: A–GEAR Arresting gear normally rigged all rwys. exc inboard rwy shortfield arresting gear. **JASU** (NC–10C) (NC–108) (NCPP–105 Ctc Air Ops Duty Officer to ensure available.) **FUEL** Limited fuel svc avbl 0300–1300Z‡ due to personnel restriction. Tran hot pit avbl Mon–Fri 1300–0300Z‡, PPR, unavbl weekends/holidays. J5.
FLUID SP LHOX LOX **OIL** O–156 **TRAN ALERT** Tran line Mon–Fri 1230–0330Z‡, Sat–Sun and holidays 1300–2300Z‡. Limited parking/storage facilities. During peak periods extensive delay in tran servicing. JOSAC/NALO have priority. No LAV svc or potable water avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR all non-Oceania based acft DSN 433–2162/2163, C757–433–2162/2163. Straight–in apch to final ldg only 0300–1200Z‡, Sun 0300–1800Z‡. Vice final ldg only 0400–1200Z‡, Sun 0400–1800Z‡. Sun all fixed wing and helicopter flight abv 1000′ arr/dep NTU must file IFR flight plan. VFR/special VFR helicopter route mandatory for all helicopter flights at or blo 1000′. **CAUTION** During VMC all dep and practice instrument apch fly rwy heading and do not exceed 1000′ until past dep end due extensive overhead traffic. **TFC PAT** Simultaneous ldg/dep are conducted on parallel rwy located 700′ apart. Extensive jet training Oceana NAS/Fentress NALF. Reduced rwy separation standard in effect USN/USMC acft. During peak periods expect one app to full stop ldg.
NS ABTMT Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Remark.
CSTMS/AG/IMG Avbl Oceana NAS based tactical acft only. Require 48 hr prior notice to Base Ops. Aircrew rqr to remain in acft until released by Customs.

COMMUNICATIONS: SFA ATIS 317.6
Ⓡ **APP/DEP CON** 119.6 288.3 (NORTH NTU R–360°–150°) 123.9 266.8 (SOUTH NTU R–151°–359°) 323.05
TOWER 127.075 360.2 **GND CON** 336.4 **CLNC DEL** 254.4
PMSV METRO 387.4 **BASE OPS** 284.9 **ATCOM** 6723

RADIO AIDS TO NAVIGATION: NOTAM FILE NTU.
(L) TACAN Chan 113 NTU (116.6) N36°49.45′ W76°02.22′ at fld. 76/10W.
TACAN unusable:
000°–059° byd 30 NM blo 3,000′
090°–109° byd 30 NM blo 1,500′
110°–199° byd 30 NM blo 2,000′
200°–209° byd 20 NM blo 2,000′
210°–239° byd 20 NM blo 4,000′
240°–290° blo 6,000′
291°–339° byd 15 NM blo 5,000′
340°–359° byd 20 NM blo 3,000′
ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

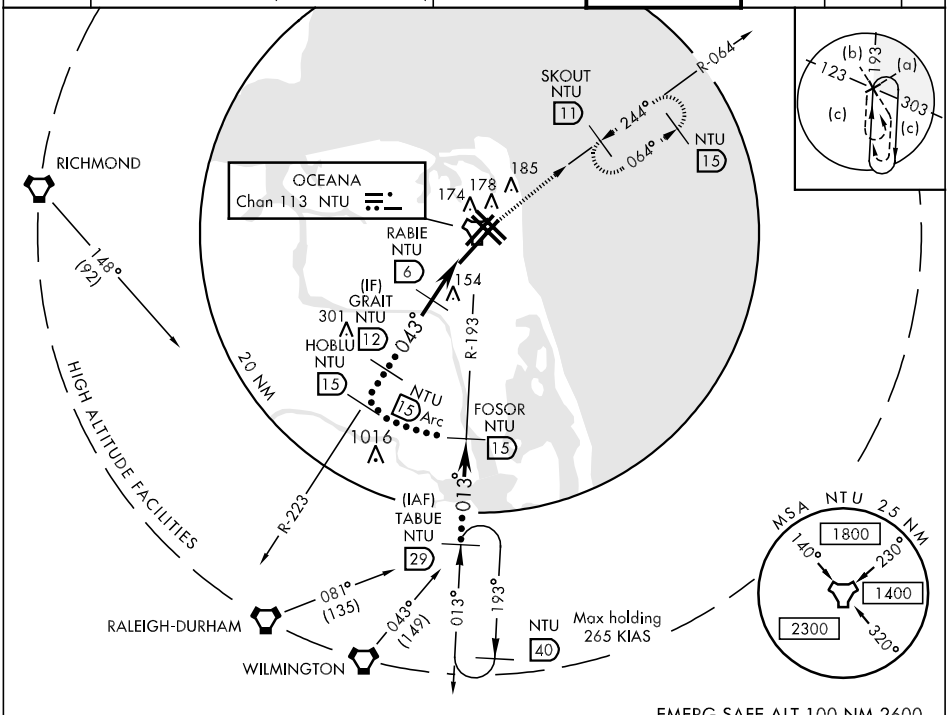
HI-TACAN RWY 5L

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NTU Chan 113	043°	8001	21	23

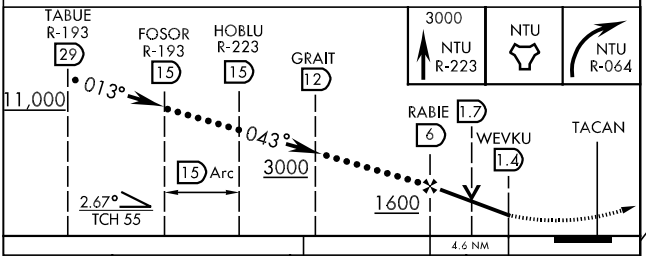
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

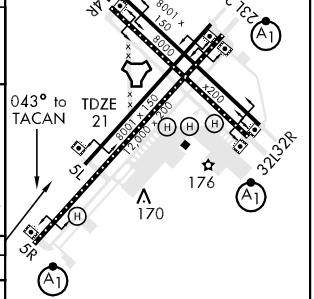
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-5L	420-1 399 (400-1)	420-1¼ 399 (400-1¼)	420-1½ 399 (400-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 5R

TACAN	APCH CRS	Rwy ldg	12,000
NTU Chan 113	043°	TDZE	20
		Arpt Elev	23

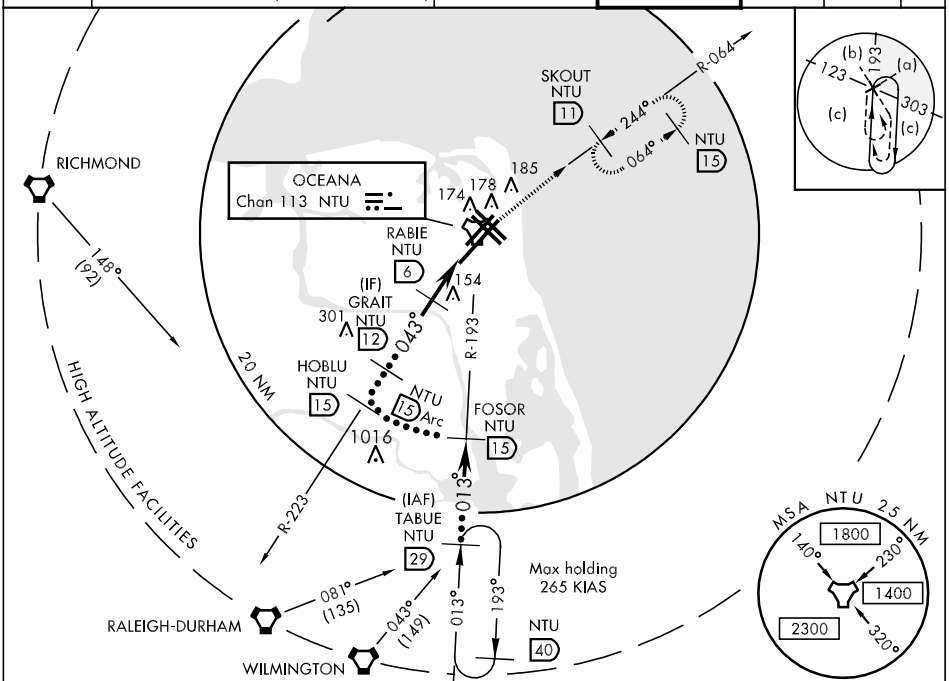
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

T * When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

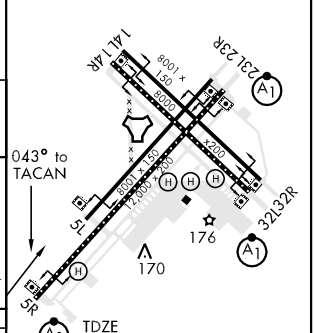
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	

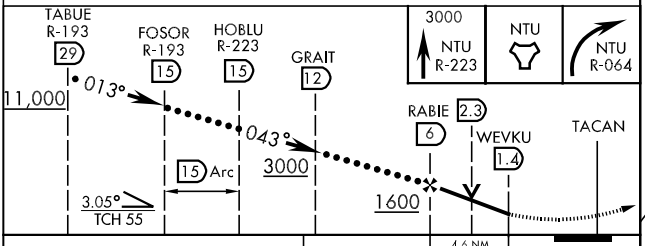


NE-3, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 2600

ELEV 23





CATEGORY	C	D	E
S-5R *	420- ¾ 400 (400- ¾)		420-1 400 (400-1)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 23L/R

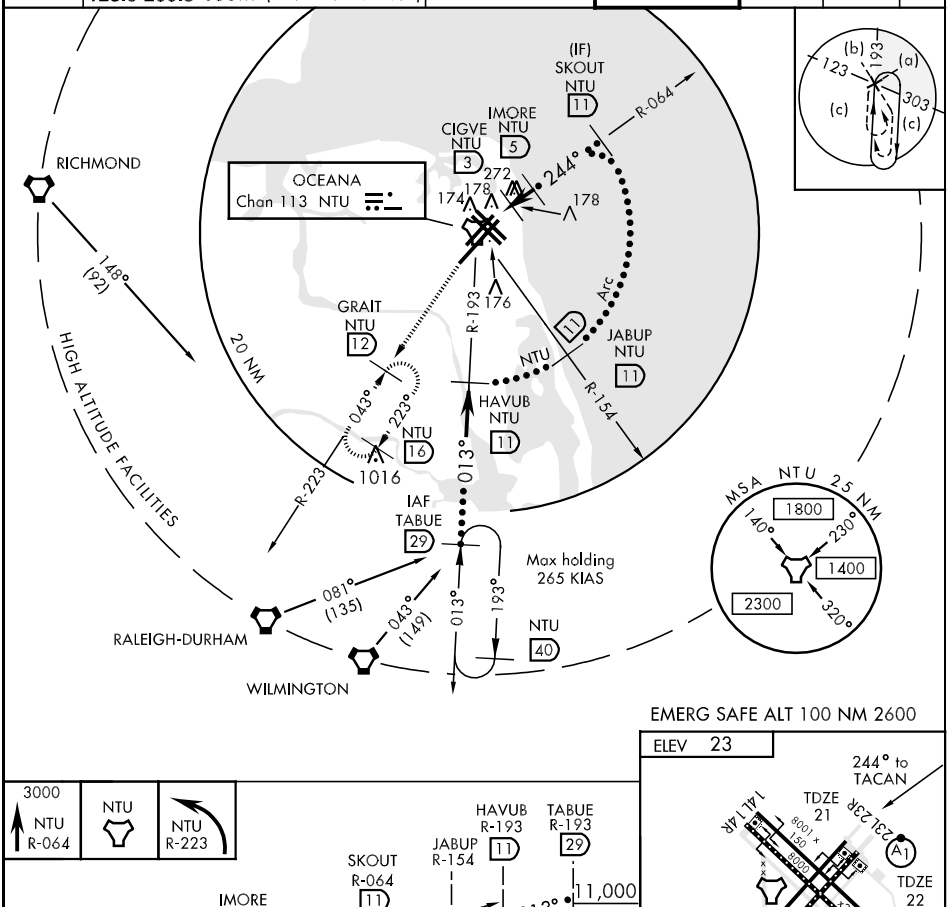
TACAN	NTU	APCH CRS	Rwy ldg 23L 12,000 23R 8001	JAL-934 [USN]
Chan	113	244°	TDZE 23L 22 23R 21	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
			Arpt Elev 23	

* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

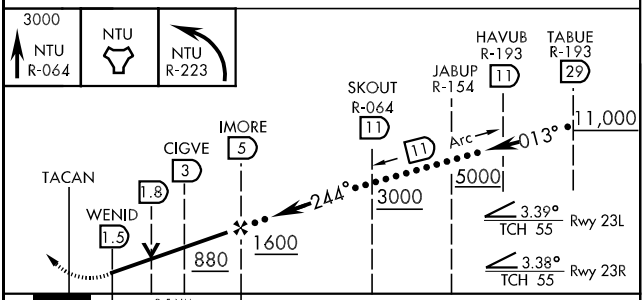
ALSF-1

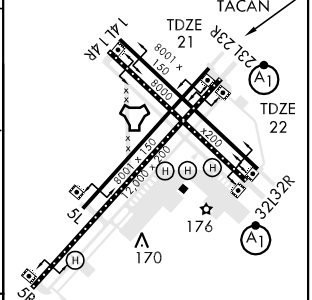
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	C	D	E
S-23L *	440-¾ 418 (500-¾)		440-1 418 (500-1)
S-23R	440-1¼ 419 (500-1¼)		440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 32L/R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NTU Chan 113	309°	32L 8000 32R 8001 32L 23 32R 21		23

JAL-934 [USN]

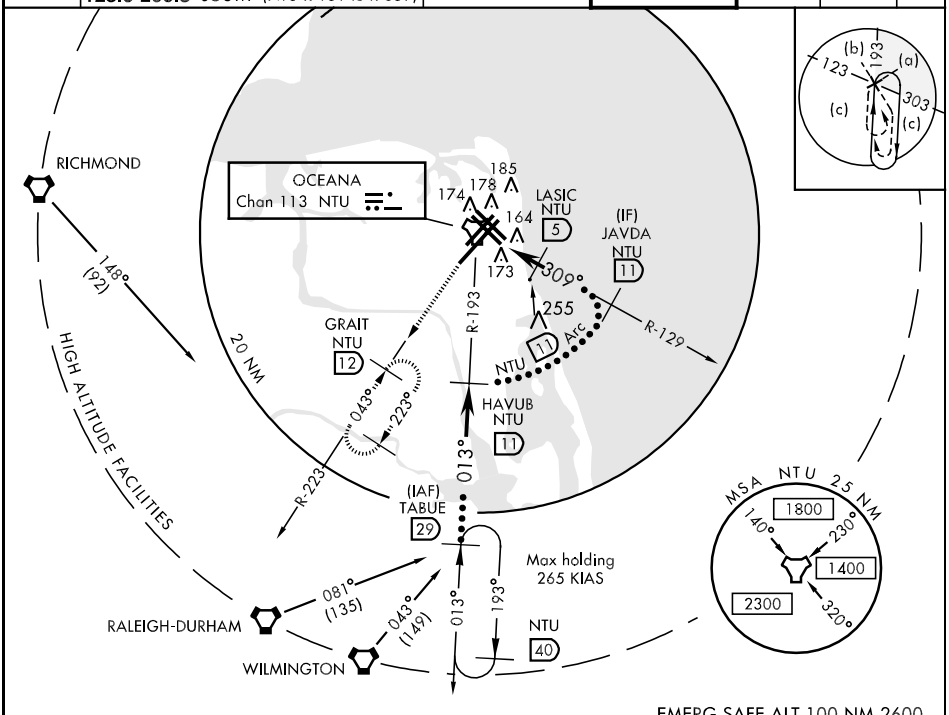
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

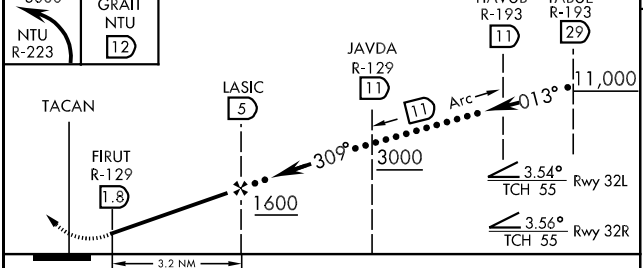
ALSF-1

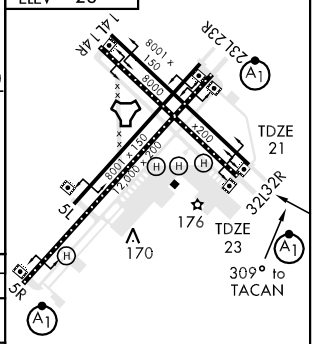
MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.6	



EMERG SAFE ALT 100 NM 2600



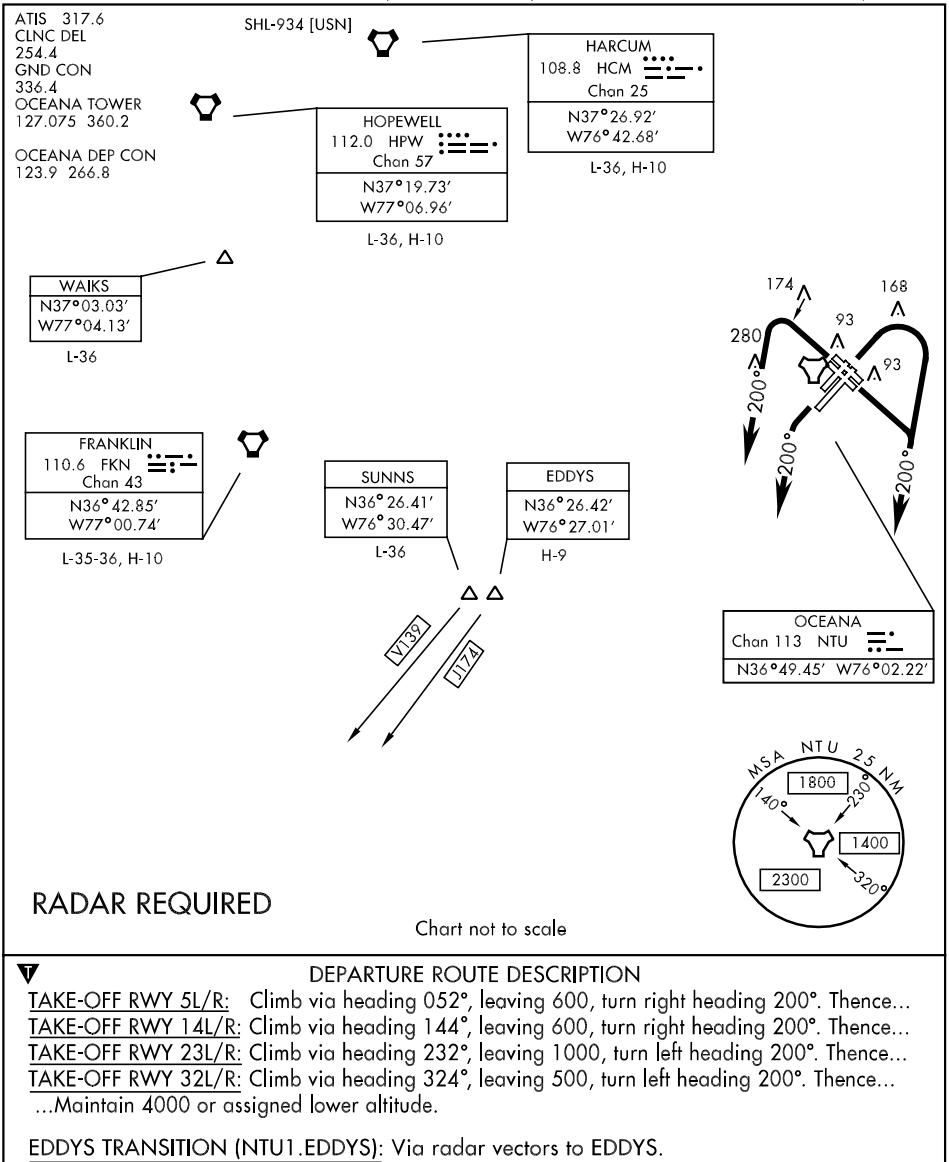


CATEGORY	C	D	E
S-32L *	440- ¾ 417 (500-¾)		440-1 417 (500-1)
S-32R	440-1¼ 419 (500-1¼)		440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)

HIRL all Rwy

NE-3, 21 OCT 2010 to 18 NOV 2010

OCEANA-TWO DEPARTURE (NTU2•NTU)



NE-3, 21 OCT 2010 to 18 NOV 2010

NE-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...
TAKE-OFF RWY 32L/R: Climb via heading 324°, leaving 500, turn left heading 200°. Thence...
...Maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU1.EDDYS): Via radar vectors to EDDYS.
FRANKLIN TRANSITION (NTU1.FKN): Via radar vectors to FKN VORTAC.
HARCUM TRANSITION (NTU1.HCM): Via radar vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU1.HPW): Via radar vectors to HPW VORTAC.
(Note: At or below 17,000 only).
SUNNS TRANSITION (NTU1.SUNNS): Via radar vectors to SUNNS.
(Note: At or below 17,000 only).
WAIKS TRANSITION (NTU1.WAIKS): Via radar vectors to WAIKS.

OCEANA-TWO DEPARTURE (NTU2•NTU)
VIRGINIA BEACH, VIRGINIA
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

RNAV (GPS) RWY 5L

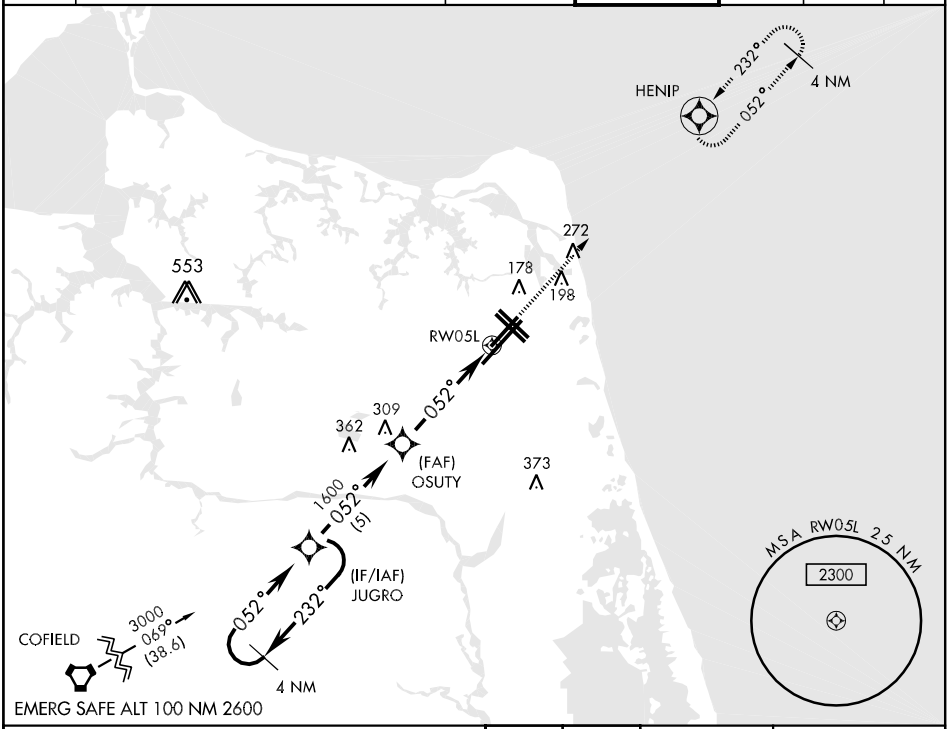
WAAS Chan 63997 W05A	APCH CRS 052°	Rwy Idg 8001 / TDZE 21 / Arpt Elev 23

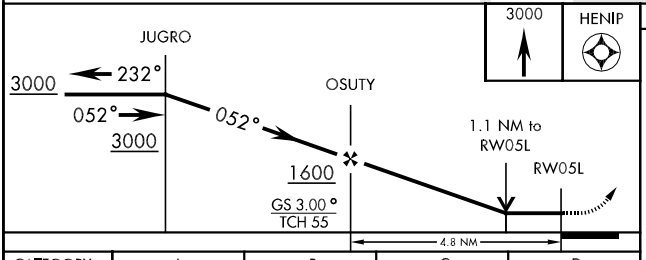
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HENIP and hold.

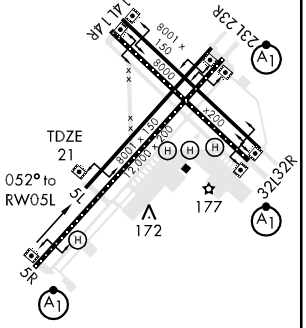
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/ PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	





3000 HENIP

ELEV 23



CATEGORY	A	B	C	D
LPV DA	221-1	200	(200-1)	
LNAV/ VNAV DA	334-1	313	(400-1)	
LNAV MDA	440-1	419 (500-1)	440-1¼	419 (500-1¼)
CIRCLING	480-1	457 (500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)

HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5R

WAAS Chan 69870 W05B	APCH CRS 052°	Rwy ldg 12,000 TDZE 20 Arpt Elev 23

AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

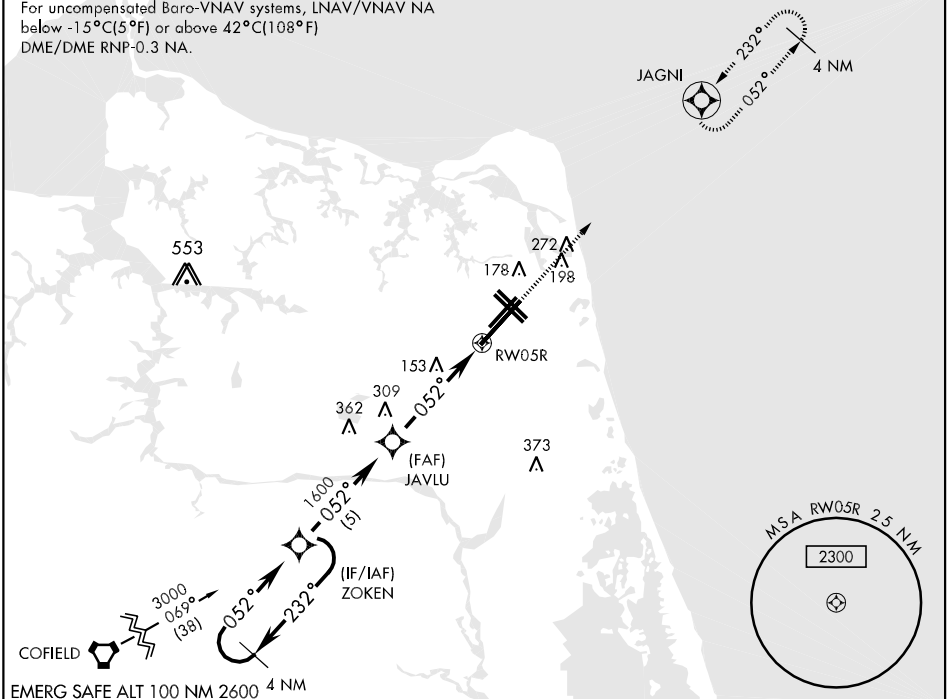
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

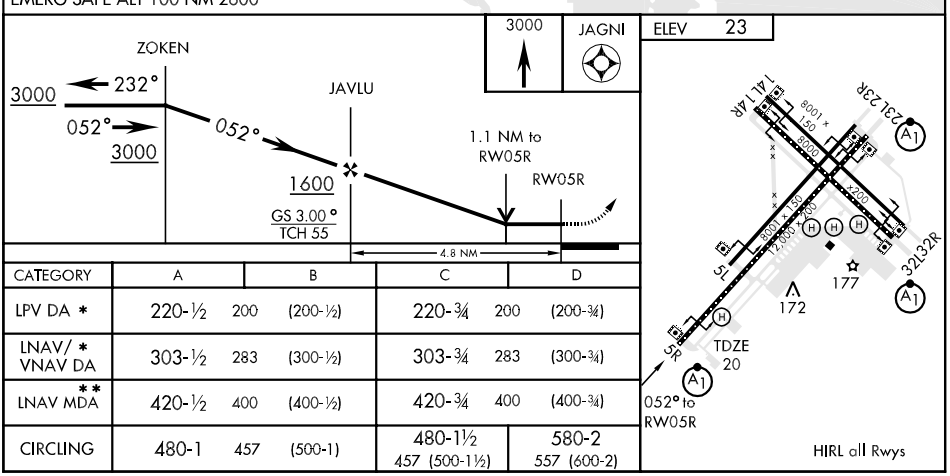
ALSF-1

MISSED APPROACH: Climb to 3000 direct JAGNI and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/ PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(108°F) DME/DME RNP-0.3 NA.





CATEGORY	A		B		C		D	
LPV DA *	220-½	200	(200-½)		220-¾	200	(200-¾)	
LNAV/ VNAV DA *	303-½	283	(300-½)		303-¾	283	(300-¾)	
LNAV MDA **	420-½	400	(400-½)		420-¾	400	(400-¾)	
CIRCLING	480-1	457	(500-1)		480-1½	457 (500-1½)	580-2	557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23L

WAAS Chan 67300 W23A	APCH CRS 232°	Rwy ldg 12,000 TDZE 22 Arpt Elev 23

AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

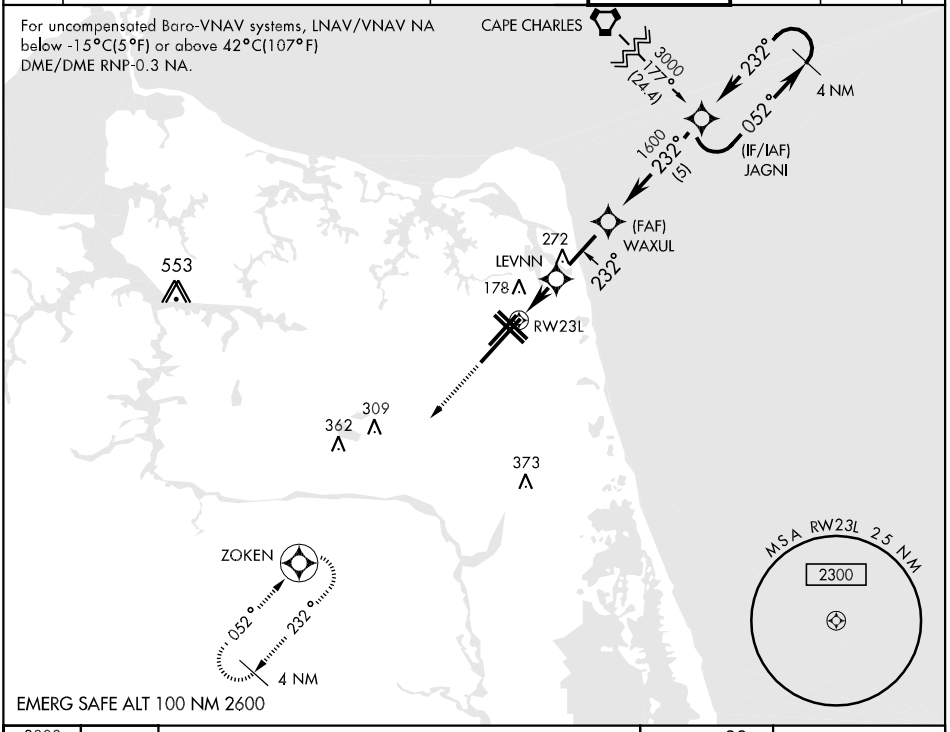
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

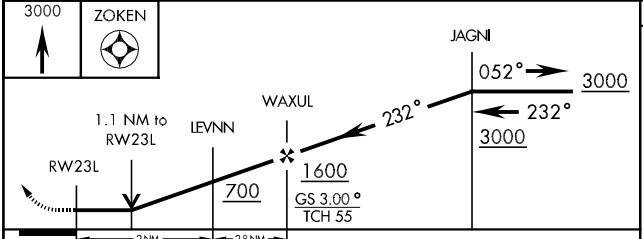
ALSF-1

MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.

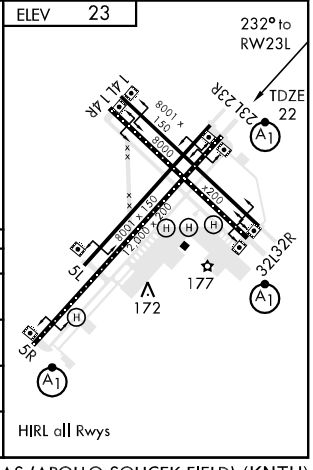
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.





CATEGORY	A		B		C		D	
LPV DA *	222-½	200	(200-½)		222-¾	200	(200-¾)	
LNAV/VNAV DA *	316-½	294	(300-¾)		316-¾	294	(300-¾)	
LNAV MDA **	440-½	418	(500-½)		440-¾	418	(500-¾)	
CIRCLING	480-1	457	(500-1)		480-1½	457	580-2	557
					(500-1½)		(600-2)	



36°49'N-76°02'W OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

RNAV (GPS) RWY 23L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23R

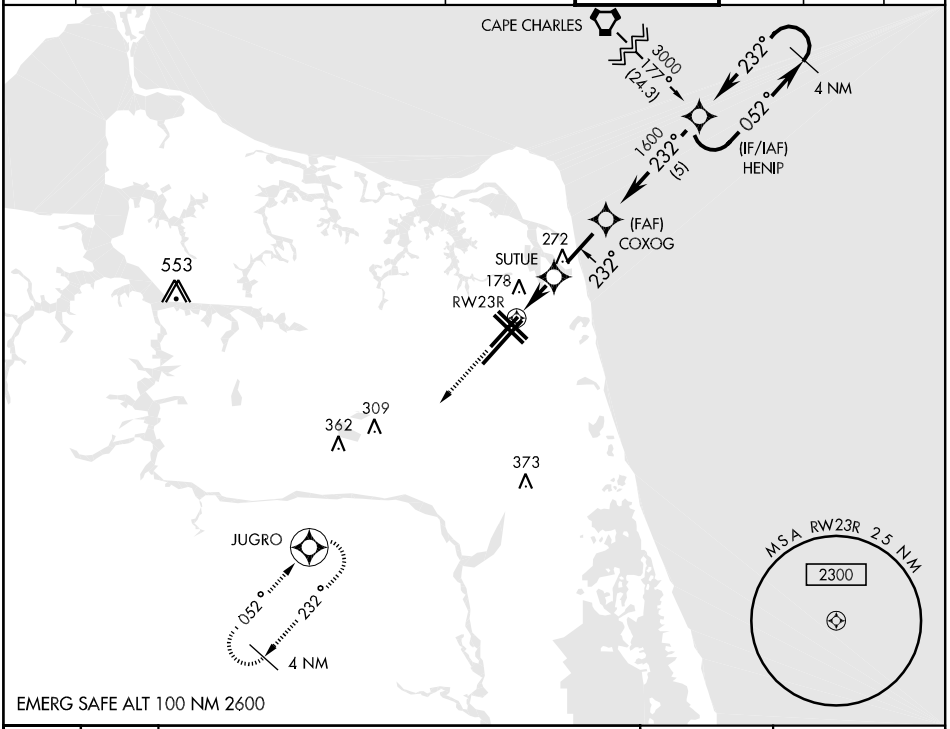
WAAS Chan 71079 W23B	APCH CRS 232°	Rwy ldg 8001 TDZE 21 Arpt Elev 23

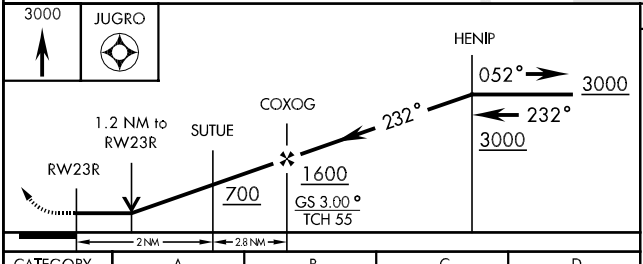
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

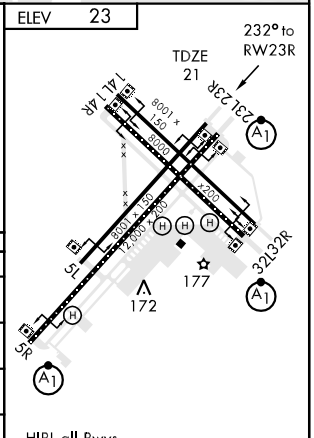
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/ PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	







CATEGORY	A	B	C	D
LPV DA	221-1	200	(200-1)	
LNAV/ VNAV DA	339-1	318	(400-1)	
LNAV MDA	440-1	419 (500-1)	440-1¼	419 (500-1¼)
CIRCLING	480-1	457 (500-1)	480-1½	457 (500-1½)
			580-2	557 (600-2)

HIRL all Rwys

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

SOUCEK-NINE DEPARTURE (SOUC9•NAGGI)

SHL-934 [USN] VIRGINIA BEACH, VIRGINIA

Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Climb Rate to ORF R-095/20 DME

CAUTION: Departures from Rwys 5, 14, and 32 must avoid Norfolk Airspace 3.5 NM W and R-6606 3.5 NM E.

NOTE: Chart not to scale

ATIS 317.6
CLNC DEL 254.4
GND CON 336.4
OCEANA TOWER 127.075 360.2
OCEANA DEP CON (119.6 288.3 NORTH NTU R-360 to R-150) 123.9 266.8 SOUTH NTU R-151 to R-359) GIANT KILLER NORTH 350.0 SOUTH 233.7

MSA NTU 2.5 NM 140° 230° 320° 1800 1400 2300

SNOW HILL 112.4 SWL Chan 71 N38°03.40' W75°27.84'

L-36, H-10

SALISBURY 111.2 SBY Chan 49 N38°20.70' W75°30.64'

L-34-36, H-10

CAPE CHARLES 112.2 CCV Chan 59 N37°20.85' W75°59.86'

L-35-36, H-10

NORFOLK 116.9 ORF Chan 116 N36°53.51' W76°12.02'

L-35-36, H-10

OCEANA Chan 113 NTU N36°49.45' W76°02.22'

RADAR REQUIRED

W-386

JARON

SCHOL

NAGGI

CUPSI

ATLIC

JAYSI

HIRDU

BAAYY

OUTES

ANJIL

AR9

V139 J121

R-200

R-219

R-060

R-088

R-104

R-100

R-095

020° (27.7)

039° (11.8)

020° (42.6)

095° (18.1)

095° (9.2)

095° (26.1)

141° (9.2)

157° (26.1)

128° (16.1)

052°

060°

090°

050°

R-095

R-135 (31)

W-72A(1)

W-72A(2)

W-72B

EMERG SAFE ALT 100 NM 2600

KNOTS

(Continued on next page)

VIRGINIA BEACH, VIRGINIA

SOUCEK-NINE DEPARTURE (SOUC9•NAGGI)

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

NE-3, 21 OCT 2010 to 18 NOV 2010

SHL-934 [USN]

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .
TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within NTU 2 DME. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC9.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC9.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC9.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC9.SCHOL): Via radar vectors to SCHOL.

SNOW HILL TRANSITION (SOUC9.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.

NE-3, 21 OCT 2010 to 18 NOV 2010

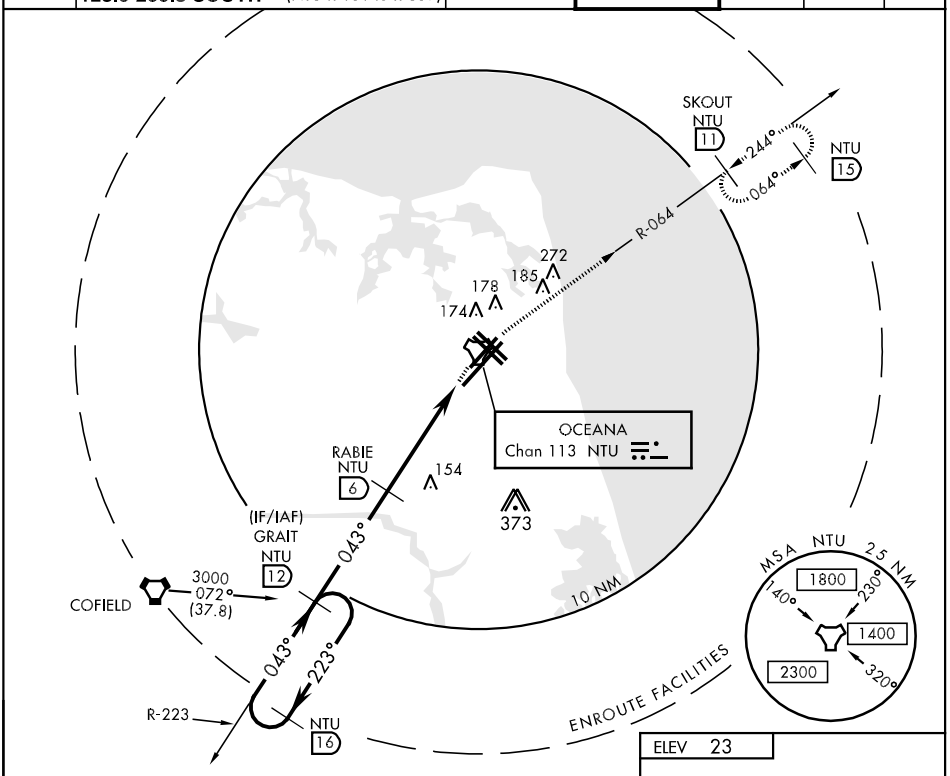
TACAN RWY 5L

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NTU Chan **113**	**043°**	**8001**	**21**	**23**

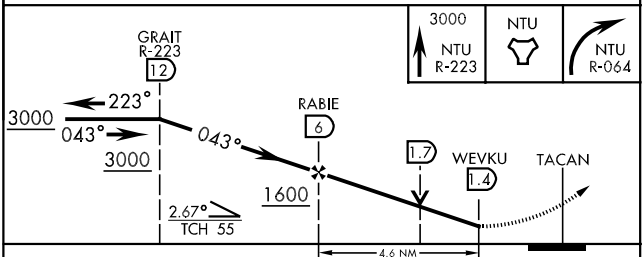
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

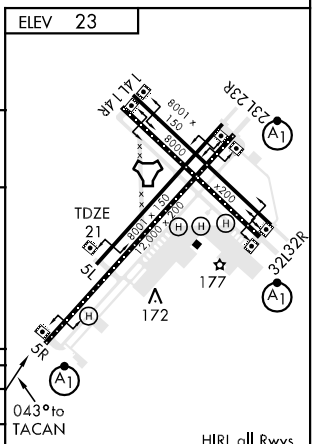
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	**119.6 288.3 NORTH** (NTU R-360 to R-150) **123.9 266.8 SOUTH** (NTU R-151 to R-359)	**126.05 372.1**	**127.075 360.2**	**336.4**	**254.4**	



EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-5L	420-1	399 (400-1)		420-1¼ 399 (400-1¼)
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5R

AL-934 [USN]

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

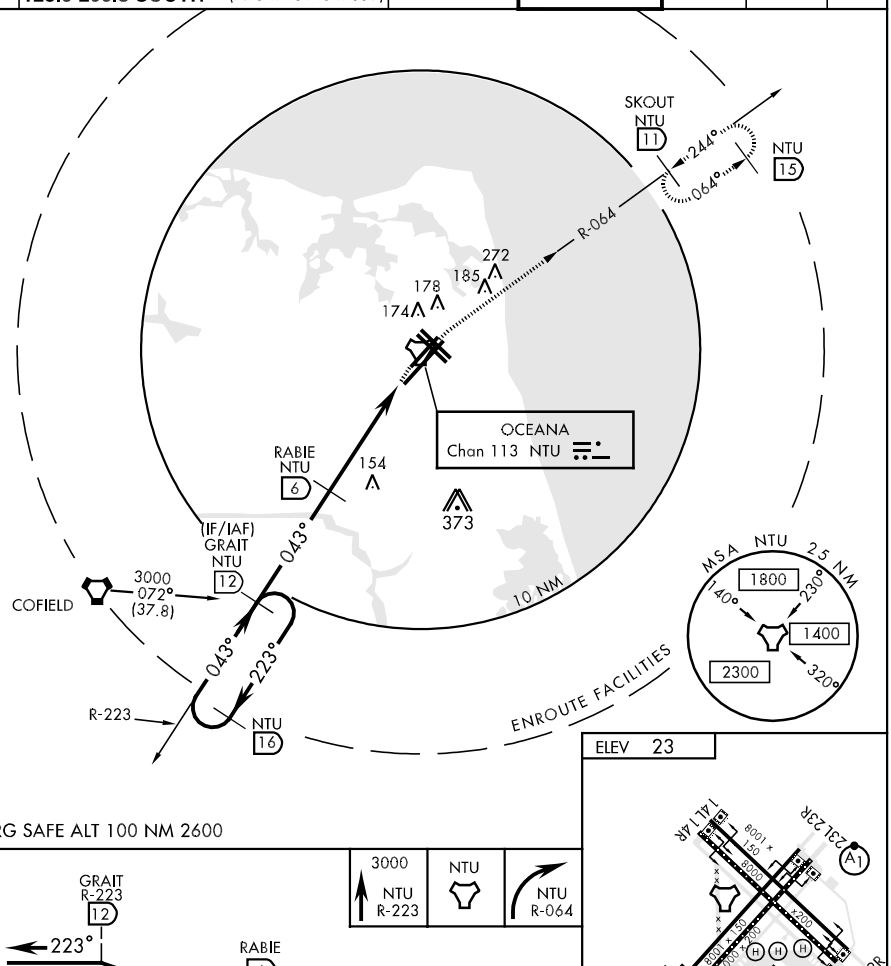
TACAN	APCH CRS	Rwy Idg	12,000
Chan 113 NTU	043°	TDZE	20
		Arpt Elev	23

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

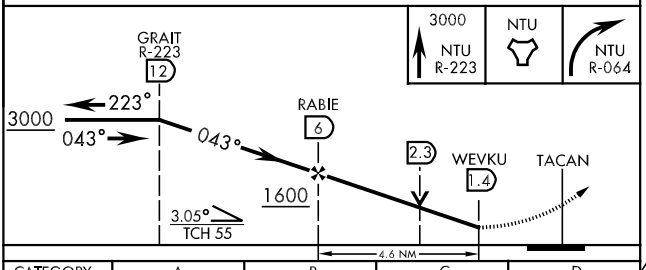
ALSF-1

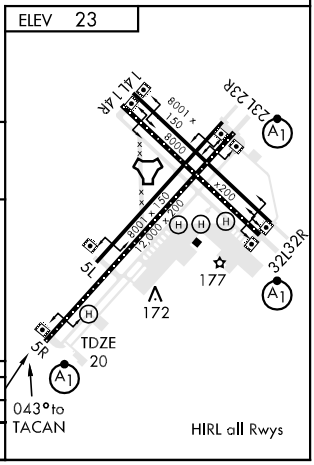
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-5R *	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23L/R

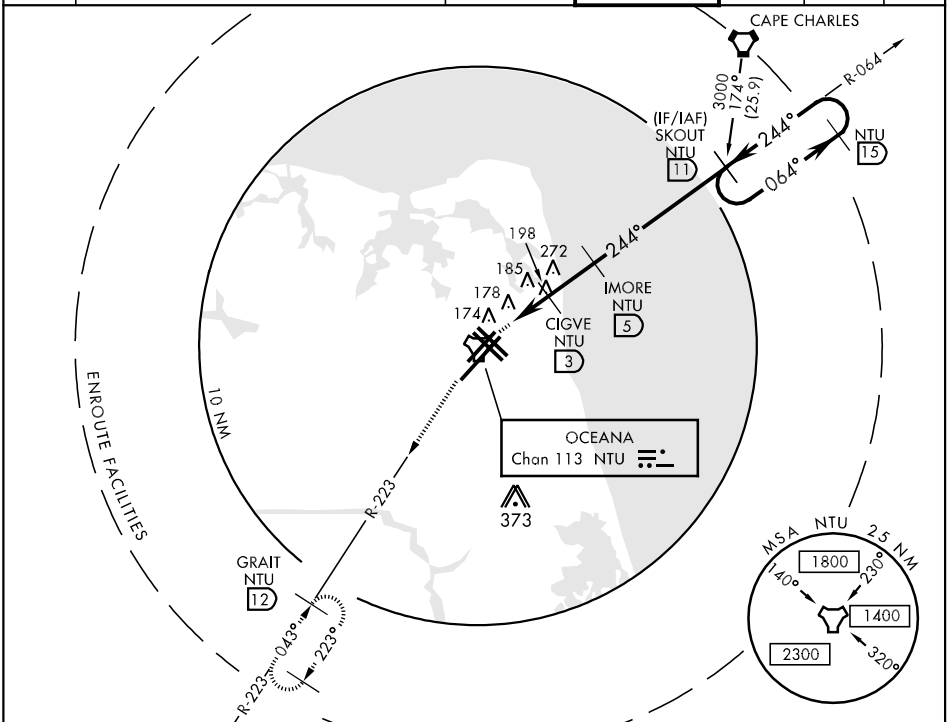
TACAN	APCH CRS	Rwy Idg 23L 12,000 23R 8001	AL-934 [USN]
NTU Chan 113	244°	TDZE 23L 22 23R 21 Arpt Elev 23	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

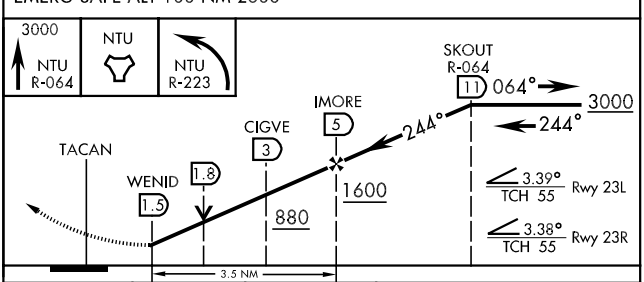
ALSF-1

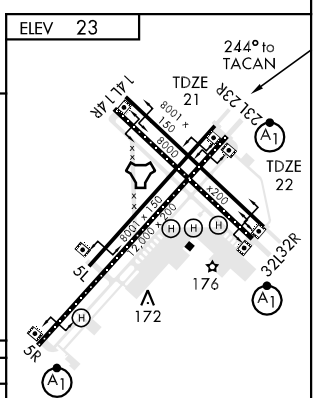
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600





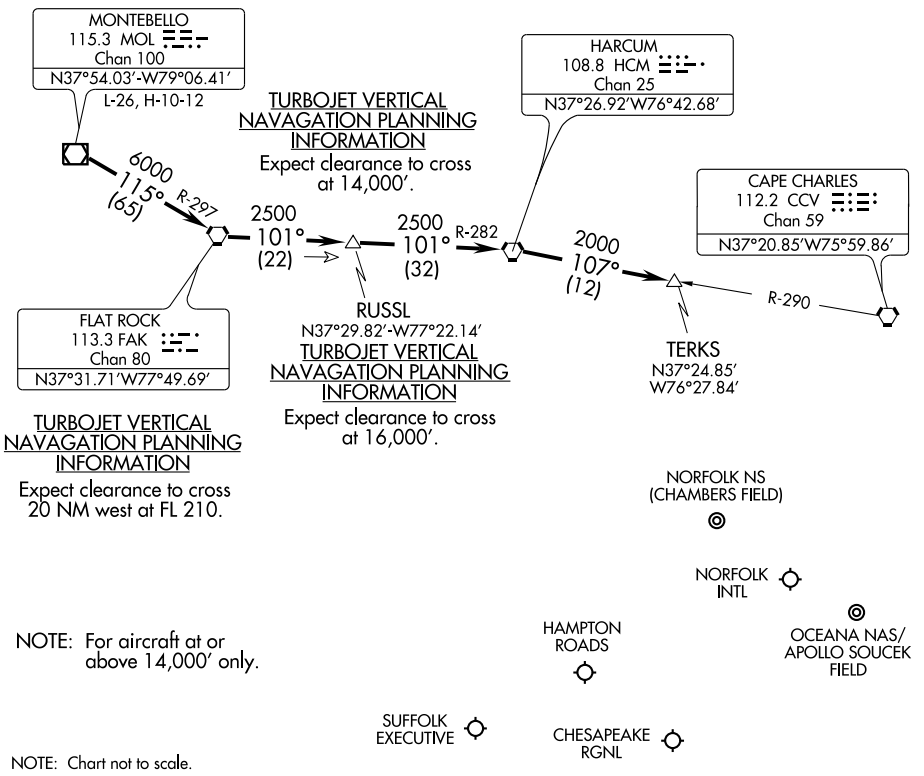
HIRL all Rwys

CATEGORY	A		B	C		D	
S-23L*	440-½	418	(500-½)	440-¾	418	(500-¾)	
S-23R	440-1	419	(500-1)	440-1¼	419	(500-1¼)	
CIRCLING	480-1	457	(500-1)	480-1½	457	(500-1½)	580-2 557 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

TERKS TWO ARRIVAL

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

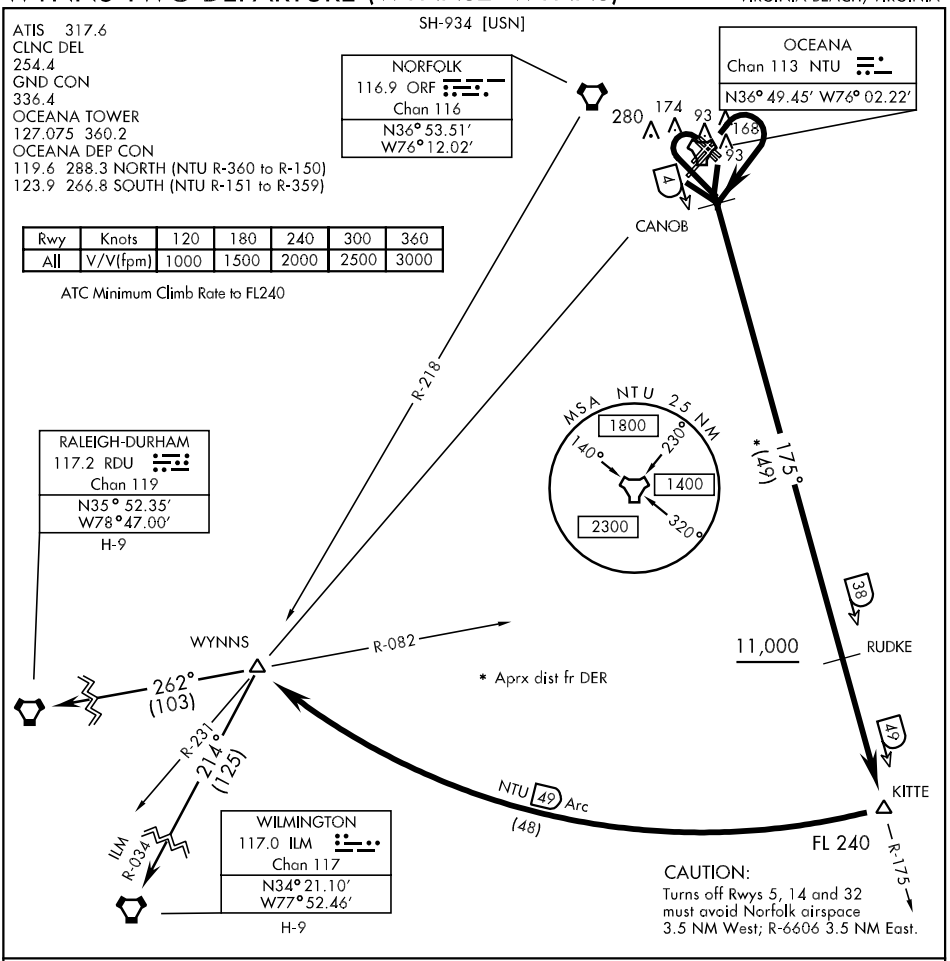
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

(TERKS.TERKS2) 08213

WYNNS-TWO DEPARTURE (WYNNS2•WYNNS)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within NTU 2 DME to intercept NTU R-175. Thence . . .

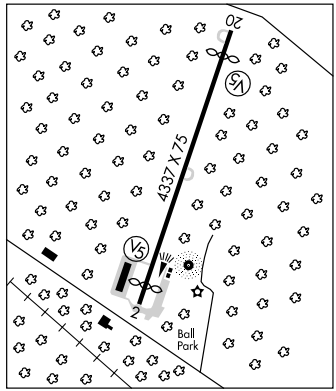
. . .Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNS2.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNS2.ILM): Via ILM R-034 to ILM VORTAC.

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAKEFIELD MUNI (AKQ) 2 NW UTC−5(−4DT) N36°59.23′ W77°00.07′ **WASHINGTON**
113 B **FUEL** 100LL NOTAM FILE AKQ **L–36H**
RWY 02–20: H4337X75 (ASPH) S–12.5 MIRL **IAP**
RWY 02: APAP(PNIL). GA 3.0° TCH 17′. Thld dsplcd 298′. Trees.
RWY 20: APAP(PNIL)—GA 3.0° TCH 17′. Thld dsplcd 470′. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel after hours call 757–899–6066. Apron pavement cracked and in poor condition.
WEATHER DATA SOURCES: ASOS 128.325 (757) 899–2300.
COMMUNICATIONS: CTAF/UNICOM 122.8
FRANKLIN RCO 122.1R 110.6T (LEESBURG RADIO)
Ⓡ **NORFOLK APP/DEP CON** 127.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FKN.
FRANKLIN (L) VORTAC 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 011° 16.4 NM to fld. 90/09W.
NDB (MHW) 274 AKQ N36°58.99′ W77°00.07′ at fld. NOTAM FILE AKQ. Unmonitored. Unusable byd 10 NM.



WALEY N36°35.96′ W76°38.95′ NOTAM FILE DCA. **WASHINGTON**
NDB (MHW/LOM) 249 RK 035° 5.5 NM to Suffolk Executive. **L–35C, 36H**

WALLOPS FLIGHT FACILITY (WAL)(KWAL) NASA 5 S UTC−5(−4DT) N37°56.41′ W75°27.98′ **WASHINGTON**
40 B TPA–1040 (1000) NOTAM FILE DCA **H–10I, 12I, L–36I**
RWY 04–22: H8749X150 (PEM) S–57, D–115, 2S–146, 2D–225 HIRL **IAP, AD**
RWY 04: REIL. PAPI(P4L)–GA 3.0° **RWY 22:** REIL. PAPI(P4L)–GA 3.0°
RWY 10–28: H8005X200 (ASPH) S–57, D–115, 2D–225 HIRL.
RWY 10: REIL. PAPI(P4L)–GA 3.0° **RWY 28:** REIL. PAPI(P4L)–GA 3.0°
RWY 17–35: H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL
RWY 17: REIL. PAPI(P4L)–GA 3.0° **RWY 35:** REIL. PAPI(P4L)–GA 3.0°
ARRESTING GEAR SYSTEM
RWY 04 HOOK BAK –13(B) (1850) HOOK BAK–13(B) (1500)) **RWY 22**
MILITARY SERVICE: LGT ACTIVATE rwy lgts and rotating bcn—CTAF. **JASU** 3(A/M32A–86) 1 (AM32A–60A) **FUEL** J5. Restricted to U.S. government acft on official business only. **FLUID** SP PRESAIR
MILITARY REMARKS: RSTD Official business only. PPR 757–824–1688. **CAUTION** Roadways cross Rwy 17–35. High seagull bird strike potential. Extensive research test development in progress. Trees right of Rwy 22 thld. Numerous radar facilities at arpt with possible radio freq hazard to ordnance. Rwy 04 HOOK BAK–13 and Rwy 22 HOOK BAK–13 OTS indef.
WEATHER DATA SOURCES: ASOS 119.175 (757) 824–0820
COMMUNICATIONS: CTAF 126.5
PATUXENT APP/DEP CON 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
WASHINGTON CENTER APP/DEP CON 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
TOWER 126.5 Mon–Fri 1200–2200Z‡ except Federal holidays. **GND CON** 127.875 **CLNC DEL** 121.7 **INFO SVC** 126.5 (2230–1200Z‡)
AIRSPACE: CLASS D Mon–Fri 1200–2200Z‡ except Federal holidays other times Class E.
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
SNOW HILL (L) VORTAC 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 189° 7.0 NM to fld. 40/8W.

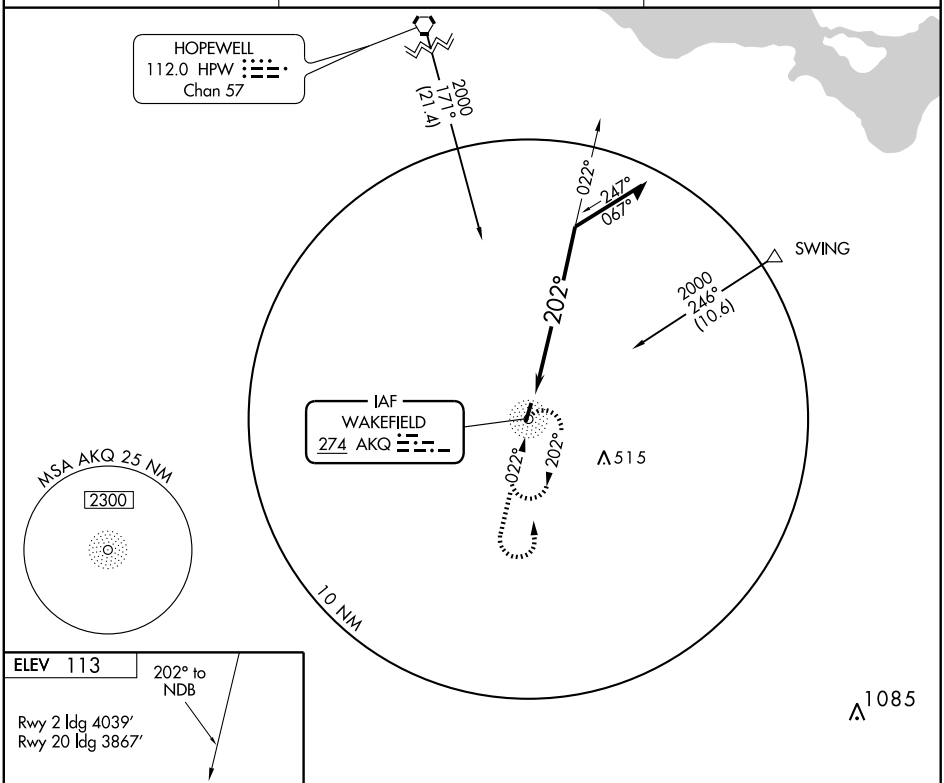
NDB AKQ 274	APP CRS 202°	Rwy Idg 3867 TDZE 113 Apt Elev 113

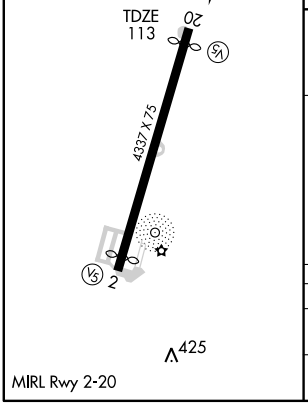
NDB RWY 20
WAKEFIELD MUNI (AKQ)

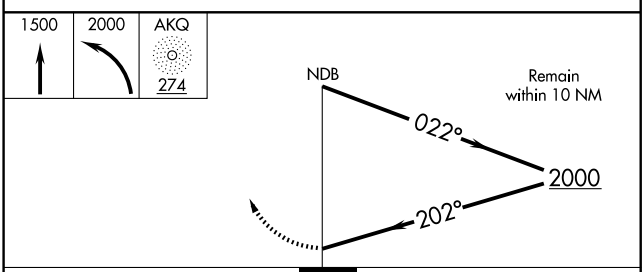
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

WAKEFIELD MUNI (AKQ)

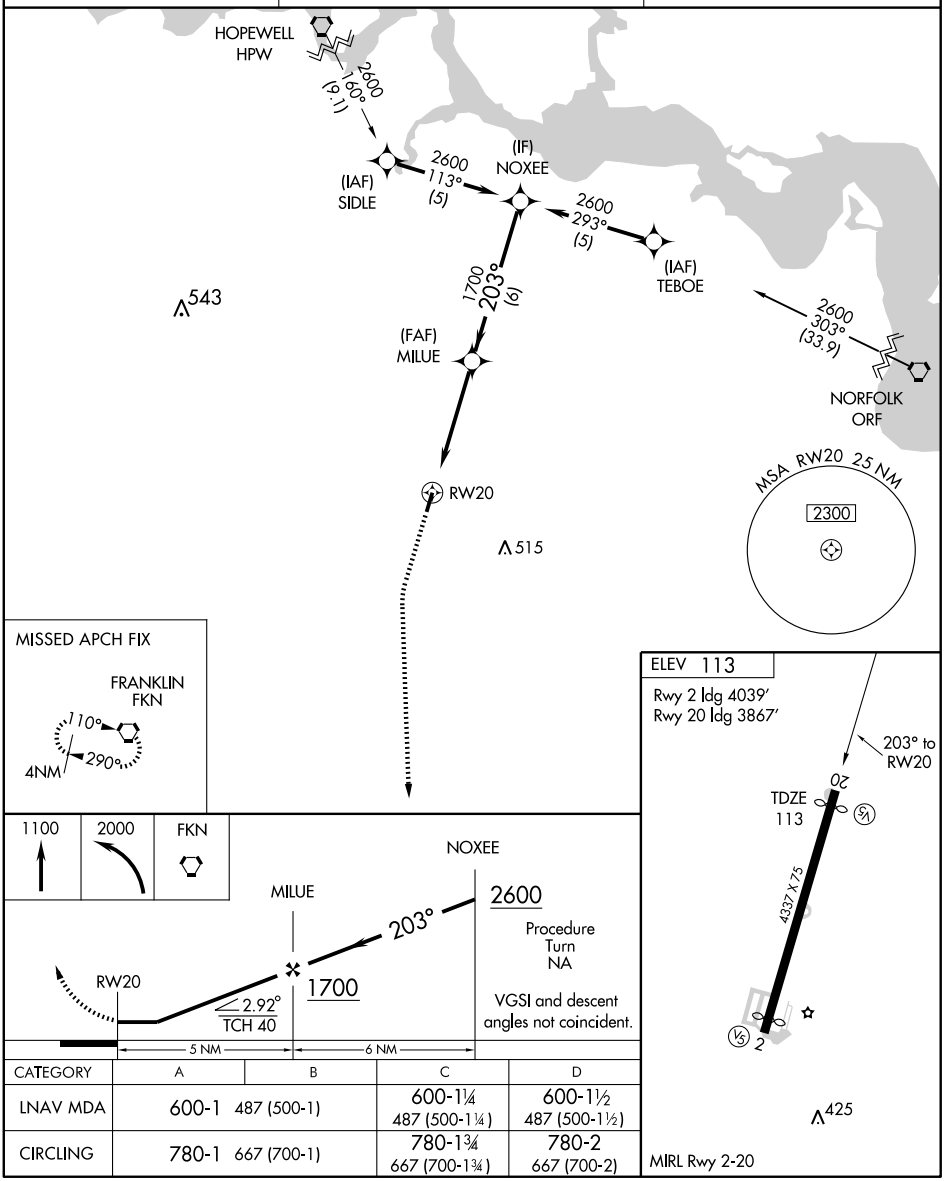
APP CRS	Rwy Idg	3867
203°	TDZE	113
	Apt Elev	113

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct FKN VORTAC and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	600-1 487 (500-1)		600-1¼ 487 (500-1¼)	600-1½ 487 (500-1½)
CIRCLING	780-1 667 (700-1)		780-1¾ 667 (700-1¾)	780-2 667 (700-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WARRENTON–FAUQUIER (HWY) 12 SE UTC−5(−4DT) N38°35.18′ W77°42.64′

WASHINGTON
H–10H, 12I, L–29E, 34E, 36I, A
IAP

336 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA

RWY 15–33: H5000X100 (ASPH–GRVD) S–15, D–70 HIRL 0.5% up SE

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Tree.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

AIRPORT REMARKS: Attended 1300Z‡–dark. Ultralight activity on and invof arpt. Aerobatic activity (3 boxes avbl). Aerobatic demo area within 1.5 NM radius of arpt 3500 ft and blo; 1500–0300Z‡. ACTIVATE HIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: ASOS 120.350 (540) 788–4078.

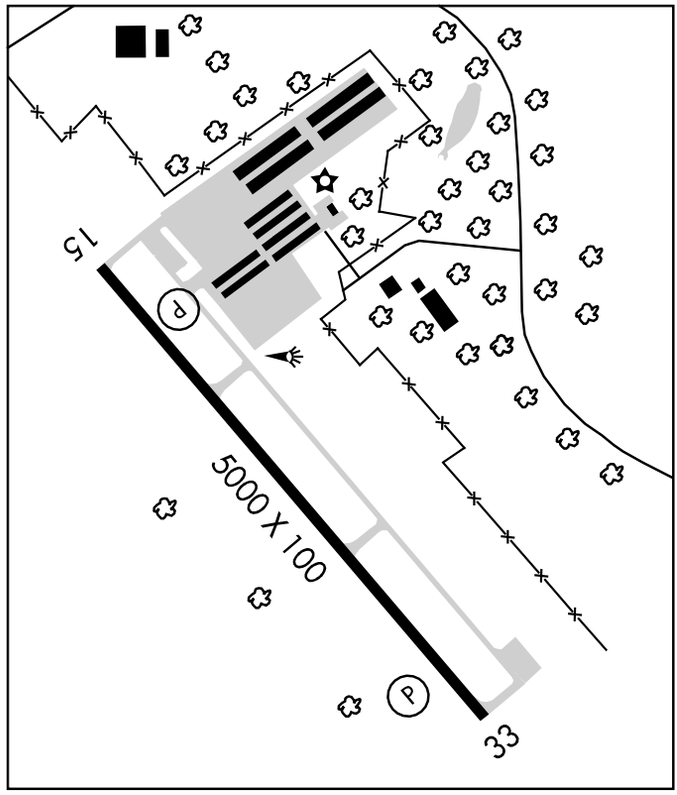
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **POTOMAC APP/DEP CON** 124.65

GCO 135.075 (POTOMAC CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

CASANOVA (H) VORTAC 116.3 CSN Chan 110 N38°38.47′ W77°51.93′ 120° 8.0 NM to fld. 439/06W.



WASHINGTON–DULLES INTL (See DISTRICT OF COLUMBIA, WASHINGTON)

WAYNESBORO

EAGLE'S NEST (W13) 3 W UTC−5(−4DT) N38°04.62′ W78°56.65′

WASHINGTON

1437 B S4 **FUEL** 100LL NOTAM FILE DCA

RWY 06–24: H2009X50 (ASPH) MIRL (NSTD)

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Glider activity on and invof arpt. Numerous cracks along rwy. Some cracks have seperated up to 4 inches. Acft parked adjacent to rwy. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

WEIRWOOD

CAMPBELL FLD (9VG) 1 W UTC−5(−4DT) N37°27.51′ W075°52.73′

WASHINGTON

40 NOTAM FILE DCA

RWY 03–31: 3000X100 (TURF)

RWY 03: P–line.

RWY 14–32: 1455X140 (TURF)

AIRPORT REMARKS: Attended Mar–Nov dalgt hours. Be alert: 60′ P–lines located 300′ southwest off the AER 03.

COMMUNICATIONS: CTAF 122.8

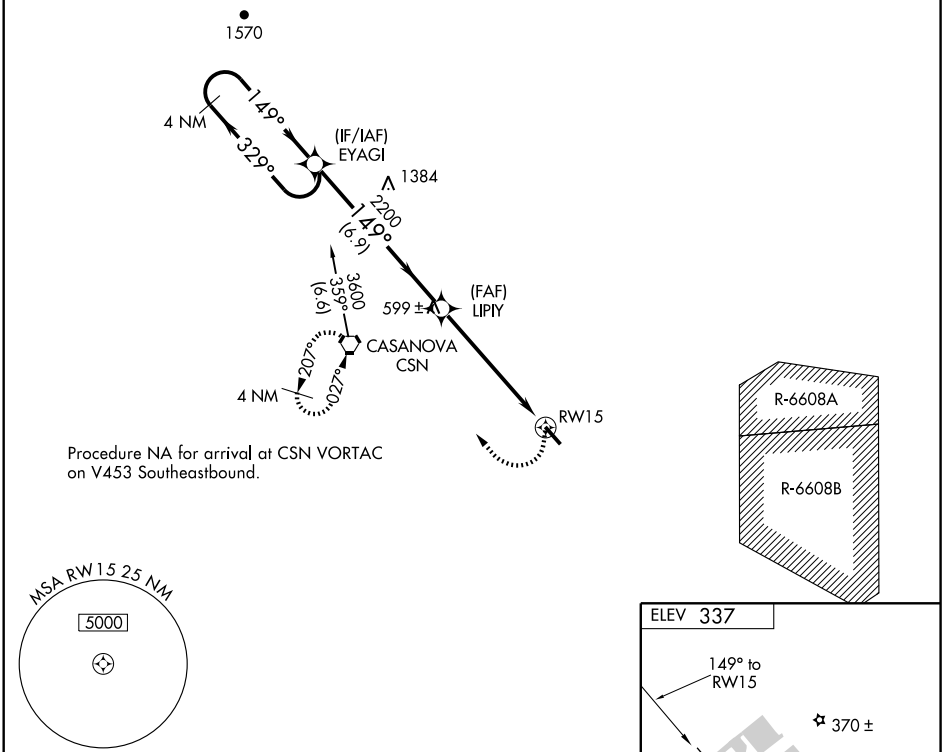
APP CRS	Rwy Idg	5000
149°	TDZE	328
	Apt Elev	337

RNAV (GPS) RWY 15
WARRENTON-FAUQUIER (HWY)

DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	780-1 452 (500-1)		780-1¼ 452 (500-1¼)	780-1½ 452 (500-1½)
CIRCLING	780-1 443 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CSN 116.3 Chan 110	APP CRS 119°	Rwy Idg 5000 TDZE 327 Apt Elev 337

VOR RWY 15

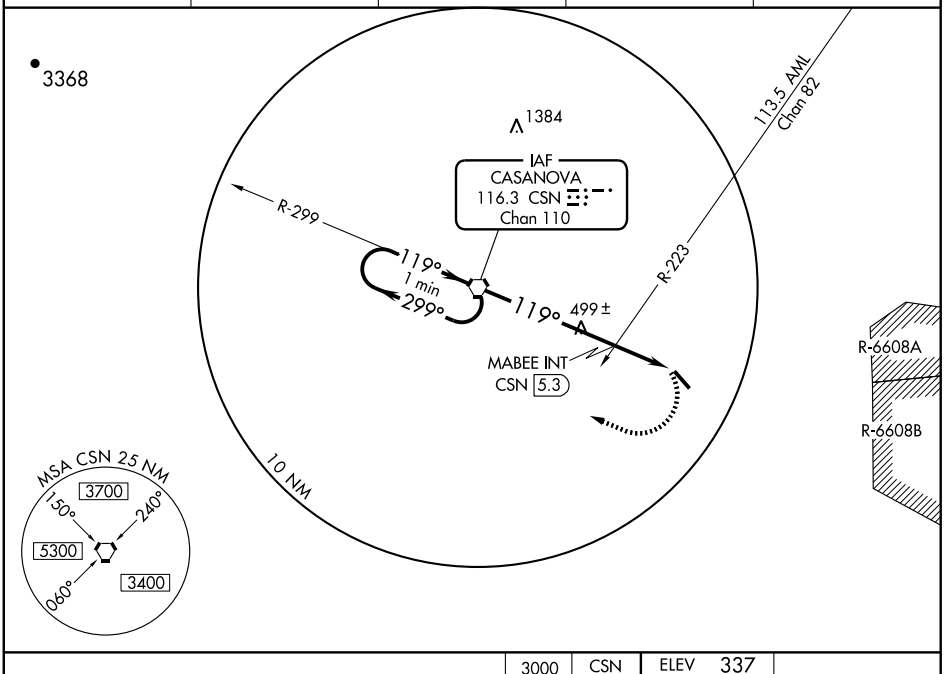
WARRENTON-FAUQUIER (HWY)

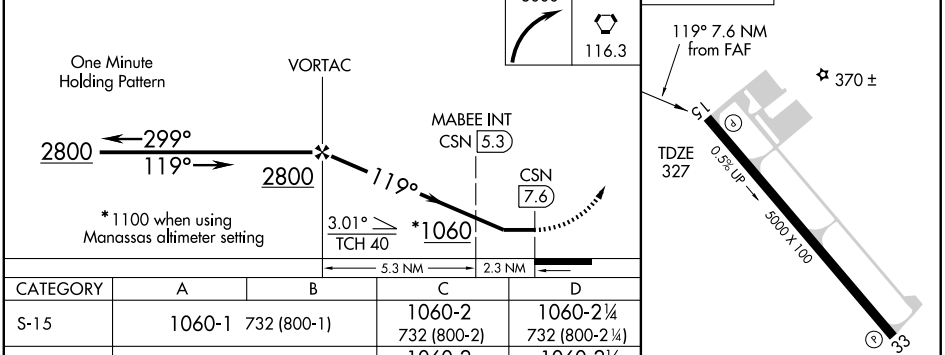
Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct to CSN VORTAC and hold.

ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	1060-1 732 (800-1)		1060-2 732 (800-2)	1060-2¼ 732 (800-2¼)
CIRCLING	1060-1 723 (800-1)		1060-2 723 (800-2)	1060-2¼ 723 (800-2¼)
MABEE FIX MINIMUMS				
S-15	740-1 412 (500-1)		740-1¼ 412 (500-1¼)	
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

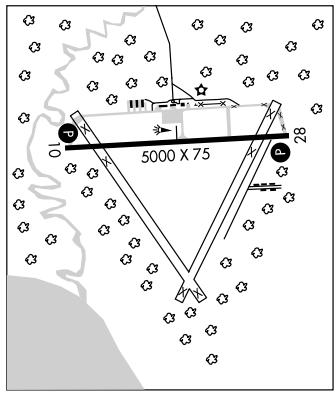
REIL Rwys 15 and 33
HIRL Rwy 15-33 L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WEST POINT

MIDDLE PENINSULA RGNL (FYJ) 2 SE UTC−5(−4DT) N37°31.28′ W76°45.77′ **WASHINGTON**
20 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FYJ **H–10H, 12I, L–34E, 36H**
RWY 10–28: H5000X75 (ASPH) S–30, D–50, 2D–85 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.5° TCH 53′. Trees.
RWY 28: PAPI(P2L)—GA 3.5° TCH 53′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Full and self–serve fuel avbl. Parachute Jumping weekends only. Deer on and invof arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.825 (804) 785–2307.
COMMUNICATIONS: CTAF/UNICOM 123.0
HARCUM RCO 122.1R 108.8T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 338° 5 NM to fld. 8/07W.

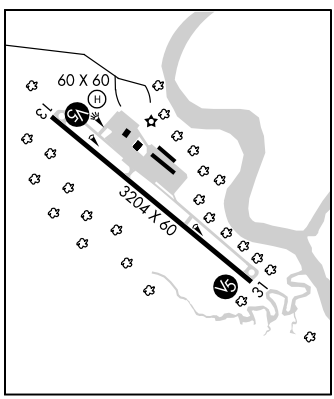


WHINE N36°44.02′ W81°56.94′ NOTAM FILE VJI. **CINCINNATI**
NDB (MHW/LOM) 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended. Unusable beyond 15 NM. **L–26H**

WHITMAN STRIP (See MANASSAS)

WILLIAM M. TUCK (See SOUTH BOSTON)

WILLIAMSBURG–JAMESTOWN (JGG) 3 SW UTC−5(−4DT) N37°14.35′ W76°42.97′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A TPA—849(800) NOTAM FILE JGG **L–34E, 36H**
RWY 13–31: H3204X60 (ASPH) S–12.5 MIRL(NSTD) 0.8% up NW **IAP**
RWY 13: REIL. APAP(PNIL). Trees. Rgt tfc.
RWY 31: REIL. APAP(PNIL). Trees.
AIRPORT REMARKS: Attended 1200Z‡–dark. Arpt unattended Christmas Day–attended by req. Deer on and invof arpt. PAEW adjacent to Rwy 13–31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 13–31 NSTD MIRL, non FAA approved L–800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13–31, REIL and APAP Rwys 13 and 31—CTAF. Ldg fee for commercial and charter acft.
WEATHER DATA SOURCES: AWOS–3 120.625 (757) 220–8810.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NORFOLK APP/DEP CON** 119.45
GCO 135.075 (NORFOLK CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/07W.



HELIPAD H1: H60X60 (CONC)
HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13–31, perimeter lgts Helipad H1, REIL and APAP Rwys 13 and 31—CTAF.

WAAS	APP CRS	Rwy Idg	5000
Ch 40317	097°	TDZE	13
W10A		Apt Elev	20

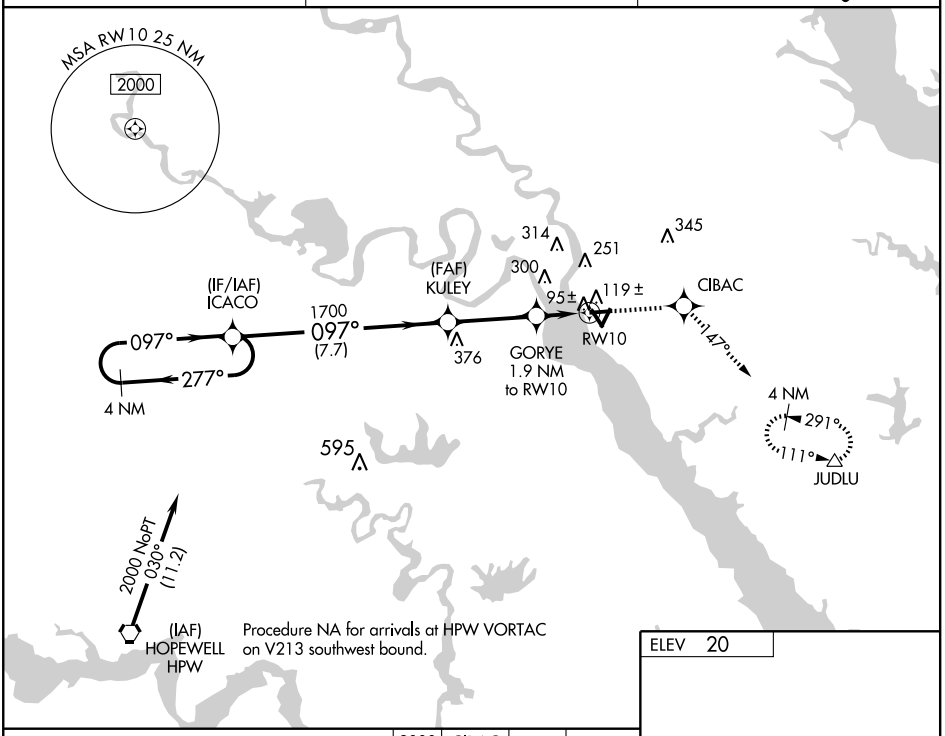
RNAV (GPS) RWY 10

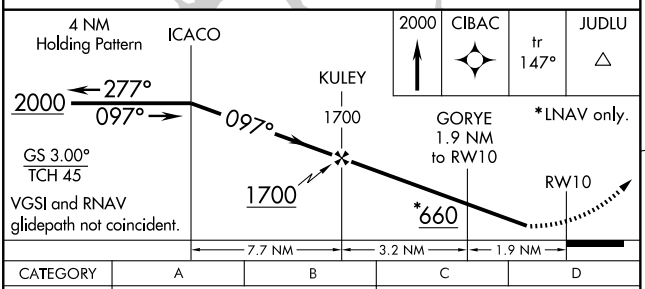
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Newport News altimeter setting. When local altimeter setting not received, use Newport News altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LNAV/VNAV Cat A/B visibility ¼ mile, and Circling Cat C visibility ½ mile.

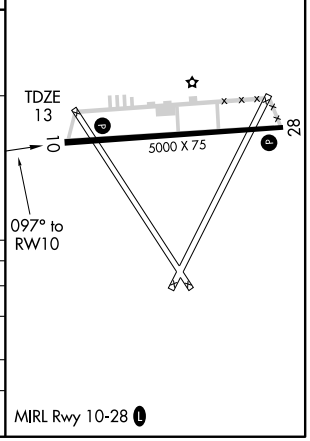
MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	263-1	250 (300-1)	NA	
LNAV/VNAV DA	355-1¼	342 (400-1¼)	NA	
LNAV MDA	380-1	367 (400-1)	NA	
CIRCLING	480-1 460 (500-1)	560-1 540 (600-1)	620-1½ 600 (600-1½)	NA



NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	21

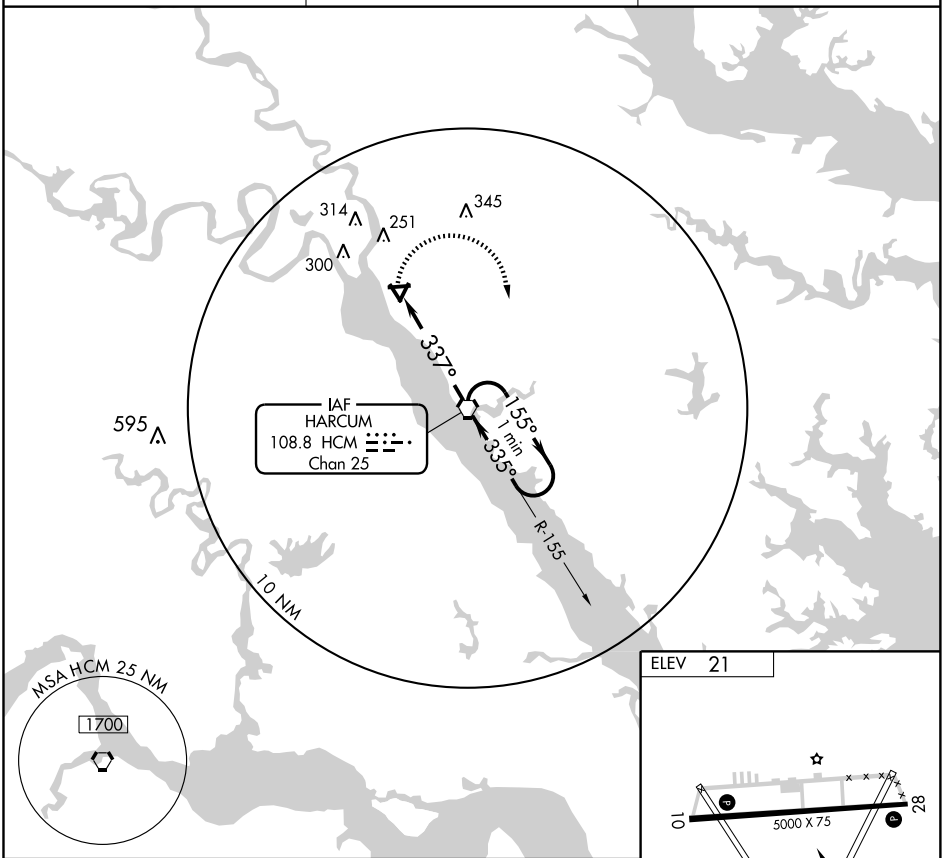
VOR-A

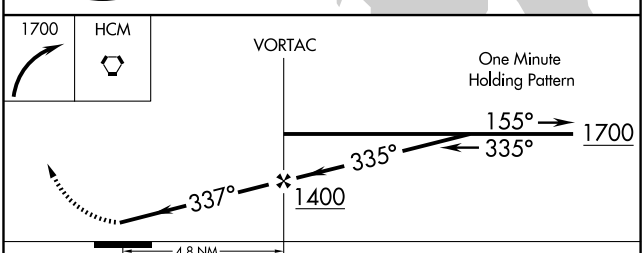
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L





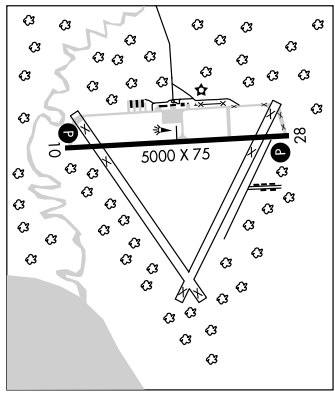
CATEGORY	A	B	C	D
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WEST POINT

MIDDLE PENINSULA RGNL (FYJ) 2 SE UTC−5(−4DT) N37°31.28′ W76°45.77′ **WASHINGTON**
20 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FYJ **H–10H, 12I, L–34E, 36H**
RWY 10–28: H5000X75 (ASPH) S–30, D–50, 2D–85 MIRL **IAP**
RWY 10: PAPI(P2L)—GA 3.5° TCH 53′. Trees.
RWY 28: PAPI(P2L)—GA 3.5° TCH 53′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Full and self–serve fuel avbl. Parachute Jumping weekends only. Deer on and invof arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.825 (804) 785–2307.
COMMUNICATIONS: CTAF/UNICOM 123.0
HARCUM RCO 122.1R 108.8T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 338° 5 NM to fld. 8/07W.

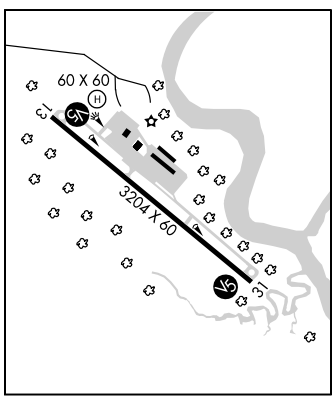


WHINE N36°44.02′ W81°56.94′ NOTAM FILE VJI. **CINCINNATI**
NDB (MHW/LOM) 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended. Unusable beyond 15 NM. **L–26H**

WHITMAN STRIP (See MANASSAS)

WILLIAM M. TUCK (See SOUTH BOSTON)

WILLIAMSBURG–JAMESTOWN (JGG) 3 SW UTC−5(−4DT) N37°14.35′ W76°42.97′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A TPA—849(800) NOTAM FILE JGG **L–34E, 36H**
RWY 13–31: H3204X60 (ASPH) S–12.5 MIRL(NSTD) 0.8% up NW **IAP**
RWY 13: REIL. APAP(PNIL). Trees. Rgt tfc.
RWY 31: REIL. APAP(PNIL). Trees.
AIRPORT REMARKS: Attended 1200Z‡–dark. Arpt unattended Christmas Day–attended by req. Deer on and invof arpt. PAEW adjacent to Rwy 13–31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 13–31 NSTD MIRL, non FAA approved L–800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13–31, REIL and APAP Rwys 13 and 31—CTAF. Ldg fee for commercial and charter acft.
WEATHER DATA SOURCES: AWOS–3 120.625 (757) 220–8810.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NORFOLK APP/DEP CON** 119.45
GCO 135.075 (NORFOLK CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/07W.



HELIPAD H1: H60X60 (CONC)
HELIPORT REMARKS: Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13–31, perimeter lgts Helipad H1, REIL and APAP Rwys 13 and 31—CTAF.

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

VOR or GPS-B

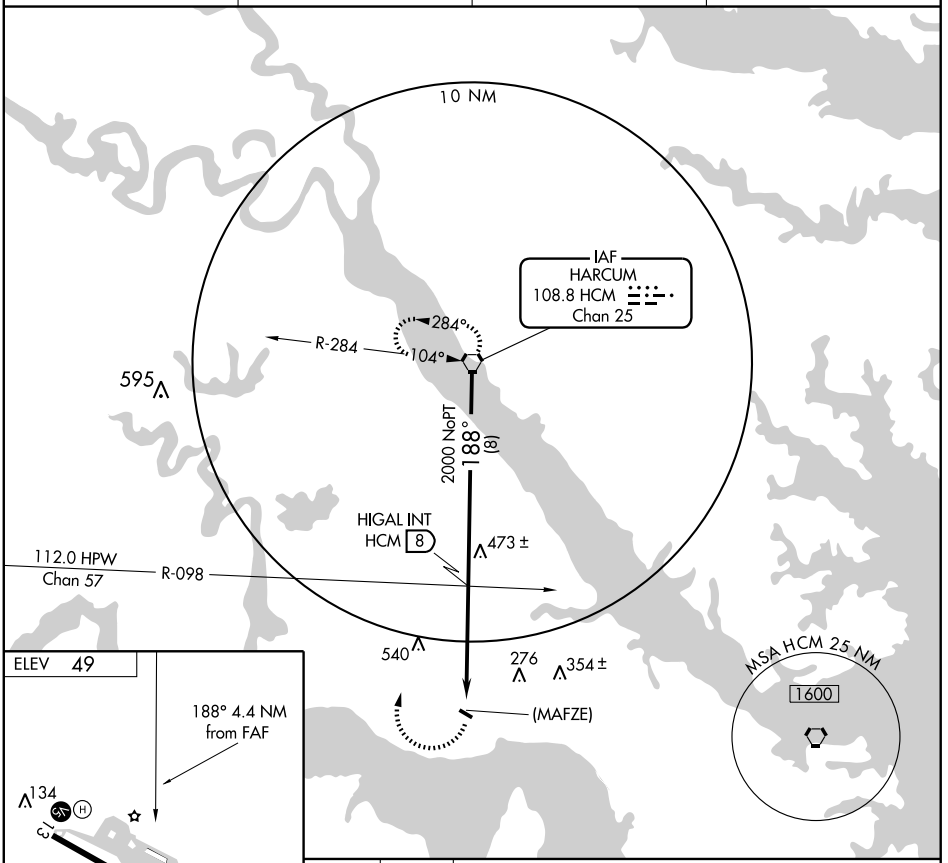
WILLIAMSBURG-JAMESTOWN (JGG)

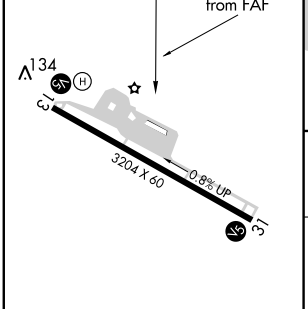
Use Newport News/Williamsburg Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

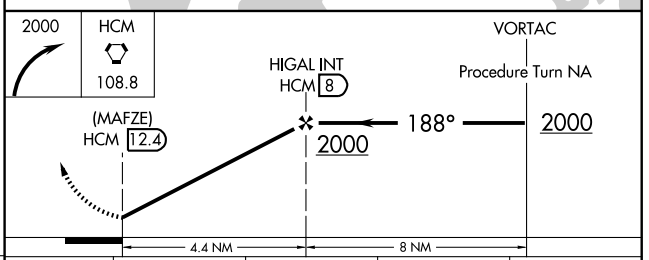
AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L





REIL Rwys 13 and 31 L

MIRL Rwy 13-31 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	680-1 631 (700-1)		680-1¾ 631 (700-1¾)	NA

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

BUMPASS

LAKE ANNA (7W4) 0 NW UTC−5(−4DT) N37°57.94′ W77°44.75′ **WASHINGTON**

355 B NOTAM FILE DCA

RWY 08–26: H2560X25 (ASPH) S–6 LIRL (NSTD)

RWY 08: Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Unattended. No students.

COMMUNICATIONS: CTAF 122.9

CAMPBELL FLD (See WEIRWOOD)

CAMP PEARY LNDG STRIP (W94) A 3 NE UTC−5(−4DT) N37°18.77′ W76°38.29′ **WASHINGTON**

41 NOTAM FILE DCA Not Insp **H–10I, 12I, L–34E, 36H**

RWY 05–23: H5018X51 (ASPH) **IAP**

MILITARY REMARKS: Attended Mon–Fri 1300–2130Z‡‡. Field rstd, PPR by written req to Base Commander, Attn: Air OPS. Exc when opr under prior permission auth, pilots should maintain at least 3000′ abv the arpt elevation within 5 NM.

COMMUNICATIONS:

Ⓡ **NORFOLK APP/DEP CON** 125.7 335.625

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

HARCUM (L) VORTAC 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 164° 8.9 NM to fld. 10/07W.

CAPE CHARLES N37°20.85′ W75°59.86′ NOTAM FILE DCA. **WASHINGTON**

(L) VORTAC 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W. **H–10I, 12H, L–35D, 36I**

VOR portion unusable:

137°–322° byd 17 NM blo 2000′ 137°–322° byd 22 NM blo 3000′

RCO 122.1R 112.2T (LEESBURG RADIO)

CASANOVA N38°38.47′ W77°51.93′ NOTAM FILE DCA. **WASHINGTON**

(H) VORTAC 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 439/06W. **H–10H, L–29D, 34E, 36I, A**

VORTAC unusable 310°–350° byd 10 NM blo 11000′.

RCO 122.1R 116.3T (LEESBURG RADIO)

CAVERNS N38°41.97′ W78°28.30′ NOTAM FILE DCA. **WASHINGTON**

NDB (MHW) 245 LUA 224° 2.4 NM to Luray Caverns. Unmonitored when arpt unattended. **L–29G**

Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

CHAMBERS FLD (See NORFOLK NS)

RNAV (GPS) RWY 5

APCH CRS	Rwy Idg	5018
050°	TDZE	41
	Arpt Elev	41

AL-3214 [USA]

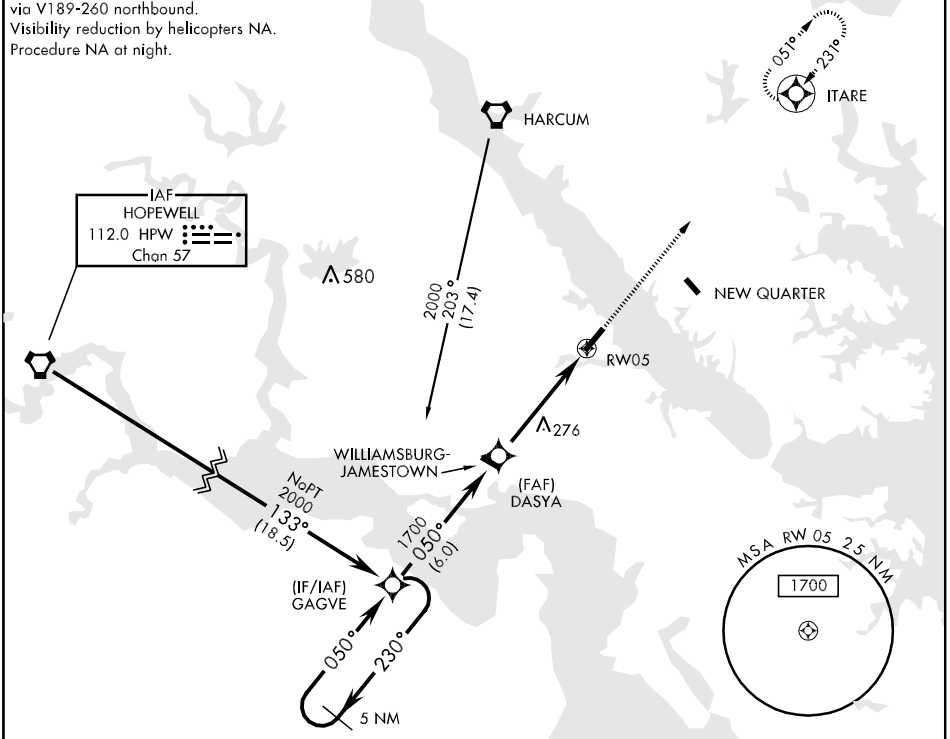
CAMP PEARY LNDG STRIP (KW94)

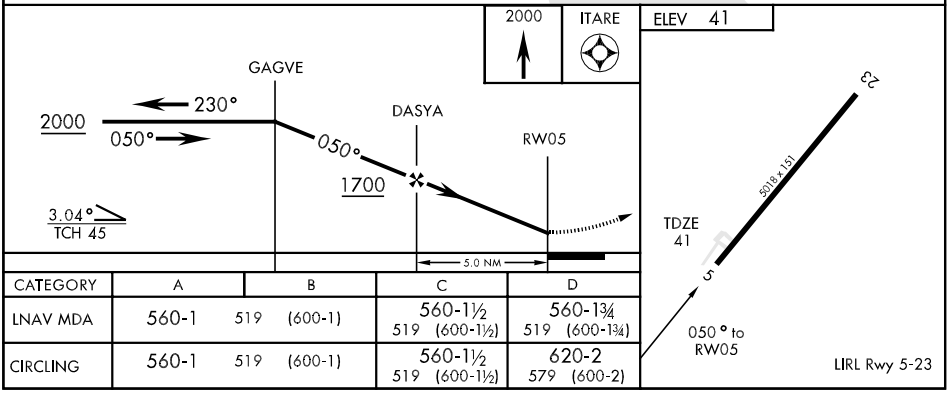
Use Williamsburg-Jamestown altimeter setting. When not received,use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.





CATEGORY	A	B	C	D
LNAV MDA	560-1 519 (600-1)		560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1 519 (600-1)		560-1½ 519 (600-1½)	620-2 579 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	5018
230°	TDZE	34
	Arpt Elev	41

AL-3214 [USA]

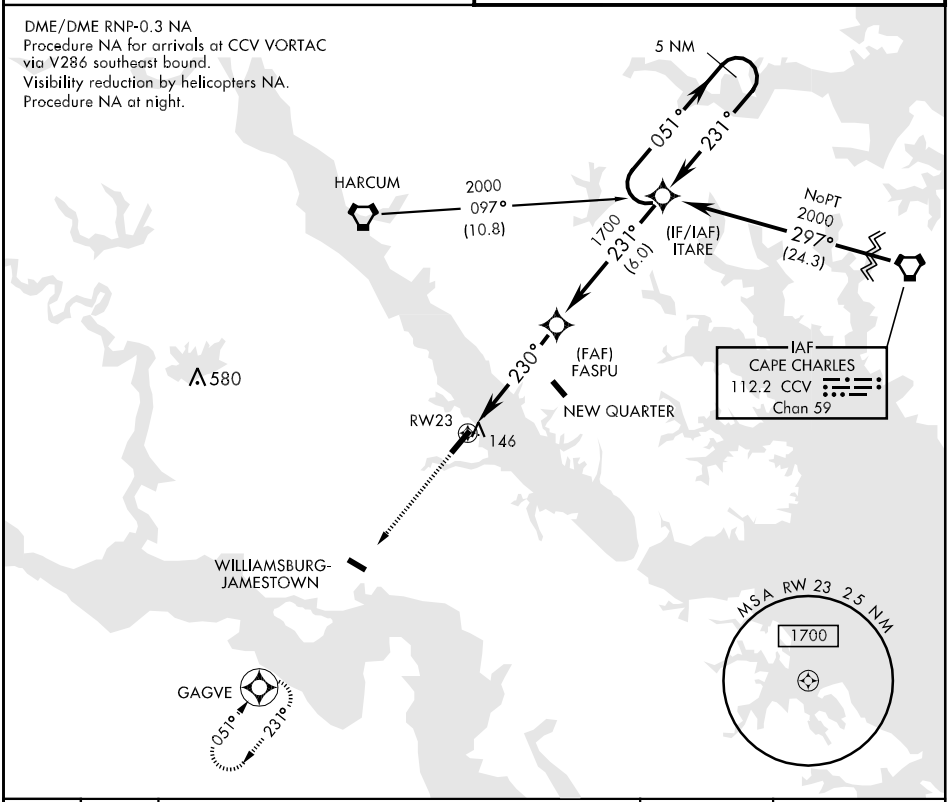
CAMP PEARY LNDG STRIP (KW94)

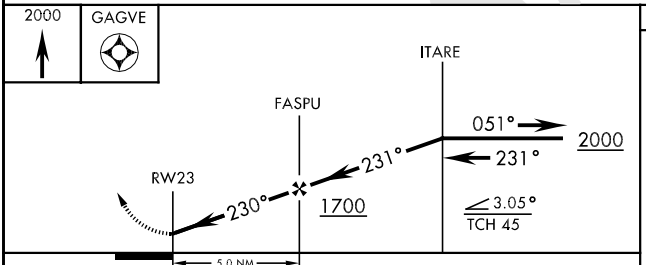
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

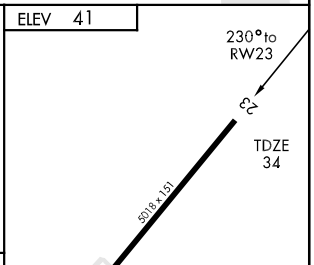
MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.
Visibility reduction by helicopters NA.
Procedure NA at night.







CATEGORY	A	B	C	D
LNAV MDA	420-1 386 (400-1)			420-1¼ 386 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	620-2 579 (600-2)

LIRL Rwy 5-23

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

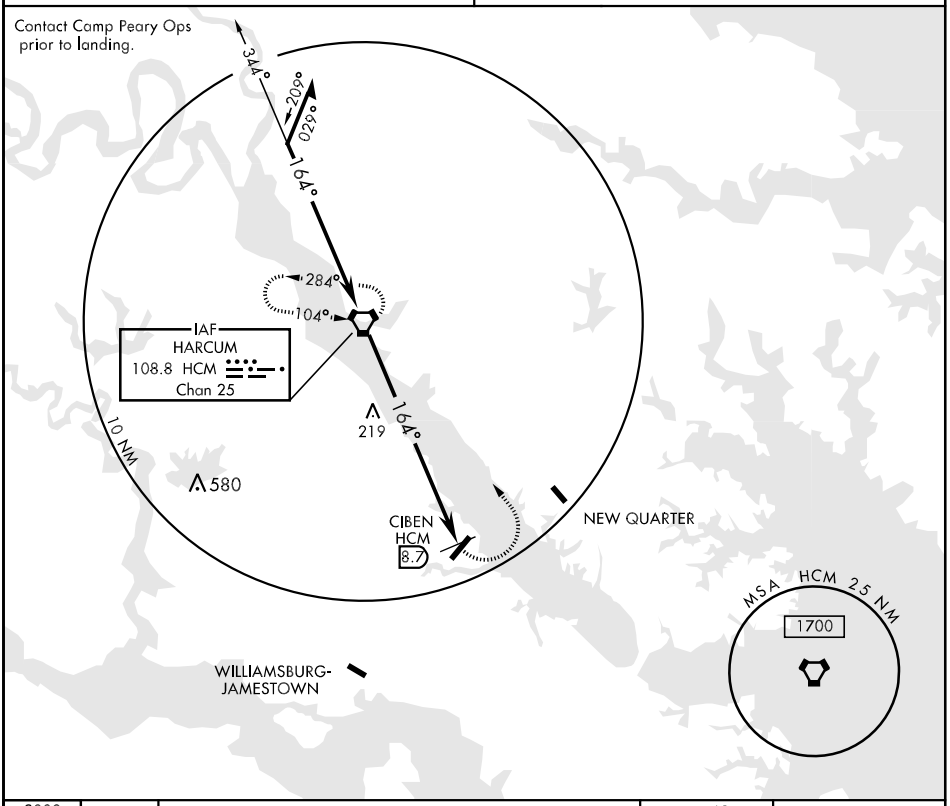
VOR-A

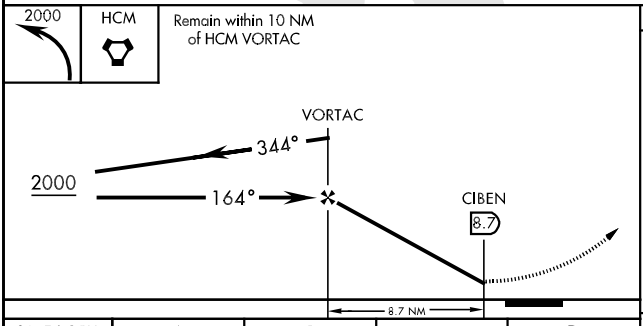
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy Idg NA TDZE NA Arpt Elev 41	AL-3214 [USA]	CAMP PEARY LNDG STRIP (KW94)

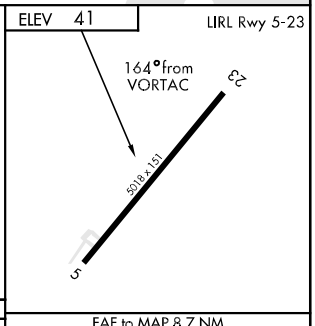
*Circling to Rwy 23 NA at night.
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625







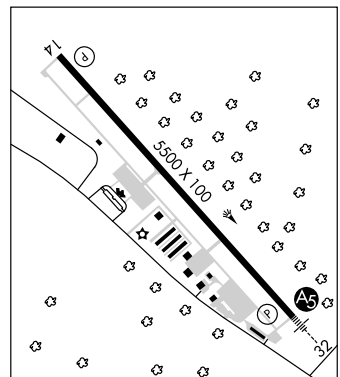
CATEGORY	A	B	C	D
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

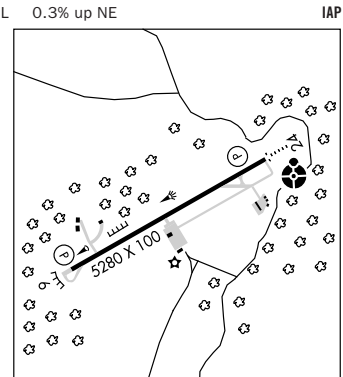
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WINCHESTER RGNL (OKV) 3 SE UTC−5(−4DT) N39°08.61′ W78°08.67′ WASHINGTON
726 B S4 **FUEL** 100LL, JET A TPA–See Remarks LRA NOTAM FILE OKV H–10H, 12I, L–29D, A
RWY 14–32: H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 0.5% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
RWY 32: MALSR. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
AIRPORT REMARKS: Attended 1200–0000Z‡. Deer on and invof arpt. Taxi on pavement only. Medical Flight: irregular departure pat. ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804–661–3660 Mon–Fri, after hours and weekends call 703–661–3632.
WEATHER DATA SOURCES: AWOS–3 124.85 (540) 662–6970.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.
MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 231° 20 NM to fld. 600/07W.
ILS/DME 109.55 I–TZX Chan 32Y Rwy 32. CLASS IB. Unmonitored when arpt unattended.



WISE

LONESOME PINE (LNP) 3 NE UTC−5(−4DT) N36°59.25′ W82°31.80′ CINCINNATI
2684 B **FUEL** 100LL, JET A NOTAM FILE LNP H–9B, 12H, L–26H
RWY 06–24: H5280X100 (ASPH–GRVD) S–42, D–55, 2D–100 MIRL 0.3% up NE IAP
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 24: REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1300–0000Z‡, Sun irregularly, Nov–Mar Mon–Sat 1300–2230Z‡, Sun irregularly. Rwy 06–24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06–24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 296° 23.8 NM to fld. 4200/02W. **HIWAS.**
ILS/DME 110.7 I–OWN Chan 44 Rwy 24.



WOODRUM N37°19.45′ W79°58.74′ NOTAM FILE ROA. CINCINNATI
(T) VORW 114.9 ODR at Roanoke Rgnl/Woodrum Field. L–26I
VOR unusable 035°–110° byd 10 NM blo 6500′, 035°–110° byd 10 NM blo 4,200′, 035°–050° byd 20 NM blo 7000′. 290°–360° byd 15 NM.

LOC/DME I-TZX	APP CRS	Rwy Idg	5500
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32

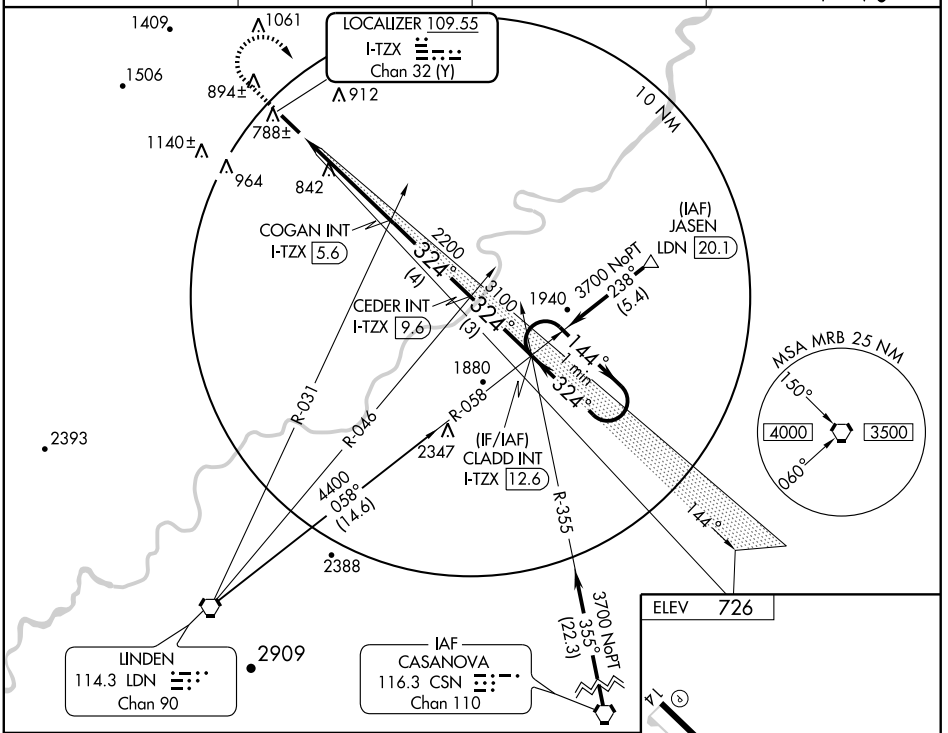
WINCHESTER RGNL (OKV)

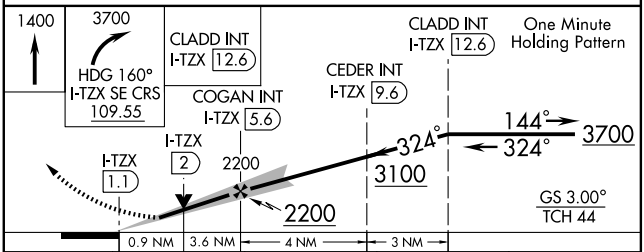
▼ ▲NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

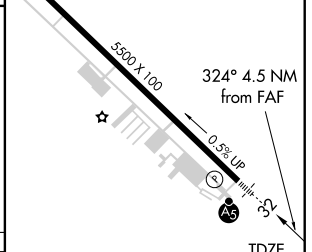
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	915-½ 200 (200-½)			
S-LOC 32	1040-½ 325 (400-½)			1040-¾ 325 (400-¾)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70712	144°	TDZE	726
W14A		Apt Elev	726

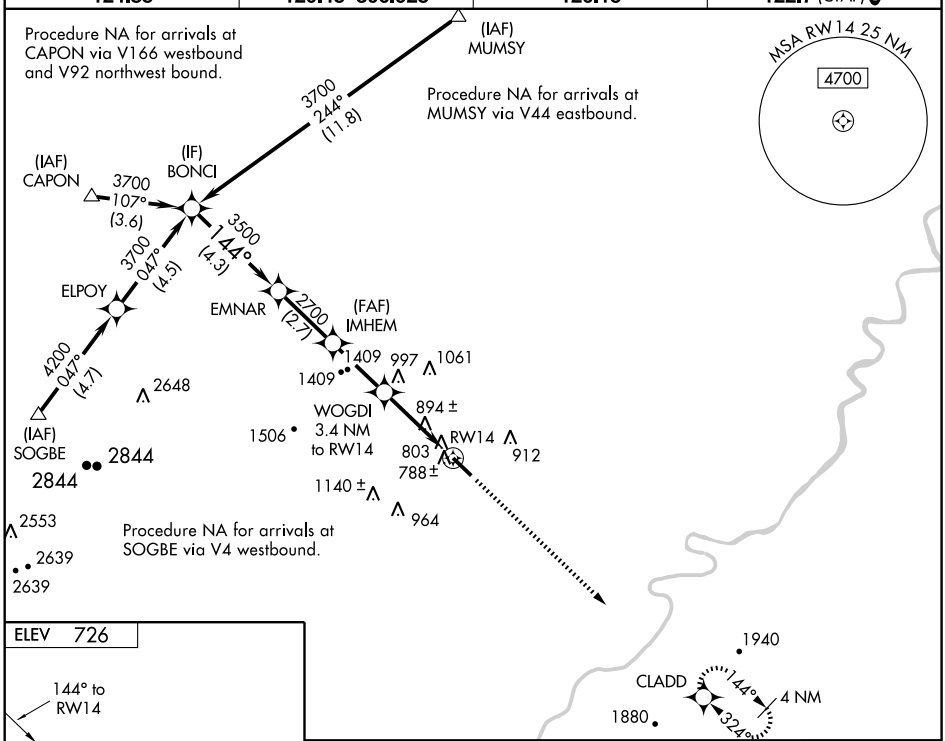
RNAV (GPS) RWY 14

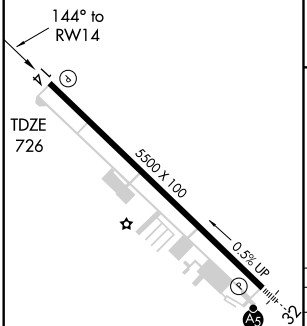
WINCHESTER RGNL (OKV)

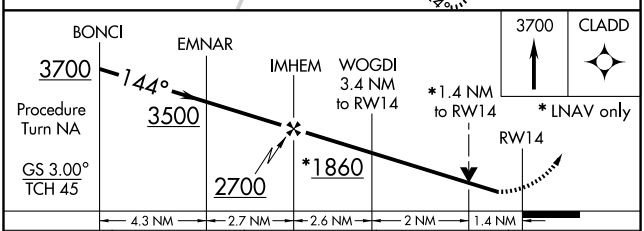
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile.
VDP NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3700 direct CLADD and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1049-1¼ 323 (400-1¼)			
LNAV/VNAV DA	1073-1¼ 347 (400-1¼)			
LNAV MDA	1200-1 474 (500-1)		1200-1¼ 474 (500-1¼)	1200-1½ 474 (500-1½)
CIRCLING	1200-1 474 (500-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 97512	324°	TDZE	715
W32A		Apt Elev	726

RNAV (GPS) RWY 32

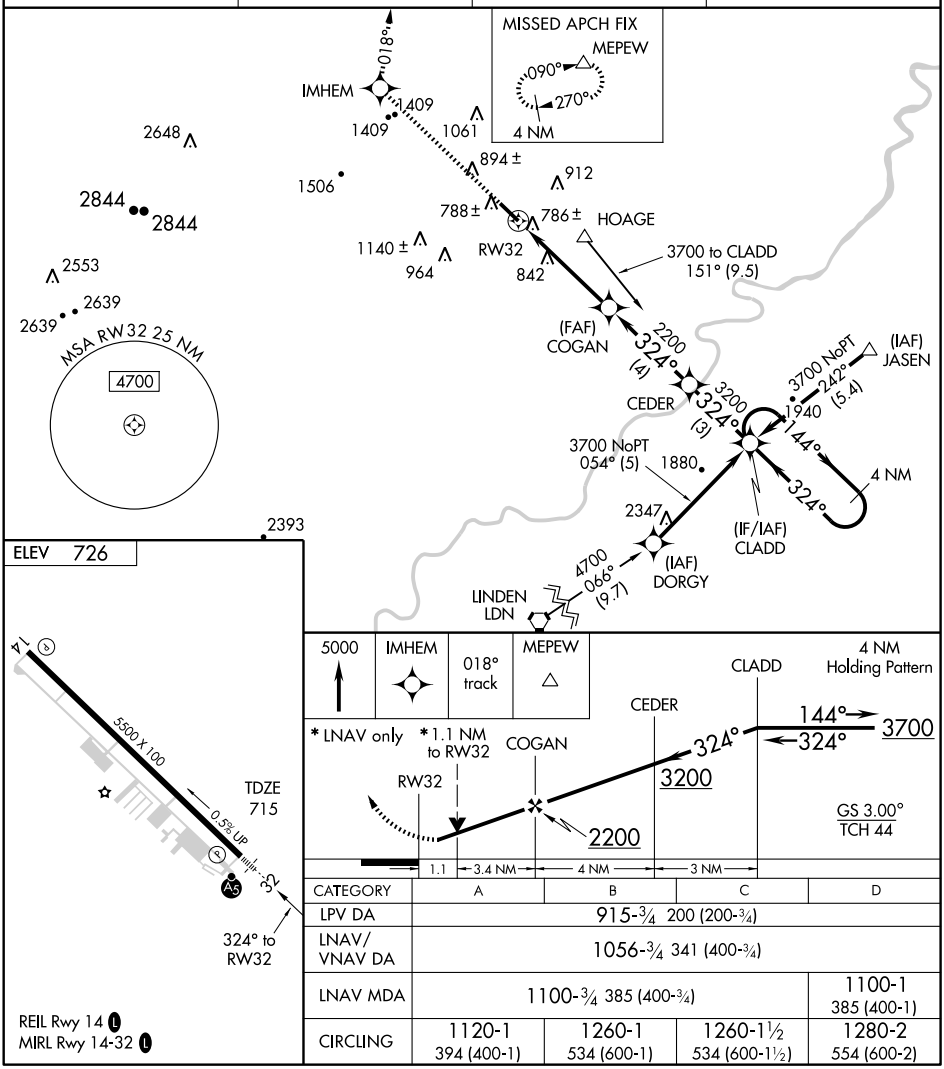
WINCHESTER RGNL (OKV)

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

MALSR

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/ VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

NE-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MRB 112.1 Chan 58	APP CRS 231°	Rwy Idg N/A TDZE N/A Apt Elev 726

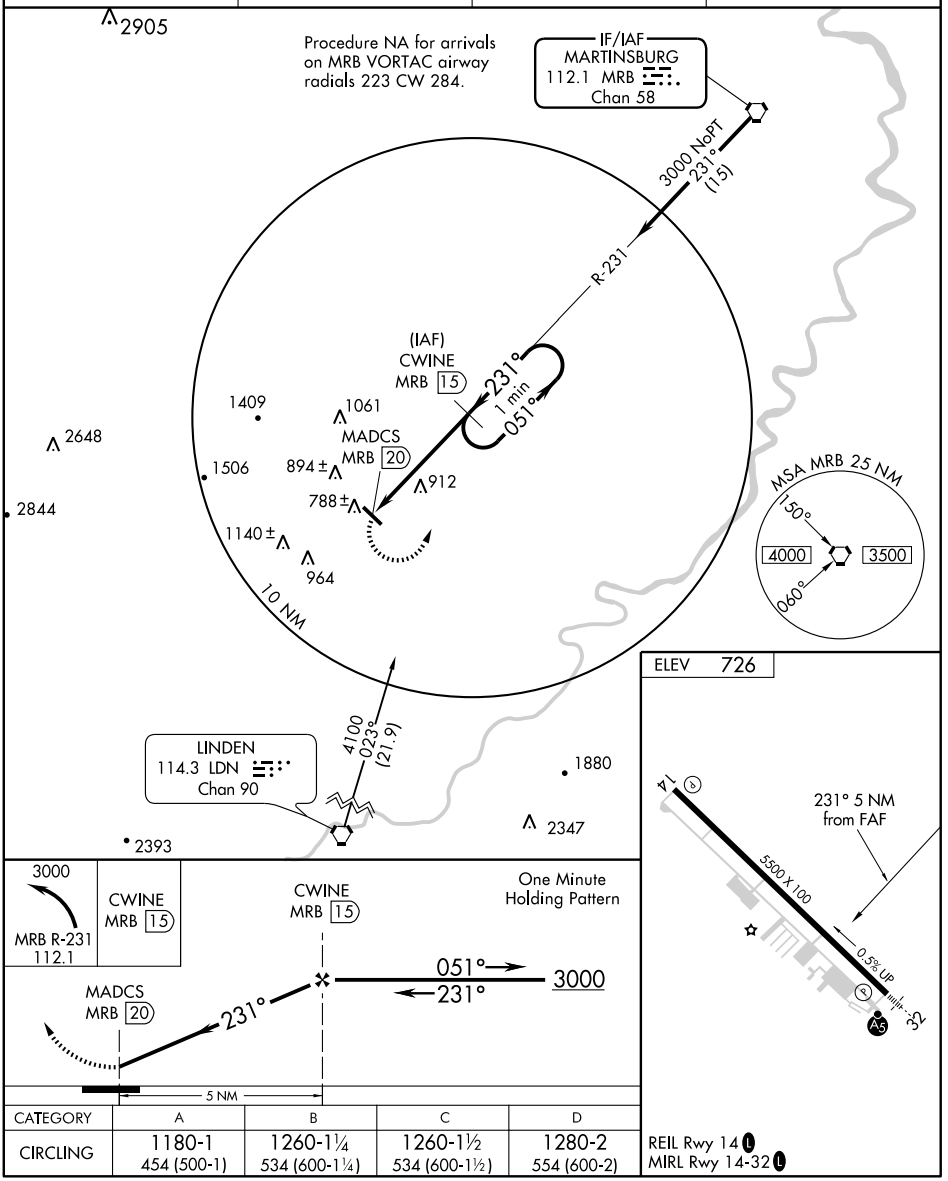
VOR/DME-A

WINCHESTER RGNL (OKV)

When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L

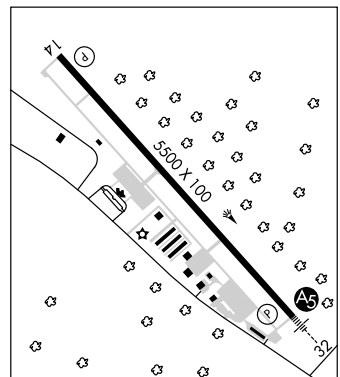


CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1260-1¼ 534 (600-1¼)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

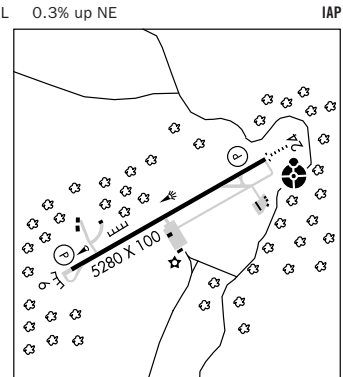
NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

WINCHESTER RGNL (OKV) 3 SE UTC−5(−4DT) N39°08.61′ W78°08.67′ WASHINGTON
726 B S4 **FUEL** 100LL, JET A TPA–See Remarks LRA NOTAM FILE OKV H–10H, 12I, L–29D, A
RWY 14–32: H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 0.5% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
RWY 32: MALSR. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
AIRPORT REMARKS: Attended 1200–0000Z‡. Deer on and invof arpt. Taxi on pavement only. Medical Flight: irregular departure pat. ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804–661–3660 Mon–Fri, after hours and weekends call 703–661–3632.
WEATHER DATA SOURCES: AWOS–3 124.85 (540) 662–6970.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.
MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 231° 20 NM to fld. 600/07W.
ILS/DME 109.55 I–TZX Chan 32Y Rwy 32. CLASS IB. Unmonitored when arpt unattended.



WISE

LONESOME PINE (LNP) 3 NE UTC−5(−4DT) N36°59.25′ W82°31.80′ CINCINNATI
2684 B **FUEL** 100LL, JET A NOTAM FILE LNP H–9B, 12H, L–26H
RWY 06–24: H5280X100 (ASPH–GRVD) S–42, D–55, 2D–100 MIRL 0.3% up NE IAP
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 24: REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1300–0000Z‡, Sun irregularly, Nov–Mar Mon–Sat 1300–2230Z‡, Sun irregularly. Rwy 06–24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06–24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.6 (276) 328–3727.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57
RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.
GLADE SPRING (L) VOR/DME 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 296° 23.8 NM to fld. 4200/02W. **HIWAS.**
ILS/DME 110.7 I–OWN Chan 44 Rwy 24.



WOODRUM N37°19.45′ W79°58.74′ NOTAM FILE ROA. CINCINNATI
(T) VORW 114.9 ODR at Roanoke Rgnl/Woodrum Field. L–26I
VOR unusable 035°–110° byd 10 NM blo 6500′, 035°–110° byd 10 NM blo 4,200′, 035°–050° byd 20 NM blo 7000′. 290°–360° byd 15 NM.

LOC/DME RWY 24

WISE/ LONESOME PINE (LNP)

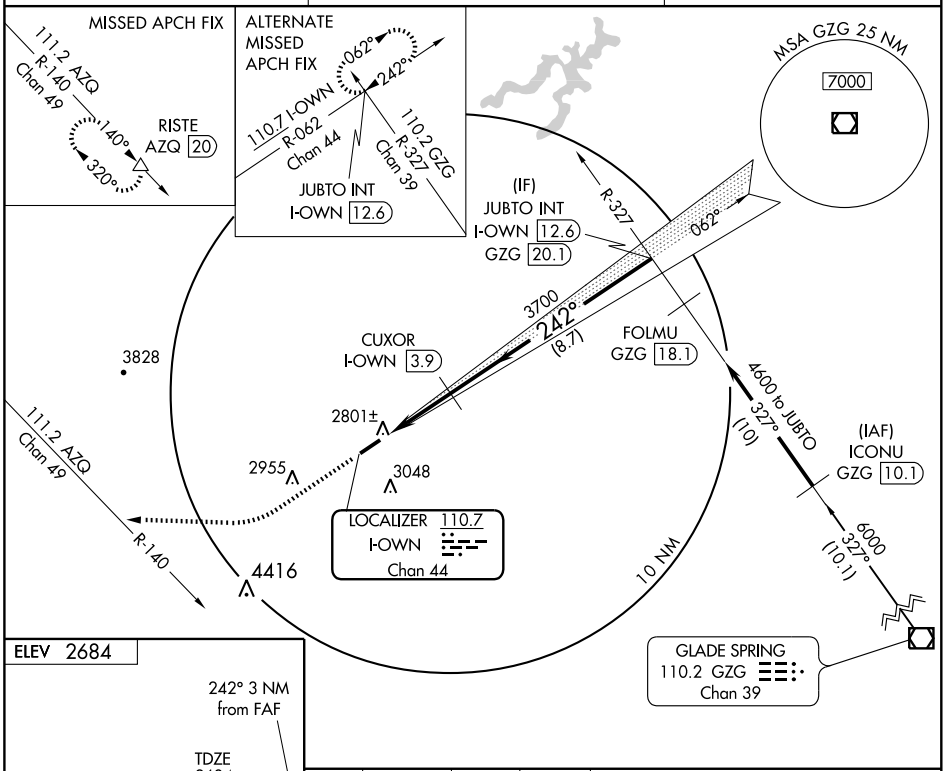
LOC/DME I-OWN	APP CRS	Rwy ldg	5280
110.7	242°	TDZE	2684
Chan 44		Apt Elev	2684

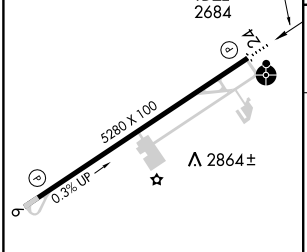
Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 160 feet and increase S-LOC and Circling Cats C/D visibility ½ mile.

ODALS

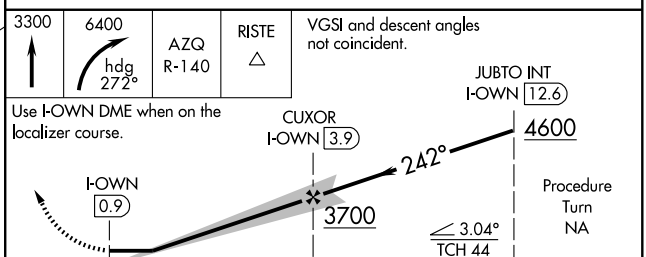
MISSED APROACH: Climb to 3300 then climbing right turn to 6400 via heading 272° and AZQ VOR/DME R-140 to RISTE/AZQ 20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L





REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
S-24	3060-1 376 (400-1)			3060-1¼ 376 (400-1¼)
CIRCLING	3140-1 456 (500-1)		3240-1½ 556 (600-1½)	3360-2¼ 676 (700-2¼)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

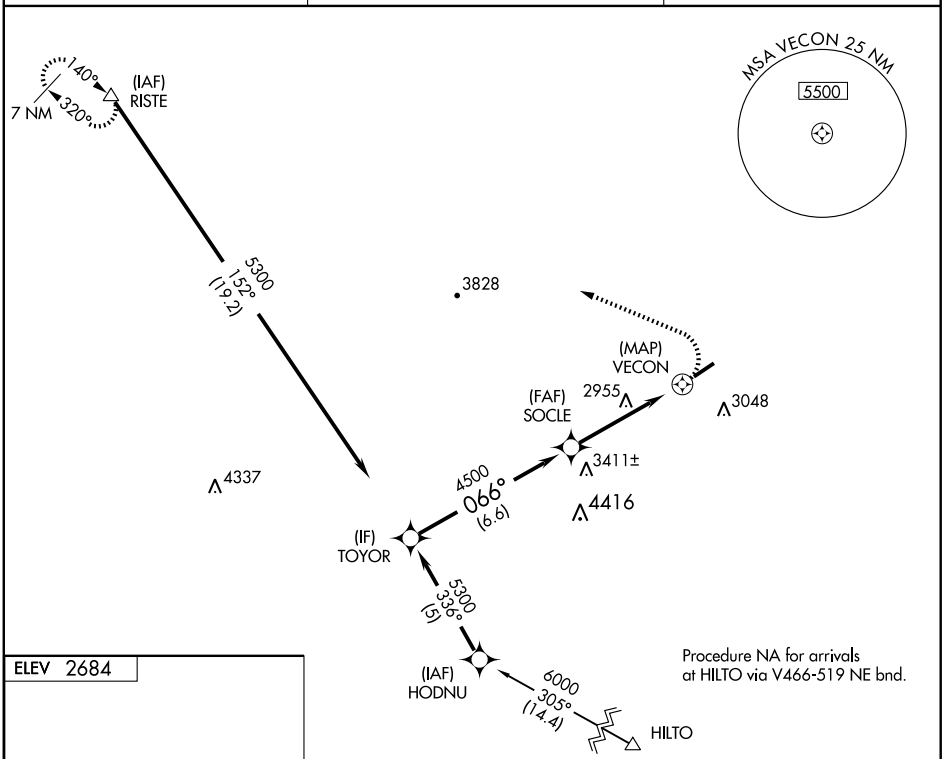
WISE/ LONESOME PINE (LNP)

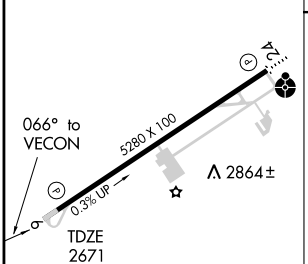
APP CRS	Rwy Idg	5280
066°	TDZE	2671
	Apt Elev	2684

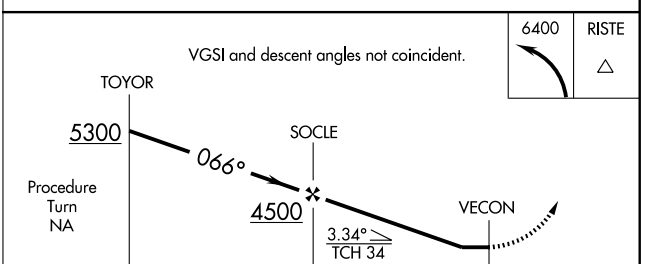
If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3260 - 1	589 (600-1)	3260 - 1½ 589 (600-1½)	3260 - 1¾ 589 (600-1¾)
CIRCLING	3260 - 1	576 (600-1)	3260 - 1½ 576 (600-1½)	3360 - 2¼ 676 (700-2¼)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 24

WISE / LONESOME PINE (LNP)

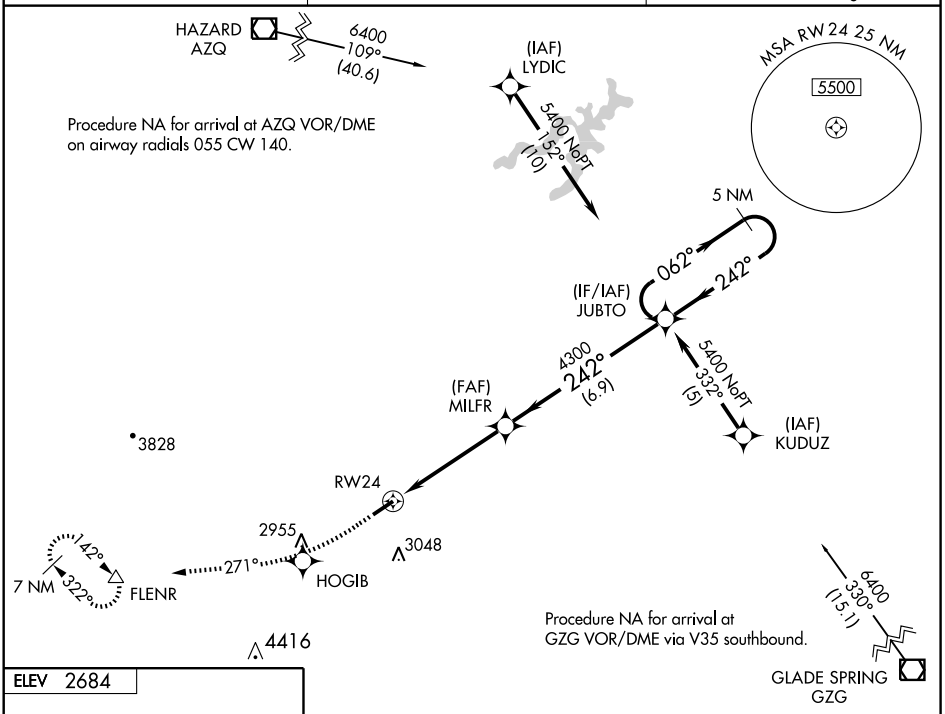
WAAS	APP CRS	Rwy ldg	5280
CH 77602	242°	TDZE	2684
W24A		Apt Elev	2684

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

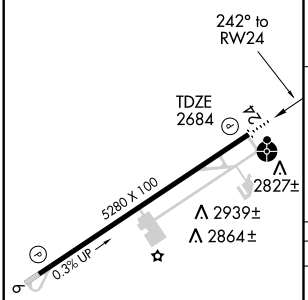
ODALS

MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

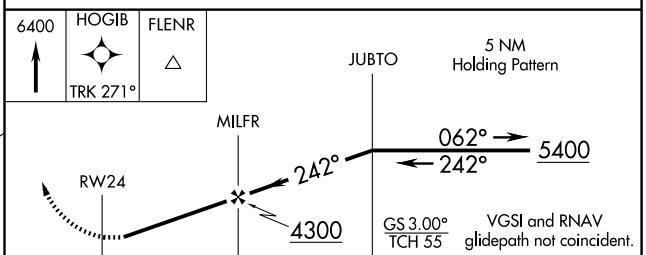
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L



ELEV 2684



REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LPV DA	3021 - 1¼ 337 (400-1¼)			
LNAV/VNAV DA	3126 - 1½ 442 (500-1½)			
LNAV MDA	3400 - 1 716 (800-1)		3400 - 2 716 (800-2)	3400 - 2¼ 716 (800-2¼)
CIRCLING	3440 - 1½ 756 (800-1½)		3460 - 2¼ 776 (800-2¼)	3560 - 2¾ 876 (900-2¾)

NE-3, 21 OCT 2010 to 18 NOV 2010
NE-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[23]
	RNAV (GPS) Rwy 22[23]
[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.	
[2]Category D, 800-2½.	
[3]NA when local weather not available.	
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
[1]ILS, Categories B,C,D, 700-2.	
[2]NA when local weather not available.	
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.	
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.	
[2]Category C, 800-2¼; Category D, 1400-3.	
[3]NA when local weather not available.	
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.	
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.	
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.	

NAME	ALTERNATE MINIMUMS
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
NA when local weather not available.	
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
[1]NA when contol tower closed.	
[2]ILS, Category D, 700-2.	
[3]NA when local weather not available.	
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.	
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.	
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.	
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
NA when control tower closed.	
NA when local weather not available.	
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH ..... **VOR or GPS-A**

Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17**[12]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH
LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME
MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH
MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

21 OCT 2010 to 18 NOV 2010

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

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PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

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SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

21 OCT 2010 to 18 NOV 2010

WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010

BARRE–MONTPELIER

EDWARD F KNAPP STATE (MPV) 3 W UTC−5(−4DT) N44°12.21′ W72°33.74′

MONTREAL
H–11D, 12K, L–32G
IAP

1166 B S4 **FUEL** 100LL, JET A NOTAM FILE MPV

RWY 17–35: H5002X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S

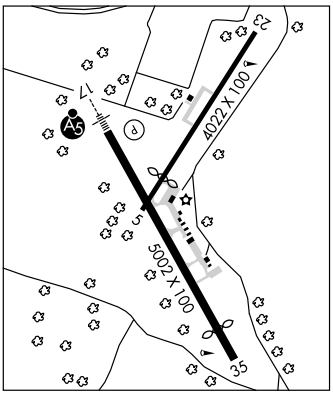
RWY 17: MALSR. PAPI(P4L)–GA 3.0° TCH 50′. Trees.

RWY 35: REIL. Thld dsplcd 487′. Tree.

RWY 05–23: H4022X100 (ASPH) S–30, D–46 0.7% up SW

RWY 05: Thld dsplcd 516′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. No snow removal on Rwy 05–23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150′ turn–arounds at both ends of Rwys 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17–35 and MALSR Rwy 17—CTAF.



WEATHER DATA SOURCES: ASOS 132.675 (802) 229–2037.

COMMUNICATIONS: CTAF/UNICOM 122.8

MONTPELIER RCO 122.6 122.2 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′

341° 8.6 NM to fld. 2080/16W.

MOUNT MANSFIELD NDB (MHW) 268 VKN N44°23.20′ W72°41.61′ 167° 12.0 NM to fld.

NDB unusable 060°–200° beyond 19 NM.

ILS/DME 108.7 I–MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

BASIN HARBOR (See VERGENNES)

BENNINGTON

WILLIAM H. MORSE STATE (DDH) 3 W UTC−5(−4DT) N42°53.47′ W73°14.77′

NEW YORK
L–32G, 33B, 34J
IAP

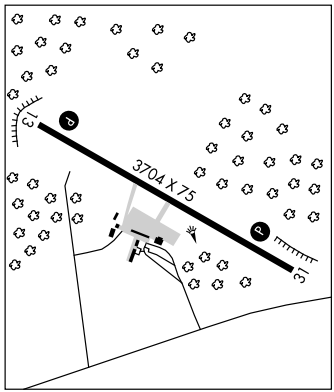
827 B S4 **FUEL** 100LL, JET A NOTAM FILE BTV

RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

RWY 13: REIL. PAPI(P4L)—GA 4.0° TCH 45′. Hill.

RWY 31: REIL. PAPI(P4R)—GA 4.0° TCH 45′. Ground. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡. Sat–Sun on call. For arpt attendance call 802–753–5212. Call 802–379–7175 or 802–753–5229 for on–call scvs only. 100LL self–svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.



WEATHER DATA SOURCES: ASOS 135.925

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ALBANY APP/DEP CON** 132.825

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 159° 7.5 NM to fld. 1490/14W.

HIWAS.

LOC/DME I-MPV	APP CRS	Rwy Idg	5002
108.7	168°	TDZE	1135
Chan 24		Apt Elev	1165

ILS or LOC RWY 17

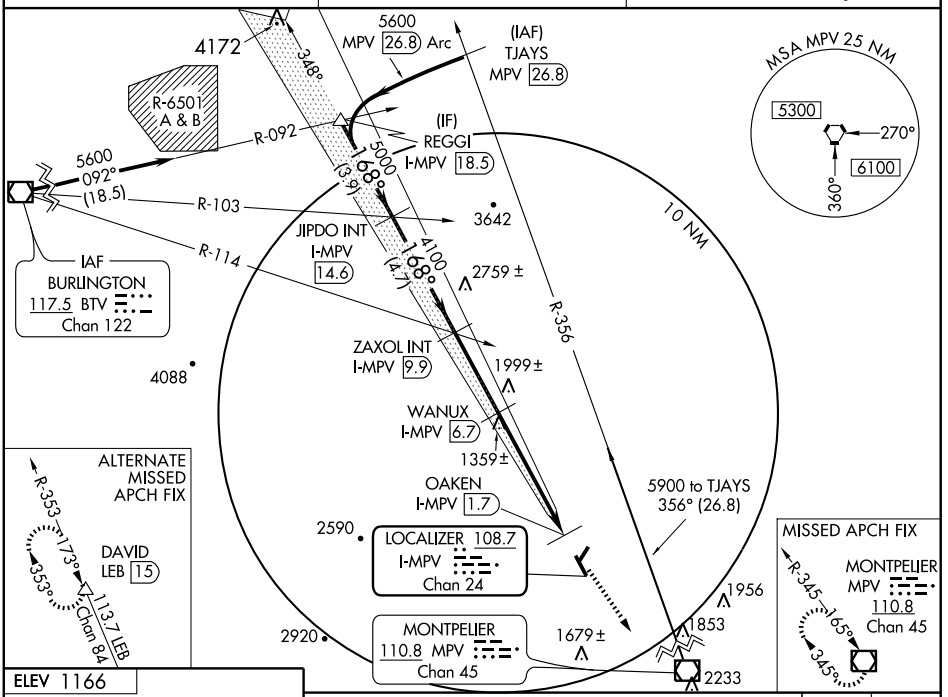
BARRE/ EDWARD F. KNAPP STATE (MPV)

T A Inoperative table does not apply to S-LOC 17 Cats A and B. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-ILS 17 all Cats visibility to 1¼ mile, and WANUX Fix minimums S-LOC 17 Cat A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

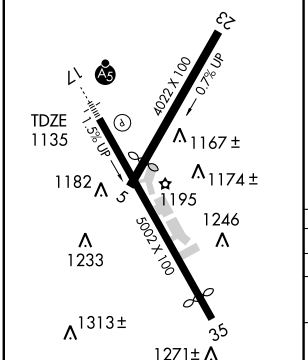
ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

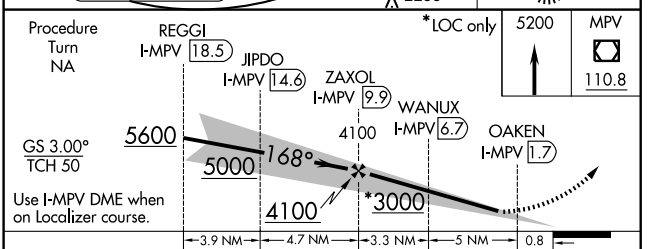
ELEV 1166



REIL Rwy 35
MIRL Rwy 17-35 L

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44



CATEGORY	A	B	C	D
S-ILS 17	1435-¾ 300 (300-¾)			
S-LOC 17	3000-1¼ 1865 (1900-1¼)	3000-1½ 1865 (1900-1½)	3000-2½ 1865 (1900-2½)	
CIRCLING	3000-1¼ 1834 (1900-1¼)	3000-1½ 1834 (1900-1½)	3000-3 1834 (1900-3)	

WANUX FIX MINIMUMS

S-LOC 17	1780-¾ 645 (700-¾)		1780-1¼ 645 (700-1¼)	1780-1½ 645 (700-1½)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

WAAS	APP CRS	Rwy Idg	5002
CH 69611	168°	TDZE	1135
W17A		Apt Elev	1166

RNAV (GPS) RWY 17

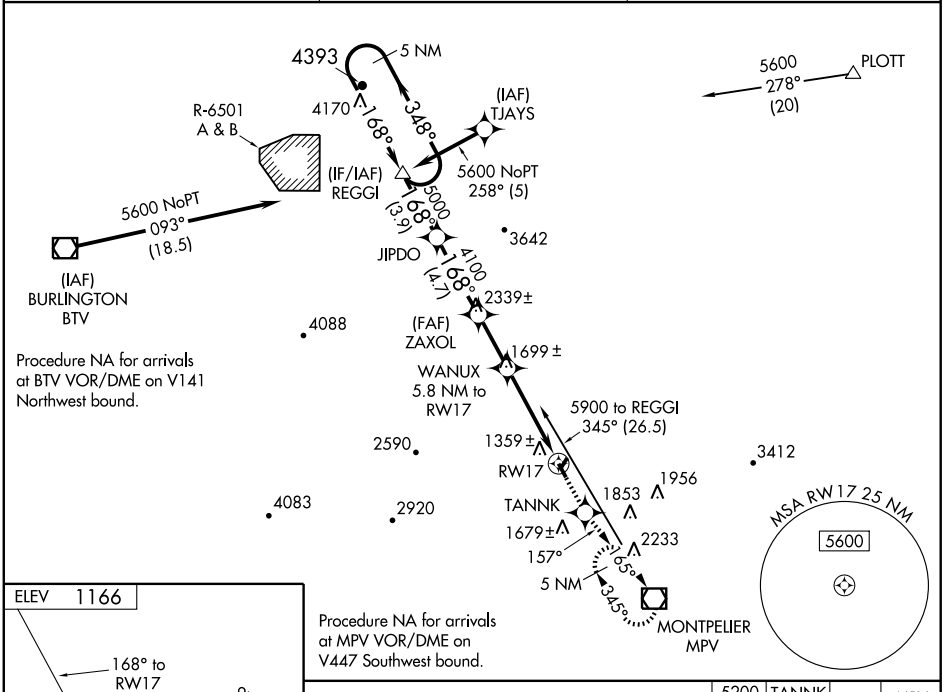
BARRE/EDWARD F. KNAPP STATE (MPV)

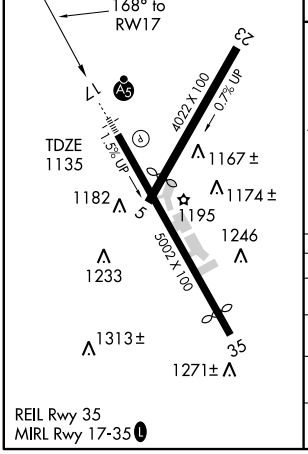
For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morrisville altimeter setting and increase LPV DA to 1970 and all MDA 520 feet, increase LPV all Cats visibility 1¾ mile, LNAV Cat B ¼ mile, Cat C 1½ mile, Cat D 1¼ mile, Circling Cats A and B ¼ mile and Cat C ¾ mile. LNAV/VNAV NA. VDP NA with Morrisville altimeter setting.

MALSR

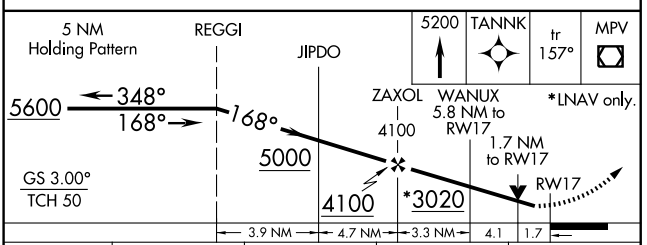
MISSED APPROACH: Climb to 5200 direct TANNK and on track 157° to MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L





Procedure NA for arrivals at MPV VOR/DME on V447 Southwest bound.



CATEGORY	A	B	C	D
LPV DA	1465-¾ 330 (300-¾)			
LNAV/VNAV DA	1768-2 633 (700-2)			
LNAV MDA	1680-¾ 545 (600-¾)		1680-1 545 (600-1)	1680-1¼ 545 (600-1¼)
CIRCLING	1940-1 774 (800-1)	1940-1¼ 774 (800-1¼)	1940-2¼ 774 (800-2¼)	2480-3 1314 (1400-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
348°	Rwy Idg	4515
	TDZE	1158
	Apt Elev	1166

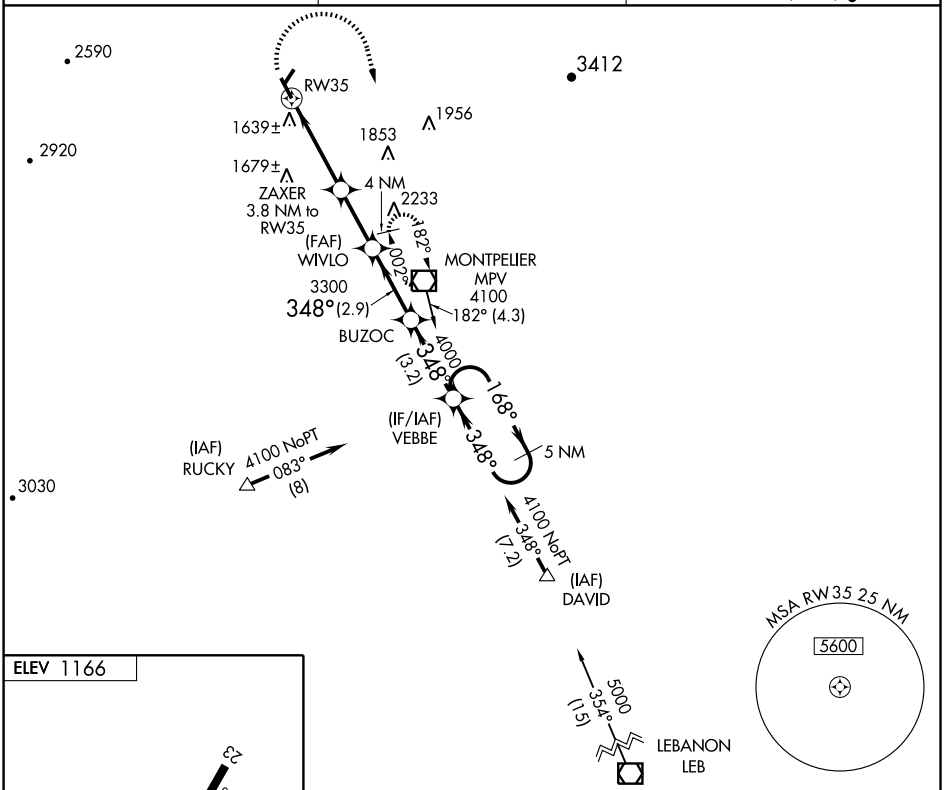
RNAV (GPS) RWY 35

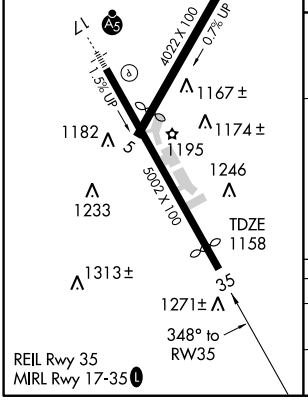
BARRE/EDWARD F. KNAPP STATE (MPV)

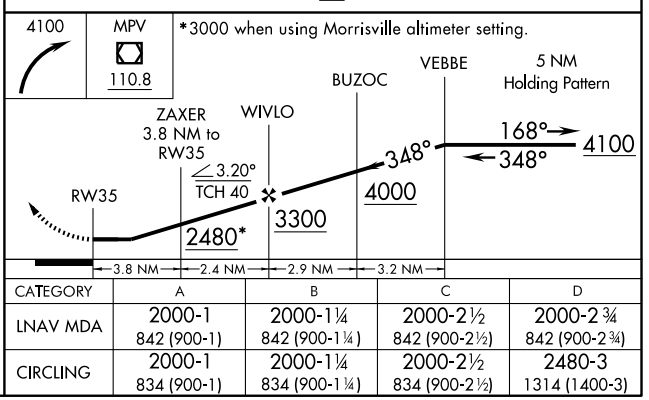
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When using Morrisville altimeter setting straight-in minimums NA.
When local altimeter setting not received, use Morrisville altimeter setting and increase circling MDA 520 feet, increase Cat A and B visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 4100 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)
CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

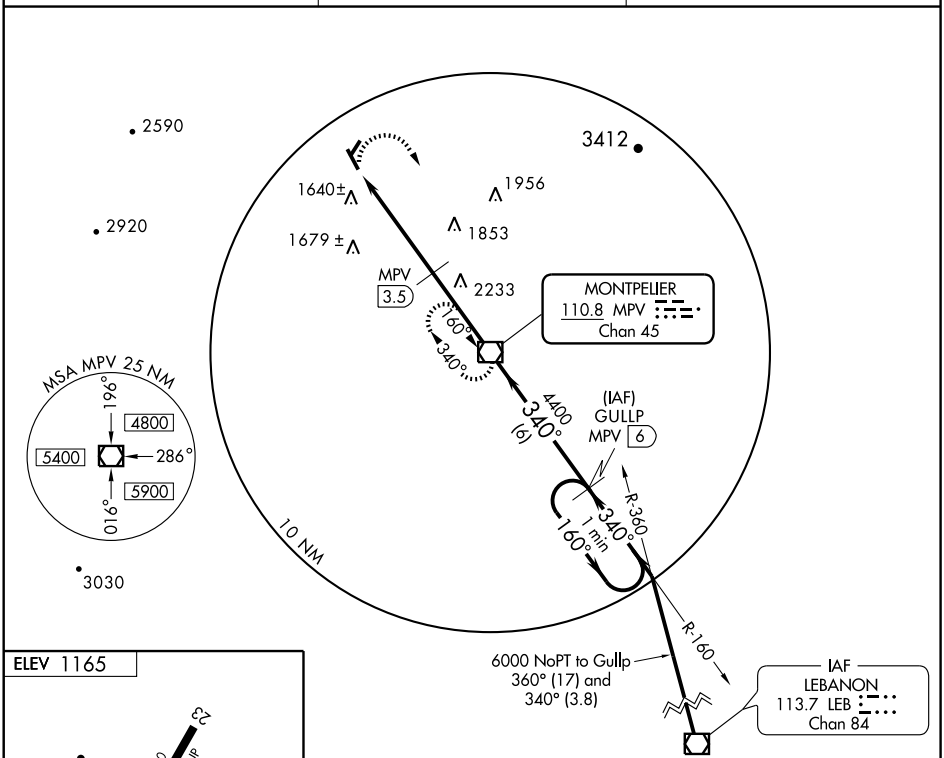
VOR/DME MPV 110.8 Chan 45	APP CRS 340°	Rwy Idg 4515 / TDZE 1157 / Apt Elev 1165

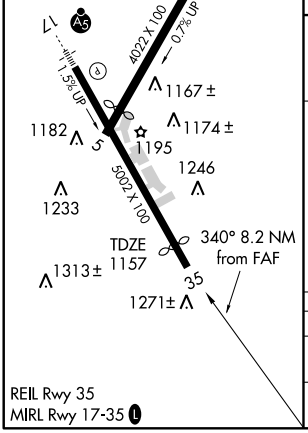
VOR/DME RWY 35

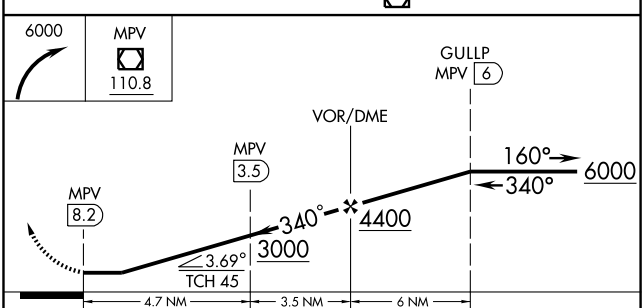
BARRE/EDWARD F. KNAPP STATE (MPV)

MISSED APPROACH: Climbing right turn to 6000 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

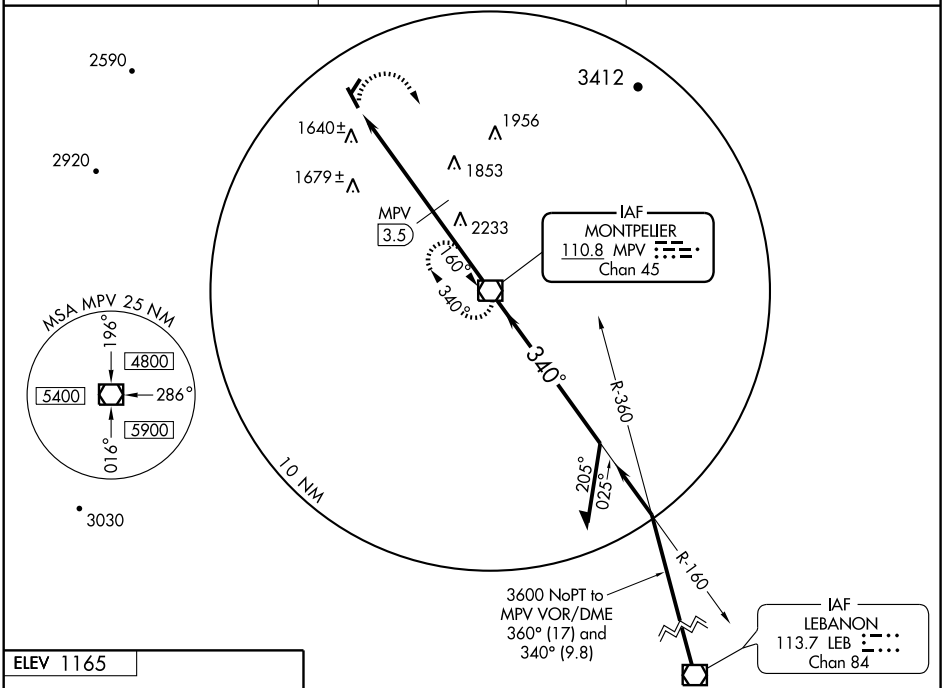
VOR/DME MPV 110.8 Chan 45	APP CRS 340°	Rwy Idg 4515 TDZE 1157 Apt Elev 1165

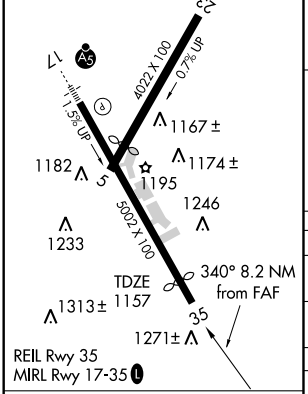
VOR RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

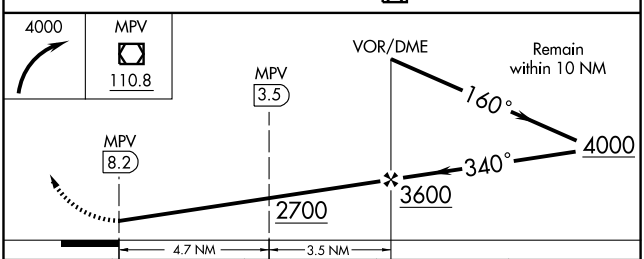
MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.675	135.7 282.2	122.8 (CTAF) L





FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44



CATEGORY	A	B	C	D
S-35	2700-1¼ 1543 (1600-1¼)	2700-1½ 1543 (1600-1½)	2700-3 1543 (1600-3)	
CIRCLING	2700-1¼ 1535 (1600-1¼)	2700-1½ 1535 (1600-1½)	2700-3 1535 (1600-3)	
DME MINIMUMS				
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BARRE–MONTPELIER

EDWARD F KNAPP STATE (MPV) 3 W UTC−5(−4DT) N44°12.21′ W72°33.74′

MONTREAL
H–11D, 12K, L–32G
IAP

1166 B S4 **FUEL** 100LL, JET A NOTAM FILE MPV

RWY 17–35: H5002X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S

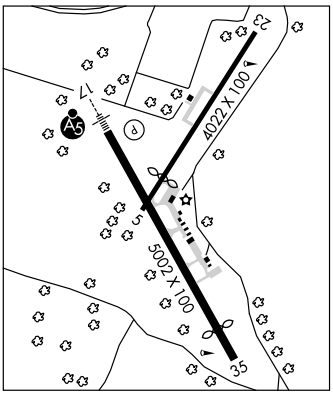
RWY 17: MALSR. PAPI(P4L)–GA 3.0° TCH 50′. Trees.

RWY 35: REIL. Thld dsplcd 487′. Tree.

RWY 05–23: H4022X100 (ASPH) S–30, D–46 0.7% up SW

RWY 05: Thld dsplcd 516′. Tree. **RWY 23:** Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. No snow removal on Rwy 05–23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150′ turn–arounds at both ends of Rwys 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17–35 and MALSR Rwy 17—CTAF.



WEATHER DATA SOURCES: ASOS 132.675 (802) 229–2037.

COMMUNICATIONS: CTAF/UNICOM 122.8

MONTPELIER RCO 122.6 122.2 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.

MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′

341° 8.6 NM to fld. 2080/16W.

MOUNT MANSFIELD NDB (MHW) 268 VKN N44°23.20′ W72°41.61′ 167° 12.0 NM to fld.

NDB unusable 060°–200° beyond 19 NM.

ILS/DME 108.7 I–MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

BASIN HARBOR (See VERGENNES)

BENNINGTON

WILLIAM H. MORSE STATE (DDH) 3 W UTC−5(−4DT) N42°53.47′ W73°14.77′

NEW YORK
L–32G, 33B, 34J
IAP

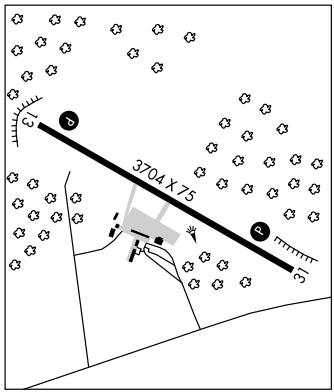
827 B S4 **FUEL** 100LL, JET A NOTAM FILE BTV

RWY 13–31: H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

RWY 13: REIL. PAPI(P4L)—GA 4.0° TCH 45′. Hill.

RWY 31: REIL. PAPI(P4R)—GA 4.0° TCH 45′. Ground. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡. Sat–Sun on call. For arpt attendance call 802–753–5212. Call 802–379–7175 or 802–753–5229 for on–call scvs only. 100LL self–svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.



WEATHER DATA SOURCES: ASOS 135.925

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ALBANY APP/DEP CON** 132.825

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 159° 7.5 NM to fld. 1490/14W.

HIWAS.

APP CRS	Rwy Idg	3704
132°	TDZE	818
	Apt Elev	827

RNAV (GPS) RWY 13

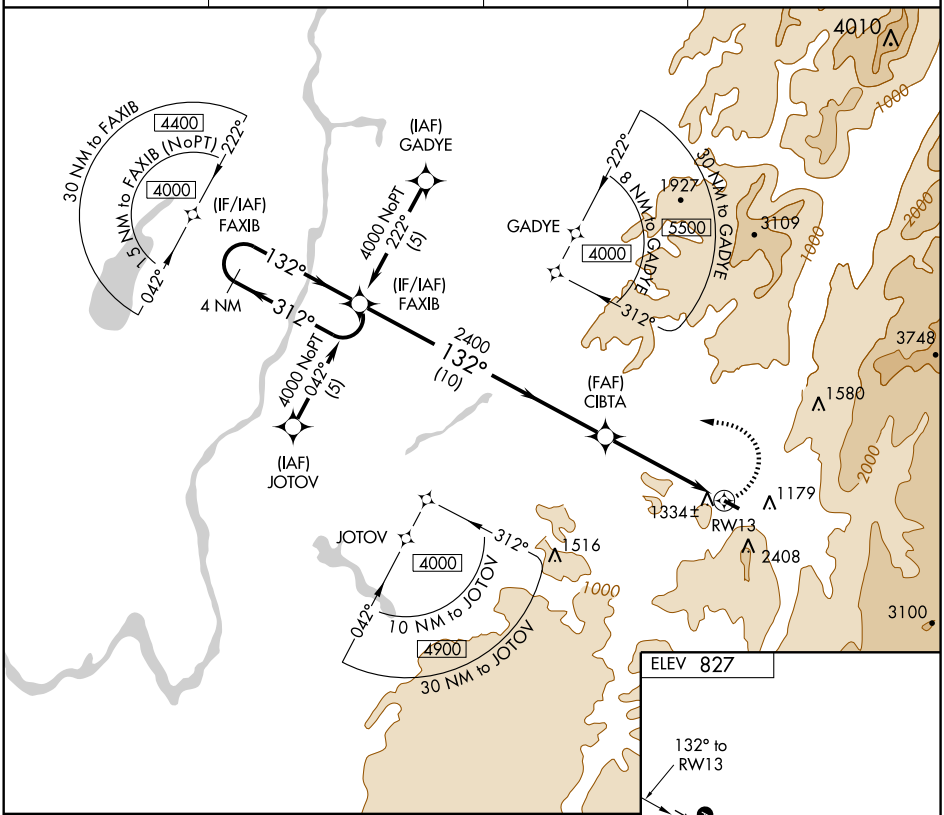
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

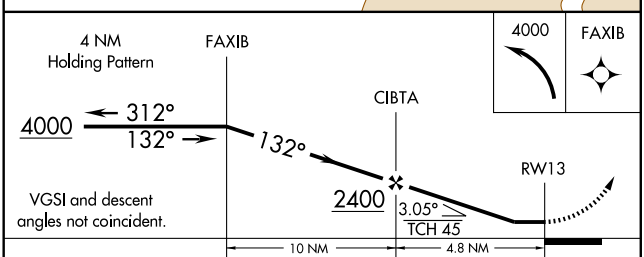
DME/DME RNP-0.3 NA. Circling not authorized southwest of Rwy 13-31. If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing left turn to 4000 direct FAXIB and hold.

ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1222 (1300-1¼)	2040-1½ 1222 (1300-1½)	2040-3 1222 (1300-3)	NA
CIRCLING	2040-1¼ 1213 (1300-1¼)	2040-1½ 1213 (1300-1½)	2040-3 1213 (1300-3)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME CAM	APP CRS	Rwy Idg	3704
115.0	160°	TDZE	818
Chan 97		Apt Elev	827

VOR RWY 13

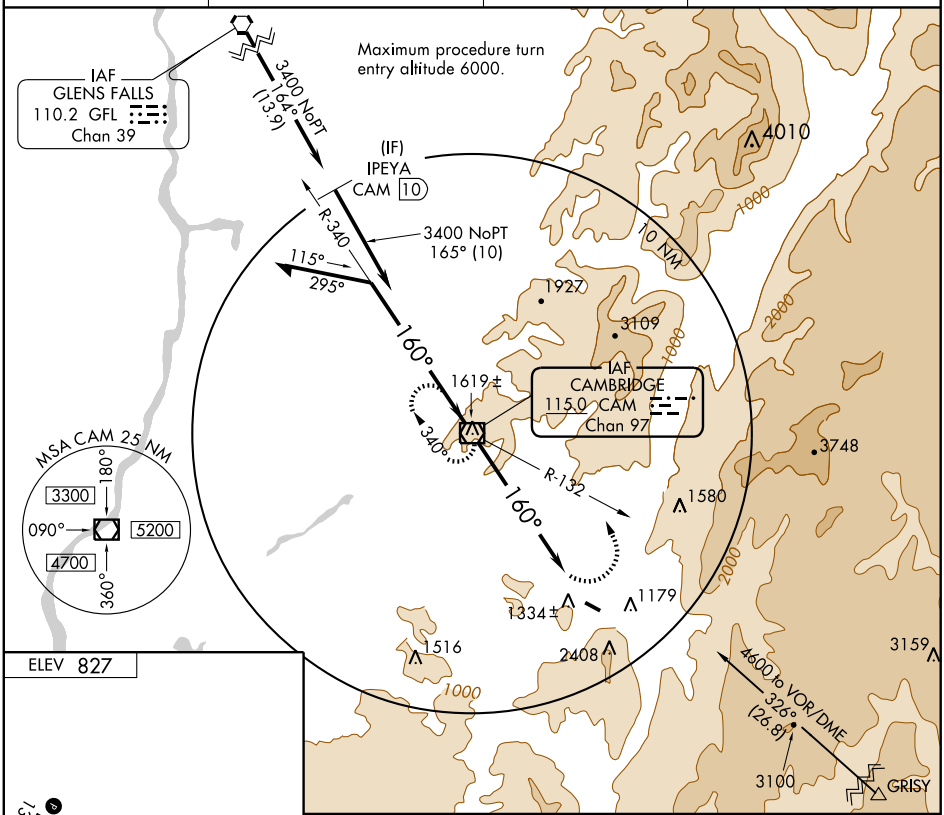
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

T
NA

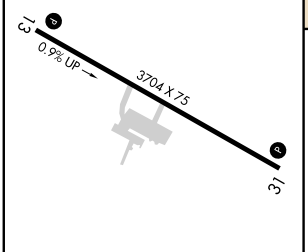
Circling not authorized southwest of Rwy 13-31.
If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3400 via CAM R-132 to CAM VOR/DME and hold.

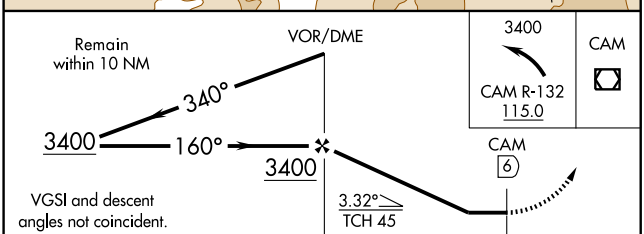
ASOS	ALBANY APP CON	GCO	UNICOM
135.925	132.825 307.2	121.725	122.8 (CTAF) L



ELEV 827



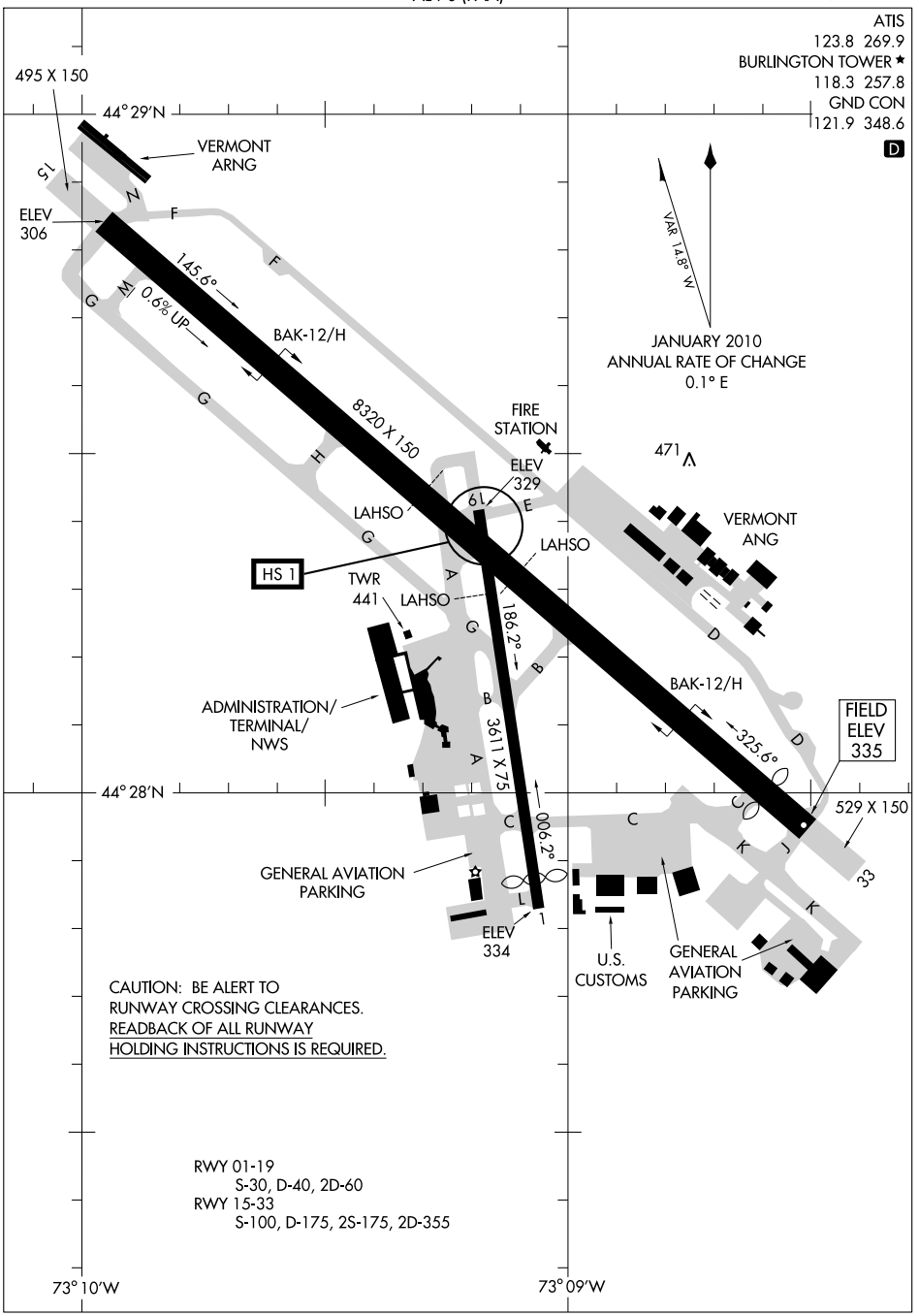
REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-13	1880-1½ 1062 (1100-1½)		1880-3 1062 (1100-3)	NA
CIRCLING	1880-1½ 1053 (1100-1½)		1880-3 1053 (1100-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

BURLINGTON INTL (BTV) 3 E UTC−5(−4DT) N44°28.31′ W73°09.20′ **MONTREAL**
335 B S4 **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index B **H–11C, 12K, L–32G**
NOTAM FILE BTV **IAP, AD**

RWY 15–33: H8320X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–355 HIRL
RWY 15: MALSR. PAPI(P4R)—GA 3.0° TCH 51′. Arrest Device. 0.6% up
RWY 33: MALSF. REIL. PAPI(P4R)—GA 3.2° TCH 53′. Trees. Thld dsplcd 500′. Arrest Device.
RWY 01–19: H3611X75 (ASPH) S–30, D–40, 2D–60 MIRL
RWY 01: PAPI(P4R)—GA 3.5° TCH 40′. Thld dsplcd 225′. Tree.
RWY 19: PAPI(P4R)—GA 3.0° TCH 42′. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	15–33	2600
RWY 15	01–19	3750
RWY 33	01–19	2900

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–3611	TODA–3611	ASDA–3611	LDA–3386
RWY 15: TORA–7820	TODA–7820	ASDA–7820	LDA–7820
RWY 19: TORA–3611	TODA–3611	ASDA–3386	LDA–3386
RWY 33: TORA–8320	TODA–8320	ASDA–8320	LDA–7820

AIRPORT REMARKS: Attended 1000–0300Z‡. No svc and no entry access at the FBO southwest of arpt 0300–1000Z‡ without PPR 802–657–3100. 24 hr svc avbl at the FBO south and center of arpt daily, ctc 802–863–3626. Fighter acft restricted to tkf window of Mon–Sat 1330–0330Z‡, Sun 1700–0330Z‡. CAUTION: generating plant 2 NM from apch end Rwy 15 produces steam which may obscure visibility on final apch. Birds and deer on and invof arpt. Air carrier ramp not avbl for private/charter aircraft. NSTD twy lgts on Twy E. Primary twy for Mil non-fighter acft arrival/departure is E. C–5 acft will park on the Army Guard ramp off Twy C. Twy L clsd to acft over 60,000 lbs. Twys D, E, F and N clsd to civilian ops. Twys D, E, F, N ANG and Army Nationale Guard ramps have uncontrolled vehicle and acft. ARFF avbl scheduled air carrier 0600–1000; A–Gear Type H/BAK–12A(B) apch end Rwy 33 located 1000′ from dsplcd thld. Type H/BAK 12A(B) cable raised by twr on pilot req only. ACTIVATE PAPI Rwy 01, Rwy 15, Rwy 19 and Rwy 33, MALSR Rwy 15 and MALSF Rwy 33—CTAF. ACTIVATE Rwys 01, 19, 33, all Twys—CTAF. Fee for itinerant acft greater than 3000 lbs. Rwy 01–19 south of Rwy 15–33 intersection to Twy C; single wheel 100, dual tandem wheel 355; south of Twy C intersection to south end of rwy; single wheel 30, dual wheel 60. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (802) 658–8382. **HIWAS** 117.5 BTV.

COMMUNICATIONS: ATIS 123.8 **CTAF** 118.3 **UNICOM** 122.95
RCO 122.6 122.2 (BURLINGTON RADIO)
Ⓡ **APP/DEP CON** 121.1 (1030–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
TOWER 118.3 (1030–0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS C svc 1030–0500Z‡ ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

(L) VORW/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 031° 4.7 NM to fld. 420/15W. **HIWAS.**
VOR unusable
075°–132° byd 30 NM blo 9000′
133°–165° byd 30 NM blo 8000′
DME unusable
075°–132° byd 30 NM blo 9000′
133°–165° byd 30 NM blo 8000′

HERRO NDB (LOM) 382 BT N44°31.93′ W73°14.97′ 146° 5.5 NM to fld. Unmonitored 0600–1000Z‡.
ILS/DME 110.3 I–BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB
ILS/DME 110.3 I–VOE Chan 40 Rwy 33. Localizer unusable byd 13 NM blo 4300′.

CALEDONIA CO (See LYNDONVILLE)

EDWARD F KNAPP STATE (See BARRE–MONTPELIER)

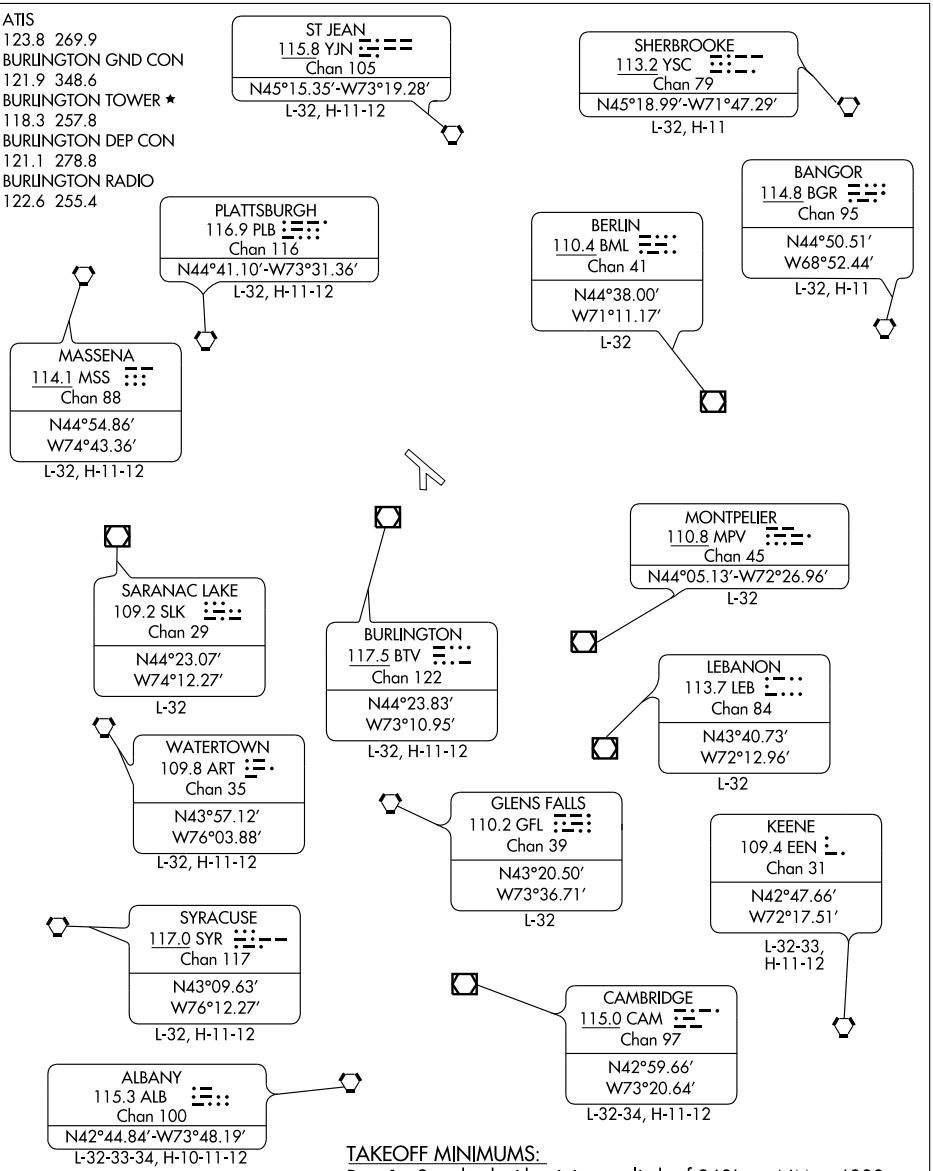
FRANKLIN CO STATE (See HIGHGATE)

HARTNESS STATE (SPRINGFIELD) (See SPRINGFIELD)

HERRO N44°31.93′ W73°14.97′ NOTAM FILE BTV.
NDB (LOM) 382 BT 146° 5.5 NM to Burlington Intl. Unmonitored 0600–1000Z‡.

BURLINGTON SIX DEPARTURE

ATIS
123.8 269.9
BURLINGTON GND CON
121.9 348.6
BURLINGTON TOWER ★
118.3 257.8
BURLINGTON DEP CON
121.1 278.8
BURLINGTON RADIO
122.6 255.4



TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 360' per NM to 6000.
Rwy 15: Standard with minimum climb of 375' per NM to 5900.
Rwy 19: Standard with minimum climb of 345' per NM to 5900.
Rwy 33: Standard with minimum climb of 340' per NM to 5900.

NOTE: Radar required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Trees beginning 1396′ from DER, 216′ right of centerline, up to 64′ AGL/384′ MSL.
Trees 1694′ from DER, 200′ left of centerline, up to 80′ AGL/380′ MSL.

Rwy 15: Bush 318′ from DER, 292′ left of centerline, up to 23′ AGL/343′ MSL.
Trees beginning 1418′ from DER, 358′ right of centerline, up to 27′ AGL/387′ MSL.
Hopper and trees beginning 1801′ from DER, 377′ left of centerline, up to 63′ AGL/403′ MSL.
Building 3453′ from DER, 1145′ left of centerline, 110′ AGL/430′ MSL.

Rwy 19: Trees beginning 168′ from DER, 24′ right of centerline, up to 56′ AGL/436′ MSL.
Trees beginning 172′ from DER, 184′ left of centerline, up to 93′ AGL/413′ MSL.

Rwy 33: Pole and trees beginning 971′ from DER, 755′ left of centerline, up to 97′ AGL/357′ MSL.
Trees beginning 1091′ from DER, 590′ right of centerline, up to 34′ AGL/334′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS/DME RWY 33

LOC I-VOE	APCH CRS	Rwy ldg	7820
110.3	326°	TDZE	335
		Arpt Elev	335

JAL-70 [USAF]

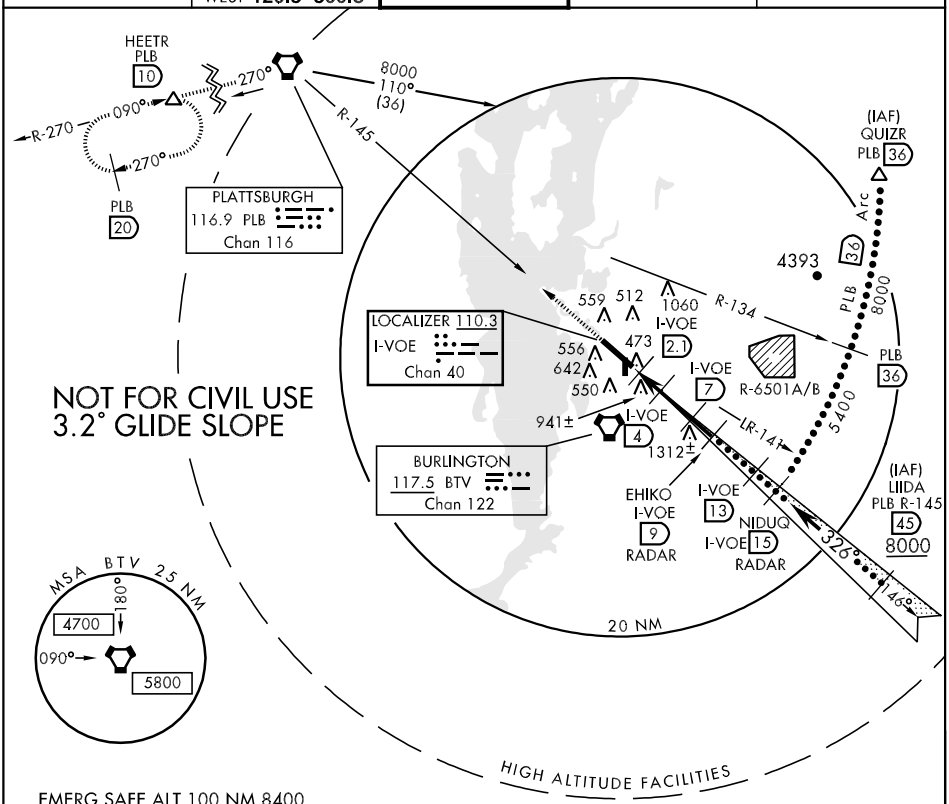
BURLINGTON INTL (KBTV)

▼ Procedure NA when control tower closed.
* When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

MALSF

MISSED APPROACH: Climb to 8000 direct PLB VORTAC, (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

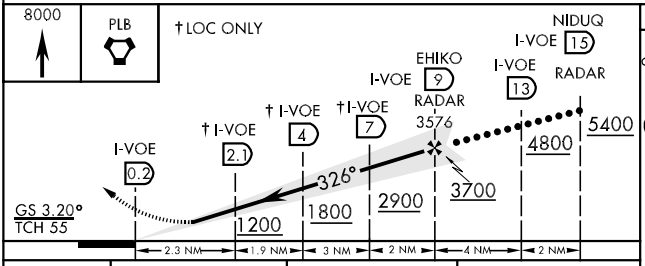
ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 8400

8000 PLB

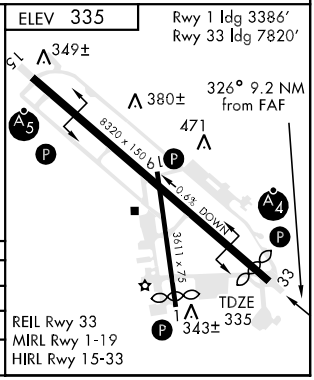
†LOC ONLY



CATEGORY	C	D	E
S-ILS 33	535/40 200 (200-¾)		
S-LOC 33	740/60 405 (500-1¼)		740-1½ 405 (500-1½)
CIRCLING *	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

ELEV 335

Rwy 1 ldg 3386′
Rwy 33 ldg 7820′



HI-ILS/DME RWY 33

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS Z RWY 15

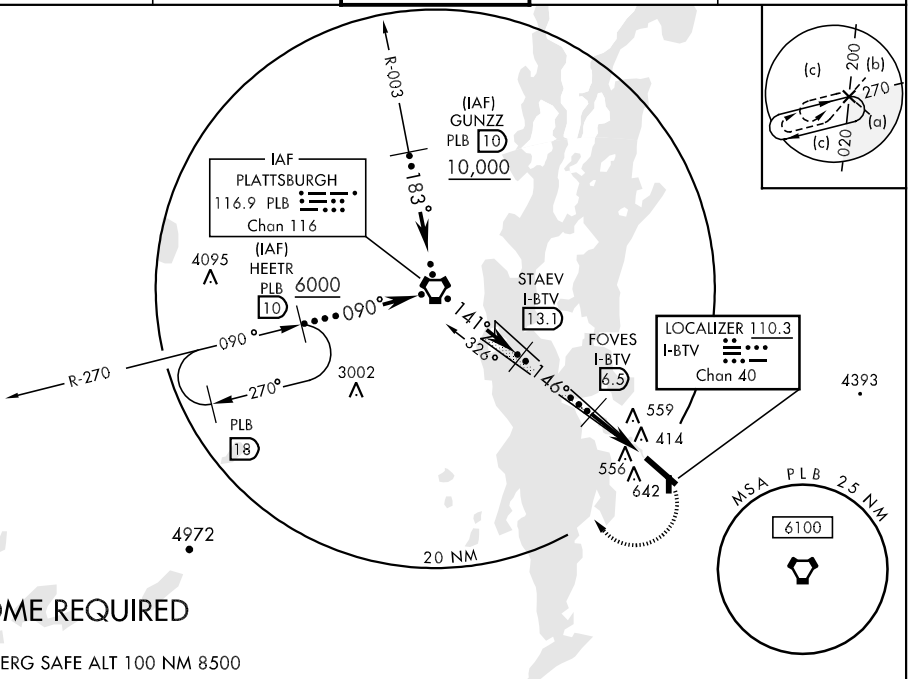
LOC I-BTV 110.3	APCH CRS 146°	Rwy ldg 8320 TDZE 326 Arpt Elev 335	JAL-70 [USAF]	BURLINGTON INTL (KBTV)

T * When ALS inop, increase CAT E RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

MALSR A5

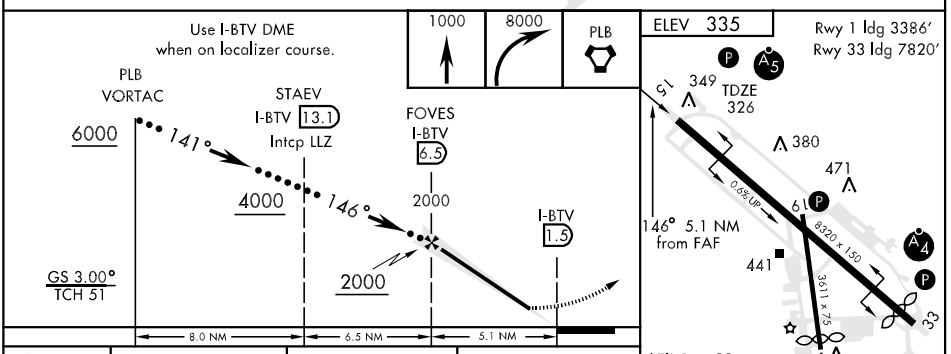
MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) 257.8	121.9 348.6	



DME REQUIRED

EMERG SAFE ALT 100 NM 8500



CATEGORY	C	D	E
S-ILS 15 *	576/40	250 (300-¾)	
S-LOC 15 **	680/40	354 (400-¾)	
CIRCLING ***	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

FAF to MAP 5.1 NM

Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

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NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 15

VORTAC PLB	APCH CRS	Rwy ldg	8320
116.9	144°	TDZE	326
Chan 116		Arpt Elev	335

JAL-70 [USAF]

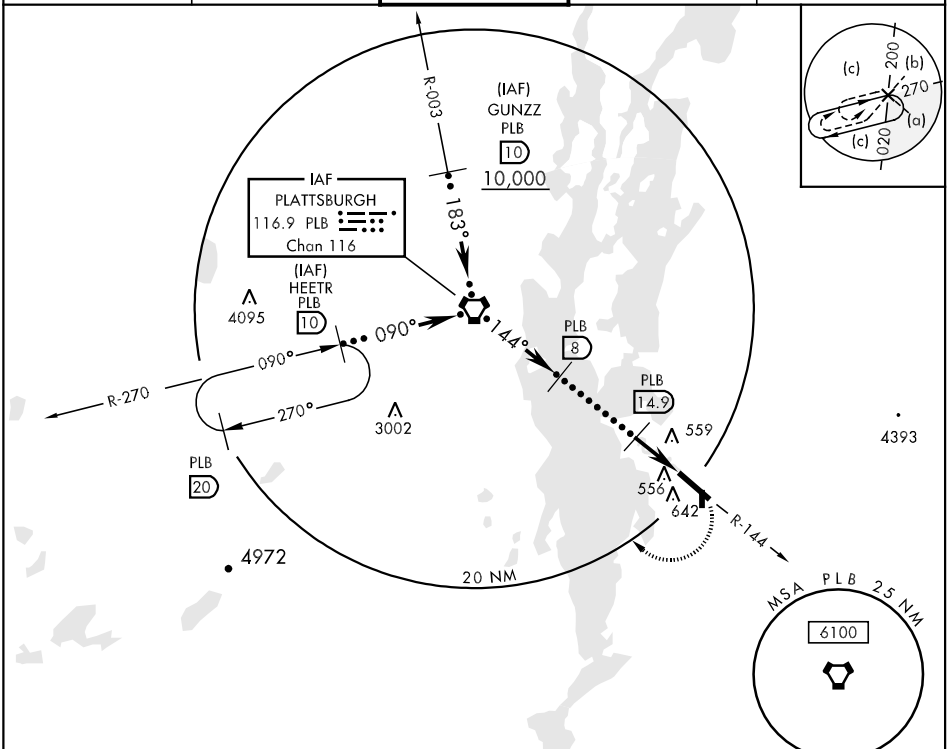
BURLINGTON INTL (KBTV)

* When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

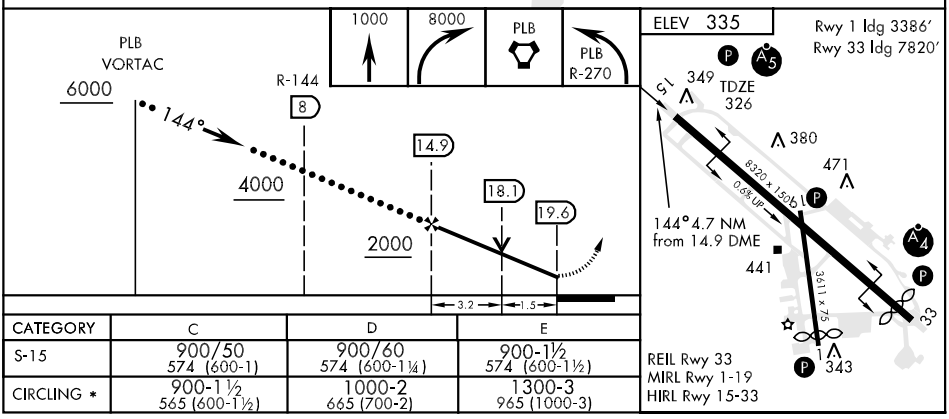
MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC, then via PLB R-270 to HEETR/PLB 10 DME and hold.

ATIS	BURLINGTON APP CON	BURLINGTON TOWER ★	GND CON	ASOS
123.8 269.9	EAST 121.1 278.8 WEST 126.3 360.8	118.3 (CTAF) L 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 8400



CATEGORY	C	D	E
S-15	900/50 574 (600-1)	900/60 574 (600-1¼)	900-1½ 574 (600-1½)
CIRCLING *	900-1½ 565 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

REIL Rwy 33
MIRL Rwy 1-19
HIRL Rwy 15-33

NE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

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LOC/DME I-VOE	APP CRS	Rwy Idg	7820
110.3	326°	TDZE	335
Chan 40		Apt Elev	335

ILS/DME RWY 33

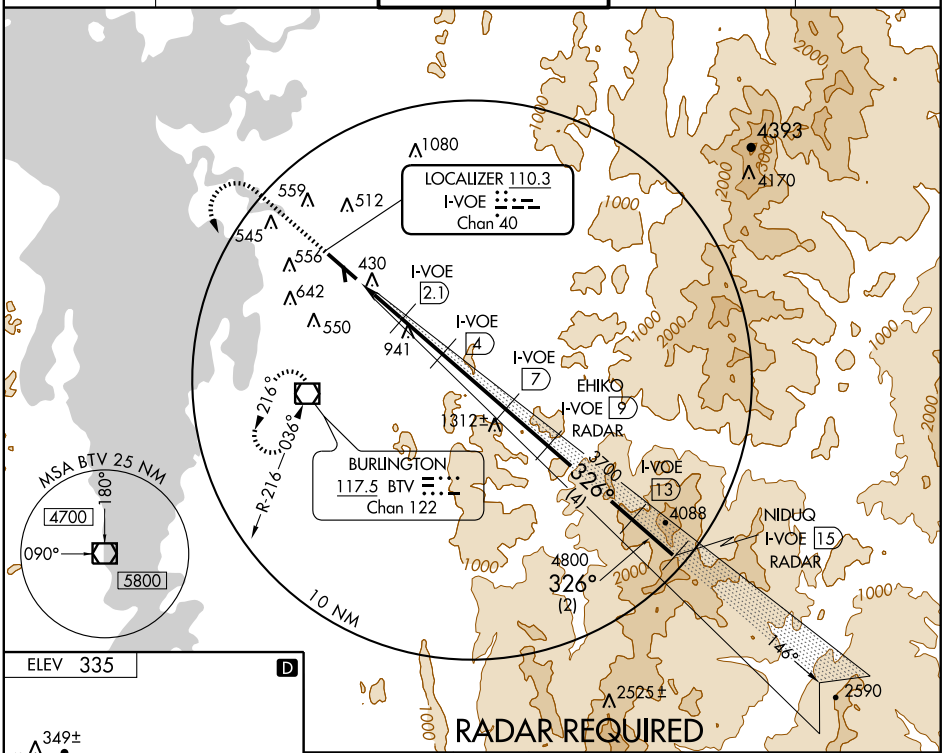
BURLINGTON INTL (BTV)

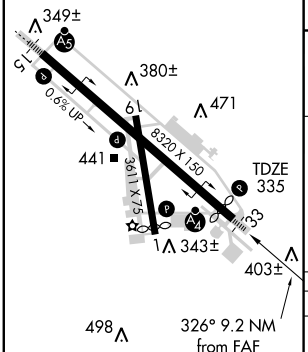
Procedure NA when control tower closed.

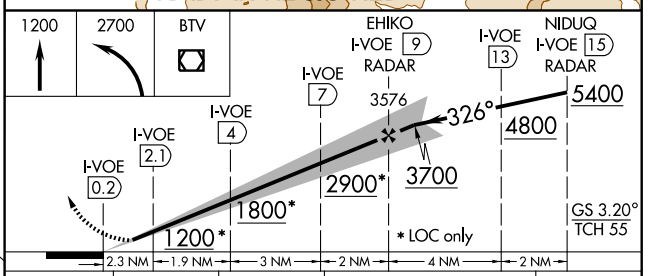
MALSF

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct BTV VOR/DME and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) 257.8	122.6 255.4	121.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 33	535/40 200 (200-¾)		585/50 250 (300-1)		NA
S-LOC 33	820/50 485 (500-1)		820/60 485 (500-1¼)	820-1½ 485 (500-1½)	820-1¾ 485 (500-1¾)
CIRCLING	860-1 525 (600-1)		860-1½ 525 (600-1½)	1000-2 665 (700-2)	1300-3 965 (1000-3)

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ILS or LOC/DME RWY 15

BURLINGTON INTL (BTV)

LOC/DME I-BTV	APP CRS	Rwy Idg	7820
110.3	146°	TDZE	326
Chan 40		Apt Elev	335

When VGSI inoperative, Circling Rwy 1 NA at night.
*RVR 1800 authorized with the use of flight director or autopilot or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME and R-202 to WINLA INT/BTV 6.4 DME and hold.

ATIS	BURLINGTON APP CON *	BURLINGTON TOWER *	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6

ADF or DME REQUIRED

IAF PLATTSBURGH 116.9 PLB Chan 116

2100 NoPT 141° (8)

ALTERNATE MISSED APCH FIX

PLATTSBURGH 116.9 PLB Chan 116

Procedure NA for arrivals at PLB VORTAC via V489 Northbound.

STAEV I-BTV 13.1

FOVES I-BTV 6.5

LOCALIZER 110.3 I-BTV Chan 40

KEESE

3400 to LOM 101° (12.2)

MSA BT 25 NM 5600

LOM/IAF HERRO 382 BT

2700 to LOM 356° (8.6)

BURLINGTON 117.5 BTV Chan 122

R-6501 A & B

WINLA BTV 6.4

110.8 MPV Chan 45

ELEV 335 D

146° 5.1 NM from FAF

TDZE 326

Remain within 10 NM

LOM 2400

FOVES I-BTV 6.5

2200

2000

GS 3.00° TCH 51

I-BTV 2.5

I-BTV 1.5

4.1 NM 1 NM

800	3000	BTV	BTV R-202	WINLA

CATEGORY	A	B	C	D
S-ILS 15	* 526/24 200 (200-½)			
S-LOC 15	680/24 354 (400-½)			680/40 354 (400-½)
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)

MIRL Rwy 1-19
HIRL Rwy 15-33

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

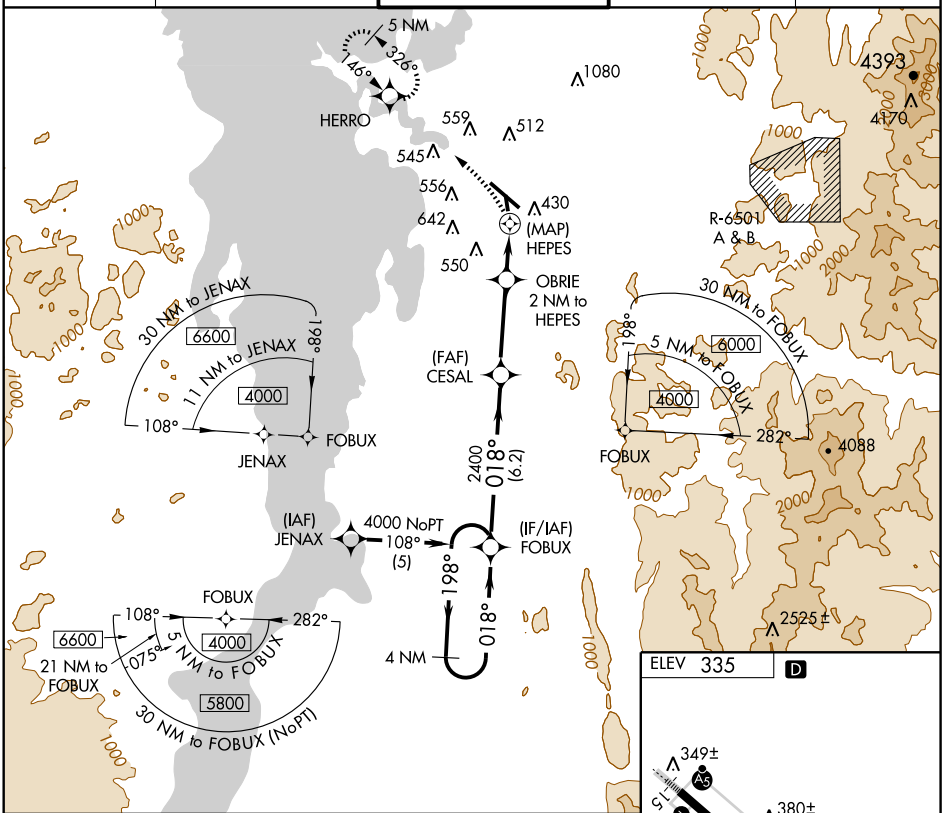
BURLINGTON INTL (BTV)

APP CRS	Rwy Idg	3386
018°	TDZE	333
	Apt Elev	335

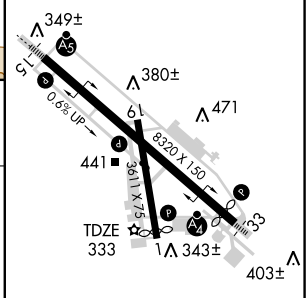
When VGSI inoperative, Straight-in/Circling Rwy 1 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

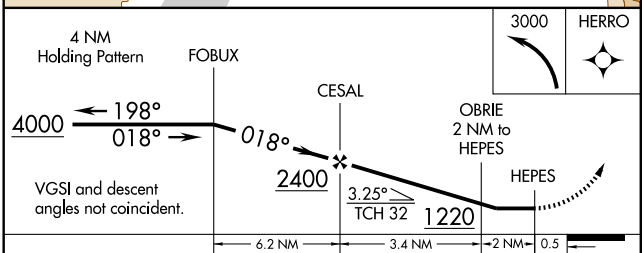
MISSED APPROACH: Climbing left turn to 3000 direct HERRO WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) 257.8	122.6 255.4	121.9 348.6



ELEV 335 D





CATEGORY	A	B	C	D
LNAV MDA	760-1 426 (500-1)		760-1¼ 426 (500-1¼)	NA
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)

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APP CRS	Rwy Idg	7820
311°	TDZE	335
	Apt Elev	335

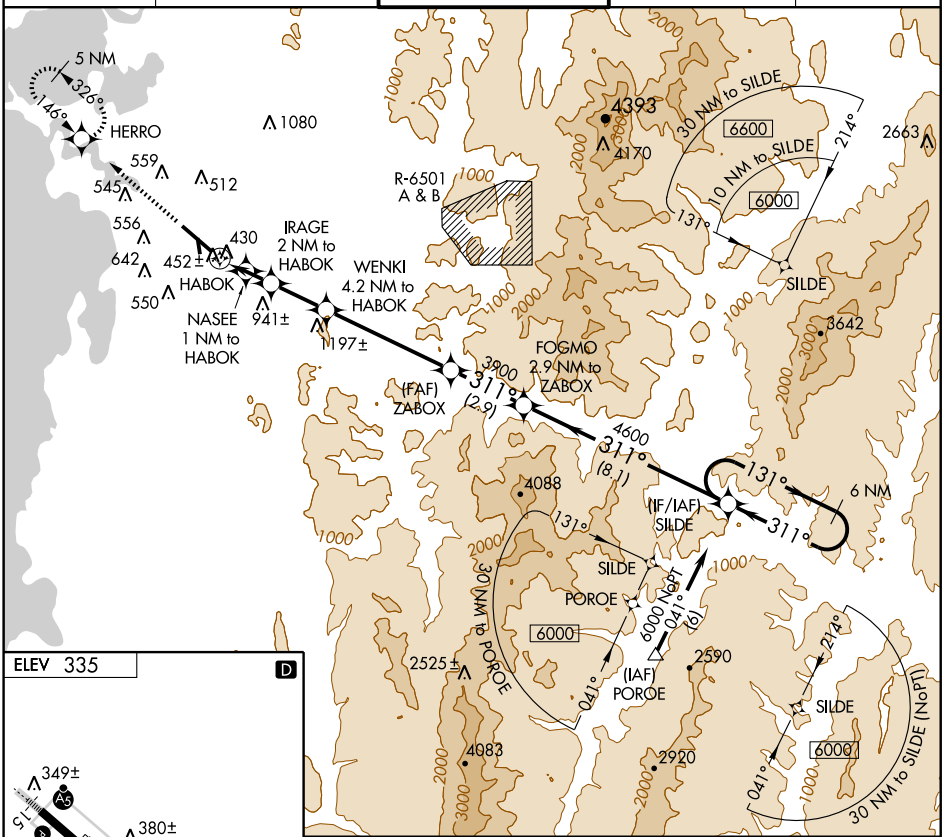
RNAV (GPS) RWY 33
BURLINGTON INTL (BTV)

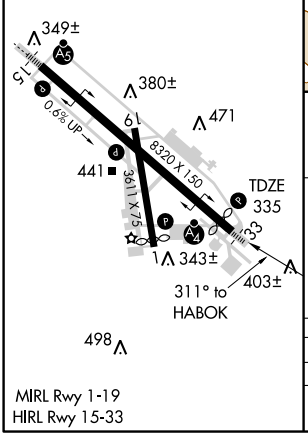
Circling to Rwy 1 NA at night
NA
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA

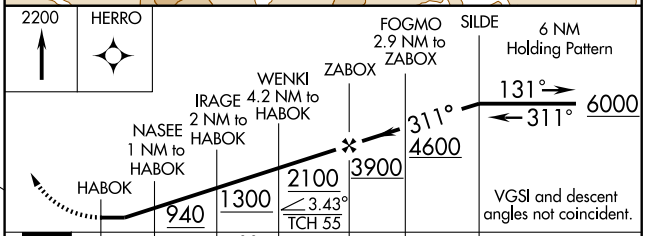
MALSF

MISSED APPROACH: Climb to 2200 direct HERRO WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6







CATEGORY	A	B	C	D	E
LNAV MDA	720/50 385 (400-1)				
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)

RNAV (GPS) Y RWY 15

BURLINGTON INTL (BTV)

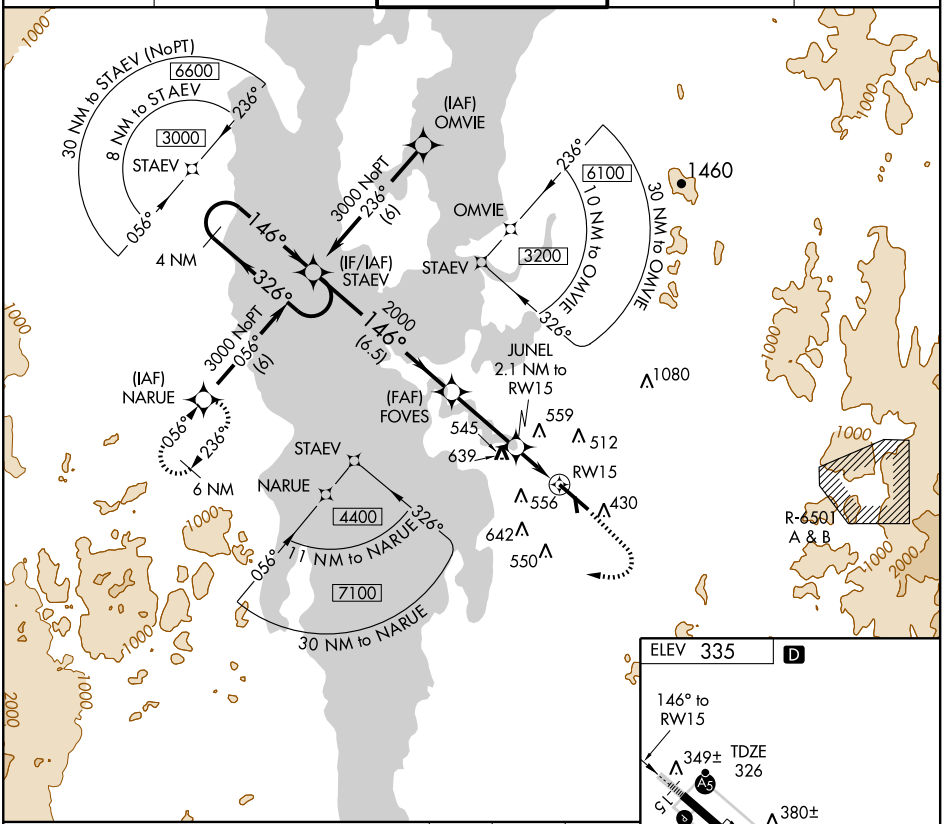
APP CRS	Rwy Idg	7820
146°	TDZE	326
	Apt Elev	335

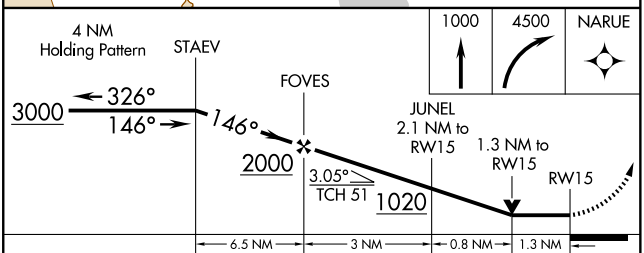
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000 and Cat E visibility to 1½. When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

MALSR

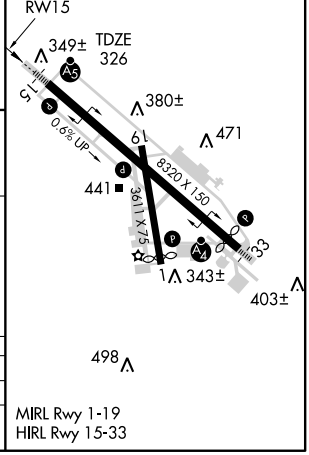
MISSED APPROACH: Climb to 1000 then climbing right turn to 4500 direct NARUE WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6





CATEGORY	A	B	C	D	E
LNAV MDA	760/40 434 (500-¾)			760/50 434 (500-1)	
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1½ 525 (600-1½)	1000-2 665 (700-2)	1280-3 945 (1000-3)



MIRL Rwy 1-19
HIRL Rwy 15-33

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NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Z RWY 15

BURLINGTON INTL (BTV)

APP CRS	Rwy Idg	7820
146°	TDZE	326
	Apt Elev	335

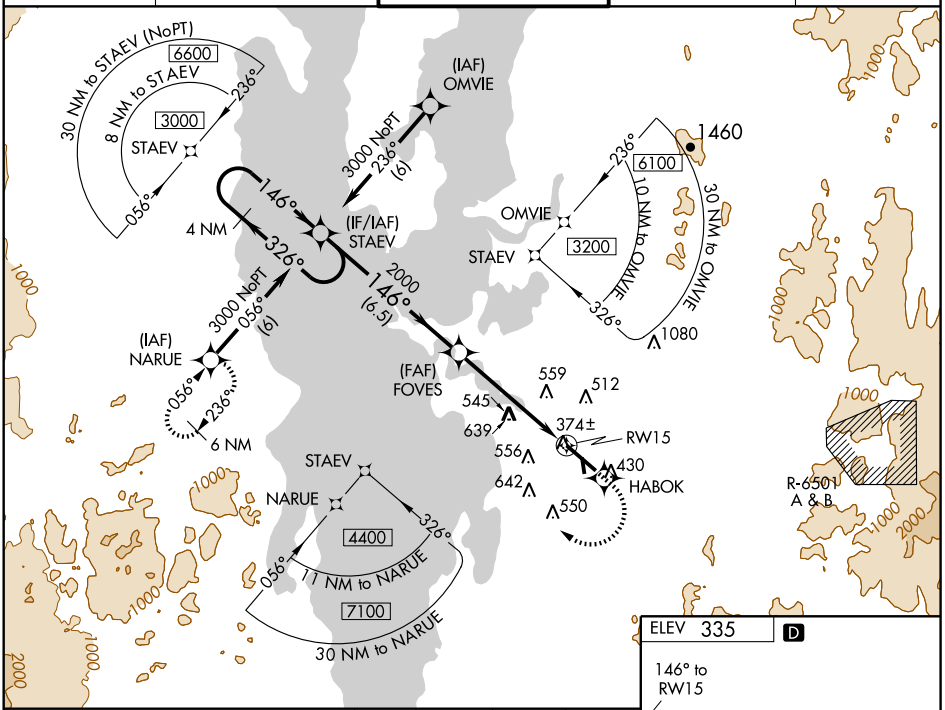
T NA W

For inoperative MALSR, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat A and B visibility to RVR 5000 and Cat E to 2¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4500 direct HABOK WP and via right turn direct NARUE WP and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) L 257.8	122.6 255.4	121.9 348.6



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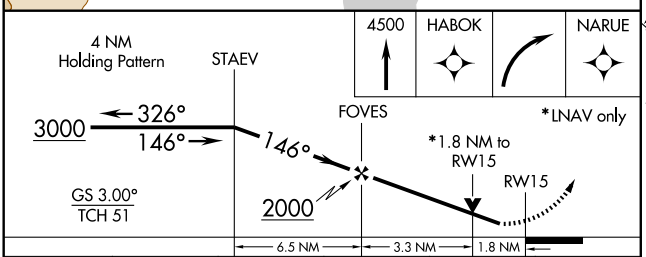
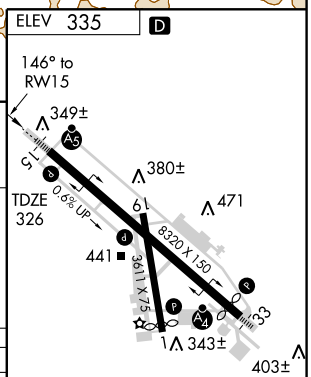
NE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	660/40 334 (400-¾)				
LNAV MDA	940/40 614 (700-¾)		940/60 614 (700-1¼)	940/1½ 614 (700-1½)	940-1¾ 614 (700-1¾)
CIRCLING	940-1¼ 605 (700-1¼)		940-1¾ 605 (700-1¾)	1000-2 665 (700-2)	1280-3 945 (1000-3)

MIRL Rwy 1-19
HIRL Rwy 15-33

VOR/DME BTV	APP CRS	Rwy Idg	3386
117.5	036°	TDZE	333
Chan 122		Apt Elev	335

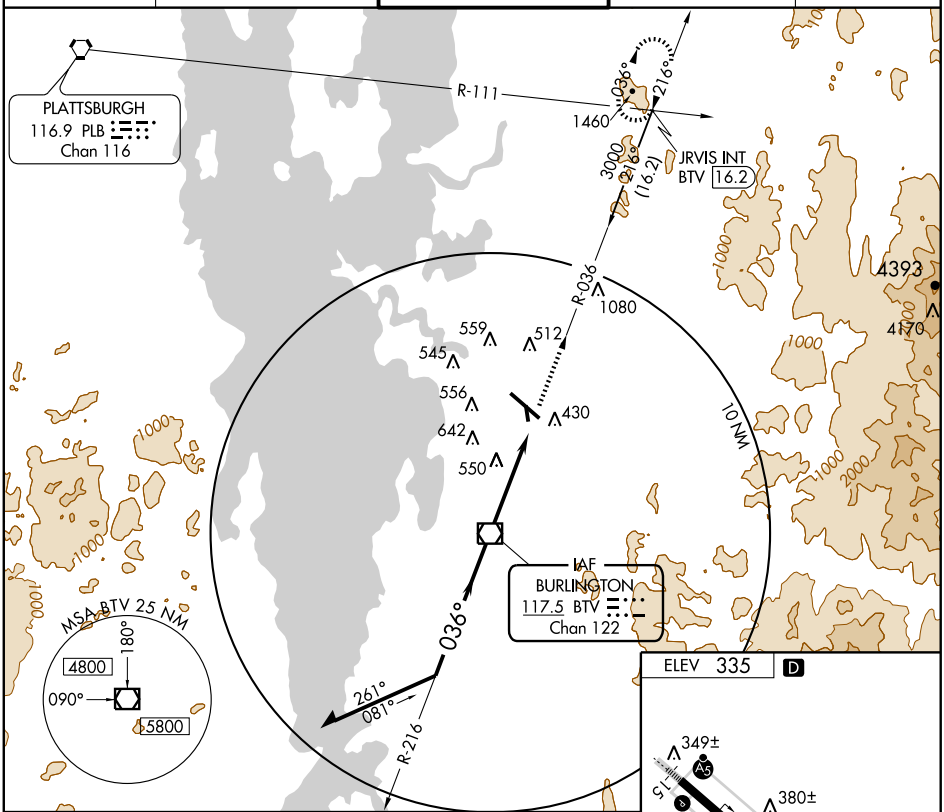
VOR RWY 1

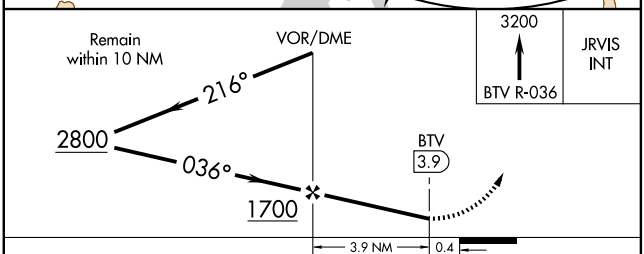
BURLINGTON INTL (BTV)

When VGSI inoperative, Straight-in/Circling Rwy 1 procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 on BTV R-036 to JRVIS INT/BTV 16.2 DME and hold.

ATIS	BURLINGTON APP CON ★	BURLINGTON TOWER ★	BURLINGTON RADIO	GND CON
123.8 269.9	121.1 278.8	118.3 (CTAF) Ⓛ 257.8	122.6 255.4	121.9 348.6





CATEGORY	A	B	C	D
S-1	820-1 487 (500-1)		820-1¼ 487 (500-1¼)	NA
CIRCLING	860-1 525 (600-1)		860-1½ 525 (600-1½)	1000-2 665 (700-2)

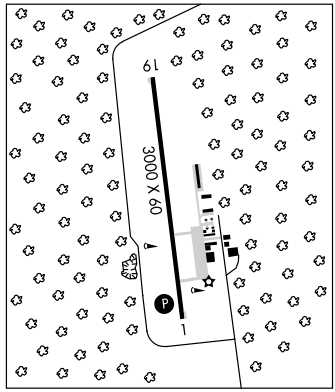
FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

HIGHGATE

FRANKLIN CO STATE (FSO) 3 W UTC−5(−4DT) N44°56.42′ W73°05.85′ MONTREAL
228 B S4 **FUEL** 100LL, JET A+ LRA NOTAM FILE BTV L–32G
RWY 01–19: H3000X60 (ASPH) S–12.5 MIRL IAP
RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 35′. Tree.
RWY 19: REIL. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01–19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (802) 868–9941.
COMMUNICATIONS: CTAF/UNICOM 122.8
PLATTSBURGH RCO 122.1R 116.9T (BURLINGTON RADIO)
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (EAST) 126.3 (WEST) (1030–0500Z‡)
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YUL.
ST JEAN (H) VORTAC 115.8 YJN Chan 105 N45°15.35′ W73°19.28′ 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.



ISLAND POND

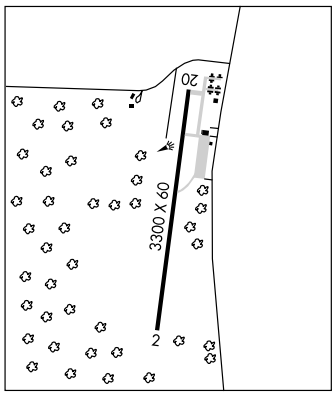
JOHN H BOYLAN STATE (ISLAND POND) (5B1) 3 SE UTC−5(−4DT) N44°47.49′ W71°49.31′ MONTREAL
1194 NOTAM FILE BTV
RWY 14–32: 2650X120 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Ski operations only in winter. Rwy 14–32 thlds marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

JOHN H BOYLAN STATE (ISLAND POND) (See ISLAND POND)

LYNDONVILLE N44°30.25′ W72°01.76′ NOTAM FILE BTV. MONTREAL
NDB (MHW) 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM. L–32H

LYNDONVILLE

CALEDONIA CO (CDA) 3 N UTC−5(−4DT) N44°34.15′ W72°01.08′ MONTREAL
1188 **FUEL** 100LL TPA—2199(1012) NOTAM FILE BTV L–32H
RWY 02–20: H3300X60 (ASPH) S–12.5 LIRL (NSTD) 0.3% up N IAP
RWY 02: REIL. Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Tues–Fri 1400–2000Z‡, Sat–Sun 1400–2200Z‡. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02–20 NSTD LIRL due to amber/clear globes. For maintenance call 802–334–5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02–20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 048° 34.5 NM to fld. 2080/16W.
LYNDONVILLE NDB (MHW) 353 LLX N44°30.25′ W72°01.76′ 023° 3.9 NM to fld. NOTAM FILE BTV. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM.



WAAS CH 48900 W01A	APP CRS 005°	Rwy Idg 3000 TDZE 228 Apt Elev 228

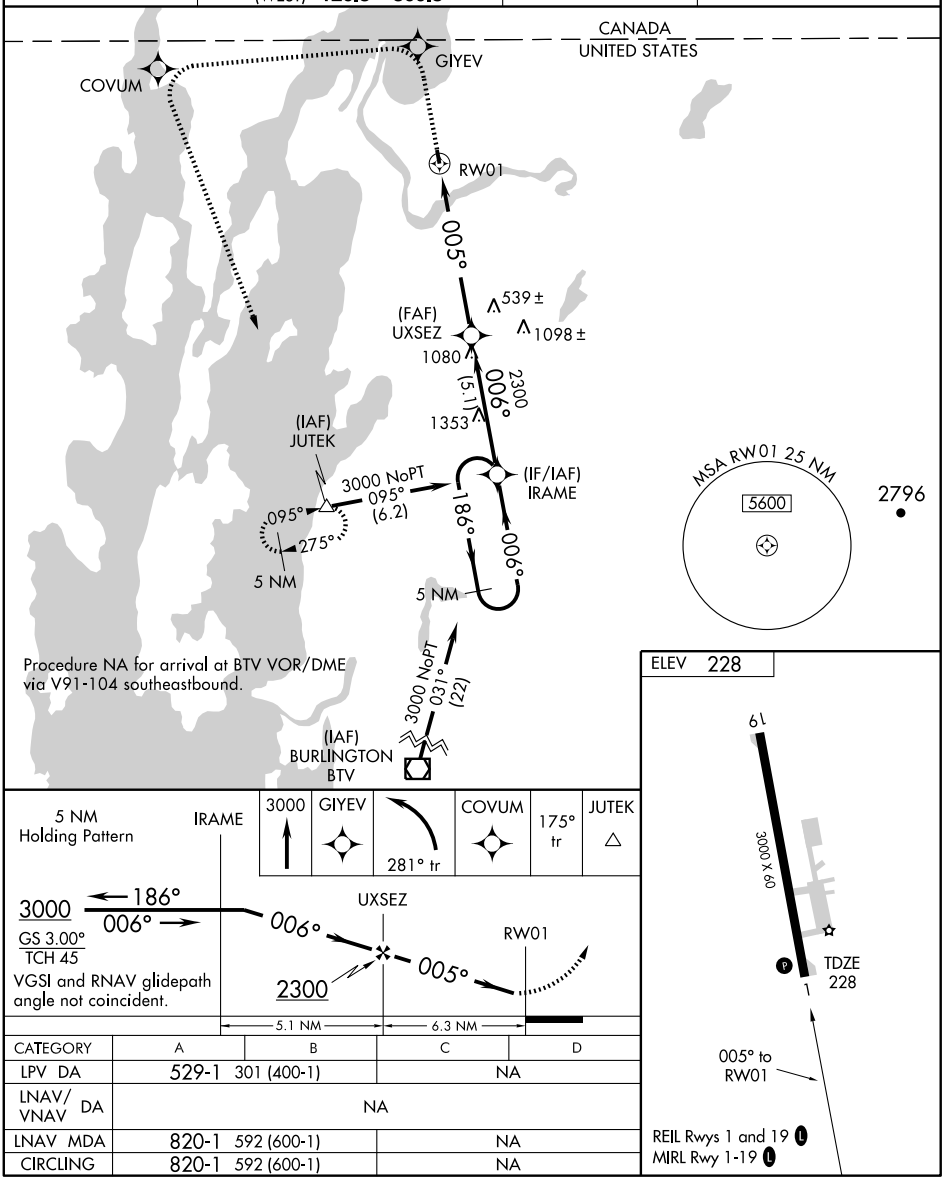
RNAV (GPS) RWY 1

HIGHGATE / FRANKLIN COUNTY STATE (FSO)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 3000 direct GIYEV and left turn via 281° track to COVUM then via175° track to JUTEK and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	529-1	301 (400-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	820-1	592 (600-1)	NA	
CIRCLING	820-1	592 (600-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
185°	TDZE	228
	Apt Elev	228

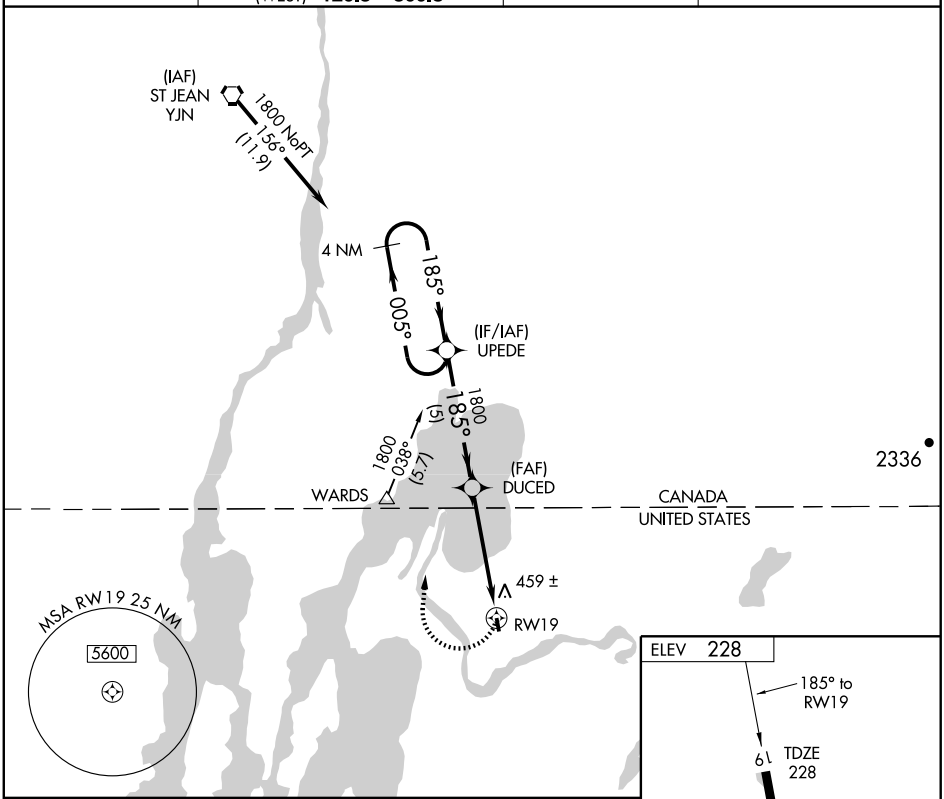
RNAV (GPS) RWY 19

HIGHGATE / FRANKLIN COUNTY STATE (FSO)

NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1800 direct UPEDE and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 612 (700-1)		NA	
CIRCLING	840-1 612 (700-1)		NA	

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC YJN	APP CRS	Rwy Idg	3000
115.8	169°	TDZE	228
Chan 105		Apt Elev	228

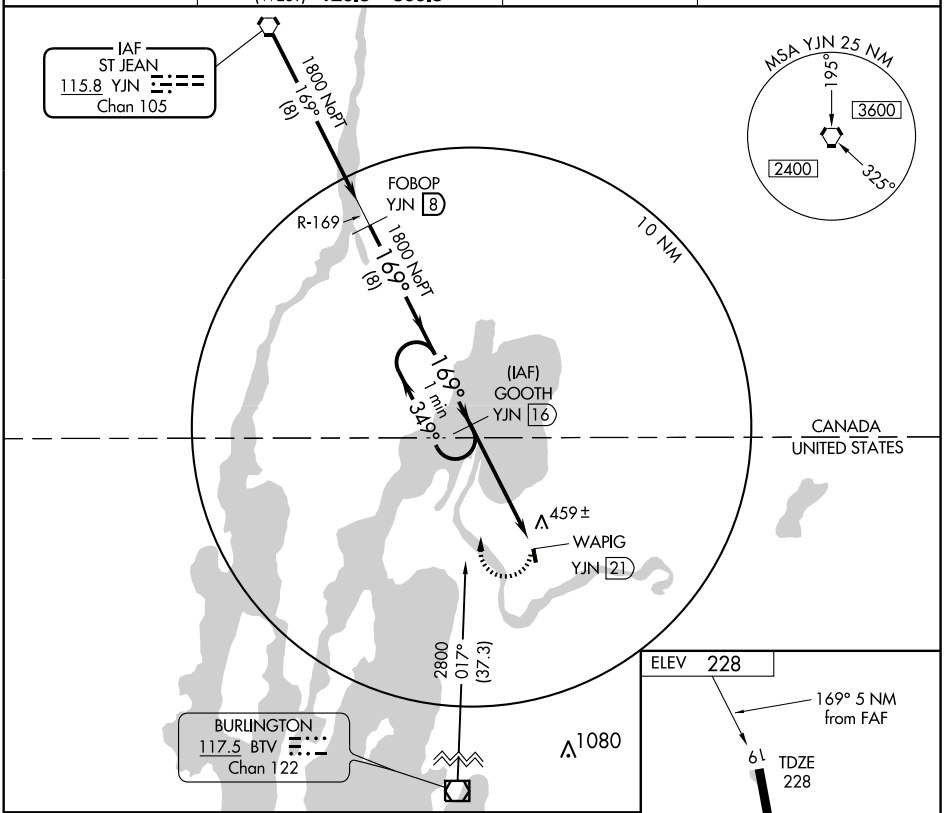
VOR/DME RWY 19

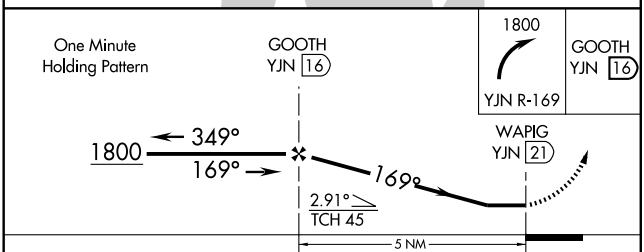
HIGHGATE / FRANKLIN COUNTY STATE (FSO)

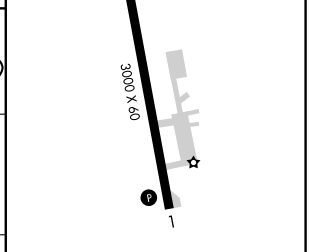
NA When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 1800 via YJN R-169 to GOOTH/YJN 16 DME and hold.

AWOS-3	BURLINGTON APP CON ★	GCO	UNICOM
119.025	(EAST) 121.1 278.8 (WEST) 126.3 360.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	840-1 612 (700-1)	840-1¼ 612 (700-1¼)	NA	
CIRCLING	840-1 612 (700-1)	860-1¼ 632 (700-1¼)	NA	

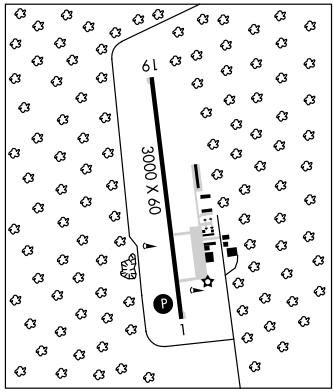
REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

HIGHGATE

FRANKLIN CO STATE (FSO) 3 W UTC−5(−4DT) N44°56.42′ W73°05.85′ MONTREAL
228 B S4 **FUEL** 100LL, JET A+ LRA NOTAM FILE BTV L–32G
RWY 01–19: H3000X60 (ASPH) S–12.5 MIRL IAP
RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 35′. Tree.
RWY 19: REIL. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01–19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (802) 868–9941.
COMMUNICATIONS: CTAF/UNICOM 122.8
PLATTSBURGH RCO 122.1R 116.9T (BURLINGTON RADIO)
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (EAST) 126.3 (WEST) (1030–0500Z‡)
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YUL.
ST JEAN (H) VORTAC 115.8 YJN Chan 105 N45°15.35′ W73°19.28′ 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.



ISLAND POND

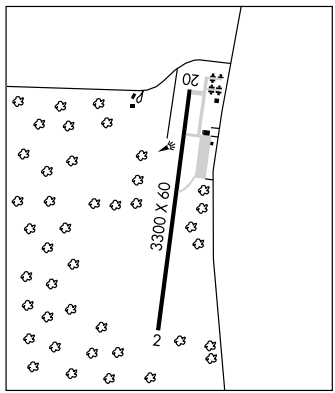
JOHN H BOYLAN STATE (ISLAND POND) (5B1) 3 SE UTC−5(−4DT) N44°47.49′ W71°49.31′ MONTREAL
1194 NOTAM FILE BTV
RWY 14–32: 2650X120 (TURF)
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. Ski operations only in winter. Rwy 14–32 thlds marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

JOHN H BOYLAN STATE (ISLAND POND) (See ISLAND POND)

LYNDONVILLE N44°30.25′ W72°01.76′ NOTAM FILE BTV. MONTREAL
NDB (MHW) 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM. L–32H

LYNDONVILLE

CALEDONIA CO (CDA) 3 N UTC−5(−4DT) N44°34.15′ W72°01.08′ MONTREAL
1188 **FUEL** 100LL TPA—2199(1012) NOTAM FILE BTV L–32H
RWY 02–20: H3300X60 (ASPH) S–12.5 LIRL (NSTD) 0.3% up N IAP
RWY 02: REIL. Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Tues–Fri 1400–2000Z‡, Sat–Sun 1400–2200Z‡. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02–20 NSTD LIRL due to amber/clear globes. For maintenance call 802–334–5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02–20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (802) 626–4532.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MPV.
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 048° 34.5 NM to fld. 2080/16W.
LYNDONVILLE NDB (MHW) 353 LLX N44°30.25′ W72°01.76′ 023° 3.9 NM to fld. NOTAM FILE BTV. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM.



NDB LLX 353	APP CRS 023°	Rwy Idg 3300 TDZE 1185 Apt Elev 1188

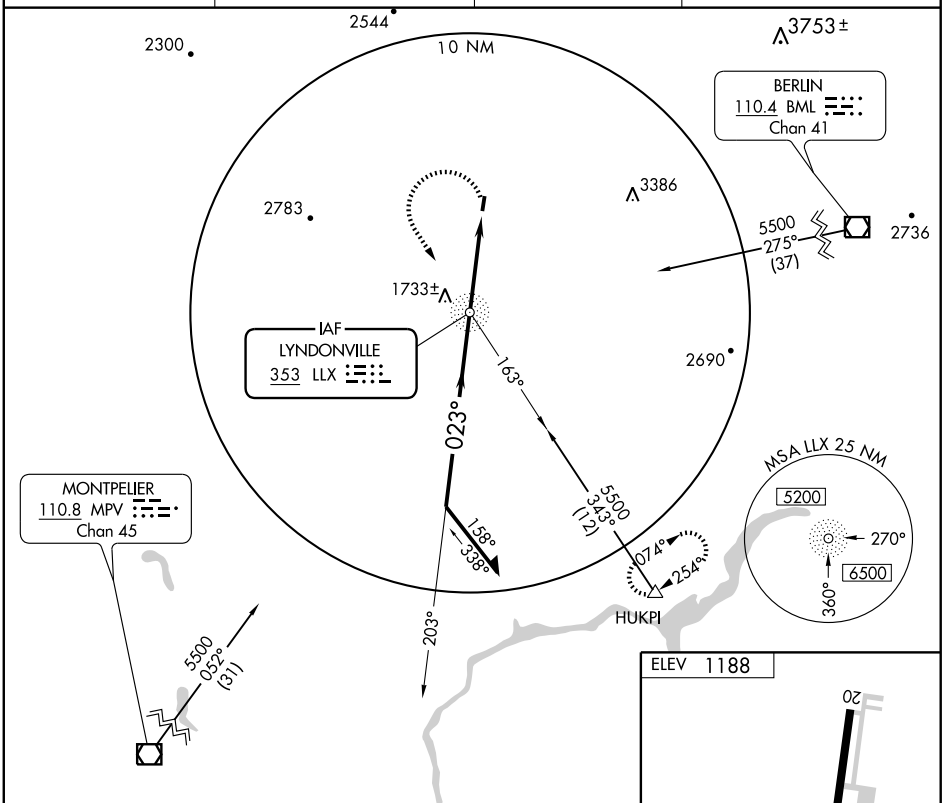
NDB RWY 2

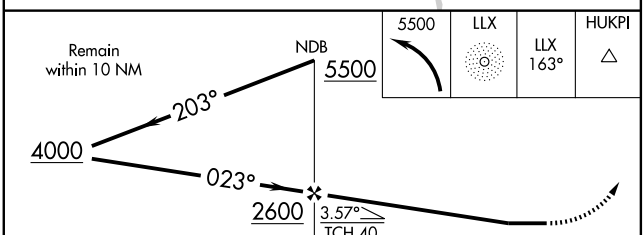
LYNDONVILLE / CALEDONIA COUNTY (CDA)

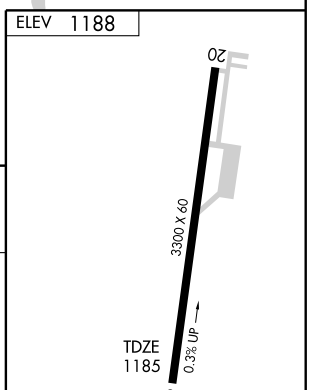
If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 5500 direct LLX NDB, then via LLX NDB 163° bearing to HUKPI INT and hold, continue climb in hold to 5500.

AWOS-3	BOSTON CENTER	GCO	UNICOM
119.275	135.7 282.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	2040-1 855 (900-1)	2040-1¼ 855 (900-1¼)	NA	NA
CIRCLING	2040-1 852 (900-1)	2040-1¼ 852 (900-1¼)	NA	NA

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
024°	TDZE	1185
	Apt Elev	1188

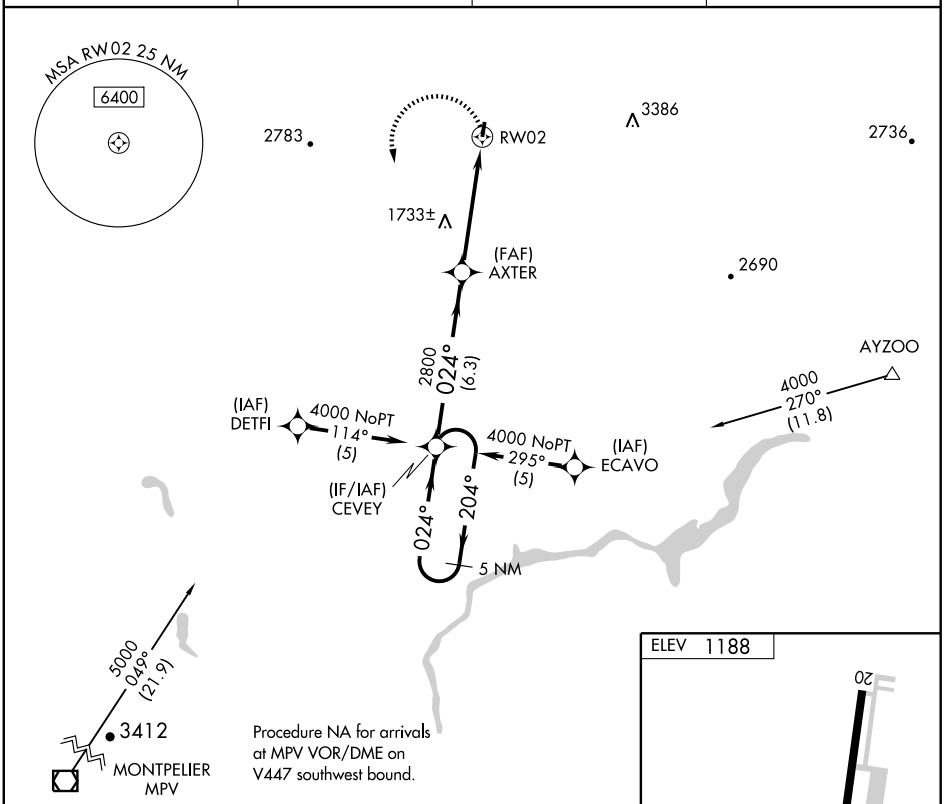
RNAV (GPS) RWY 2

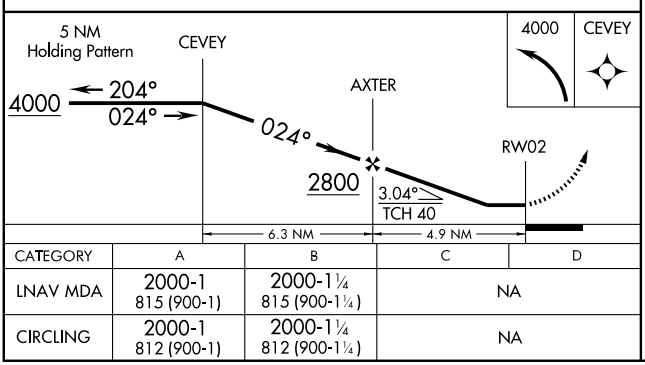
LYNDONVILLE / CALEDONIA COUNTY (CDA)

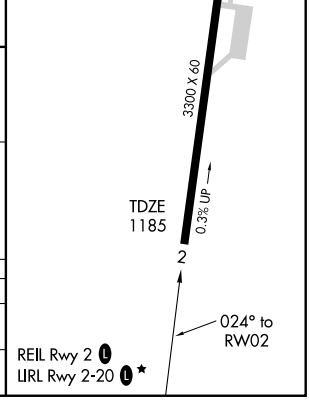
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet and increase Cat A visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3	BOSTON CENTER	GCO	UNICOM
119.275	135.7 282.2	121.725	122.8 (CTAF) L







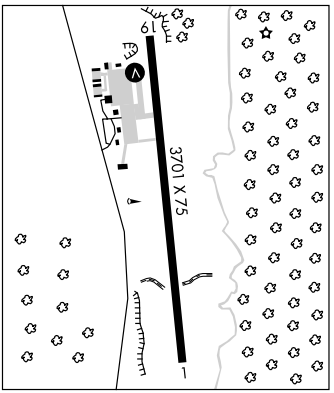
CATEGORY	A	B	C	D
LNAV MDA	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	NA	
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

MIDDLEBURY STATE (6BØ) 3 SE UTC−5(−4DT) N43°59.09′ W73°05.76′ **NEW YORK**
490 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BTV
RWY 01–19: H2500X50 (ASPH) S–12.5
RWY 01: Trees. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01–19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.
COMMUNICATIONS: CTAF/UNICOM 122.8

MONTPELIER N44°05.13′ W72°26.96′ NOTAM FILE MPV. **MONTREAL**
(L) VORW/DME 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W. **L–32G**
RCO 122.6 122.2 (BURLINGTON RADIO)

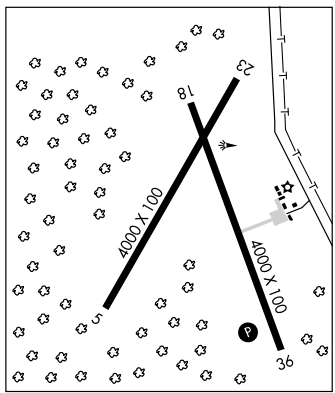
MORRISVILLE–STOWE STATE (MVL) 2 SW UTC−5(−4DT) N44°32.08′ W72°36.84′ **MONTREAL**
732 B S4 **FUEL** 100LL, JET A NOTAM FILE MVL **L–32G**
RWY 01–19: H3701X75 (ASPH) S–25 MIRL 0.5% up N **IAP**
RWY 01: REIL. Trees.
RWY 19: REIL. VASI (V2R)—GA 3.5°. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. For fuel and svcs after hours and info call 802–888–7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May–Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.
WEATHER DATA SOURCES: ASOS 135.625 (802) 888–7934.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
GCO 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VORW/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 086° 25.8 NM to fld. 420/15W. **HIWAS.**
NDB (MHW) 375 JRV N44°34.72′ W72°35.24′ 219° 2.9 NM to fld. NDB unmonitored.



MOUNT MANSFIELD N44°23.20′ W72°41.61′ NOTAM FILE MPV. **MONTREAL**
NDB (MHW) 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°–200° byd 19 NM. **L–32G**

MOUNT SNOW (See WEST DOVER)

NEWPORT STATE (EFK) 3 SW UTC−5(−4DT) N44°53.33′ W72°13.75′ **MONTREAL**
930 B S3 **FUEL** 100LL, JET A LRA NOTAM FILE BTV **L–32H**
RWY 05–23: H4000X100 (ASPH) S–30 D–44 **IAP**
RWY 05: Trees. **RWY 23:** Tree.
RWY 18–36: H4000X100 (ASPH) S–30, D–44 MIRL 0.3% up N
RWY 18: Tree. **RWY 36:** REIL. PAPI(P2L)—GA 4.0° TCH 69′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802–334–3100. Rwy 05–23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (802) 334–4427.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (BURLINGTON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 306° 47.2 NM to fld. 1731/17W. **HIWAS.**



APP CRS	Rwy Idg	3701
204°	TDZE	732
	Apt Elev	732

GPS RWY 19

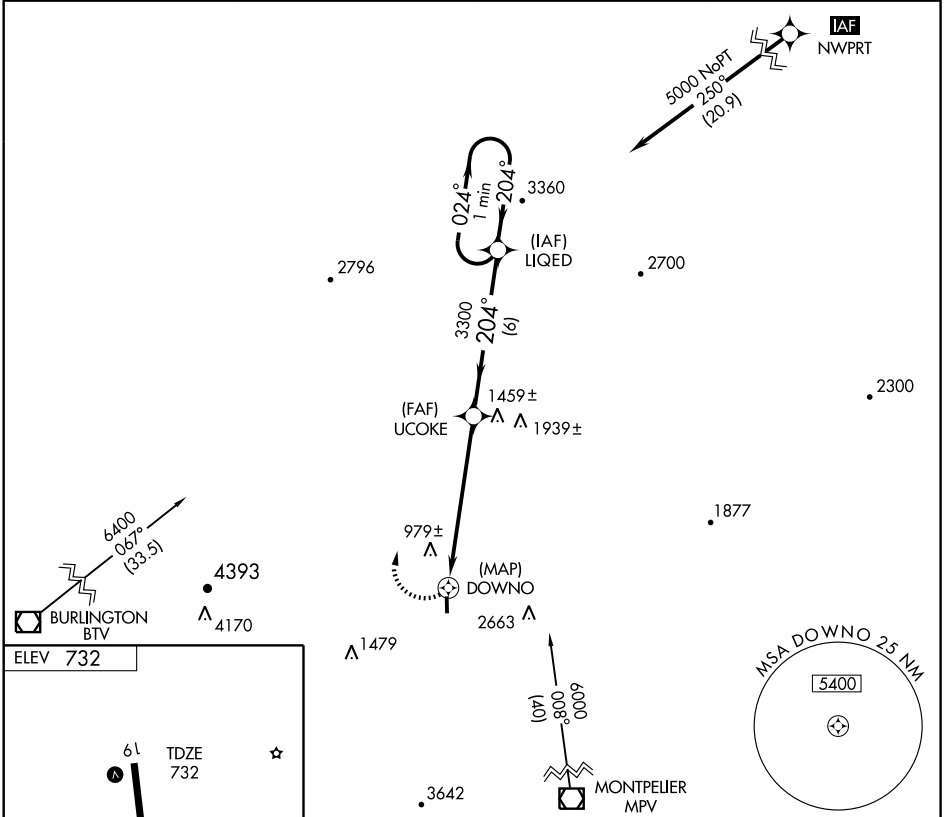
MORRISVILLE-STOWE STATE (MVL)

IAF ARM APPROACH MODE PRIOR TO IAF.

NA When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct LIQED WP and hold.

ASOS	BOSTON CENTER	GCO	UNICOM
135.625	135.7 282.2	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-19	1560-1 828 (900-1)	1560-1¼ 828 (900-1¼)	NA	
CIRCLING	1600-1 868 (900-1)	1600-1¼ 868 (900-1¼)	NA	

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NDB JRV 375	APP CRS 223°	Rwy Idg N/A TDZE N/A Apt Elev 732

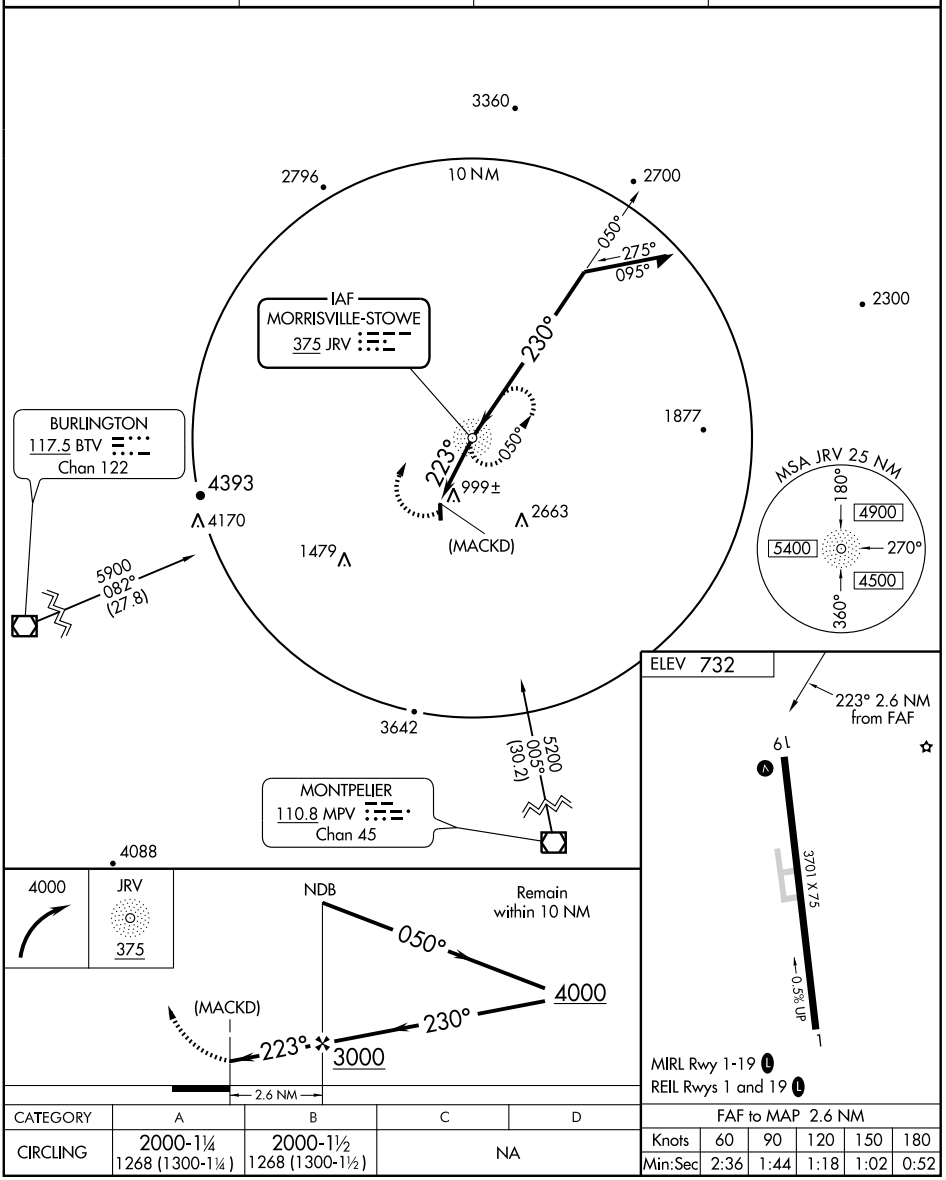
NDB or GPS-B

MORRISVILLE-STOWE STATE (MVL)

▼ NA — When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4000 direct JRV NDB and hold.

ASOS	BOSTON CENTER	GCO	UNICOM
135.625	135.7 282.2	135.075	122.8 (CTAF) L



MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L

CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1268 (1300-1¼)	2000-1½ 1268 (1300-1½)	NA	

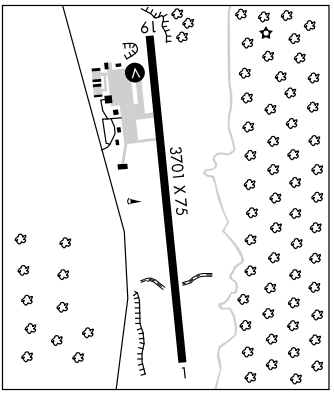
FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

MIDDLEBURY STATE (6BØ) 3 SE UTC−5(−4DT) N43°59.09′ W73°05.76′ **NEW YORK**
490 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BTV
RWY 01–19: H2500X50 (ASPH) S–12.5
RWY 01: Trees. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01–19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.
COMMUNICATIONS: CTAF/UNICOM 122.8

MONTPELIER N44°05.13′ W72°26.96′ NOTAM FILE MPV. **MONTREAL**
(L) VORW/DME 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W. **L–32G**
RCO 122.6 122.2 (BURLINGTON RADIO)

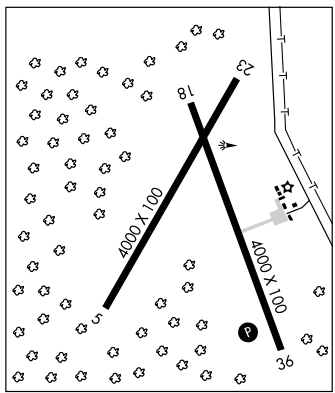
MORRISVILLE–STOWE STATE (MVL) 2 SW UTC−5(−4DT) N44°32.08′ W72°36.84′ **MONTREAL**
732 B S4 **FUEL** 100LL, JET A NOTAM FILE MVL **L–32G**
RWY 01–19: H3701X75 (ASPH) S–25 MIRL 0.5% up N **IAP**
RWY 01: REIL. Trees.
RWY 19: REIL. VASI (V2R)—GA 3.5°. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. For fuel and svcs after hours and info call 802–888–7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May–Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.
WEATHER DATA SOURCES: ASOS 135.625 (802) 888–7934.
COMMUNICATIONS: CTAF/UNICOM 122.8
BOSTON CENTER APP/DEP CON 135.7
GCO 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
BURLINGTON (L) VORW/DME 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 086° 25.8 NM to fld. 420/15W. **HIWAS.**
NDB (MHW) 375 JRV N44°34.72′ W72°35.24′ 219° 2.9 NM to fld. NDB unmonitored.



MOUNT MANSFIELD N44°23.20′ W72°41.61′ NOTAM FILE MPV. **MONTREAL**
NDB (MHW) 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°–200° byd 19 NM. **L–32G**

MOUNT SNOW (See WEST DOVER)

NEWPORT STATE (EFK) 3 SW UTC−5(−4DT) N44°53.33′ W72°13.75′ **MONTREAL**
930 B S3 **FUEL** 100LL, JET A LRA NOTAM FILE BTV **L–32H**
RWY 05–23: H4000X100 (ASPH) S–30 D–44 **IAP**
RWY 05: Trees. **RWY 23:** Tree.
RWY 18–36: H4000X100 (ASPH) S–30, D–44 MIRL 0.3% up N
RWY 18: Tree. **RWY 36:** REIL. PAPI(P2L)—GA 4.0° TCH 69′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802–334–3100. Rwy 05–23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.275 (802) 334–4427.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (BURLINGTON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BML.
BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 306° 47.2 NM to fld. 1731/17W. **HIWAS.**



APP CRS	Rwy Idg	4000
357°	TDZE	926
	Apt Elev	930

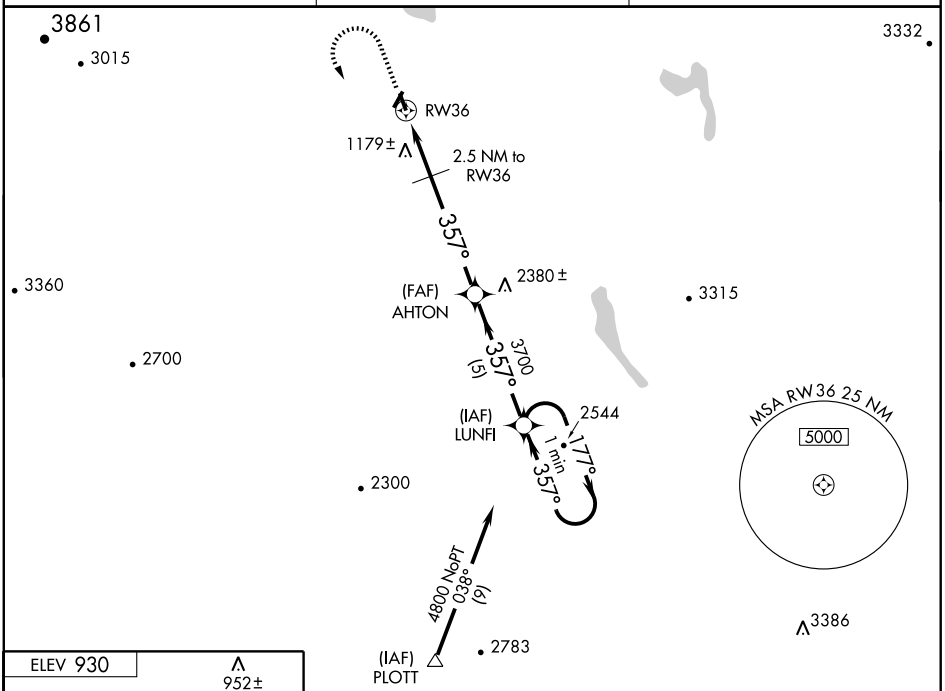
GPS RWY 36
NEWPORT STATE (EFK)

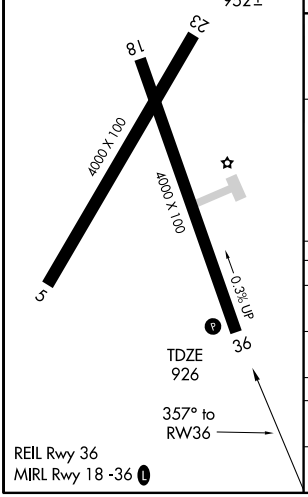
NA

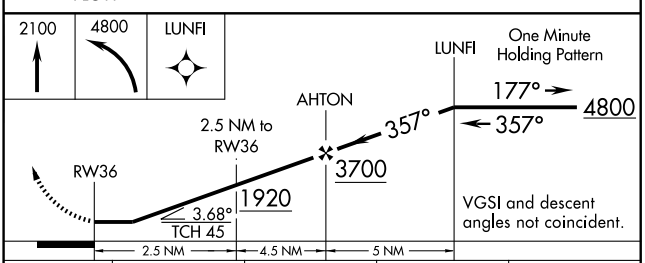
Obtain local altimeter setting on CTAF, when not received, use Morrisville-Stowe State altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing left turn to 4800 direct LUNFI WP and hold.

AWOS-3	BURLINGTON RADIO	UNICOM
118.275	122.5 255.4	122.8 (CTAF) L





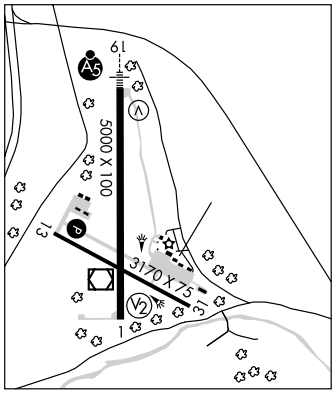


CATEGORY	A	B	C	D
S-36	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	NA
CIRCLING	1460-1	530 (600-1)	1560-1¾ 630 (700-1¾)	NA
MORRISVILLE-STOWE STATE ALTIMETER SETTING MINIMUMS				
S-36	1520-1	594 (600-1)	1520-1½ 594 (600-1½)	NA
CIRCLING	1560-1	630 (700-1)	1660-2 730 (800-2)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

POST MILLS (2B9) 0 E UTC−5(−4DT) N43°53.05′ W72°15.22′ **NEW YORK**
693 S2 NOTAM FILE BTV
RWY 04–22: 2900X80 (TURF)
RWY 04: Tree. Rgt tfc. **RWY 22:** Tree.
RWY 05–23: 2300X80 (TURF)
RWY 05: Tree. Rgt tfc. **RWY 23:** Road.
AIRPORT REMARKS: Attended irregularly. Ultralights; gliders and hot air balloons on and invof arpt. Trees 400′ from end of Rwys 22 and 23. No snow removal. Arpt open to ski acft only when snow covered. Call 802–333–9254 for info. Propane avbl for hot air balloons.
COMMUNICATIONS: CTAF/UNICOM 122.8

RUTLAND–SOUTHERN VERMONT RGNL (RUT) 5 S UTC−5(−4DT) N43°31.80′ W72°56.98′ **NEW YORK**
787 B S4 **FUEL** 100LL, JET A TPA—1787(1000) Class IV, ARFF Index A **H–11D, 12K, L–32G**
NOTAM FILE RUT **IAP**
RWY 01–19: H5000X100 (ASPH–GRVD) S–40, D–68, 2S–86 MIRL
RWY 01: PVASI(PSIR)—GA 3.5°. Hill.
RWY 19: MALSR. REIL. VASI(V4L)—GA 3.5° TCH 50′. Rgt tfc.
RWY 13–31: H3170X75 (ASPH) S–30 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.75° TCH 34′. Road.
RWY 31: Trees.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 01: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 19: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
AIRPORT REMARKS: Attended 1300–0100Z‡. For after hrs svc call 802–773–3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Birds on and invof arpt. Acft with wing spans exceeding 79′ authorized to use Twy A and Twy B east of Rwy 01–19, and Rwy 13–31 for taxiing, and Rwys 01 and 19 for tkf and ldg. 150′ turnarounds at ends of Rwys 01 and 19. Noise sensitive area southeast of arpt ctc arpt manager. Type I and type IV deicing avbl. ACTIVATE MIRL Rwys 01–19 and 13–31; MALSR Rwy 19, and REILS Rwys 13 and 19; PAPI Rwy 13—CTAF. Low ints lighting not avbl dawn–dusk. Ldg/parking fees may apply for non–based acft.



WEATHER DATA SOURCES: AWOS–3 118.375 (802) 747–3044.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (BURLINGTON RADIO)
BOSTON CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE RUT.
(T) VORW/DME 111.0 RUT Chan 47 N43°31.60′ W72°57.04′ at fld. 781/15W.
VOR/DME unusable:
024°–116°
117°–191° byd 15 NM blo 8000′
230°–310 byd 15 NM blo 8000′
ILS/DME 111.7 I–RUT Chan 54 Rwy 19. LOC only. Unmonitored.

SHELBURNE (VT8) 2 S UTC−5(−4DT) N44°21.64′ W73°14.51′ **MONTREAL**
325 S4 **FUEL** MOGAS NOTAM FILE BTV
RWY 01–19: 2250X60 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended daylight hours. No line of sight between rwy ends. Call arpt manager 802–985–2100 in advance for rwy conditions.
COMMUNICATIONS: CTAF/UNICOM 122.8

SMUTO N43°42.38′ W72°57.43′ NOTAM FILE RUT. **NEW YORK**
NDB (MHW) 221 DYO 193° 10.6 NM to Rutland State. Unusable 351°–189° byd 15 NM. **L–32G**

SPRINGFIELD N43°16.20′ W72°35.18′ NOTAM FILE VSF. **NEW YORK**
NDB (MHW) 265 SXD 048° 5.0 NM to Hartness State (Springfield). NDB unmonitored. **L–32G**
RCO 122.5 (BURLINGTON RADIO)

LOC/DME I-RUT	APP CRS	Rwy Idg 5000
111.7	194°	TDZE 787
Chan 54		Apt Elev 787

LOC Y RWY 19

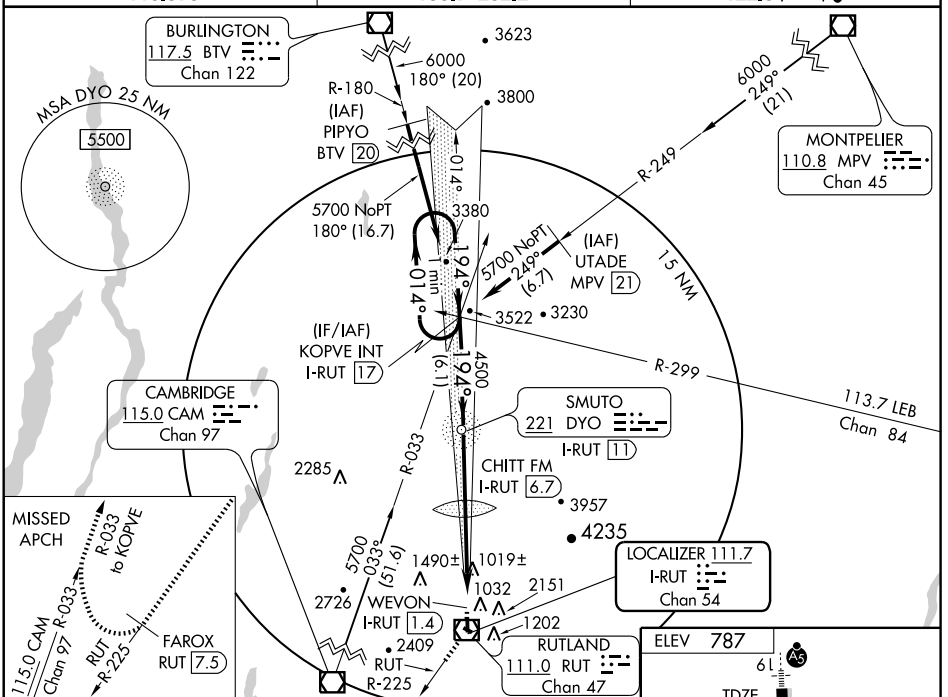
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

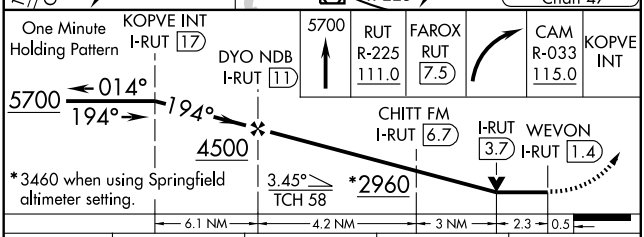
T A NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. CHITT FIX Straight-In Minima NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B.

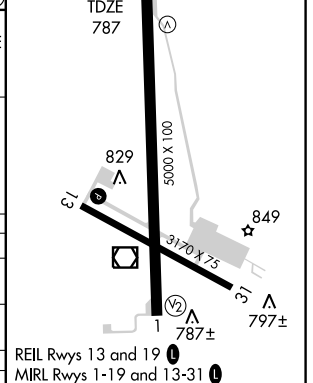
MALSR

MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L







REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1880-¾ 1093 (1100-¾)	1880-1 1093 (1100-1)	1880-2½ 1093 (1100-2½)	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RUT	APP CRS	Rwy Idg 5000
111.7	194°	TDZE 787
Chan 54		Apt Elev 787

LOC Z RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

T NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. CHITT FIX Straight-in Minimums NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B. VDP NA when using Springfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L

BURLINGTON 117.5 BTV Chan 122

MSA DYO 25 NM 5500

R-180 (IAF) PIPYO BTV 20

6000 180° (20) 3623 3800

5700 (NoPT) 180° (16.7) 3380

MONTPELIER 110.8 MPV Chan 45

6000 249° (21)

R-249

(IAF) UTADE MPV 21

5700 (NoPT) 249° (6.7) 3522 3230

1 min 014° 194°

15 NM

Missed approach obstructions require a minimum climb gradient of 300 ft/NM until passing 3500 feet.

(IF/IAF) KOPVE INT I-RUT 17

4500 (6.1)

R-299

113.7 LEB Chan 84

CAMBRIDGE 115.0 CAM Chan 97

SMUTO 221 DYO I-RUT 11

R-033

CHITT FM I-RUT 6.7 3957

2285

4235

5700 033° (51.6) 1490± 1019±

LOCALIZER 111.7 I-RUT Chan 54

2726 1032 2151

WEVON I-RUT 1.4

1202

2409

RUT R-225

RUTLAND 111.0 RUT Chan 47

MISSED APCH R-033 to KOPVE

115.0 CAM Chan 97 R-033 RUT R-225 FAROX RUT 7.5

ELEV 787

6L A5

TDZE 787

Λ 3290

5000 X 100

829

849

3170 X 75

13 31

1 V2 787±

797±

REIL Rwys 13 and 19 L

MIRL Rwys 1-19 and 13-31 L

One Minute Holding Pattern

KOPVE INT I-RUT 17

DYO NDB I-RUT 11

5700 014° 194° 194° 4500

CHITT FM I-RUT 6.7

I-RUT WEVON I-RUT 2.1 1.4

3.45° TCH 58 *2960

*3460 when using Springfield altimeter setting.

5700	RUT R-225 111.0	FAROX RUT 7.5	CAM R-033 115.0	KOPVE INT

6.1 NM 4.2 NM 4.6 NM 0.7 0.5

CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1280-½ 493 (500-½)		1280-¾ 493 (500-¾)	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
014°	TDZE	787
	Apt Elev	787

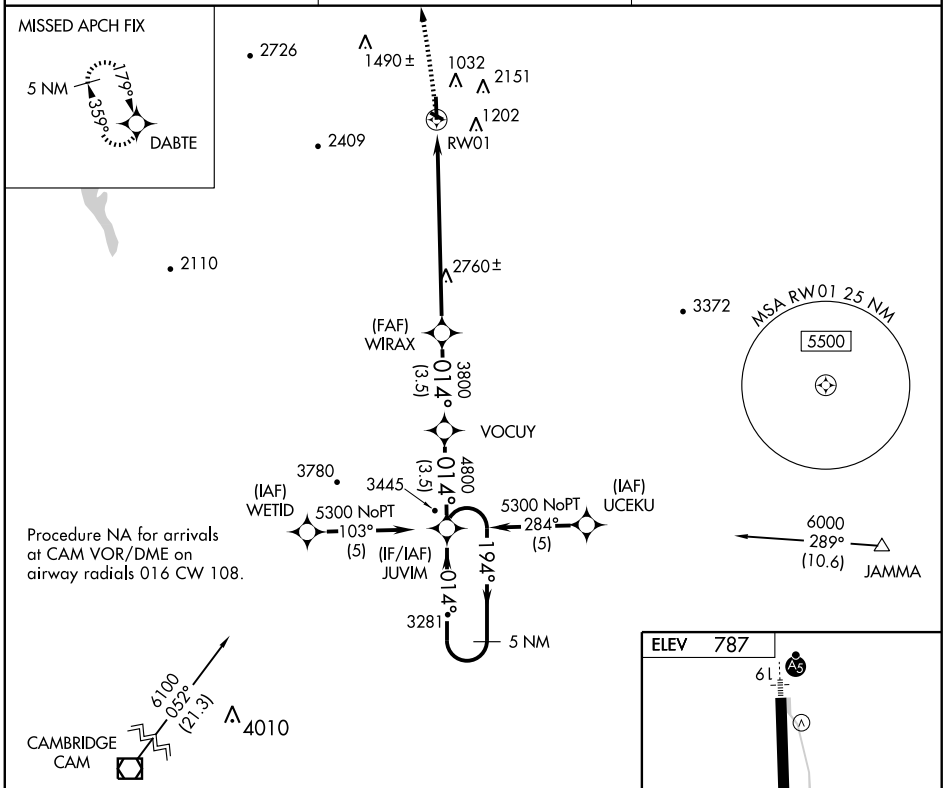
RNAV (GPS) RWY 1

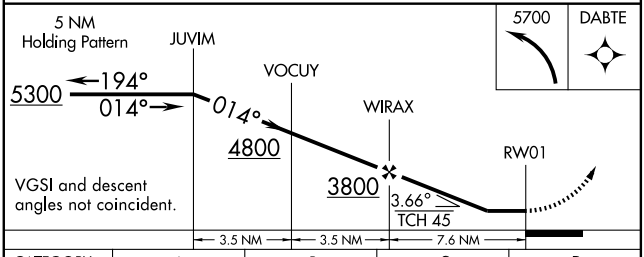
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Procedure NA at night. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

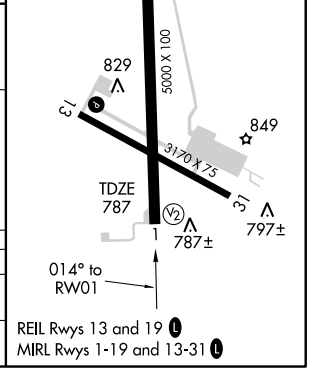
MISSED APPROACH: Climbing left turn to 5700 direct DABTE and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA



REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

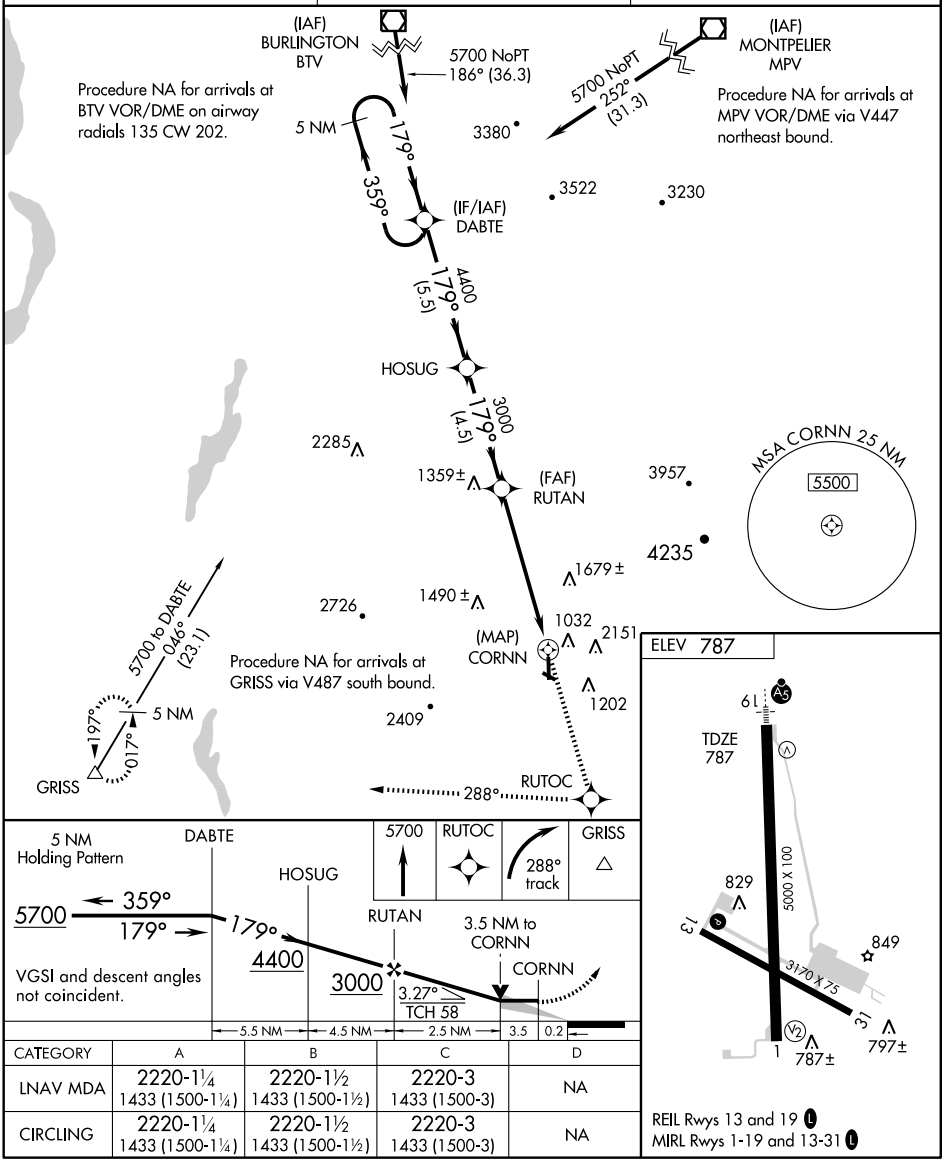
APP CRS	Rwy Idg	5000
179°	TDZE	787
	Apt Elev	787

Inoperative table does not apply. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 5700 direct RUTOC and right turn via 288° track to GRISS and hold, continue climb-in-hold to 5700.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA
CIRCLING	2220-1¼ 1433 (1500-1¼)	2220-1½ 1433 (1500-1½)	2220-3 1433 (1500-3)	NA

REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RUT	APP CRS	Rwy Idg	5000
111.0	017°	TDZE	787
Chan 47		Apt Elev	787

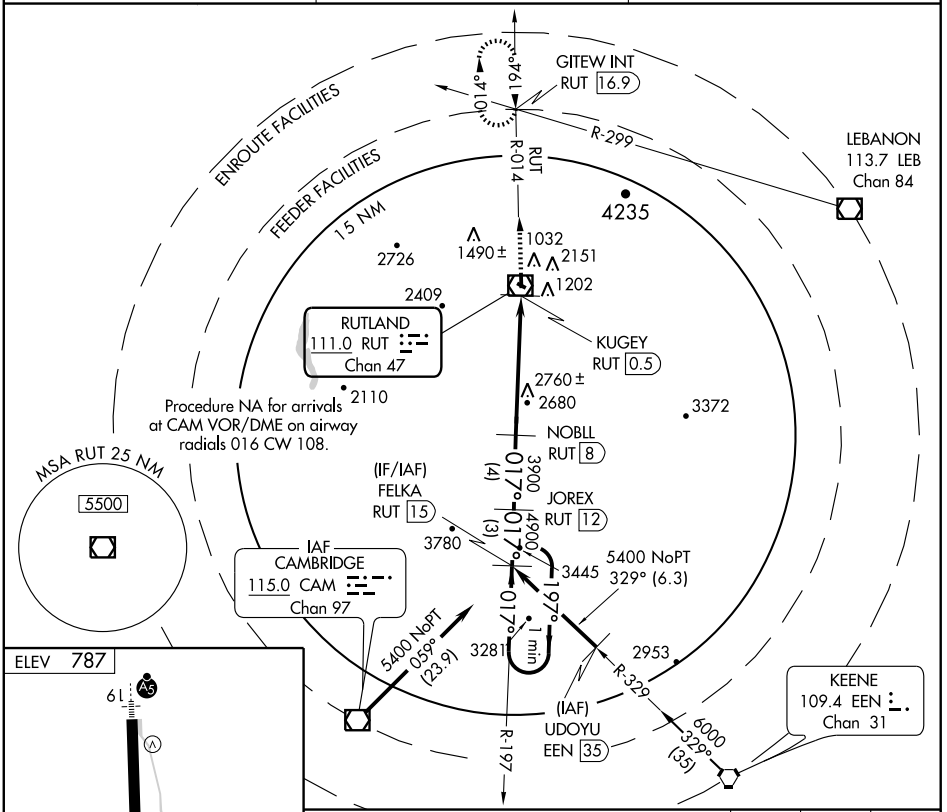
VOR/DME RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

T NA — Procedure NA at night. Circling NA east of Rwys 19 and 31. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/ RUT 16.9 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L



REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

CATEGORY	A	B	C	D
S-1	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA
CIRCLING	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RUT	APP CRS	Rwy Idg 5000
111.0	194°	TDZE 787
Chan 47		Apt Elev 787

VOR/DME RWY 19

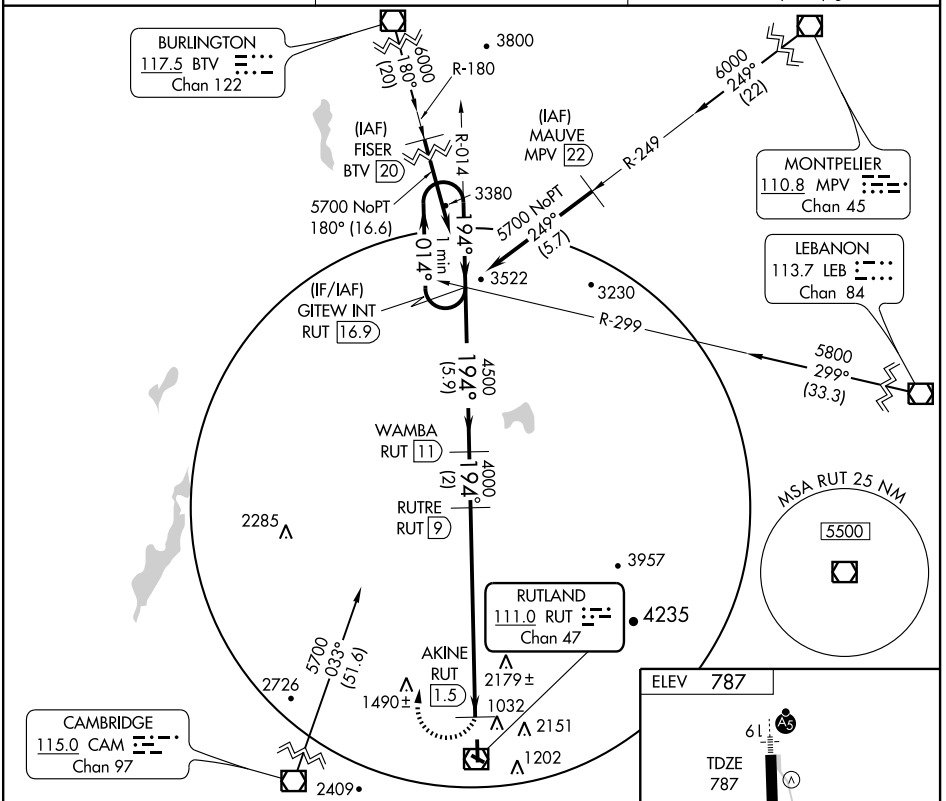
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

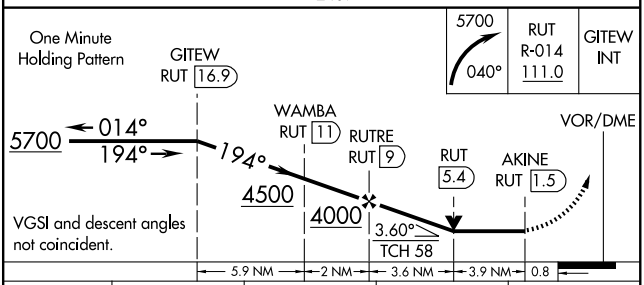
Circling NA east of Rwys 19 and 31. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 A and B.

MALSR

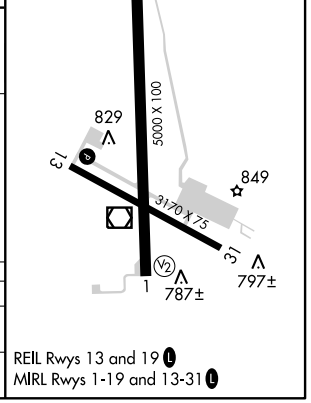
MISSED APPROACH: Climbing right turn to 5700 via heading 040° and via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-2½ 1773 (1800-2½)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA

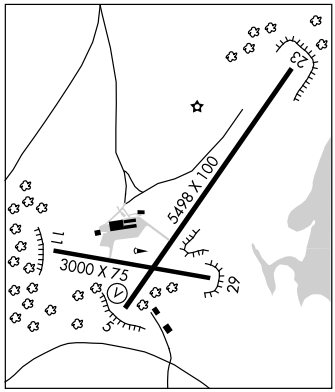


REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD

HARTNESS STATE (SPRINGFIELD) (VSF) 3 NW UTC−5(−4DT) N43°20.62′ W72°31.04′ **NEW YORK**
577 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE VSF **H–11D, 12K, L–32G**
RWY 05–23: H5498X100 (ASPH) S–32, D–45 MIRL 0.3% up SW **IAP**
RWY 05: REIL. VASI(V4L)—GA 4.0°TCH 59′. Trees.
RWY 23: Trees.
RWY 11–29: H3000X75 (ASPH) S–30 MIRL 0.3% up W
RWY 11: Trees. **RWY 29:** Tree.
AIRPORT REMARKS: Attended Jun–Sep 1300–0000Z‡ Oct–May 1300–2200Z‡. Geese on and invof arpt. Gliders on and in vicinity of arpt. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise sensitive area west of arpt. Rwy 23 is preferred for day, VFR, no wind conditions. TPA—1600(1023), multi–engine 2100(1523). Maintain recommended TPA on downwind leg for Rwy 05. Apron and Twys A and B pavement capacity is S–46, D–62.
WEATHER DATA SOURCES: ASOS 121.425 (802) 886–6006.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPRINGFIELD RCO 122.5 (BURLINGTON RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.
LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 228° 24 NM to fld. 1460/15W.
SPRINGFIELD NDB (MHW) 265 SXD N43°16.20′ W72°35.18′ 048° 5.0 NM to fld. NOTAM FILE VSF. NDB unmonitored.
ILS/DME 111.3 I–VSF Chan 50 Rwy 05. LOC only. LOC/DME unmonitored. DME unusable byd 11 NM blo 3500′.



VERGENNES

BASIN HARBOR (BØ6) 4 NW UTC−5(−4DT) N44°11.75′ W73°20.98′ **MONTREAL**
132 NOTAM FILE BTV
RWY 02–20: 3000X90 (TURF)
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended May 15–Oct 15 SR–SS. Arpt CLOSED from late Fall to early Spring—ctc arpt manager 802–475–2311. Gliders on and invof arpt. Rwy 02–20 outlined with orange barrels. Rwy surface soft after heavy rain.
COMMUNICATIONS: CTAF/UNICOM 122.8

WARREN–SUGARBUSH (ØB7) 2 E UTC−5(−4DT) N44°07.04′ W72°49.62′ **MONTREAL**
1470 **FUEL** 100LL NOTAM FILE BTV
RWY 04–22: H2575X30 (ASPH) S–8.5
RWY 04: Tree. Rgt tfc. **RWY 22:** Tree.
AIRPORT REMARKS: Attended May–Oct 1400–2300Z‡. Arpt CLOSED Nov–Apr. Fuel self serve. Extensive glider activity on arpt surface to 18,000′ dalgt hrs. Occasional aerobatic activity; arpt may be CLOSED during this activity; check NOTAMs. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for tkfs and ldgs without first checking UNICOM for fld conditions.
COMMUNICATIONS: CTAF/UNICOM 123.0

LOC/DME I-VSF 111.3 Chan 50	APP CRS 051°	Rwy Idg 5498 TDZE 575 Apt Elev 577

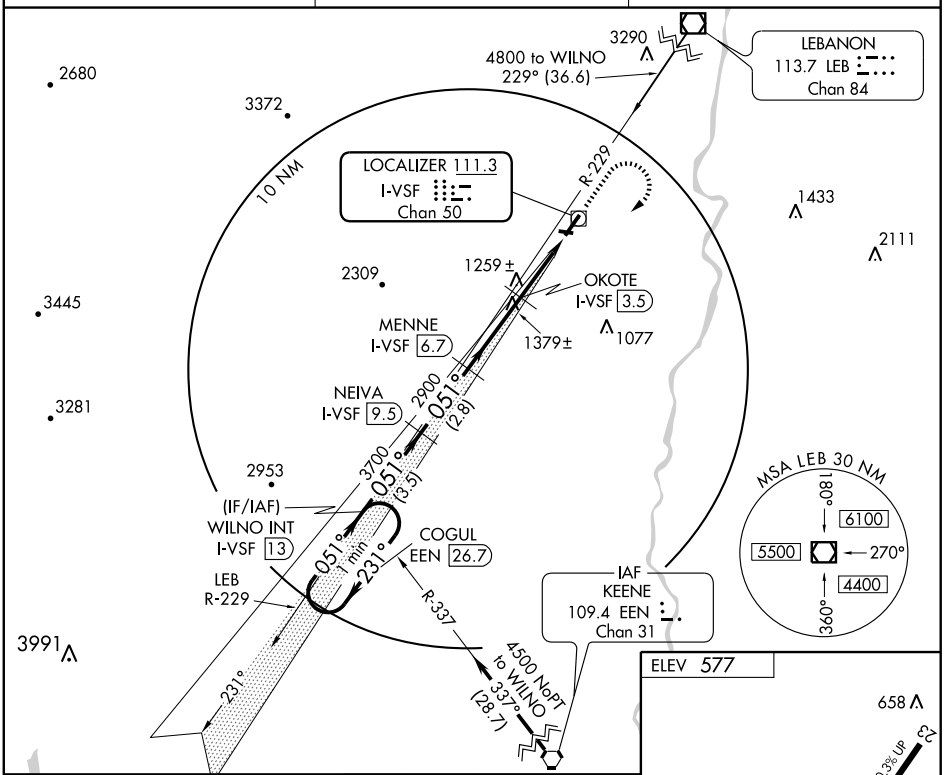
LOC/DME RWY 5

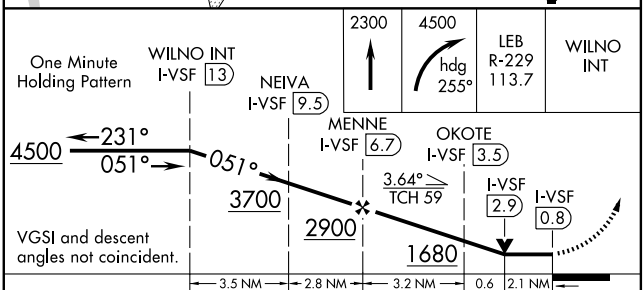
SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

NA

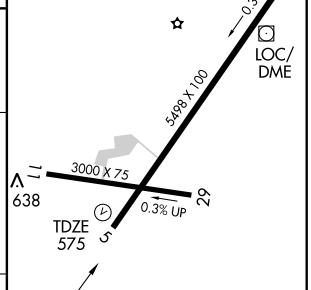
MISSED APPROACH: Climb to 2300 then climbing right turn to 4500 via heading 255° and LEB VOR/DME R-229 to WILNO INT/I-VSF 13 DME and hold, continue climb-in-hold to 4500.

ASOS 121.425	BOSTON CENTER 134.7 381.4	UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-5	1540-1¼ 965 (1000-1¼)	1540-1½ 965 (1000-1½)	1540-3 965 (1000-3)	
CIRCLING	1560-1¼ 983 (1000-1¼)	1720-1½ 1143 (1200-1½)	1720-3 1143 (1200-3)	2400-3 1823 (1900-3)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5498
050°	TDZE	575
	Apt Elev	577

RNAV (GPS) RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

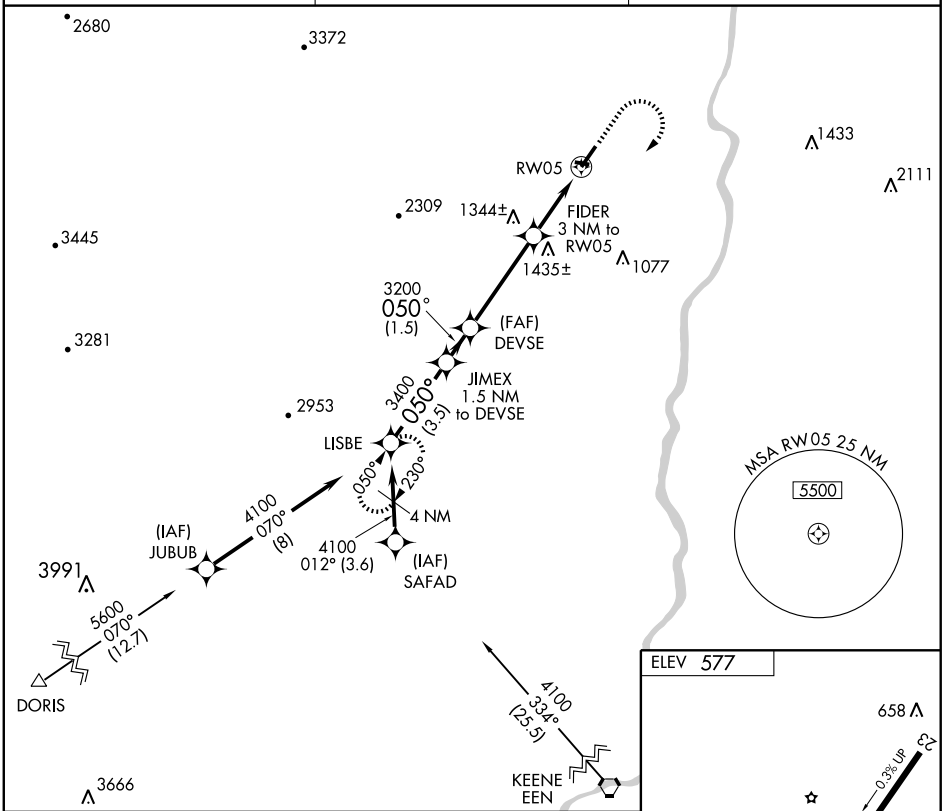
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

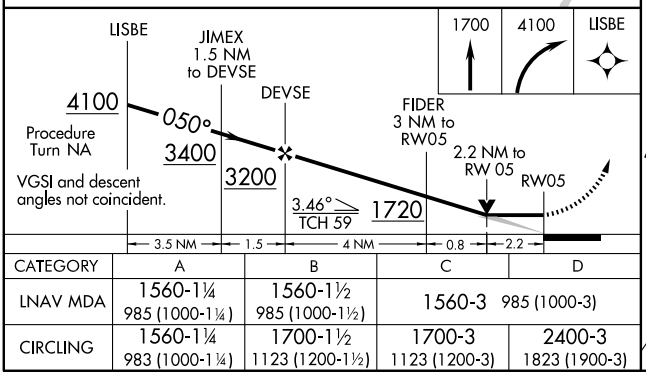
NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct LISBE WP and hold.

ASOS	BOSTON CENTER	UNICOM
121.425	134.7 381.4	122.8 (CTAF)

NE-1, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 985 (1000-1¼)	1560-1½ 985 (1000-1½)	1560-3 985 (1000-3)	
CIRCLING	1560-1¼ 983 (1000-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)

WEST DOVER

MOUNT SNOW (4V8) 1 SW UTC−5(−4DT) N42°55.63′ W72°51.94′

NEW YORK
L–32G, 33C
IAP

1953 **FUEL** 100LL NOTAM FILE BTV

RWY 01–19: H2650X75 (ASPH) LIRL (NSTD)

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. No line of sight between rwy ends. Old X markings denoting clsd rwy showing through asph coating. Rwy 01–19 pavement has blocking, traverse cracking, rutting and loose rocks on rwy. Primary surface area cluttered with trees. Transitional areas cluttered with trees. Arpt lgts opr dusk–0700Z‡. Rwy 01–19 NSTD lateral LIRL, all thld lgts missing. Ldg fee.

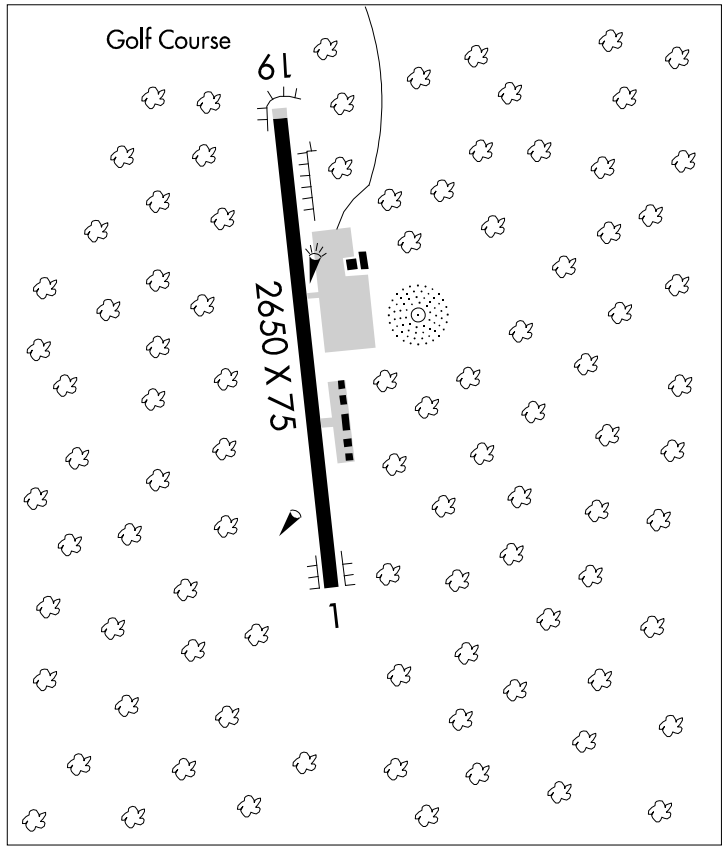
COMMUNICATIONS: CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE EEN.

KEENE (L) VORTAC 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 302° 26.6 NM to fld. 1380/14W.

NDB (MHW) 224 VWD N42°55.65′ W72°51.84′ at fld. NOTAM FILE BTV. NDB unusable byd 15 NM.



WILLIAM H. MORSE STATE See BENNINGTON

VWD NDB 224	APP CRS 011°	Rwy Idg 2650 TDZE 1953 Apt Elev 1953

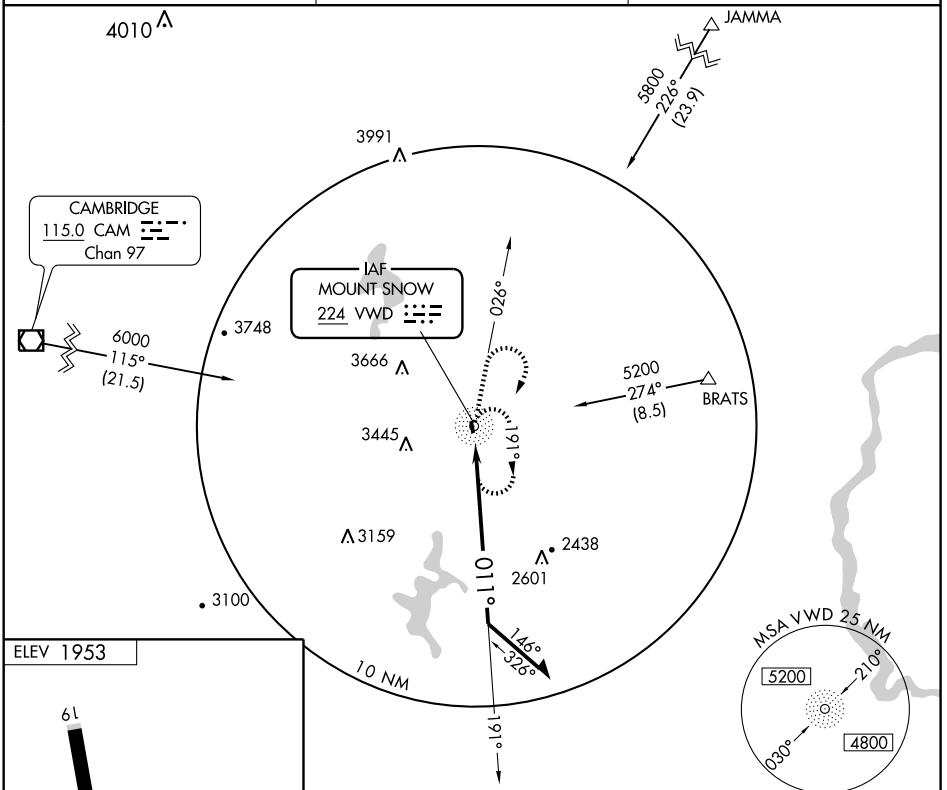
NDB RWY 1

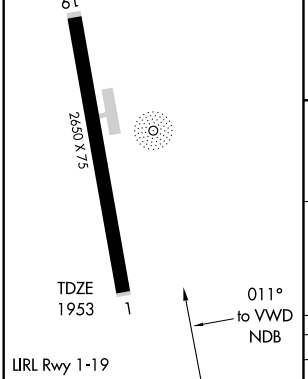
WEST DOVER/MOUNT SNOW (4V8)

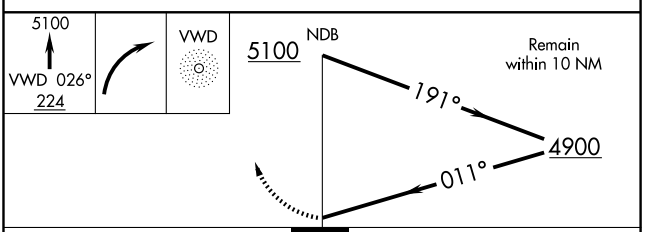
Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.
NA Procedure NA 0200 local to dawn.
Circling to Rwy 19 NA at night.

MISSED APPROACH: Climb to 5100 via 026° bearing from VWD NDB then right turn direct VWD NDB and hold.

BENNINGTON ASOS	BOSTON CENTER	UNICOM
135.925	123.75 338.2	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-1	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	
CIRCLING	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2650
020°	TDZE	1953
	Apt Elev	1953

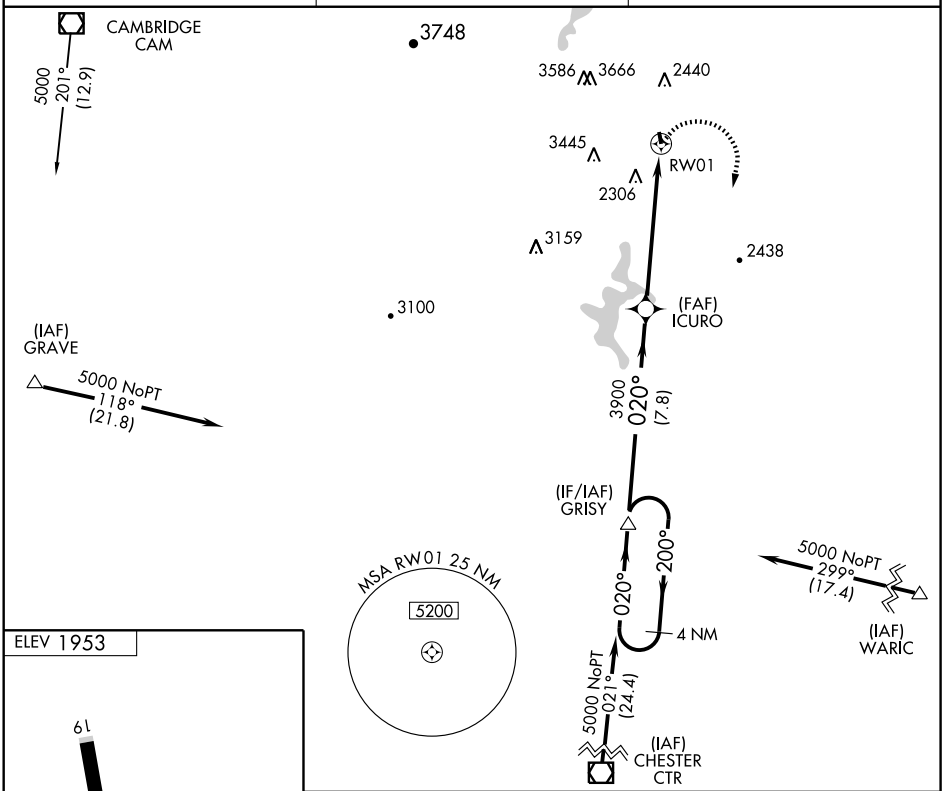
RNAV (GPS) RWY 1

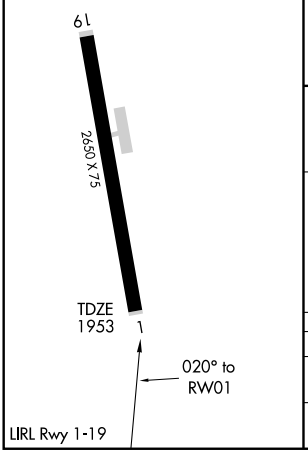
WEST DOVER/MOUNT SNOW (4V8)

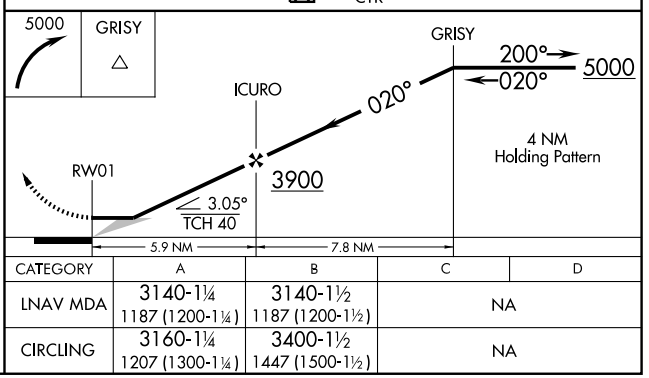
Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.
Circling to Rwy 19 NA at night.
NA DME/DME RNP-0.3 NA.
Procedure NA 0200 local to dawn.

MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

BENNINGTON ASOS	BOSTON CENTER	UNICOM
135.925	123.75 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	3140-1¼ 1187 (1200-1¼)	3140-1½ 1187 (1200-1½)	NA	
CIRCLING	3160-1¼ 1207 (1300-1¼)	3400-1½ 1447 (1500-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALLENTOWN, PA	
LEHIGH VALLEY INTL	**ILS or LOC Rwy 13[1]**
	RNAV (GPS) Rwy 31[2]
	VOR-A[3]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

ALTOONA, PA	
ALTOONA-BLAIR COUNTY	**ILS or LOC Rwy 21[1]**
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Y Rwy 21[3]
	VOR-A[4]

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

BECKLEY, WV	
RALEIGH COUNTY MEMORIAL	**ILS or LOC Rwy 19[12]**
	RNAV (GPS) Rwy 1[3]
	RNAV (GPS) Rwy 10[13]
	RNAV (GPS) Rwy 19[13]
	RNAV (GPS) Rwy 28[14]
	VOR Rwy 10[13]
	VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
BLUEFIELD, WV	
MERCER COUNTY	**ILS or LOC Rwy 23[1]**
	RNAV (GPS) Rwy 5[2]
	RNAV (GPS) Rwy 23[3]
	VOR/DME Rwy 23[2]
	VOR Rwy 23[4]

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BRADFORD, PA	
BRADFORD RGNL	**ILS or LOC Rwy 32[1]**
	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR Rwy 14[2]
	VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2½; Category D, 800-2¾.

BUTLER, PA	
BUTLER COUNTY/K.W. SCHOLTER FIELD	**ILS or LOC Rwy 8**
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 26

NA when local weather not available.

CHARLESTON, WV	
YEAGER	**ILS or LOC Rwy 5[1]**
	ILS or LOC Rwy 23[2]
	VOR-A[3]

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21**[12]
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Rwy 21[34]
VOR-A[34]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

DOYLESTOWN, PA

DOYLESTOWN ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

DUBOIS, PA

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

ERIE, PA

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR/DME Rwy 24

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21

NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
VOR Rwy 5[2]
VOR Rwy 15[3]

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER ..... **ILS or LOC Rwy 8[123]**
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[24]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

LATROBE, PA

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category E, 1600-3.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR -A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA ..... **NDB-A**
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
ILS PRM Rwy 27L[2]
ILS or LOC Rwy 9L[3]
ILS Rwy 9R[4]
ILS or LOC Rwy 17[3]
ILS Rwy 26[5]
ILS or LOC Rwy 27L[6]
ILS or LOC/DME Rwy 27R[7]
RNAV (GPS) Rwy 27R[8]

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

WINGS FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

PITTSBURGH, PA

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
ILS or LOC Rwy 10R[1]
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
ILS or LOC Rwy 32[1]
RNAV (RNP) Z Rwy 10R[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

NAME ALTERNATE MINIMUMS

POINT PLEASANT, WV

MASON COUNTY ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

QUAKERTOWN, PA

QUAKERTOWN ..... **NDB Rwy 29**
RNAV (GPS) Rwy 29
NA when local weather not available.

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
NDB Rwy 36[23]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
VOR-A
NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

WASHINGTON, PA

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[2]
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

WHEELING, WV

WHEELING OHIO COUNTY ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON INTL ..... **ILS or LOC/DME Rwy 4[1]**
ILS or LOC/DME Rwy 22[1]
NDB or GPS-A[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 22[1]

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

YORK, PA

YORK ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

ZELIENOPLE, PA

ZELIENOPLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

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HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1260**-1	432	(500-1)	C	**1260**-1¼	432	(500-1¼)
			D	**1260**-1½	432	(500-1½)				
	3		AB	**1240**-1	412	(500-1)	CD	**1240**-1¼	412	(500-1¼)
	12		AB	**1340**/24	512	(600-½)	C	**1340**/50	512	(600-1)
			D	**1340**/60	512	(600-1¼)				
	30		AB	**1300**-1	472	(500-1)	C	**1300**-1¼	472	(500-1¼)
			D	**1300**-1½	472	(500-1½)				
CIR			AB	**1340**-1	512	(600-1)	C	**1340**-1½	512	(600-1½)
			D	**1420**-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15[17]	3.25°/60/893	ABCDE	**524**-½	200	(200-½)
	33[2]	3.0°/45/919	AB	**558**-½	200	(200-½)
			CDE	**558**-¾	200	(200-¾)
PAR W/O GS	15[38]		ABCD	**720**-¾	396	(400-¾)
			E	**720**-1	396	(400-1)
	33[4]		ABCDE	**640**-1	282	(300-1)
ASR	33[5]		ABC	**720**-¾	362	(400-¾)
			DE	**720**-1	362	(400-1)
	15[68]		ABC	**800**-¾	476	(500-¾)
			D	**800**-1	476	(500-1)
			E	**800**-1¼	476	(500-1¼)
CIR ASR	All Rwy		A	**800**-1	442	(500-1)
			B	**960**-1	602	(700-1)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)
CIR PAR W/O GS	All Rwy		A	**800**-1¼	442	(500-1¼)
			B	**960**-1¼	602	(700-1¼)
			C	**960**-1¾	602	(700-1¾)
			D	**960**-2	602	(700-2)
			E	**960**-2¼	602	(700-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

NAME	TAKE-OFF MINIMUMS

ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course. **Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

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BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD (BTP)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 447' per NM to 1600.

NOTE: **Rwy 8,** pole and trees beginning 15' from DER, 4' left of centerline, up to 97' AGL/1346' MSL. Pole and trees beginning 18' from DER, 10' right of centerline, up to 95' AGL/1394' MSL. Trees 4254' from DER, 1555' right of centerline, up to 129' AGL/1488' MSL. **Rwy 26,** poles and trees beginning 1001' from DER, 282' left of centerline, up to 91' AGL/1310' MSL. Trees beginning 1638' from DER, 32' right of centerline, up to 95' AGL/1314' MSL.

CARLISLE, PA

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

COATESVILLE, PA
CHESTER COUNTY G. O. CARLSON (MQS)
ORIG 08213 (FAA)
NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

EASTON, PA
BRADEN AIRPARK (N43)
AMDT 1 10294 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 400-2¾ or std. w/ min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 36,** standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 179° to 1100 before proceeding on course. **Rwy 36,** for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL. Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL. Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

GROVE CITY, PA

GROVE CITY (29D)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.

LANCASTER, PA

LANCASTER (LNS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

Rwy 31, 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)

AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

Rwy 24, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD (MRB)

AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/ 594' MSL.

MEADVILLE, PA

PORT MEADVILLE (GKJ)
AMDT 4 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 2000 before proceeding on course.

NOTE: **Rwy 7,** pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL. Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL. **Rwy 25,** trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL. Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

21 OCT 2010 to 18 NOV 2010

NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

21 OCT 2010 to 18 NOV 2010

PHILADELPHIA, PA (CON'T)

WINGS FIELD (LOM)
AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 245° to 1100 before turning left.

NOTE: **Rwy 6,** trees beginning 54' from DER, 103' left of centerline, up to 106' AGL/389' MSL. Trees beginning 513' from DER, 110' right of centerline, up to 107' AGL/347' MSL. **Rwy 24,** mulitiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160' AGL/444' MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.

PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH, PA (CON'T)

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

POTTSTOWN, PA

HERITAGE FIELD (PTW)
ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.
DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)
AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)
AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

PUNXSUTAWNEY, PA

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.
NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

RAVENSWOOD, WV

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.
DEPARTURE PROCEDURE: **Rwys 4**, **22**, climb runway heading to 1300 before proceeding on course.
NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

READING, PA

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)
AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.
NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

ST. MARYS, PA

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

SELINGSGROVE, PA
PENN VALLEY (SEG)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.
NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

SEVEN SPRINGS BOROUGH, PA
SEVEN SPRINGS
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SHAMOKIN, PA
NORTHUMBERLAND COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

SOMERSET, PA
SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.
NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

SPENCER, WV
BOGGS FIELD (USW)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.
NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

STATE COLLEGE, PA
UNIVERSITY PARK
TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.
DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

STERLING, PA
SPRING HILL (70N)
AMDT 1 09323 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

SUMMERSVILLE, WV
SUMMERSVILLE
TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

SUTTON, WV
BRAXTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.
NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

TITUSVILLE, PA
TITUSVILLE

NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA
NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

TOWANDA, PA
BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

TOWER CITY, PA
BENDIGO (74N)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA
WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

WAYNESBURG, PA
GREENE COUNTY (WAY)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA
WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).

NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

WEST CHESTER, PA
BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12,** 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27,** 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12,** climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27,** climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30,** climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65' AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12,** trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER,1837' left of centerline, 60' AGL/701' MSL. **Rwy 27,** trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30,** trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

21 OCT 2010 to 18 NOV 2010

ARTHURDALE

TITUS FLD (7ØD) 2 W UTC−5(−4DT) N39°29.92′ W79°51.15′ **CINCINNATI**

1860 NOTAM FILE EKN

RWY 09–27: 2400X50 (TURF)

RWY 09: Trees. **RWY 27:** Tree.

AIRPORT REMARKS: Unattended. Parachute Jumping. Deer on and invof rwy. Unlimited vehicle access to arpt. +25 ft trees along edge of rwy. Rwy 27 has 8′ dropoff 25′ from thld. Rwy 09–27 surface rough and infrequently mowed, soft when wet, loose rock on surface.

COMMUNICATIONS: CTAF 122.9

BECKLEY N37°46.82′ W81°07.41′ NOTAM FILE BKW. **CINCINNATI**

(H) VORTAC 117.7 BKW Chan 124 at Raleigh Co Mem. 2500/06W. **HIWAS.** **H–10G, 12H, L–26I**

VOR portion unusable:

360°–013° byd 28 NM blo 7000′

015°–087°

106°–160° blo 10000′

184°–211° byd 10 NM blo 9000′

212°–269°

TACAN AZIMUTH and DME unusable:

040°–050° byd 38 NM blo 7000′

087°–210° byd 25 NM blo 9000′

RCO 122.1R 117.7T (ELKINS RADIO)

BECKLEY

RALEIGH CO MEM (BKW) 3 E UTC−5(−4DT) N37°47.24′ W81°07.45′ **CINCINNATI**

2504 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE BKW **H–10G, 12H, L–26I**

RWY 01–19: H6750X150 (ASPH–GRVD) S–75, D–150, 2S–140, 2D–200 HIRL 0.7% up S **IAP**

RWY 01: REIL. VASI(V4L)—GA 3°TCH 40′. Trees.

RWY 19: MALSR. VASI(V4L)—GA 3°TCH 55′.

RWY 10–28: H5000X100 (ASPH) S–45, D–60 MIRL 0.3% up E.

RWY 10: REIL. VASI(V4R)—GA 3.0° TCH 51′.

RWY 28: REIL. VASI(V4L)—GA 3.75° TCH 66′.

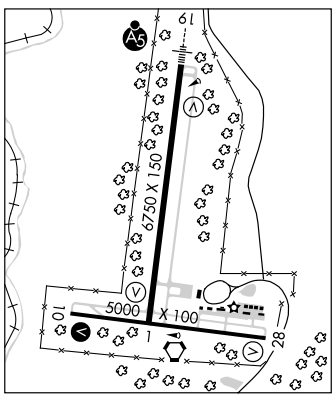
RUNWAY DECLARED DISTANCE INFORMATION:

RWY 01: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

RWY 10: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

RWY 19: TORA–6750 TODA–6750 ASDA–6750 LDA–6750

RWY 28: TORA–5000 TODA–5000 ASDA–5000 LDA–5000



AIRPORT REMARKS: Attended continuously. Deer; birds and wild turkeys on and invof arpt. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call aprt manager 304–255–0476. ACTIVATE MIRL Rwy 10–28; HIRL Rwy 01–19; MALSR Rwy 19, REIL Rwy 01, Rwy 10, Rwy 28; VASI Rwy 10 and twy lgts—CTAF.

WEATHER DATA SOURCES: ASOS 121.55 (304) 253–5214. **HIWAS** 117.7 BKW.

COMMUNICATIONS: CTAF/UNICOM 123.0

BECKLEY RCO 122.1R 117.7T (ELKINS RADIO)

Ⓡ **CHARLESTON APP/DEP CON** 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ at fld. 2500/06W. **HIWAS.**

ILS 111.7 I–MQU Rwy 19. CLASS IB.

LOC I-MQU	APP CRS	Rwy Idg	6750
111.7	193°	TDZE	2468
		Apt Elev	2504

ILS or LOC RWY 19

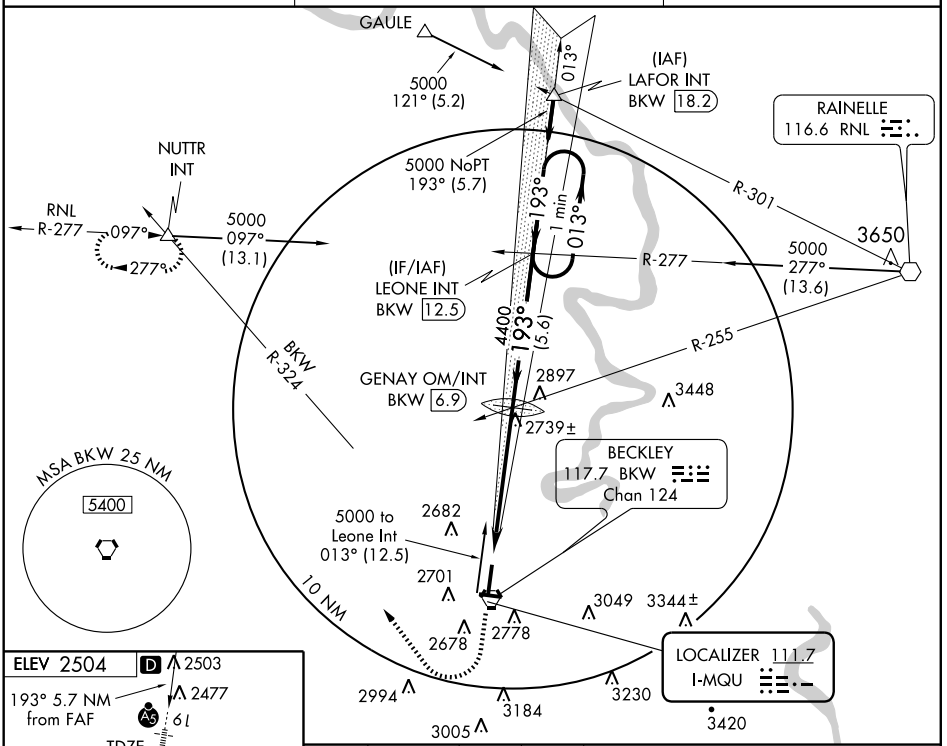
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

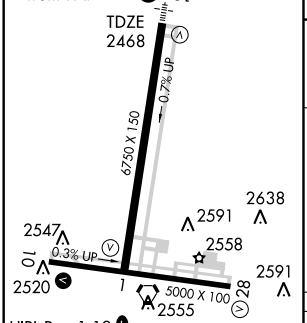
If local altimeter setting not received, use Bluefield altimeter setting and increase all DAs/MDAs 120 feet.

MALSR

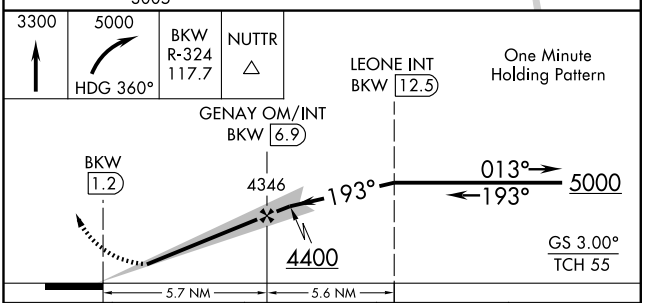
MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 via heading 360° and BKW R-324 to NUTTR Int and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 19	2668-½ 200 (200-½)			
S-LOC 19	3000-½ 532 (600-½)		3000-1 532 (600-1)	3000-1¼ 532 (600-1¼)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6750
013°	TDZE	2495
	Apt Elev	2504

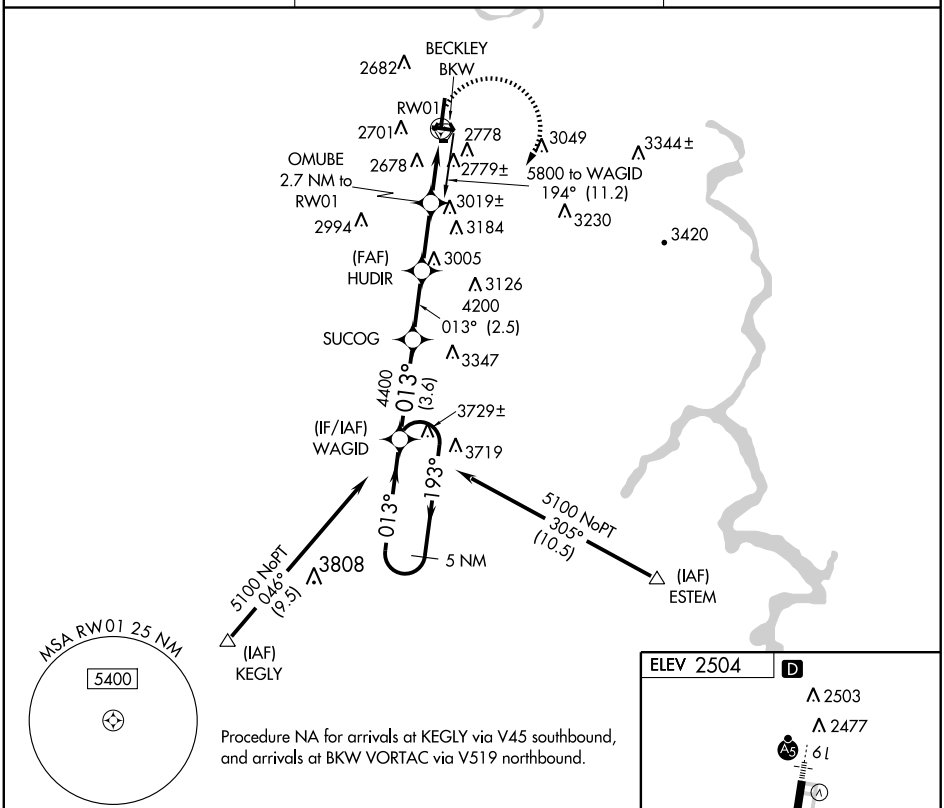
RNAV (GPS) RWY 1

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

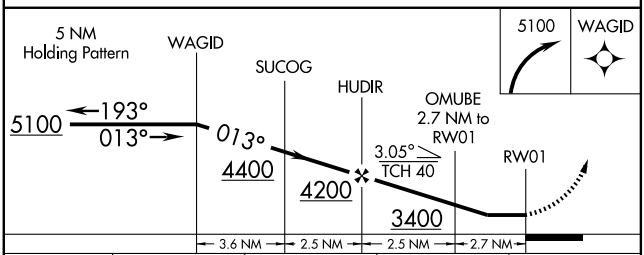
Circling to Rwy 28 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5100 direct WAGID and hold.

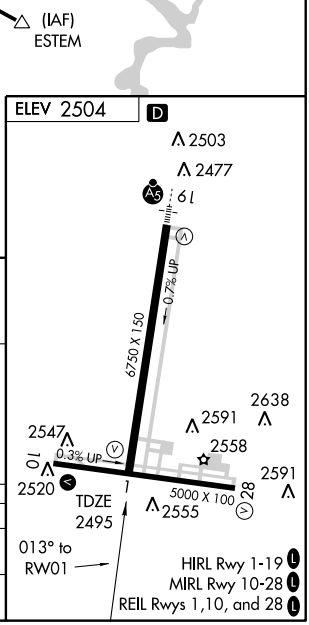
ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L



Procedure NA for arrivals at KEGLY via V45 southbound, and arrivals at BKW VORTAC via V519 northbound.



CATEGORY	A	B	C	D
LNAV MDA	3040-1 545 (600-1)		3040-1½ 545 (600-1½)	3040-1¾ 545 (600-1¾)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
103°	TDZE	2502
	Apt Elev	2504

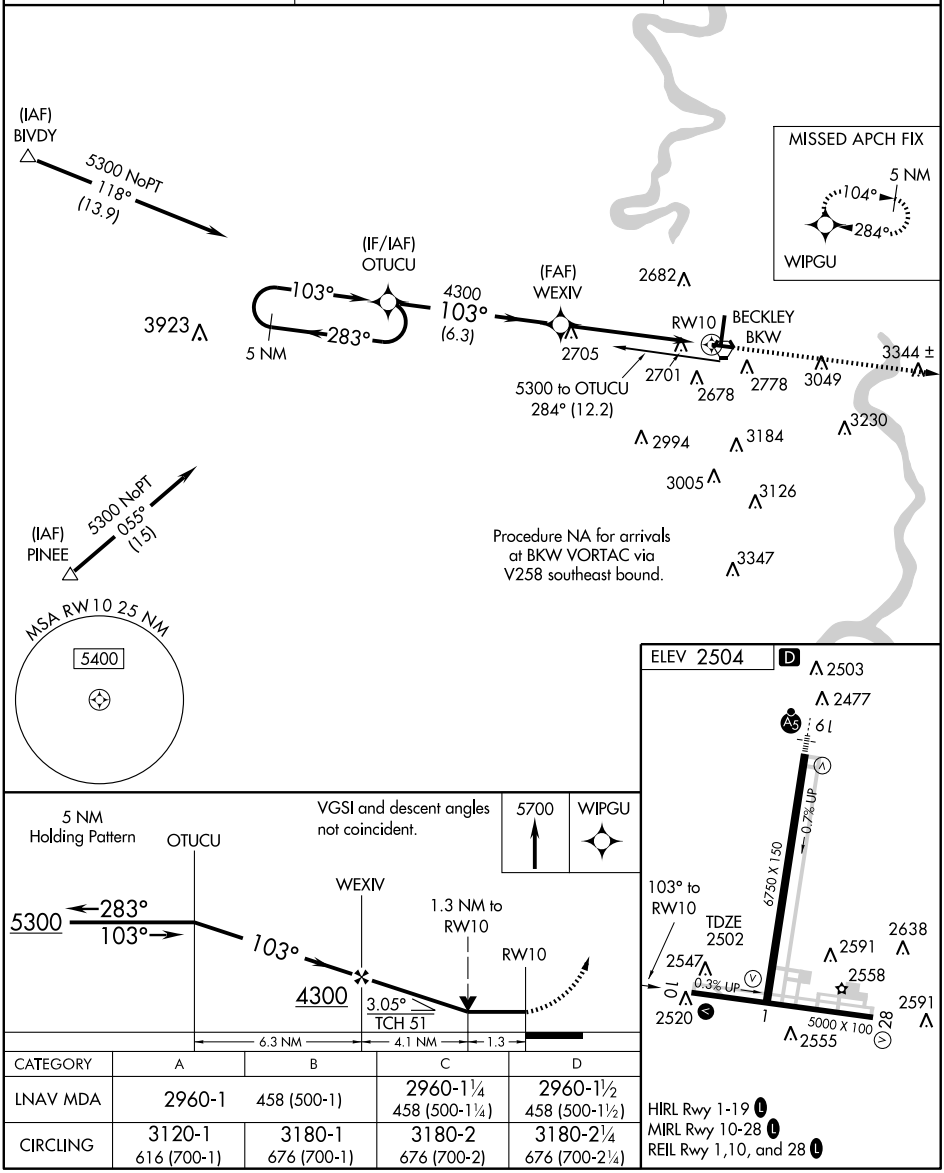
RNAV (GPS) RWY 10

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 5700 direct WIPGU and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2960-1	458 (500-1)	2960-1¼ 458 (500-1¼)	2960-1½ 458 (500-1½)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6750
CH 63011	194°	TDZE	2468
W19A		Apt Elev	2504

RNAV (GPS) RWY 19

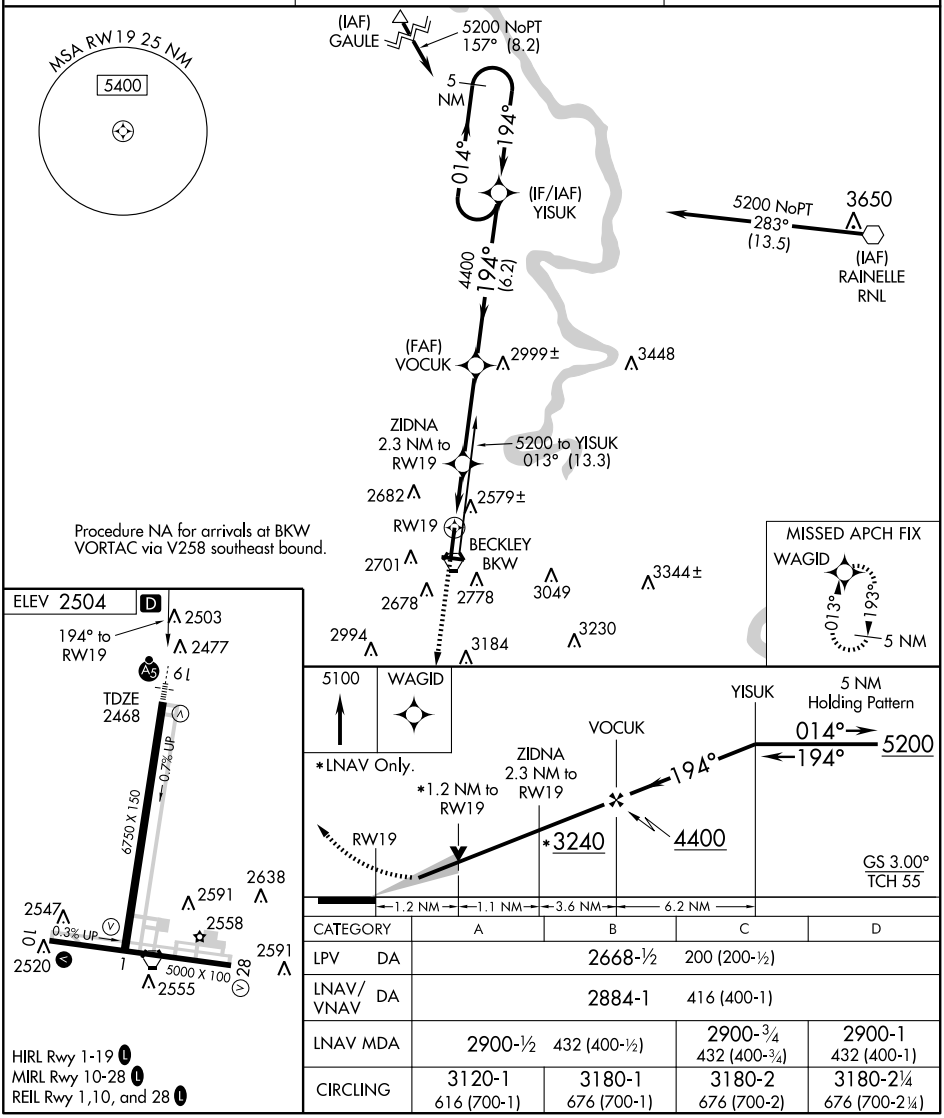
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA When using Bluefield altimeter setting. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA/MDA120 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, and circling Cats B, C, and D visibility ¼ mile. When using Bluefield altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 5100 direct WAGID and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L



CATEGORY		A	B	C	D
LPV	DA	2668-½		200 (200-½)	
LNAV/VNAV	DA	2884-1		416 (400-1)	
LNAV MDA		2900-½ 432 (400-½)		2900-¾ 432 (400-¾)	2900-1 432 (400-1)
CIRCLING		3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
284°	TDZE	2504
	Apt Elev	2504

RNAV (GPS) RWY 28

BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase all Cats, A, B, and D visibilities ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct OTUCU and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L

MISSED APCH FIX OTUCU
103°
283°
5 NM

Procedure NA for arrivals at RNL VOR via V260 northwest bound.

(IAF) RAINELLE RNL
5700 NoPT
190° (13.5)

3448

2682
BECKLEY BKW
RW28
2701
2678
2778
3049
(FAF) MIVKE
3344±
4400
284° (8.2)
104°
284°
5 NM
4248±
(IF/IAF) WIPGU

2994
3184
3230
5700 to WIPGU
103° (14.3)
3420
3005
3126

Procedure NA for arrivals at BKW VORTAC via V59 southeast bound.

3347
3719

MSA RW 28 25 NM
5400

5700 NoPT
331° (20.1)
(IAF) ZOOMS

Procedure NA for arrivals at ZOOMS via V37 southbound.

ELEV 2504
D 2503
2477
A5
6 L
6750 X 150
0.7% UP
0.3% UP
10
1
28
2638
2591
2547
2558
2520
2555
2591
5000 X 100
TDZE 2504
284° to RW28

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwys 1,10, and 28 L

5300
OTUCU
WIPGU
5 NM Holding Pattern
104°
284°
5700
MIVKE
284°
RW28
4400
3.05°
TCH 50
VGSI and descent angles not coincident.
5.7 NM
8.2 NM

CATEGORY	A	B	C	D
LNAV MDA	3360-1 856 (900-1)	3360-1¼ 856 (900-1¼)	3360-2½ 856 (900-2½)	3360-2¾ 856 (900-2¾)
CIRCLING	3360-1 856 (900-1)	3360-1¼ 856 (900-1¼)	3360-2½ 856 (900-2½)	3360-2¾ 856 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BKW 117.7 Chan 124	APP CRS 107°	Rwy Idg 5000 TDZE 2502 Apt Elev 2504

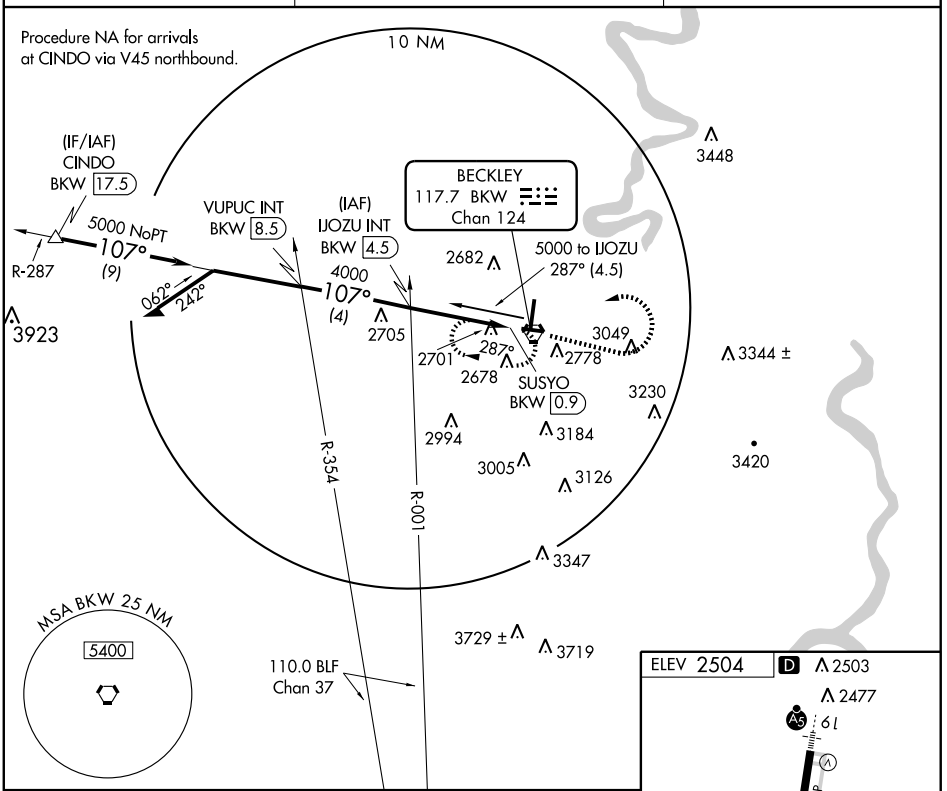
VOR RWY 10

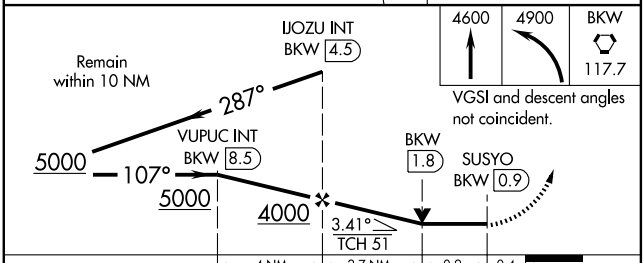
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

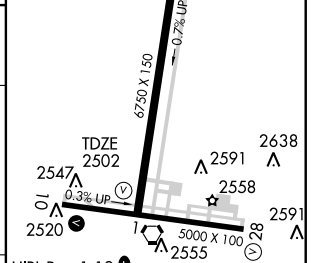
Visibility reduction by helicopters NA.
When local altimeter setting not received use Bluefield altimeter setting and increase all MDA 120 feet and S-10 Cats C and D and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	2960-1	458 (500-1)	2960-1¼ 458 (500-1¼)	2960-1½ 458 (500-1½)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BKW 117.7 Chan 124	APP CRS 188°	Rwy Idg 6750 TDZE 2468 Apt Elev 2504

VOR RWY 19

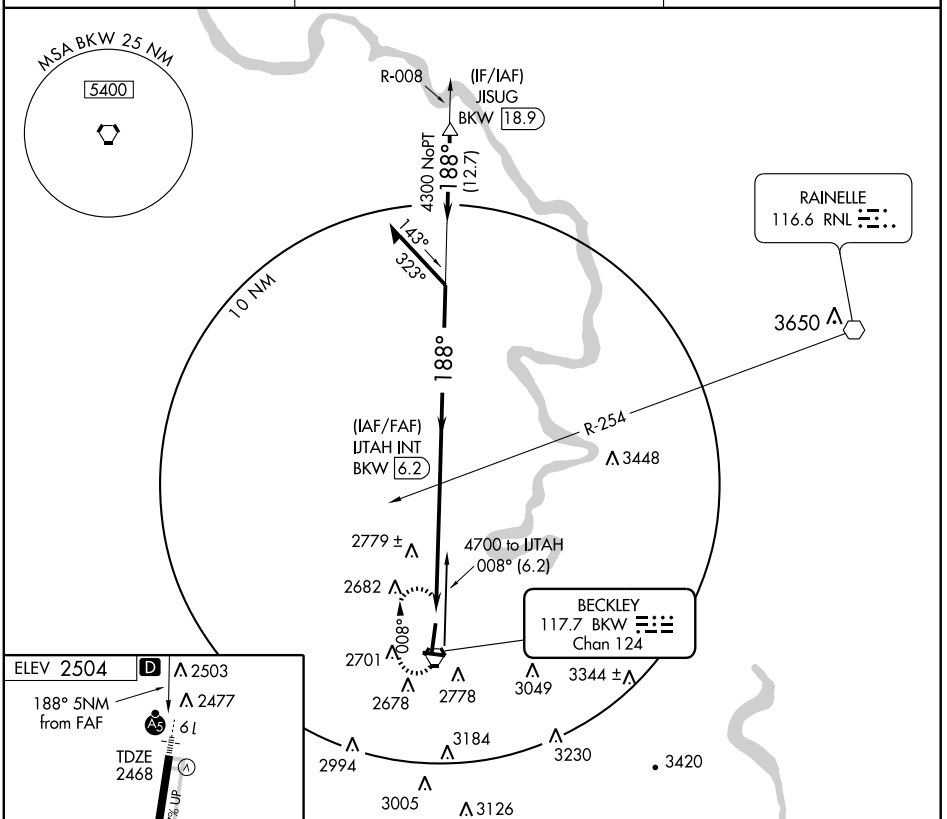
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

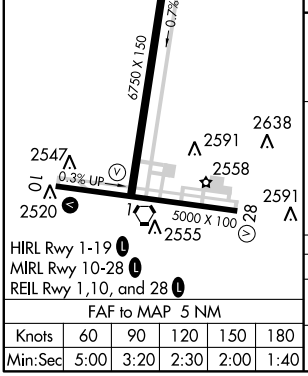
When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and S-19 Cats C and D visibility ½ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MALSR

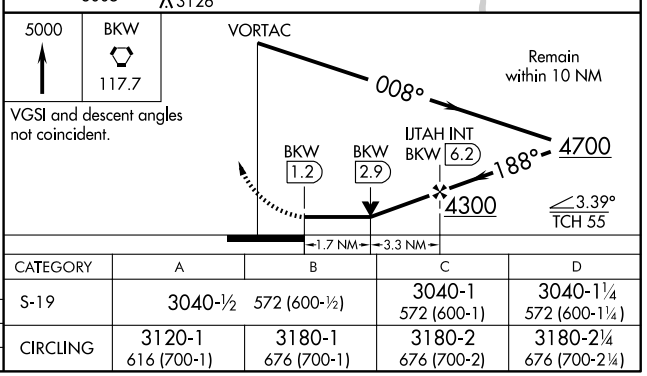
MISSED APPROACH: Climb to 5000 direct BKW VORTAC and hold, continue climb-in-hold to 5000.

ASOS	CHARLESTON APP CON	UNICOM
121.55	118.95 269.125	123.0 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-19	3040-½ 572 (600-½)		3040-1 572 (600-1)	3040-1¼ 572 (600-1¼)
CIRCLING	3120-1 616 (700-1)	3180-1 676 (700-1)	3180-2 676 (700-2)	3180-2¼ 676 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BERKELEY SPRINGS

POTOMAC AIRPARK (W35) 4 N UTC−5(−4DT) N39°41.56′ W78°09.97′ — WASHINGTON L–29D, A IAP

412 NOTAM FILE EKN

RWY 11–29: H4985X70 (ASPH) MIRL

RWY 11: REIL. Trees.

RWY 29: REIL. Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED ngts. Be advised unmanned acft 1,000′ and blo 1 NM radius of arpt. RC model acft operating on arpt. No acft over 18,500 Lbs. Rwy 11–29 pavement cracks, uneven surface and some loose aggregate. REIL Rwy 11 OTS indef. Rwy 29 REIL OTS indef.

COMMUNICATIONS: CTAF 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 222° 17.5 NM to fld. 2340/07W.

HAGERSTOWN (L) VOR 109.8 HGR N39°41.86′ W77°51.34′ 276° 14.4 NM to fld. NOTAM FILE HGR.

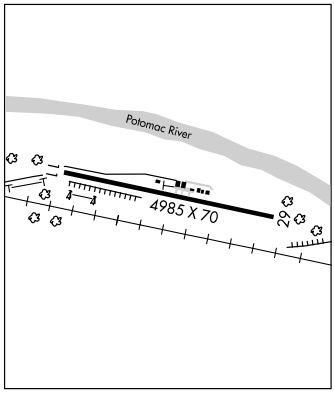
VOR unusable:

251°–272° byd 14 NM

267° byd 14 NM

281°–300° byd 24 NM blo 8000′

351°–019°



BLUEFIELD N37°18.39′ W81°11.66′ NOTAM FILE BLF. — CINCINNATI L–26I

(L) VORTAC 110.0 BLF Chan 37 at Mercer Co. 2900/03W.

DME portion unusable:

122°–230° byd 25 NM blo 9500′

RCO 122.1R 110.0T (ELKINS RADIO) **RCO** 122.65 122.2 (ELKINS RADIO)

BLUEFIELD

MERCER CO (BLF) 3 NE UTC−5(−4DT) N37°17.75′ W81°12.46′ — CINCINNATI L–26I IAP

2857 B **FUEL** 100LL, JET A, JET A+ TPA–3857 (1000)

NOTAM FILE BLF

RWY 05–23: H4743X100 (ASPH–GRVD) S–30, D–48 HIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 40′

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 65′

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA–4743 TODA–4743 ASDA–4743 LDA–4743

RWY 23: TORA–4743 TODA–4743 ASDA–4743 LDA–4743

AIRPORT REMARKS: Attended 1100–0300Z‡. Arpt CLOSED Christmas and New Years Day. Svcs avbl when clsd by prior arrangement; call 304–327–8440. After hrs emerg fuel by prior arrangement; listing on line office door. Deer on and invof arpt. Mowing in progress Apr–Nov all surfaces. Rwy 23 has steep drop–off 320′ from thld zero feet both sides. Rwy 05 has steep drop–off 175′ from thld left side. ACTIVATE HIRL Rwy 05–23, twy lgts, and REIL Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.

COMMUNICATIONS: CTAF 122.9

BLUEFIELD RCO 122.65 122.2 (ELKINS RADIO).

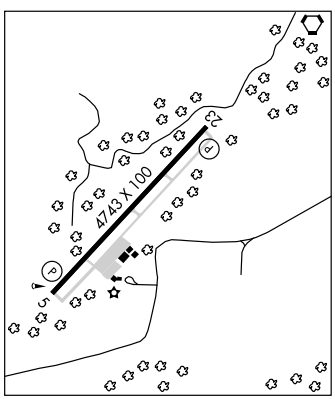
INDIANAPOLIS CENTER APP/DEP CON 126.575

AIRSPACE: CLASS E svc effective 1025–0225Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.

BLUEFIELD (L) VORTAC 110.0 BLF Chan 37 N37°18.39′ W81°11.66′ at fld. 2900/03W.

ILS 109.5 I–BLF Rwy 23. GS unusable for coupled apch blo 3200′ MSL (.91 NM).



BOGGS FLD (See SPENCER)

BRAXTON CO (See SUTTON)

APP CRS		
110°	Rwy Idg	4985
	TDZE	412
	Apt Elev	412

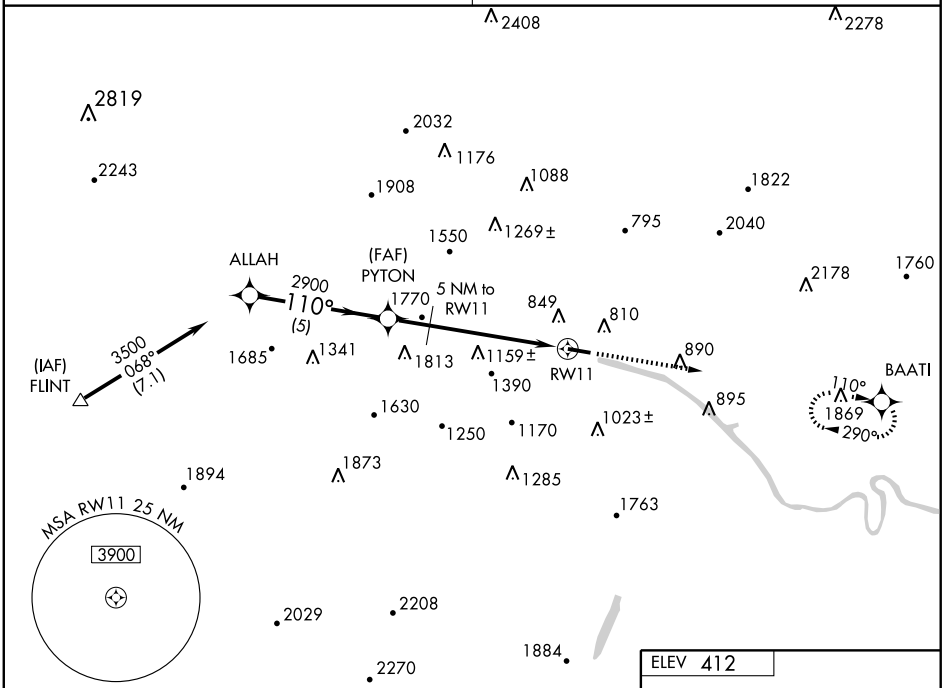
GPS RWY 11

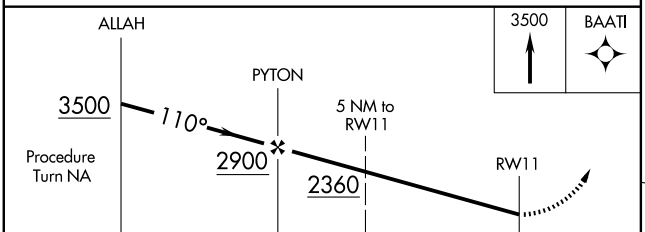
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

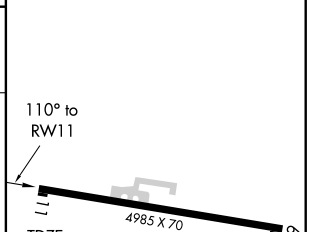
NA

MISSED APPROACH: Climb to 3500 direct BAATI WP and hold.

WASHINGTON CENTER	CTAF
134.15 385.4	122.8







CATEGORY	A	B	C	D
S-11	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	
CIRCLING	1480-1¼ 1068 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-11	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3 1148 (1200-3)	
CIRCLING	1560-1¼ 1148 (1200-1¼)	1560-1½ 1148 (1200-1½)	1560-3 1148 (1200-3)	

REIL Rwys 11 and 29
MIRL Rwy 11-29

APP CRS	Rwy ldg	4985
290°	TDZE	412
	Apt Elev	412

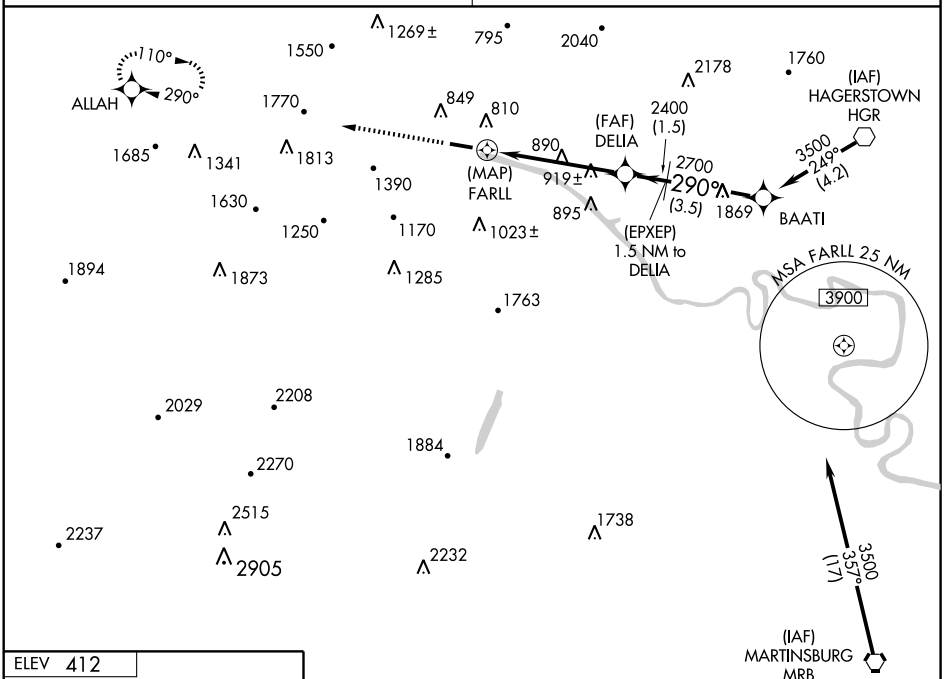
GPS RWY 29

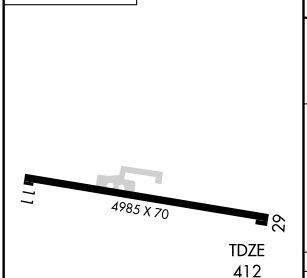
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

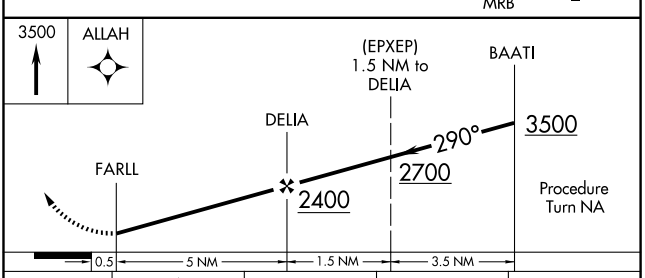
NA — Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3500 direct ALLAH WP and hold.

WASHINGTON CENTER	CTAF
134.15 385.4	122.8







CATEGORY	A	B	C	D
S-29	1280-1 868 (900-1)	1280-1¼ 868 (900-1¼)	1280-2½ 868 (900-2½)	1280-2¾ 868 (900-2¾)
CIRCLING	1340-1¼ 928 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-29	1340-1¼ 928 (1000-1¼)		1340-2¾ 928 (1000-2¾)	1340-3 928 (1000-3)
CIRCLING	1420-1¼ 1008 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	

REIL Rwys 11 and 29
MIRL Rwy 11-29

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR HGR	APP CRS	Rwy Idg	4985
109.8	276°	TDZE	412
		Apt Elev	412

VOR RWY 29

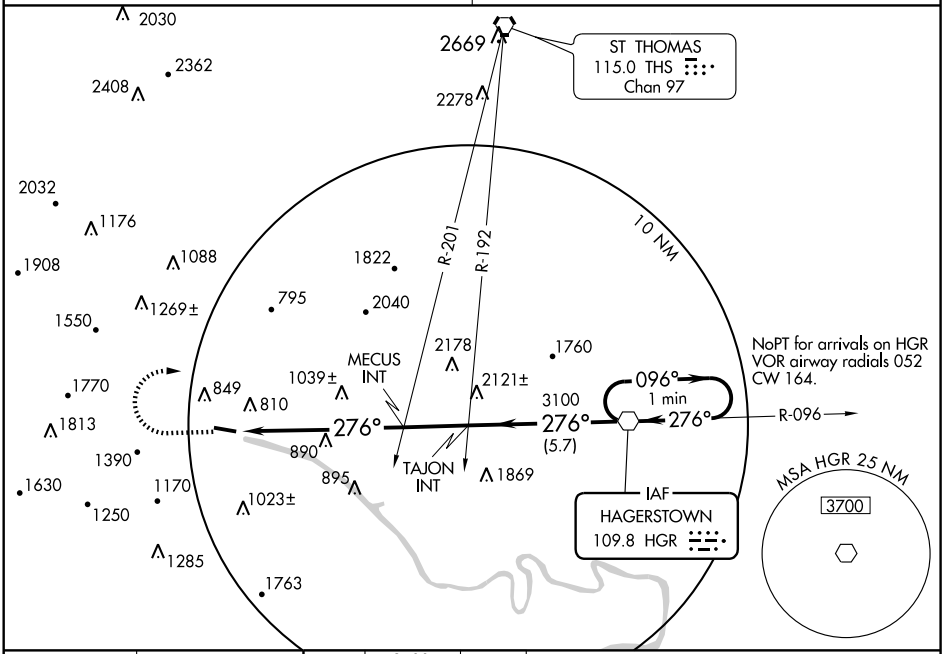
BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.

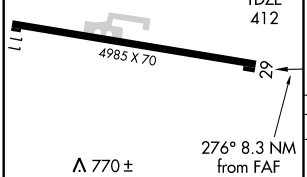
WASHINGTON CENTER	CTAF
134.15 385.4	122.8



NE-4, 21 OCT 2010 to 18 NOV 2010

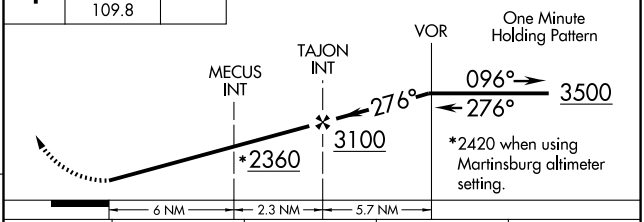
NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 412



REIL Rwys 11 and 29
MIRL Rwy 11-29

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



CATEGORY	A	B	C	D
S-29	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
CIRCLING	1400-1¼ 988 (1000-1¼)	1400-1½ 988 (1000-1½)	1400-3 988 (1000-3)	
MARTINSBURG ALTIMETER SETTING MINIMUMS				
S-29	1460-1¼ 1048 (1100-1¼)	1460-1½ 1048 (1100-1½)	1460-3 1048 (1100-3)	
CIRCLING	1460-1¼ 1048 (1100-1¼)	1480-1½ 1068 (1100-1½)	1480-3 1068 (1100-3)	

BERKELEY SPRINGS

POTOMAC AIRPARK (W35) 4 N UTC−5(−4DT) N39°41.56′ W78°09.97′ — WASHINGTON L–29D, A IAP

412 NOTAM FILE EKN

RWY 11–29: H4985X70 (ASPH) MIRL

RWY 11: REIL. Trees.

RWY 29: REIL. Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED ngts. Be advised unmanned acft 1,000′ and blo 1 NM radius of arpt. RC model acft operating on arpt. No acft over 18,500 Lbs. Rwy 11–29 pavement cracks, uneven surface and some loose aggregate. REIL Rwy 11 OTS indef. Rwy 29 REIL OTS indef.

COMMUNICATIONS: CTAF 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 222° 17.5 NM to fld. 2340/07W.

HAGERSTOWN (L) VOR 109.8 HGR N39°41.86′ W77°51.34′ 276° 14.4 NM to fld. NOTAM FILE HGR.

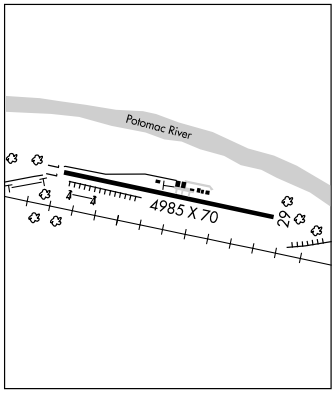
VOR unusable:

251°–272° byd 14 NM

267° byd 14 NM

281°–300° byd 24 NM blo 8000′

351°–019°



BLUEFIELD N37°18.39′ W81°11.66′ NOTAM FILE BLF. — CINCINNATI L–26I

(L) VORTAC 110.0 BLF Chan 37 at Mercer Co. 2900/03W.

DME portion unusable:

122°–230° byd 25 NM blo 9500′

RCO 122.1R 110.0T (ELKINS RADIO) **RCO** 122.65 122.2 (ELKINS RADIO)

BLUEFIELD

MERCER CO (BLF) 3 NE UTC−5(−4DT) N37°17.75′ W81°12.46′ — CINCINNATI L–26I IAP

2857 B **FUEL** 100LL, JET A, JET A+ TPA–3857 (1000)

NOTAM FILE BLF

RWY 05–23: H4743X100 (ASPH–GRVD) S–30, D–48 HIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 40′

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 65′

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 05: TORA–4743 TODA–4743 ASDA–4743 LDA–4743

RWY 23: TORA–4743 TODA–4743 ASDA–4743 LDA–4743

AIRPORT REMARKS: Attended 1100–0300Z‡. Arpt CLOSED Christmas and New Years Day. Svcs avbl when clsd by prior arrangement; call 304–327–8440. After hrs emerg fuel by prior arrangement; listing on line office door. Deer on and invof arpt. Mowing in progress Apr–Nov all surfaces. Rwy 23 has steep drop–off 320′ from thld zero feet both sides. Rwy 05 has steep drop–off 175′ from thld left side. ACTIVATE HIRL Rwy 05–23, twy lgts, and REIL Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.

COMMUNICATIONS: CTAF 122.9

BLUEFIELD RCO 122.65 122.2 (ELKINS RADIO).

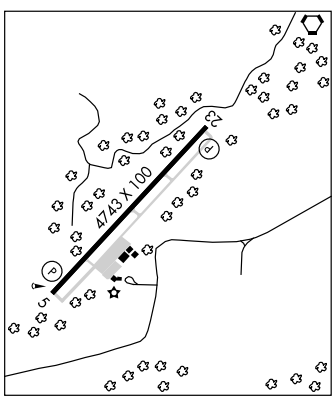
INDIANAPOLIS CENTER APP/DEP CON 126.575

AIRSPACE: CLASS E svc effective 1025–0225Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.

BLUEFIELD (L) VORTAC 110.0 BLF Chan 37 N37°18.39′ W81°11.66′ at fld. 2900/03W.

ILS 109.5 I–BLF Rwy 23. GS unusable for coupled apch blo 3200′ MSL (.91 NM).



BOGGS FLD (See SPENCER)

BRAXTON CO (See SUTTON)

LOC I-BLF	APP CRS	Rwy Idg	4743
109.5	229°	TDZE	2842
		Apt Elev	2857

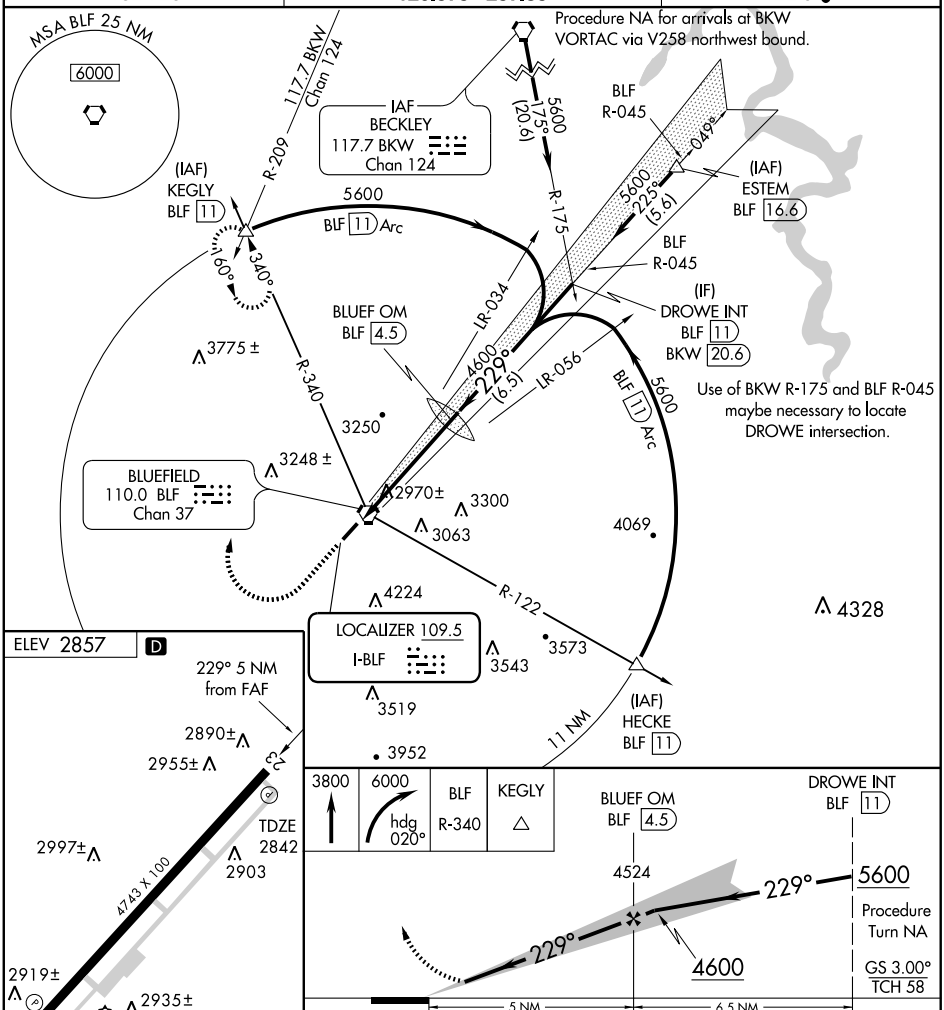
ILS or LOC RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of Rwy 5-23. Autopilot coupled approach NA below 3200 MSL. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase S-ILS 23 DA to 3585 feet and all MDA to 3980 feet; S-ILS 23 all Cats visibility 1½ mile, S-LOC 23 and Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF VORTAC R-340 to KEGLY INT/BLF 11 DME and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L



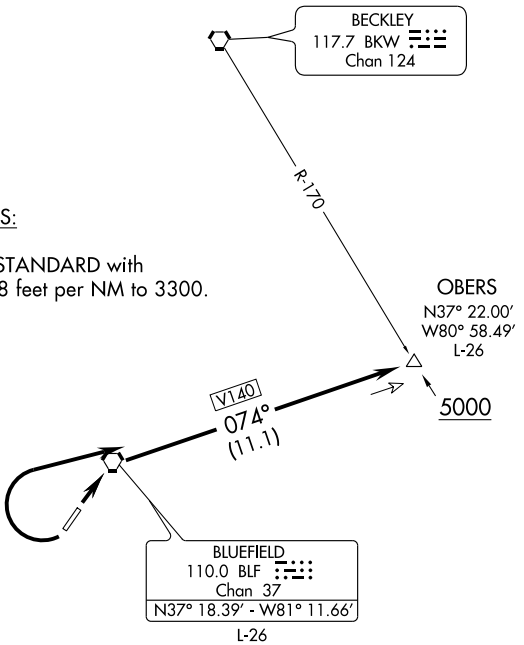
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 23	3142-1 300 (300-1)			
S-LOC 23	3520-1 678 (700-1)		3520-2 678 (700-2)	3520-2¼ 678 (700-2¼)
CIRCLING	3520-1 663 (700-1)		3560-2 703 (800-2)	3560-2¼ 703 (800-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

OBERS THREE DEPARTURE

INDANAPOLIS CENTER
126.575 257.85
CTAF 122.9 L
ASOS 132.725



TAKE-OFF MINIMUMS:
Rwy 5: STANDARD.
Rwy 23: 400-2¼ or STANDARD with minimum climb of 238 feet per NM to 3300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

. . . . via ATC assigned route.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 14′ from DER, 370′ left of centerline, up to 100′ AGL/2939′ MSL.
Trees beginning 15′ from DER, 391′ right of centerline, up to 100′ AGL/2959′ MSL.

Rwy 23: Trees beginning at DER, 258′ left of centerline up to 100′ AGL/2939′ MSL.
Trees beginning 140′ from DER, 74′ right of centerline, up to 100′ AGL/3159′ MSL.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4743
064°	TDZE	2849
	Apt Elev	2857

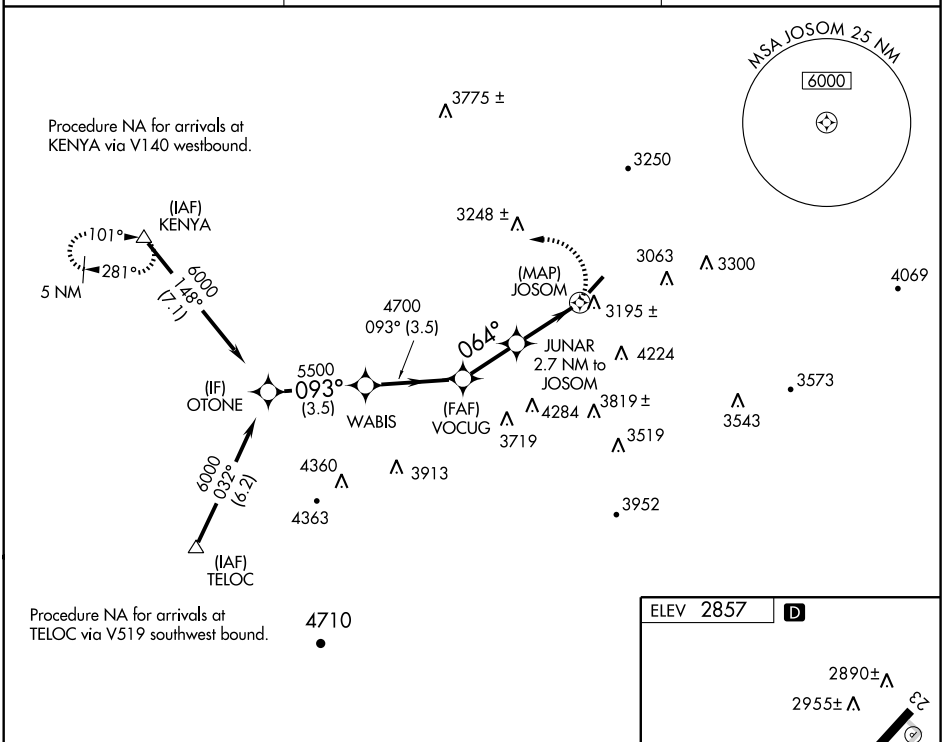
RNAV (GPS) RWY 5

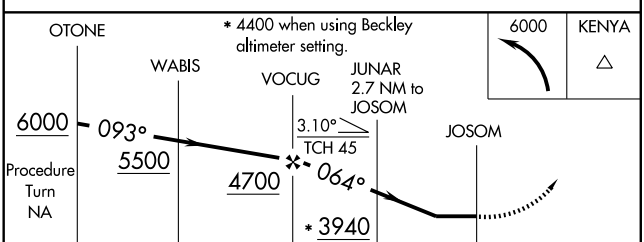
BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 mile, and Cat D ¾ mile. Straight-In NA when using Beckley altimeter setting.

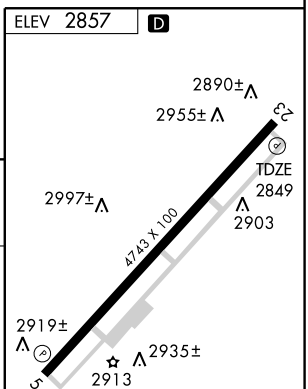
MISSED APPROACH: Climbing left turn to 6000 direct KENYA and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	3560-1	711 (800-1)	3560-2 711 (800-2)	3560-2¼ 711 (800-2¼)
CIRCLING	3560-1	703 (800-1)	3560-2 703 (800-2)	3560-2¼ 703 (800-2¼)



HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4743
CH 50207	229°	TDZE	2842
W23A		Apt Elev	2857

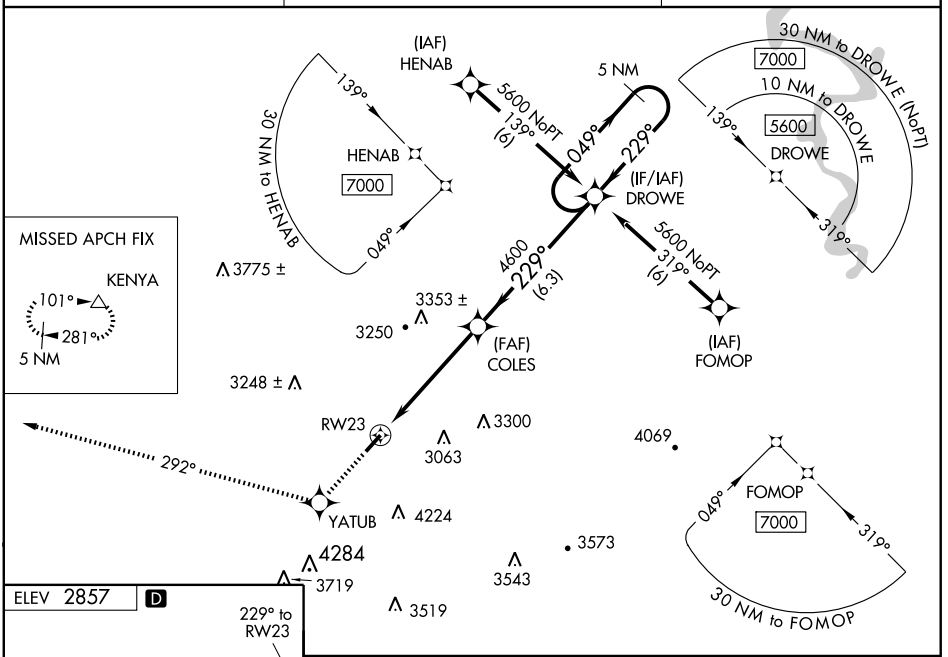
RNAV (GPS) RWY 23

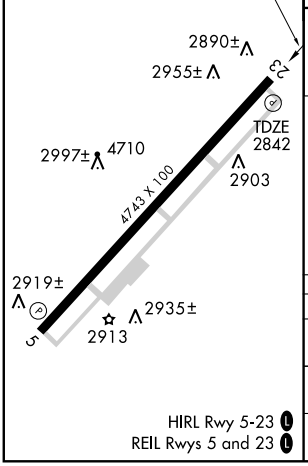
BLUEFIELD / MERCER COUNTY (BLF)

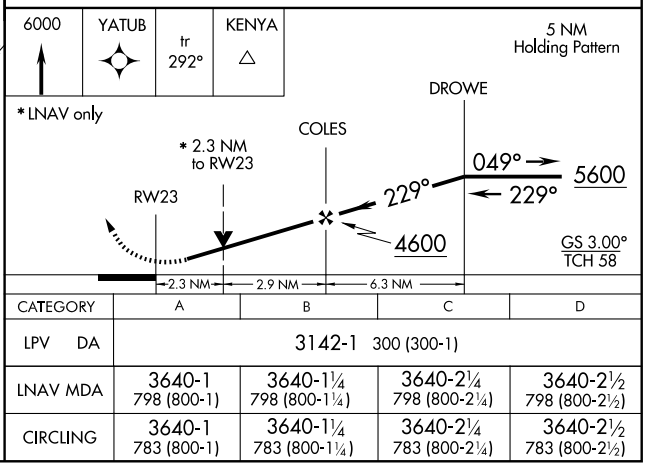
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA southeast Rwy 5-23. VDP NA when using Beckley altimeter setting. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 3585 feet and all MDA to 4100 feet; increase LPV all Cats visibility 1 ½ mile, increase LNAV and Circling visibility Cats A and B ¼ mile, Cat C ¾ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 6000 direct YATUB and via track 292° to KENYA and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L







CATEGORY	A	B	C	D
LPV DA	3142-1 300 (300-1)			
LNAV MDA	3640-1 798 (800-1)	3640-1¼ 798 (800-1¼)	3640-2¼ 798 (800-2¼)	3640-2½ 798 (800-2½)
CIRCLING	3640-1 783 (800-1)	3640-1¼ 783 (800-1¼)	3640-2¼ 783 (800-2¼)	3640-2½ 783 (800-2½)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BLF 110.0 Chan 37	APP CRS 225°	Rwy Idg 4743 TDZE 2842 Apt Elev 2857

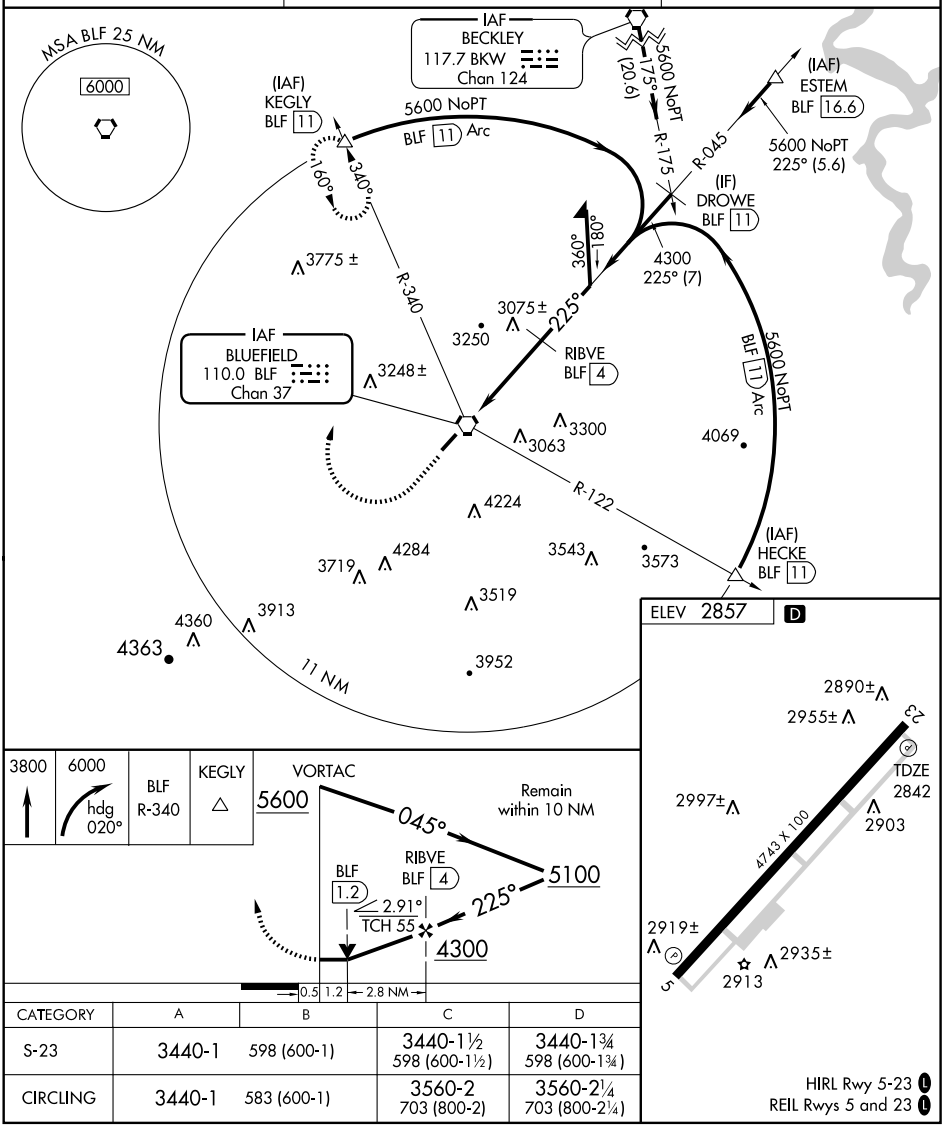
VOR/DME RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of RWY 5-23. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet; increase S-23 visibility Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile, Cat D 1¼ mile; increase Circling visibility Cat A ¼ mile, Cat B ½ mile Cat C 1 mile, Cat D ¾ mile.
VDP NA when using Beckley altimeter setting.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L



CATEGORY	A	B	C	D
S-23	3440-1	598 (600-1)	3440-1½ 598 (600-1½)	3440-1¾ 598 (600-1¾)
CIRCLING	3440-1	583 (600-1)	3560-2 703 (800-2)	3560-2¼ 703 (800-2¼)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BLF 110.0 Chan 37	APP CRS 225°	Rwy Idg 4743 TDZE 2842 Apt Elev 2857

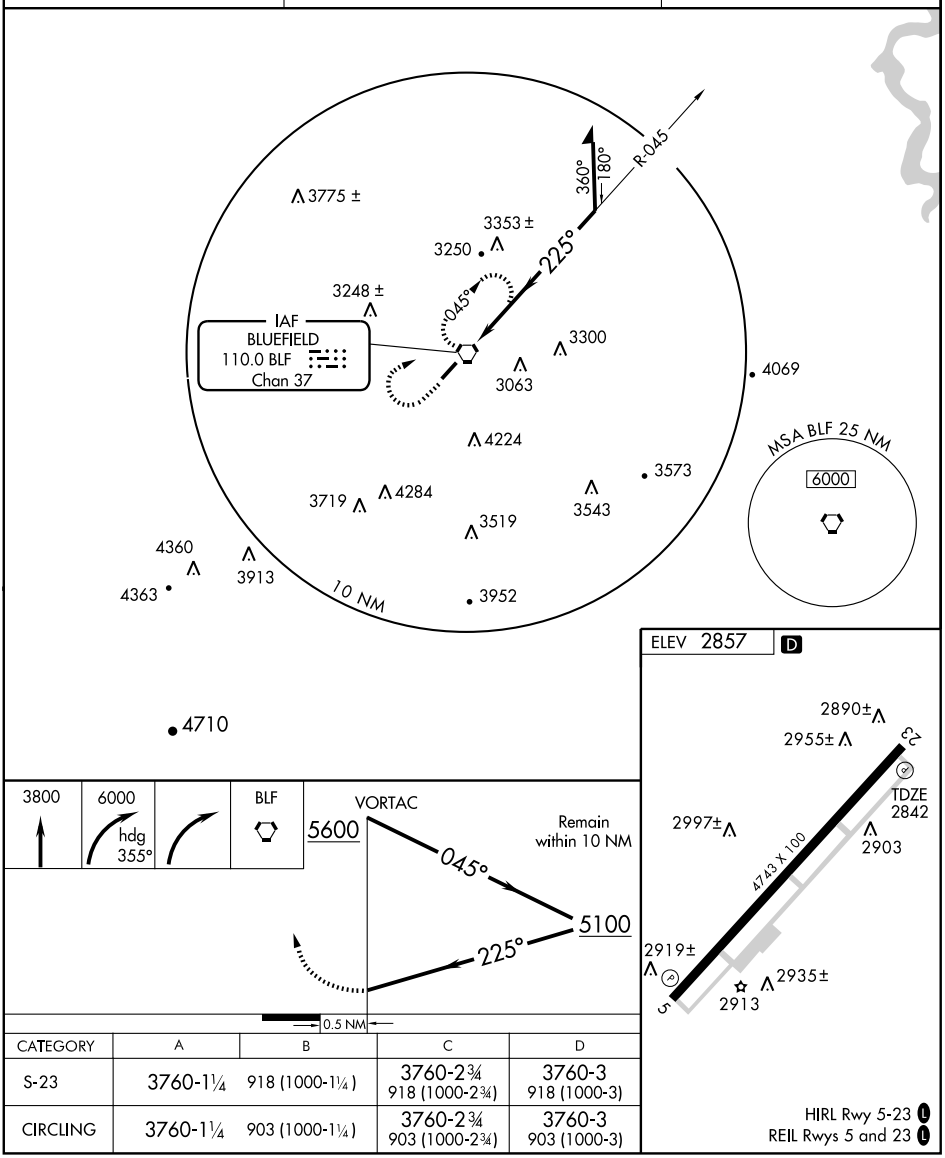
VOR RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of RWY 5-23. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet, increase S-23 and Circling visibility Cats B and C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 355° then right turn direct BLF VORTAC and hold.

ASOS	INDIANAPOLIS CENTER	CTAF
132.725	126.575 257.85	122.9 L



CATEGORY	A	B	C	D
S-23	3760-1¼	918 (1000-1¼)	3760-2¾ 918 (1000-2¾)	3760-3 918 (1000-3)
CIRCLING	3760-1¼	903 (1000-1¼)	3760-2¾ 903 (1000-2¾)	3760-3 903 (1000-3)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

BUCKHANNON

UPSHUR CO RGNL (W22) 2 W UTC−5(−4DT) N39°00.03′ W80°16.42′ **CINCINNATI**

1635 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN **L–29C**

RWY 11–29: H4200X75 (ASPH) S–12.5, D–30 MIRL **IAP**

RWY 11: Trees. **RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Self service 100LL. Deer on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.975 (304) 472–9428.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡).

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡).

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

ELKINS (L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 309° 9.7 NM to fld. 2160/7W. **HIWAS.**

BUSHI N37°46.93′ W80°28.11′ NOTAM FILE LWB. **CINCINNATI**

NDB (MHW/LOM) 346 LW 042° 5.6 NM to Greenbrier Valley. Unusable beyond 15 NM. Unmonitored 0300–1200Z‡. **L–26I**

CHARLESTON N38°20.98′ W81°46.19′ NOTAM FILE CRW. **CINCINNATI**

(H) VORTAC 117.4 HVQ Chan 121 083° 8.5 NM to Yeager. 1099/03W. VOR unusable 140°–142° byd 20 NM blo 9000′. **H–10G, 12H, L–26H**

RCO 122.1R 117.4T (ELKINS RADIO)

RCO 122.55 122.2 N38°22.39′ W81°35.59′ (ELKINS RADIO).

CHARLESTON

YEAGER (CRW) 3 E UTC−5(−4DT) N38°22.39′ W81°35.59′ **CINCINNATI**

981 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE CRW **H–10G, 12H, L–26H**

RWY 05–23: H6300X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 HIRL CL 0.8% up SW **IAP, AD**

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 60′. Pole.

RWY 23: ALSF1. VASI(V4R)—GA 3.0°TCH 78′. Pole.

RWY 15–33: H4751X150 (ASPH) S–30, D–60 MIRL 1.0% up SE

RWY 15: PAPI(P4R)—GA 3.78° TCH 45′. Antenna.

RWY 33: Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

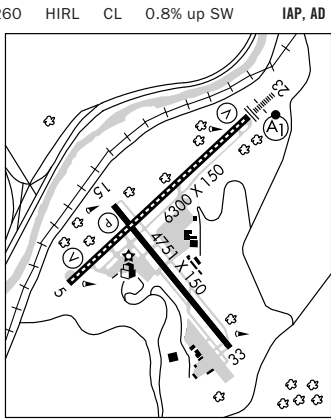
RWY 05: TORA–6302 TODA–6302 ASDA–6302 LDA–6302

RWY 23: TORA–6302 TODA–6302 ASDA–6302 LDA–6302

ARRESTING GEAR SYSTEM

RWY 23: EMAS

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Rwy 05 VASI not coincident with ILS GS. Rwy 05 VASI unusable 2° right of course. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available. Rwy 05 touchdown RVR avbl.



WEATHER DATA SOURCES: ASOS (304) 346–4797. LLWAS.

COMMUNICATIONS: ATIS 127.6 **UNICOM** 122.95

CHARLESTON RCO 122.55 122.2 (ELKINS RADIO)

Ⓡ **CHARLESTON APP/DEP CON** 119.2 (SOUTH) 124.1 (NORTH) 128.5

CHARLESTON TOWER 125.7 **GND CON** 121.8 **CLNC DEL** 118.55

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 083° 8.5 NM to fld. 1099/03W.

ILS/DME 110.3 I–CRW Chan 40 Rwy 23.

ILS/DME 110.3 I–HCV Chan 40 Rwy 05.

APP CRS	Rwy Idg	4200
106°	TDZE	1635
	Apt Elev	1635

RNAV (GPS) RWY 11

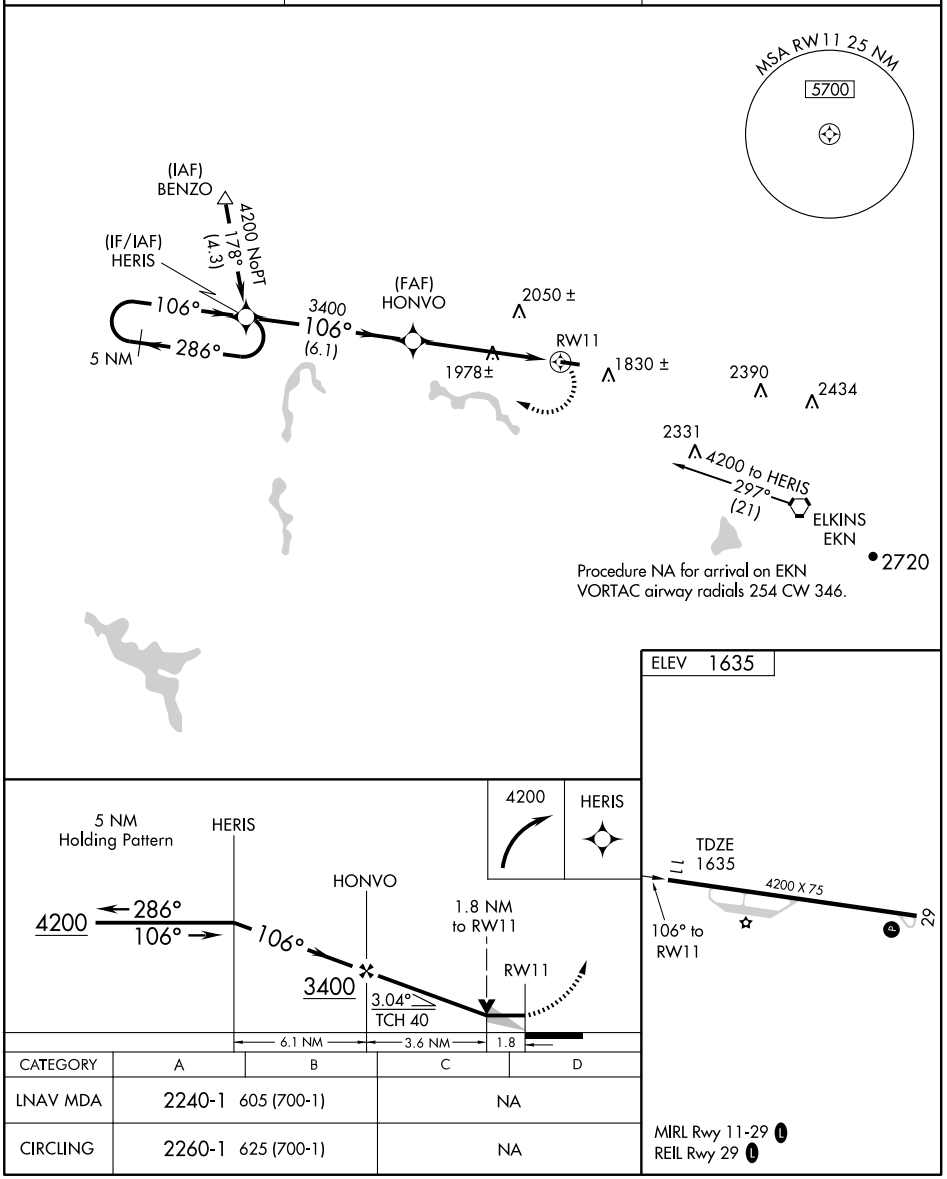
BUCKHANNON/UPSHUR COUNTY RGNL (W22)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 4200 direct HERIS and hold.

AWOS-3	CLARKSBURG APP CON *	UNICOM
119.975	121.15 284.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2240-1	605 (700-1)	NA	
CIRCLING	2260-1	625 (700-1)	NA	

MIRL Rwy 11-29 L
REIL Rwy 29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
301°	TDZE	1635
	Apt Elev	1635

RNAV (GPS) RWY 29

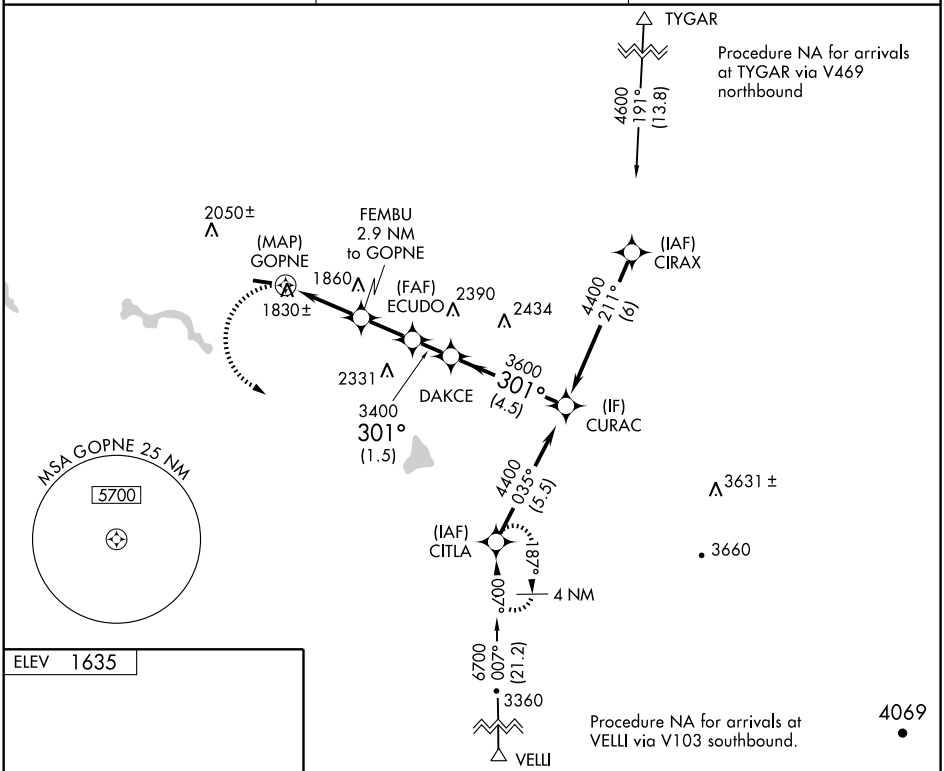
BUCKHANNON/UPSHUR COUNTY RGNL (W22)

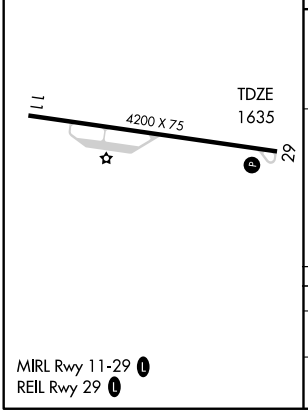
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

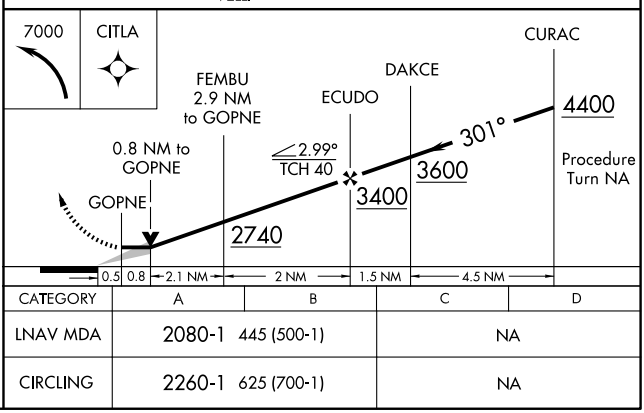
NA

MISSED APPROACH: Climbing left turn to 7000 direct CITLA and hold, continue climb-in-hold to 7000.

AWOS-3	CLARKSBURG APP CON *	UNICOM
119.975	121.15 284.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2080-1 445 (500-1)		NA	
CIRCLING	2260-1 625 (700-1)		NA	

MIRL Rwy 11-29 L
REIL Rwy 29 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC EKN 114.2 Chan 89	APP CRS 309°	Rwy Idg N/A TDZE N/A Apt Elev 1635

VOR-A

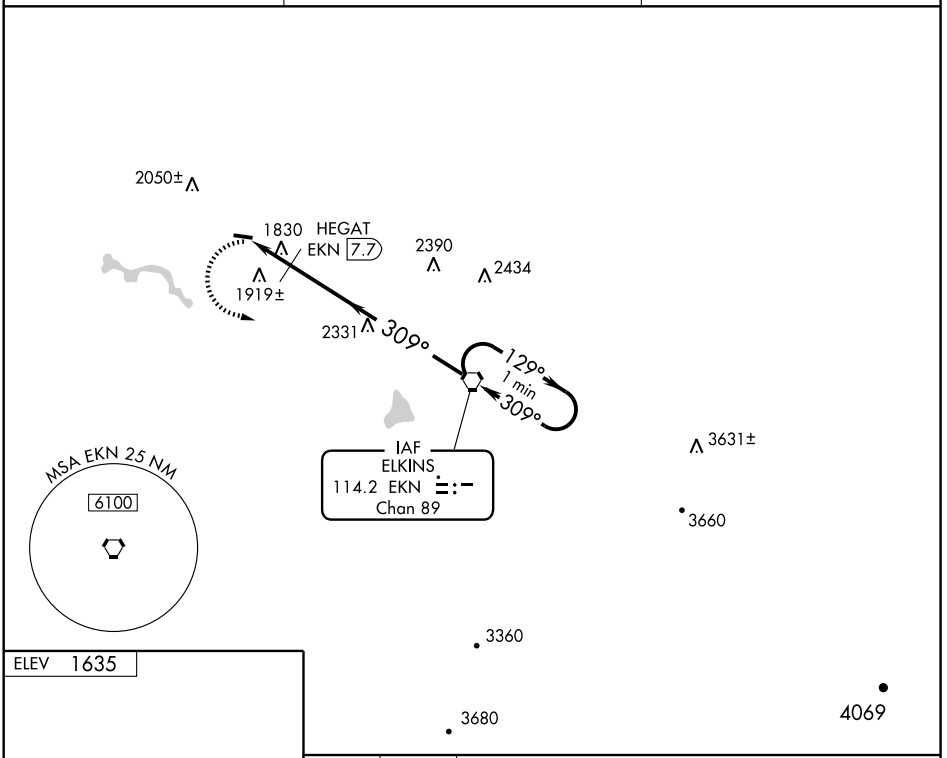
BUCKHANNON/ UPSHUR COUNTY RGNL (W22)

If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet.

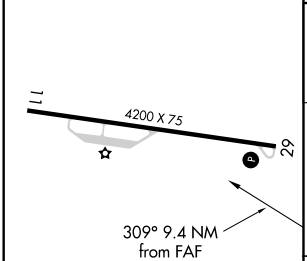
NA

MISSED APPROACH: Climbing left turn to 5400 direct EKN VORTAC and hold, continue climb-in-hold to 5400.

AWOS-3	CLARKSBURG APP CON *	UNICOM
119.975	121.15 284.65	122.8 (CTAF) L

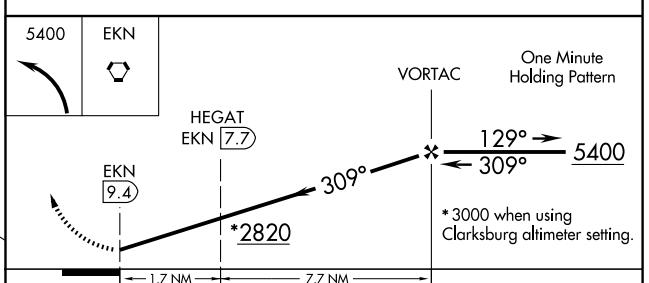


NE-4, 21 OCT 2010 to 18 NOV 2010



MIRL Rwy 11-29 L
REIL Rwy 29 L

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08



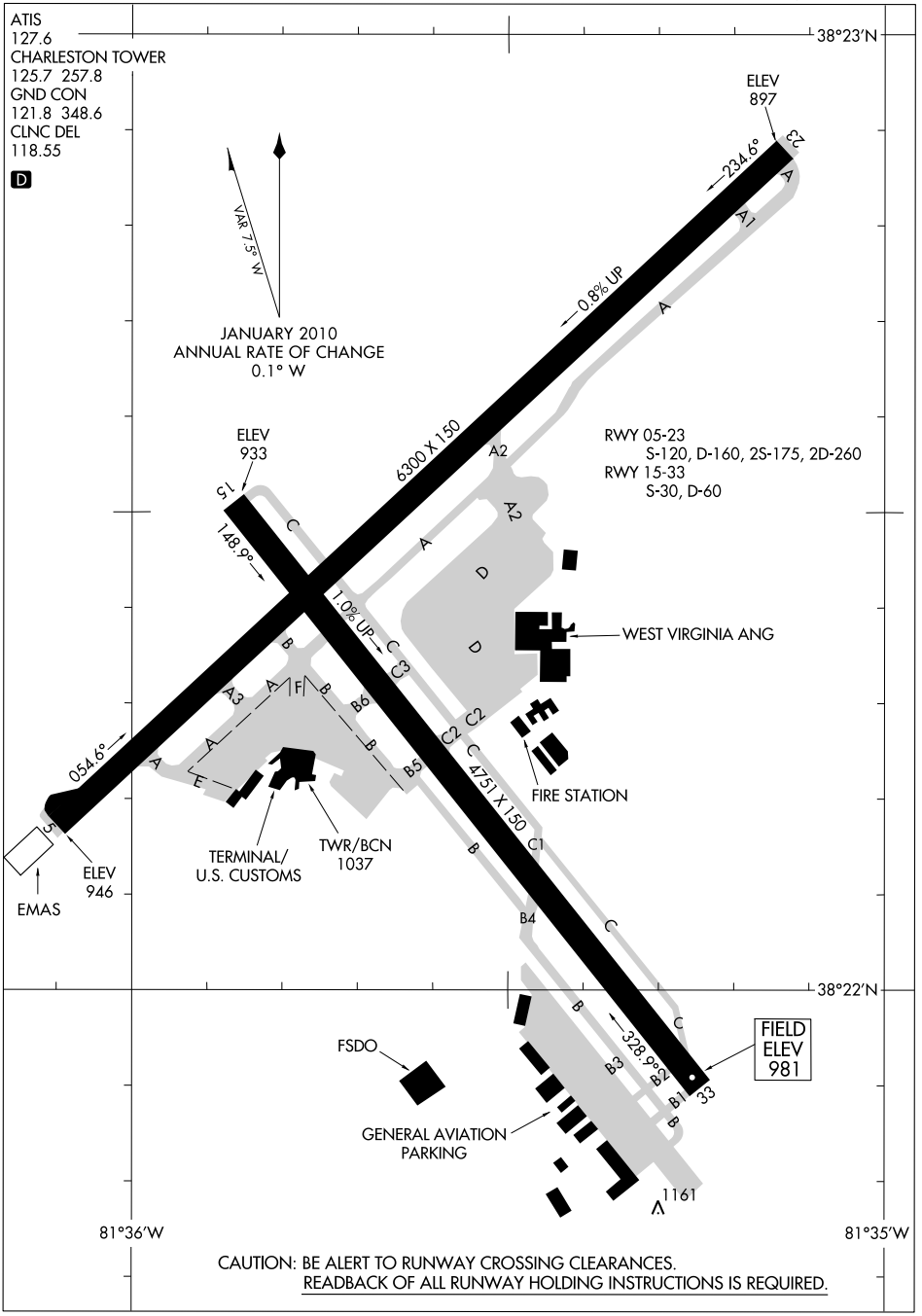
CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1185 (1200-1¼)	2820-1½ 1185 (1200-1½)	NA	

HEGAT FIX MINIMUMS		
CIRCLING	2260-1 625 (700-1)	NA

AIRPORT DIAGRAM

AL-852 (FAA)

CHARLESTON/ YEAGER (CRW)
CHARLESTON, WEST VIRGINIA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CHARLESTON, WEST VIRGINIA
CHARLESTON/ YEAGER (CRW)

10210

BUCKHANNON

UPSHUR CO RGNL (W22) 2 W UTC−5(−4DT) N39°00.03′ W80°16.42′ **CINCINNATI**

1635 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN **L–29C**

RWY 11–29: H4200X75 (ASPH) S–12.5, D–30 MIRL **IAP**

RWY 11: Trees. **RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Self service 100LL. Deer on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.975 (304) 472–9428.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡).

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡).

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

ELKINS (L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 309° 9.7 NM to fld. 2160/7W. **HIWAS.**

BUSHI N37°46.93′ W80°28.11′ NOTAM FILE LWB. **CINCINNATI**

NDB (MHW/LOM) 346 LW 042° 5.6 NM to Greenbrier Valley. Unusable beyond 15 NM. Unmonitored 0300–1200Z‡. **L–26I**

CHARLESTON N38°20.98′ W81°46.19′ NOTAM FILE CRW. **CINCINNATI**

(H) VORTAC 117.4 HVQ Chan 121 083° 8.5 NM to Yeager. 1099/03W. VOR unusable 140°–142° byd 20 NM blo 9000′. **H–10G, 12H, L–26H**

RCO 122.1R 117.4T (ELKINS RADIO)

RCO 122.55 122.2 N38°22.39′ W81°35.59′ (ELKINS RADIO).

CHARLESTON

YEAGER (CRW) 3 E UTC−5(−4DT) N38°22.39′ W81°35.59′ **CINCINNATI**

981 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE CRW **H–10G, 12H, L–26H**

RWY 05–23: H6300X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 HIRL CL 0.8% up SW **IAP, AD**

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 60′. Pole.

RWY 23: ALSF1. VASI(V4R)—GA 3.0°TCH 78′. Pole.

RWY 15–33: H4751X150 (ASPH) S–30, D–60 MIRL 1.0% up SE

RWY 15: PAPI(P4R)—GA 3.78° TCH 45′. Antenna.

RWY 33: Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

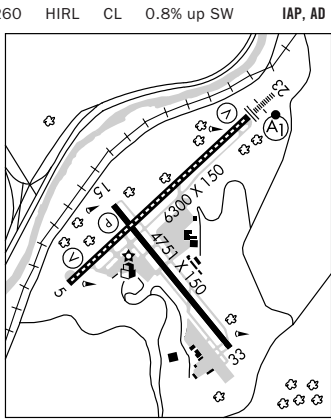
RWY 05: TORA–6302 TODA–6302 ASDA–6302 LDA–6302

RWY 23: TORA–6302 TODA–6302 ASDA–6302 LDA–6302

ARRESTING GEAR SYSTEM

RWY 23: EMAS

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Rwy 05 VASI not coincident with ILS GS. Rwy 05 VASI unusable 2° right of course. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available. Rwy 05 touchdown RVR avbl.



WEATHER DATA SOURCES: ASOS (304) 346–4797. LLWAS.

COMMUNICATIONS: ATIS 127.6 **UNICOM** 122.95

CHARLESTON RCO 122.55 122.2 (ELKINS RADIO)

Ⓡ **CHARLESTON APP/DEP CON** 119.2 (SOUTH) 124.1 (NORTH) 128.5

CHARLESTON TOWER 125.7 **GND CON** 121.8 **CLNC DEL** 118.55

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 083° 8.5 NM to fld. 1099/03W.

ILS/DME 110.3 I–CRW Chan 40 Rwy 23.

ILS/DME 110.3 I–HCV Chan 40 Rwy 05.

LOC/DME I-HCV	APP CRS	Rwy Idg	6302
110.3	052°	TDZE	947
Chan 40		Apt Elev	981

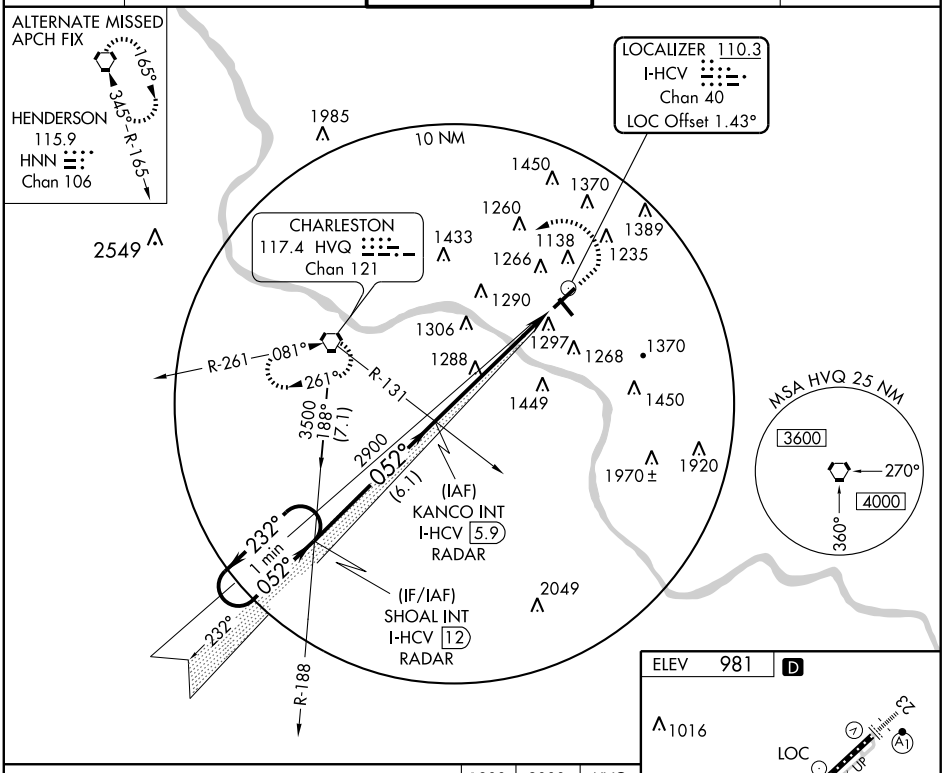
ILS or LOC RWY 5

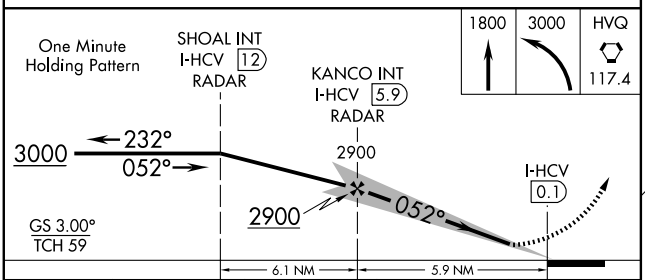
CHARLESTON / YEAGER (CRW)

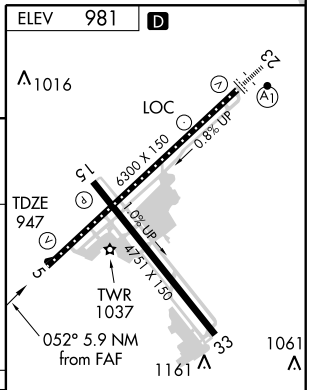
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct HVQ VORTAC and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55







CATEGORY	A	B	C	D
S-ILS 5	1412-1½ 465 (500-1½)			
S-LOC 5	1540/50 593 (600-1)		1540-1½ 593 (600-1½)	1540-1¾ 593 (600-1¾)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CRW	APP CRS	Rwy Idg	6302
110.3	235°	TDZE	931
Chan 40		Apt Elev	981

ILS or LOC RWY 23

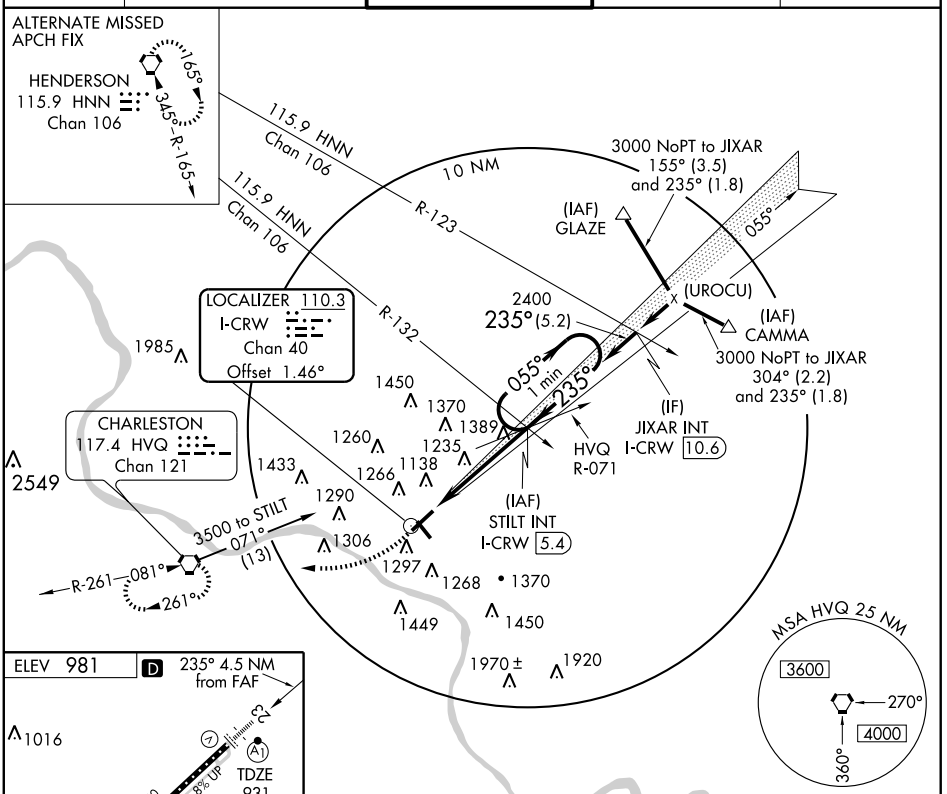
CHARLESTON / YEAGER (CRW)

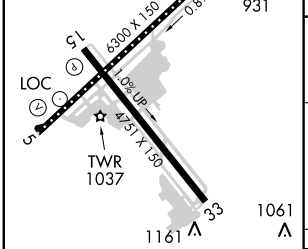
For inoperative ALSF, increase S-ILS 23 all Cats visibility to RVR 5000.

ALSF-1

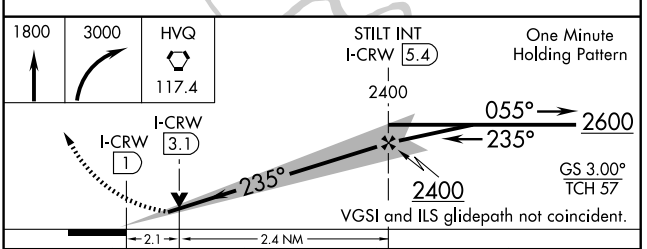
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct HVQ VORTAC and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 23	1181/24 250 (200-½)			
S-LOC 23	1640/24 709 (700-½)		1640-1½ 709 (700-1½)	1640-1¾ 709 (700-1¾)
CIRCLING	1640-1 659 (700-1)		1640-2 659 (700-2)	1640-2¼ 659 (700-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6302
CH 87115	053°	TDZE	947
W05A		Apt Elev	981

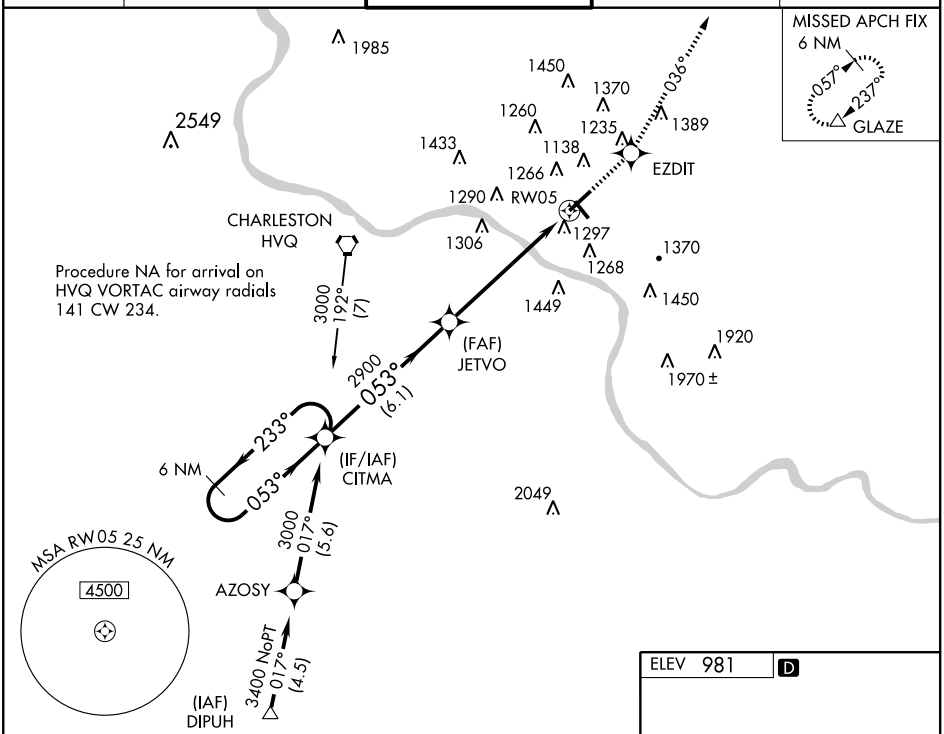
RNAV (GPS) RWY 5

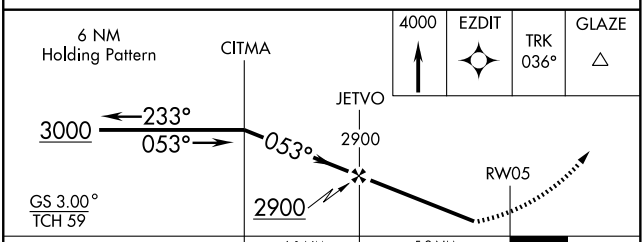
CHARLESTON / YEAGER (CRW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

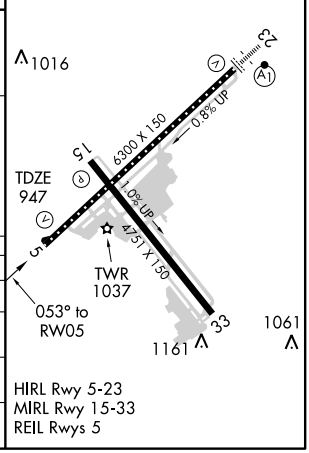
MISSED APPROACH: Climb to 4000 direct EZDIT and via track 036° to GLAZE and hold..

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55





CATEGORY	A	B	C	D
LPV DA	1367-1½ 420 (400-1½)			
LNAV/VNAV DA	1641-2½ 694 (700-2½)			
LNAV MDA	1560/50 613 (600-1)		1560-1¾ 613 (600-1¾)	1560-2 613 (600-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

CHARLESTON / YEAGER (CRW)

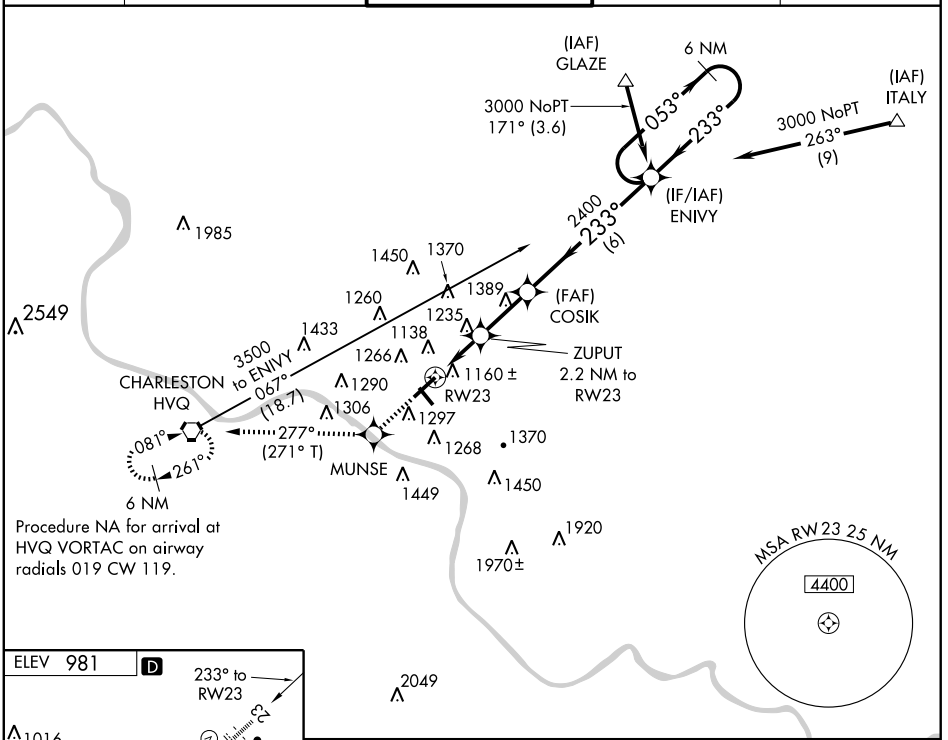
WAAS	APP CRS		
CH **45616**	**233°**	Rwy Idg	**6302**
W23A		TDZE	**931**
		Apt Elev	**981**

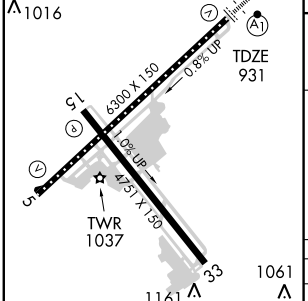
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

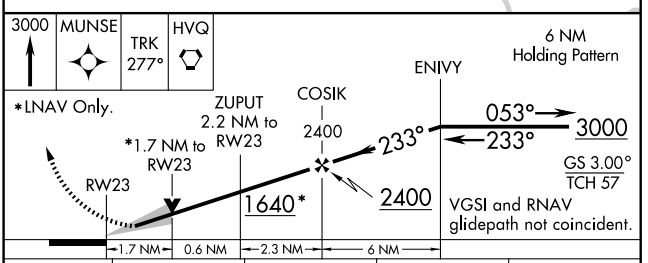
ALSF-1

MISSED APPROACH: Climb to 3000 direct MUNSE and via track 277° to HVQ VORTAC and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	**124.1 269.125**	**125.7 257.8**	**121.8 348.6**	**118.55**







CATEGORY	A	B	C	D
LPV DA	1131/24 200 (200-½)			
LNAV/VNAV DA	1567-1¾ 636 (600-1¾)			
LNAV MDA	1500/24 569 (600-½)		1500/50 569 (600-1)	1500/60 569 (600-1¼)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

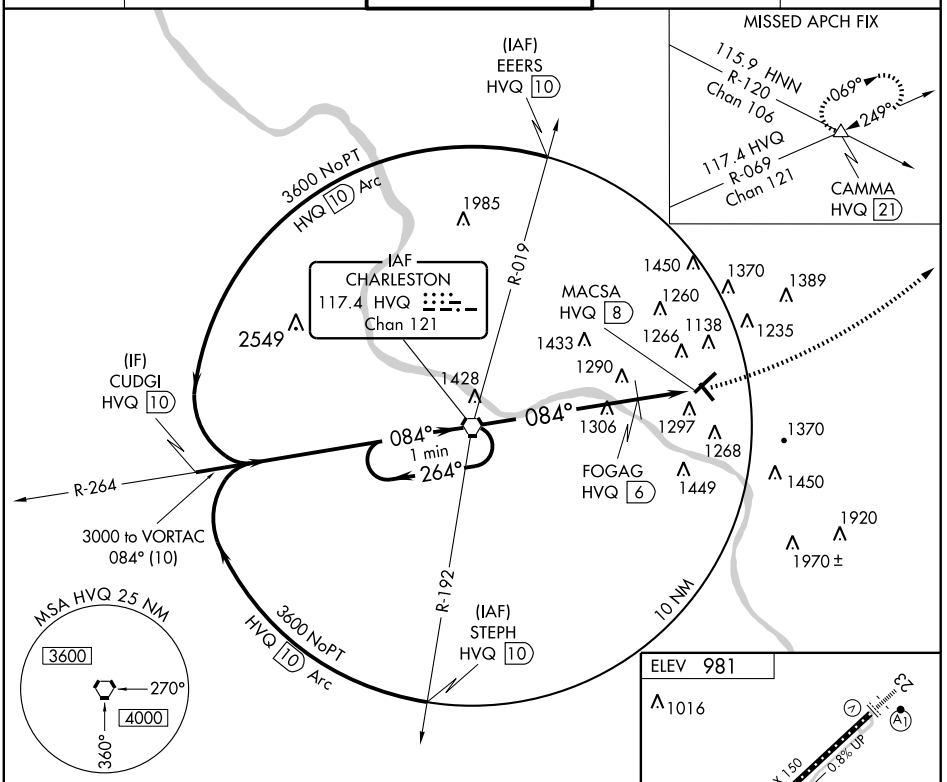
VORTAC HVQ 117.4 Chan 121	APP CRS 084°	Rwy Idg N/A TDZE N/A Apt Elev 981

VOR-A

CHARLESTON / YEAGER (CRW)

MISSED APPROACH: Climbing left turn to 3000 via heading 055° and HVQ R-069 to CAMMA Int/ 21 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
127.6	124.1 269.125	125.7 257.8	121.8 348.6	118.55



CATEGORY	A	B	C	D
CIRCLING	1720-1 739 (800-1)		1720-2 739 (800-2)	1720-2¼ 739 (800-2¼)
FOGAG FIX MINIMUMS				
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

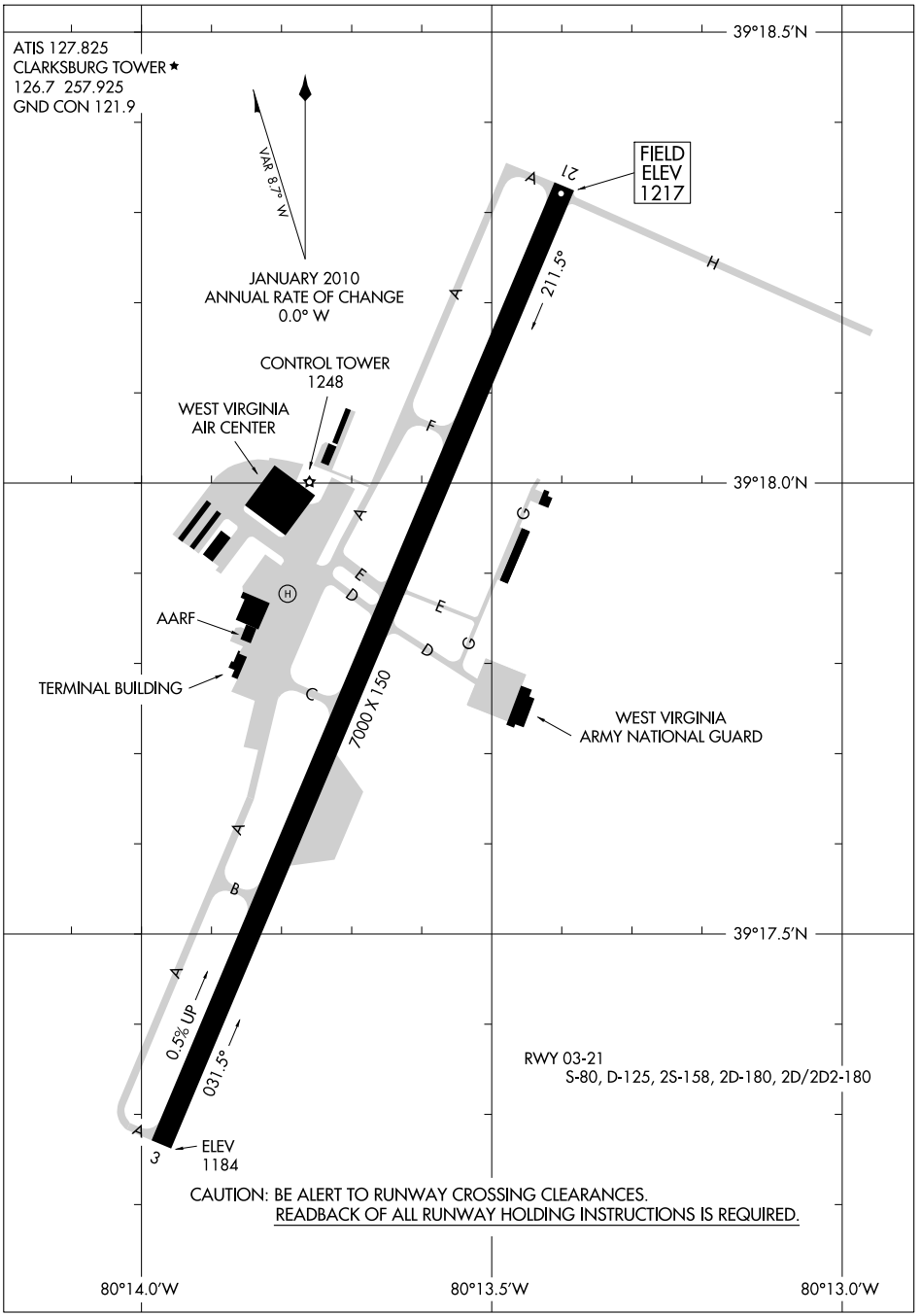
HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5

FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)
AL-616 (FAA)
CLARKSBURG, WEST VIRGINIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLARKSBURG, WEST VIRGINIA
CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)

CLARKSBURG

NORTH CENTRAL WEST VIRGINIA (CKB) 1 NE UTC−5(−4DT) N39°17.80′ W80°13.69′ CINCINNATI

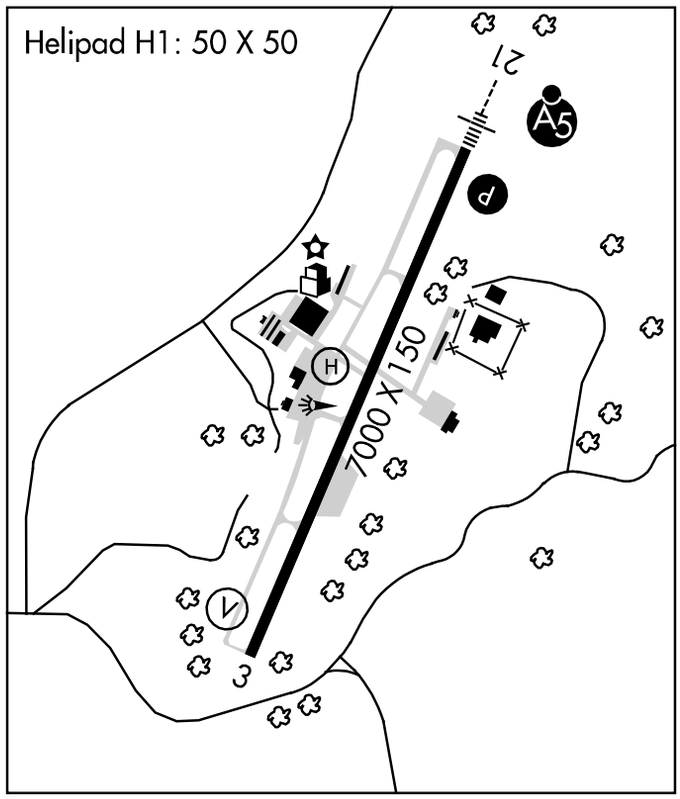
1217 B S4 **FUEL** 80, 100LL, JET A Class I, ARFF Index A. NOTAM FILE CKB H–10H, 12I, L–29C

RWY 03–21: H7000X150 (ASPH–GRVD) S–80, D–125, 2S–158, 2D–180, 2D/2D2–180 IAP, AD
HIRL 0.5% up NE

RWY 03: REIL. VASI(V4L)—GA 3.44°TCH 59′. Trees.

RWY 21: MALSR PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended 1000–0400Z‡. Fuel not avbl during hours 0400–1000Z‡. Deer and birds on and invof arpt. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 304–842–3400. Rwy 21 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 03–21 and MALSR Rwy 21 and PAPI Rwy 21—CTAF. Ldg fee for all acft over 6500 lbs.



WEATHER DATA SOURCES: ASOS (304) 842–9240. LAWRS.

COMMUNICATIONS: CTAF 126.7 **ATIS** 127.825 **UNICOM** 123.0

CLARKSBURG RCO 122.1R 112.6T (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (West) 121.15 (East) (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 1200–0400Z‡).

CLARKSBURG TOWER 126.7 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡). **GND CON** 121.9

AIRSPACE: CLASS D svc Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39°15.19′ W80°16.07′ 039° 3.2 NM to fld. 1430/04W.
VOR unusable:
056°–081°
116°–137°
240°–138° blo 9000′

ILS 109.3 I–CKB Rwy 21. Class IB. ILS unmonitored when twr clsd.

HELIPAD H1: H50X50 (CONC)

HELIPORT REMARKS: Helipad H1 located on FBO apron. Helipad H1 sfc condition fair, pavement cracking.

EASTERN WEST VIRGINIA RGNL (See MARTINSBURG)

ELKINS N38°54.87′ W80°05.96′ NOTAM FILE EKN. CINCINNATI

(L) VORTAC 114.2 EKN Chan 89 104° 11.4 NM to Elkins–Randolph Co–Jennings Randolph Fld. 2160/07W. **HIWAS.** H–10H, 12H, L–29C
DME portion unusable:
273°–039° byd 12 NM blo 6000′ 081°–189° byd 32 NM blo 9000′

RCO 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)

LOC I-CKB	APP CRS	Rwy Idg	7000
109.3	211°	TDZE	1217
		Apt Elev	1217

ILS or LOC RWY 21

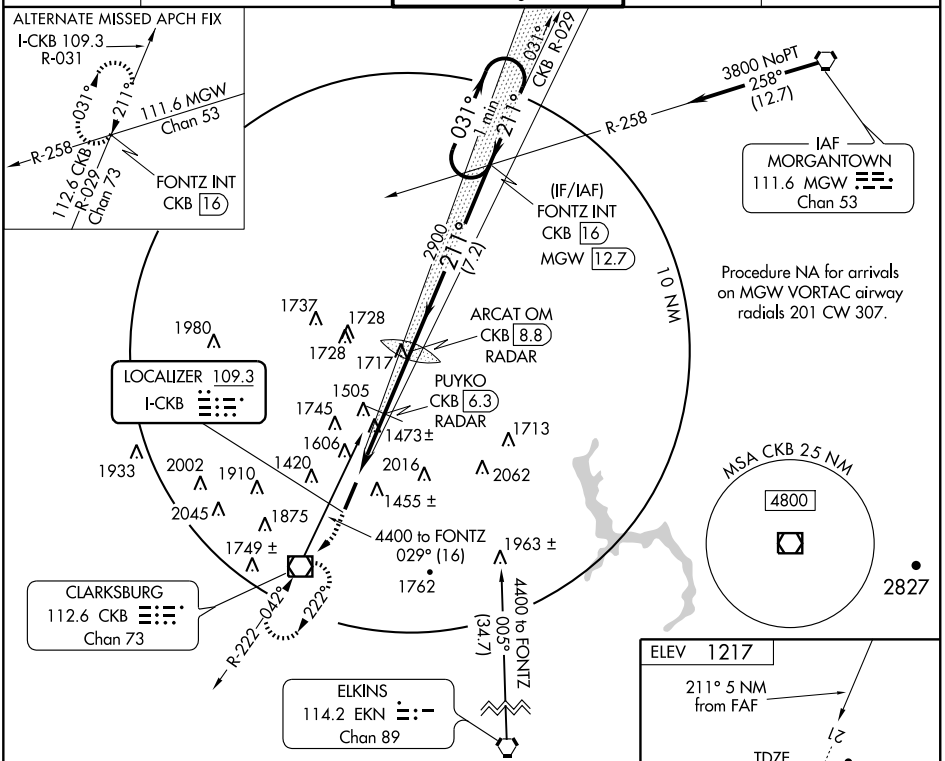
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

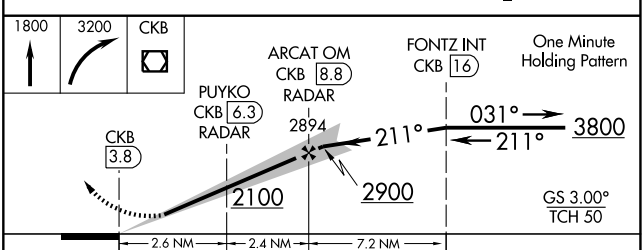
When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, and increase visibility S-LOC 21 Cats C and D and Circling Cats B, C and D ¼ mile. For inoperative MALSR when using Morgantown altimeter setting, increase S-ILS 21 all Cats visibility to RVR 5000. DME or Radar required for LOC only minimums.

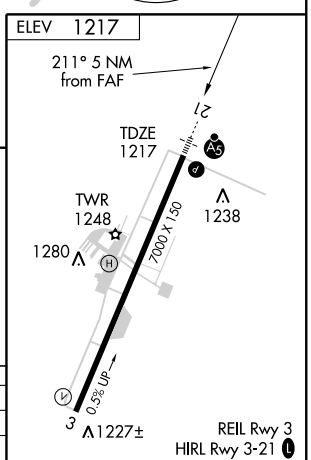
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-hold to 3200.

ATIS	CLARKSBURG APP CON ★	CLARKSBURG TOWER ★	GND CON	UNICOM
127.825	119.6 284.65	126.7 (CTAF) L 257.925	121.9	123.0







CATEGORY	A	B	C	D
S-ILS 21	1417/24		200 (200-½)	
S-LOC 21	1740/24	523 (600-½)	1740/50 523 (600-1)	1740/60 523 (600-1¼)
CIRCLING	1920-1	703 (800-1)	1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7000
031°	TDZE	1183
	Apt Elev	1217

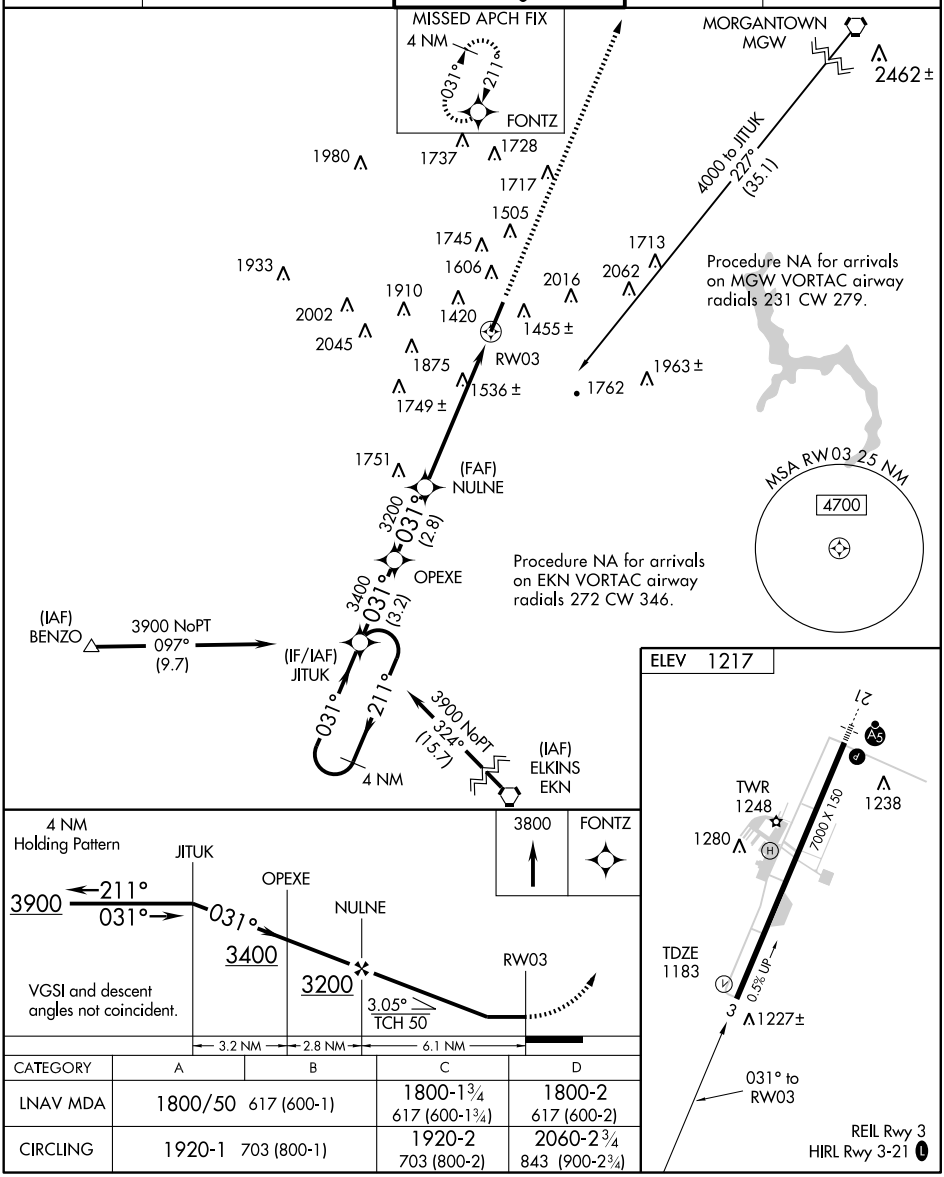
RNAV (GPS) RWY 3

CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C and D visibility ¼ mile, and Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	119.6 284.65	126.7 (CTAF) Ⓛ 257.925	121.9	123.0



CATEGORY	A	B	C	D
LNAV MDA	1800/50 617 (600-1)		1800-1¾ 617 (600-1¾)	1800-2 617 (600-2)
CIRCLING	1920-1 703 (800-1)		1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 82504	211°	TDZE	1217
W21A		Apt Elev	1217

RNAV (GPS) RWY 21

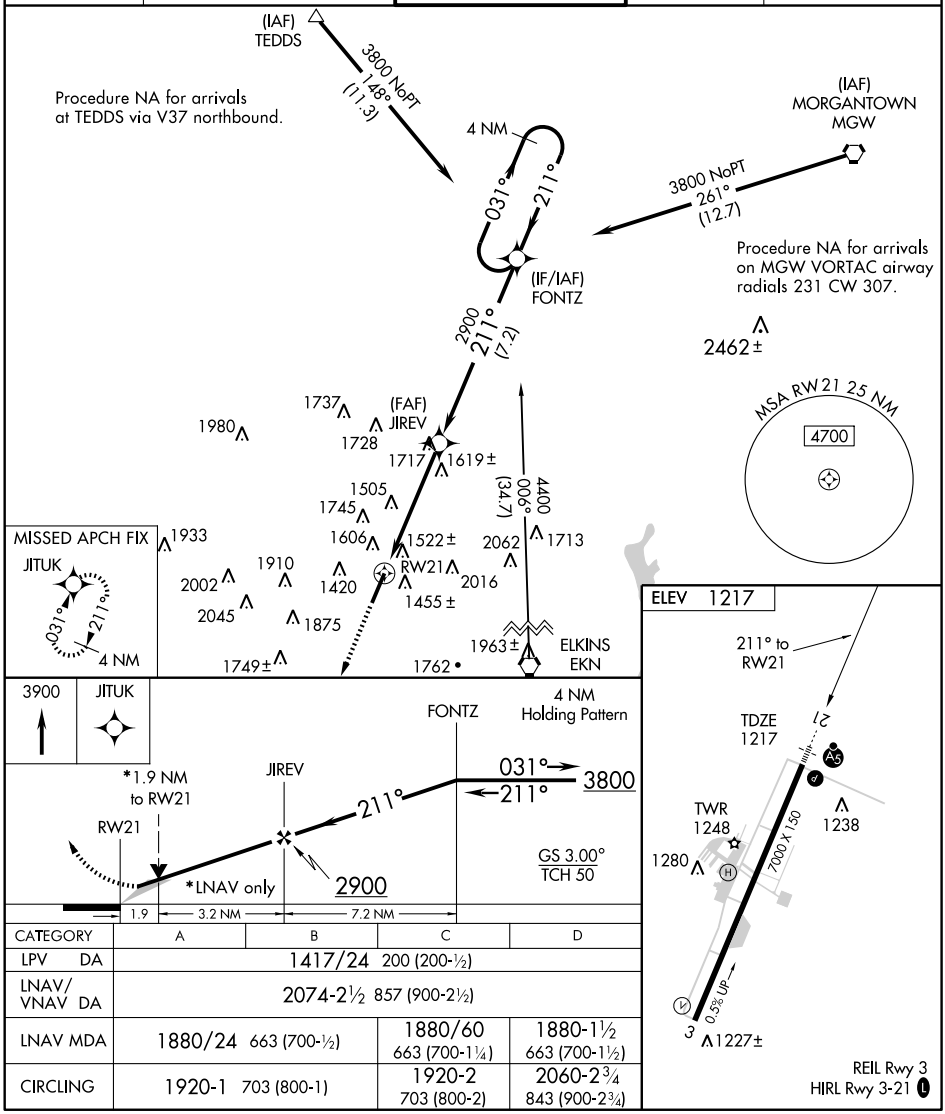
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV Cat B, C and D visibility ½ mile, and Circling Cats B, C and D visibility ¼ mile. When using Morgantown altimeter setting for inoperative MALSR, increase LPV visibility all Cats to RVR 5000. LNAV-VNAV NA when using Morgantown altimeter setting.

MALSR

MISSED APPROACH: Climb to 3900 direct JITUK and hold.

ATIS	CLARKSBURG APP CON ★	CLARKSBURG TOWER ★	GND CON	UNICOM
127.825	119.6 284.65	126.7 (CTAF) Ⓛ 257.925	121.9	123.0



CATEGORY	A	B	C	D
LPV DA	1417/24 200 (200-½)			
LNAV/ VNAV DA	2074-2½ 857 (900-2½)			
LNAV MDA	1880/24 663 (700-½)		1880/60 663 (700-1¼)	1880-1½ 663 (700-1½)
CIRCLING	1920-1 703 (800-1)		1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME CKB	APP CRS	Rwy Idg	N/A
112.6	042°	TDZE	N/A
Chan 73		Apt Elev	1217

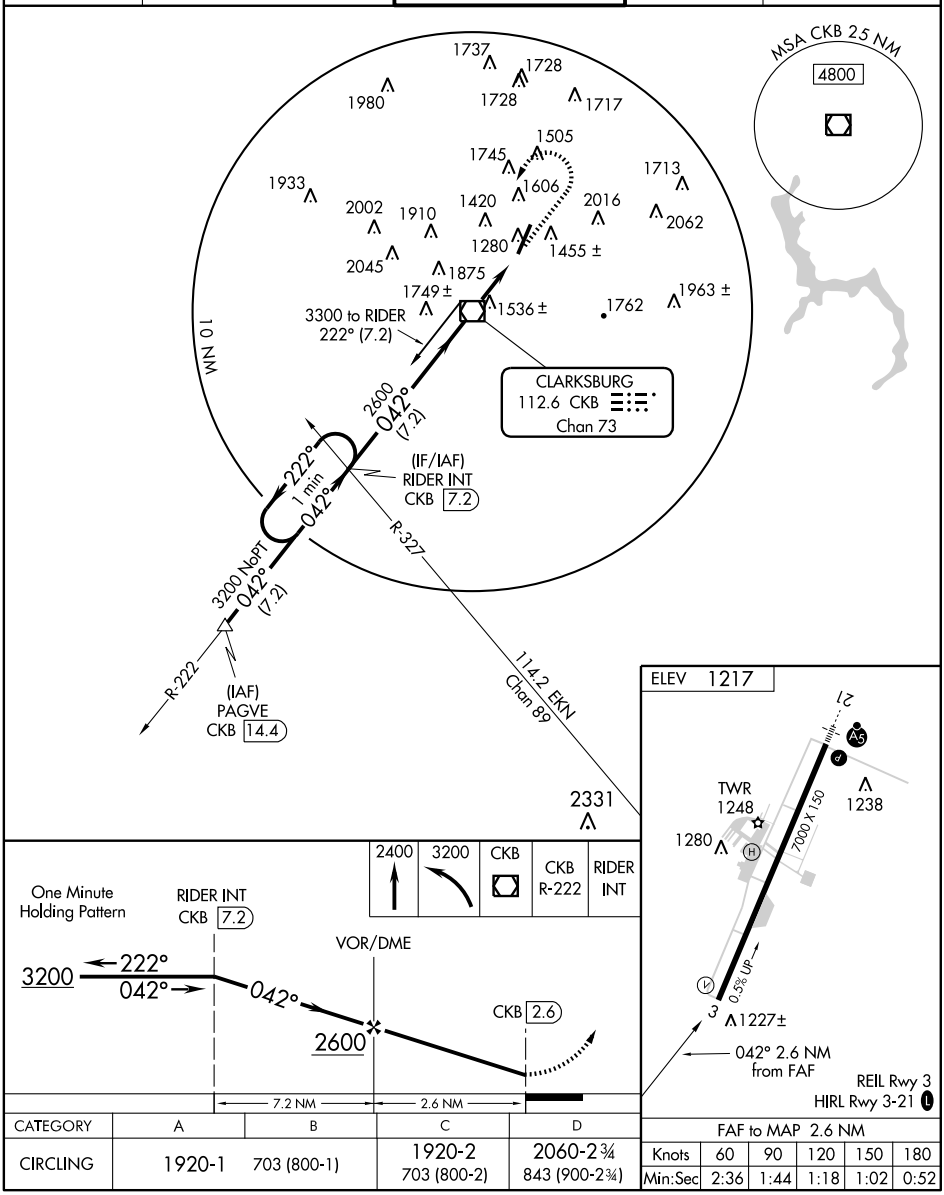
VOR-A

CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

When local altimeter setting not received, Use Morgantown altimeter setting and increase all MDA 80 feet, and increase Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3200 direct CKB VOR/DME and via CKB VOR/DME R-222 to RIDER INT/CKB 7.2 DME and hold.

ATIS	CLARKSBURG APP CON★	CLARKSBURG TOWER★	GND CON	UNICOM
127.825	119.6 284.65	126.7 (CTAF) L 257.925	121.9	123.0

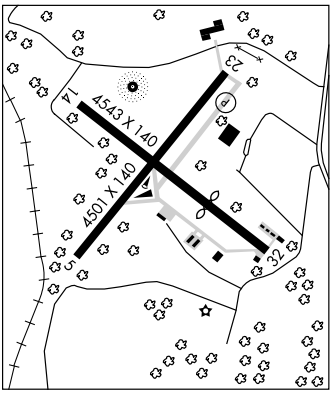


CATEGORY	A	B	C	D
CIRCLING	1920-1	703 (800-1)	1920-2 703 (800-2)	2060-2¾ 843 (900-2¾)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD (EKN) 2 S UTC–5(–4DT) CINCINNATI
N38°53.37′ W79°51.43′ L–29C
1987 B **FUEL** 100LL, JET A TPA—3000(1013) NOTAM FILE EKN IAP



RWY 14–32: H4543X140 (ASPH) S–10 1.0% up NW
RWY 14: Trees. **RWY 32:** Thld dsplcd 1390′. Trees.
RWY 05–23: H4501X140 (ASPH) S–28, D–35, 2D–56 MIRL 0.6% up SW
RWY 05: Trees.
RWY 23: REIL. PAPI (P2L)—GA 5.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. 24 hr self service 100LL. 24 hr self service Jet A. Svc fee after hours. Rwy 14–32 CLOSED dusk–dawn. Deer on and invof arpt. Twr 100 ft AGL 500 ft SW Rwy 32. Depressed drainage inlets on rwys 10 ft inboard from edges 2–12 inches deep Rwys 05–23 and 14–32. Uncontrolled vehicular tfc crosses thld Rwy 32. PAPI Rwy 23 NSTD VGSI. REIL Rwy 23 NSTD omni–directional. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—122.9.
WEATHER DATA SOURCES: ASOS 119.275 (304) 636–5603. **HIWAS** 114.2 EKN.
COMMUNICATIONS: CTAF 123.6
RCO 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AID TO NAVIGATION: NOTAM FILE EKN.
(L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 104° 11.4 NM to fld. 2160/07W. **HIWAS.**
RANDOLPH CO NDB (HW) 284 RQY N38°53.64′ W79°51.57′ at fld.
NDB unusable
018°–084° byd 10 NM 085°–017° byd 15 NM
LDA/DME 109.9 I–OUW. LOC unusable byd 6 NM blo 4500′. DME portion unusable byd 6 NM blo 4500′.
COMM/NAV/WEATHER REMARKS: Ctc Elkins Radio for airport advisory service on 123.6.

FAIRMONT MUNI–FRANKMAN FLD (4G7) 2 SW UTC–5(–4DT) N39°26.89′ W80°10.02′ CINCINNATI
1029 B S4 **FUEL** 100LL NOTAM FILE EKN L–29C
RWY 05–23: H2859X75 (ASPH) S–12.5 MIRL 0.7% up SW IAP
RWY 05: Thld dsplcd 500′. Ground. **RWY 23:** REIL. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Rwy 05 CLOSED for night landing indef. Radio Towers approximately 300′ AGL—1.9 NM NE and 2.2 NM NW. Rwy 05 has +30′ hill at southwest end. Rwy 23 has 100′ drop–off, northeast end. Few broken rwy and twy lgts. Parallel twy closed indef. Rwy 05–23 NSTD markings numbers smaller than recommended. ACTIVATE MIRL Rwy 05–23, REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡) **CLNC DEL** 118.35
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
RADIO AID TO NAVIGATION: NOTAM FILE MGW.
MORGANTOWN (L) VORTAC 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 251° 15.7 NM to fld. 2339/05W

GRANT CO (See PETERSBURG)

GREENBRIER VALLEY (See LEWISBURG)

HENDERSON N38°45.25′ W82°01.57′ NOTAM FILE EKN. CINCINNATI
(H) VORTAC 115.9 HNN Chan 106 344° 10.2 NM to Mason Co. 880/03W. H–10G, L–26H
VOR portion unusable:
235°–245° byd 20 NM blo 4500′. 346°–019° byd 10 NM blo 10,000′
306°–319° byd 10 NM blo 4000′
RCO 122.1R 115.9T (ELKINS RADIO)

HERRON (See NEW CUMBERLAND)

HUNTINGTON N38°22.00′ W82°33.48′ CINCINNATI
RCO 122.6 122.2 (ELKINS RADIO) H–10G, 12H, L–26H

LOC/DME I-OUW	APP CRS	Rwy Idg	N/A
109.9	195°	TDZE	N/A
Chan 36		Apt Elev	1987

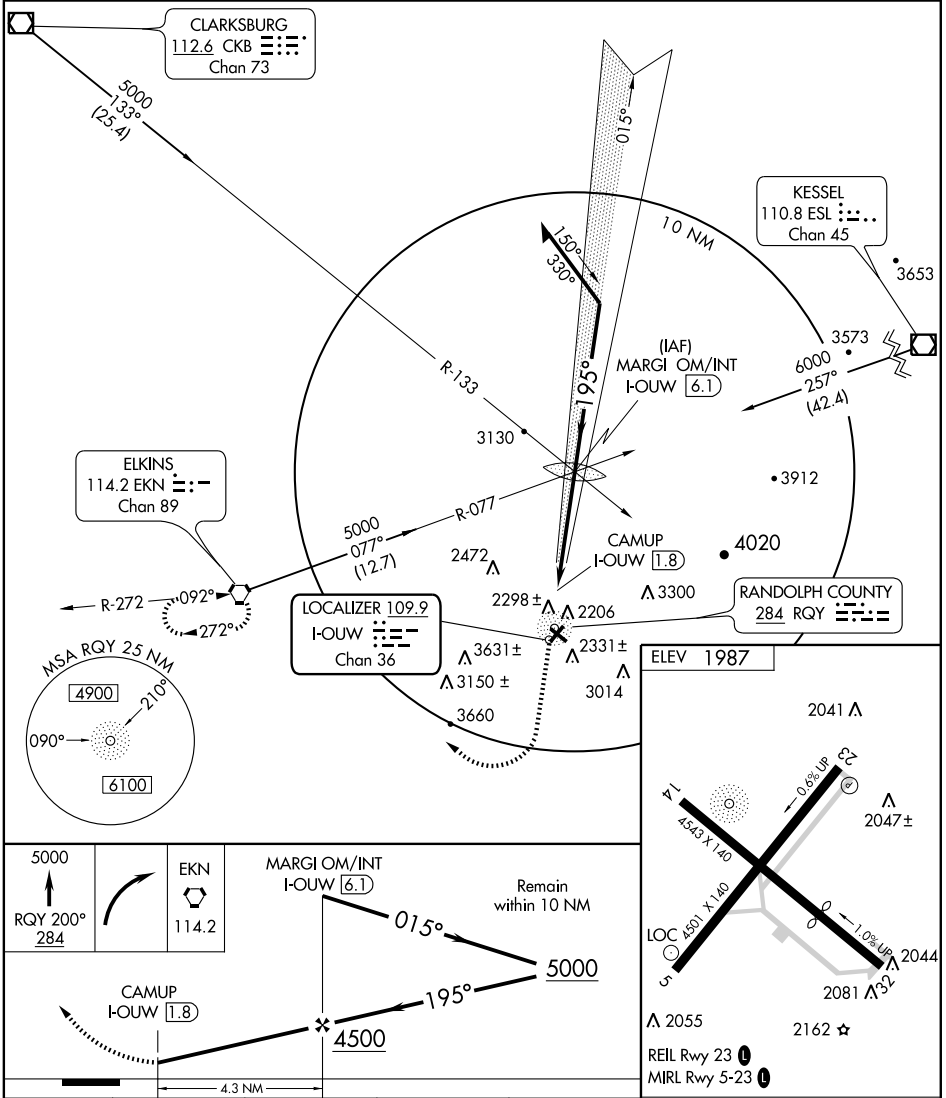
LDA-C

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

▼ Procedure not authorized at night.
▲ ADF required.

MISSED APPROACH: Climb to 5000 via RQY 200° bearing, then right turn direct EKN VORTAC and hold.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 284.65	123.6 (CTAF)	122.9 L



CATEGORY	A	B	C	D
CIRCLING	3100 - 1¼	3100 - 1½	3300 - 3	3420 - 3
	1113 (1200-1¼)	1113 (1200-1½)	1313 (1400-3)	1433 (1500-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
331°	TDZE	N/A
	Apt Elev	1987

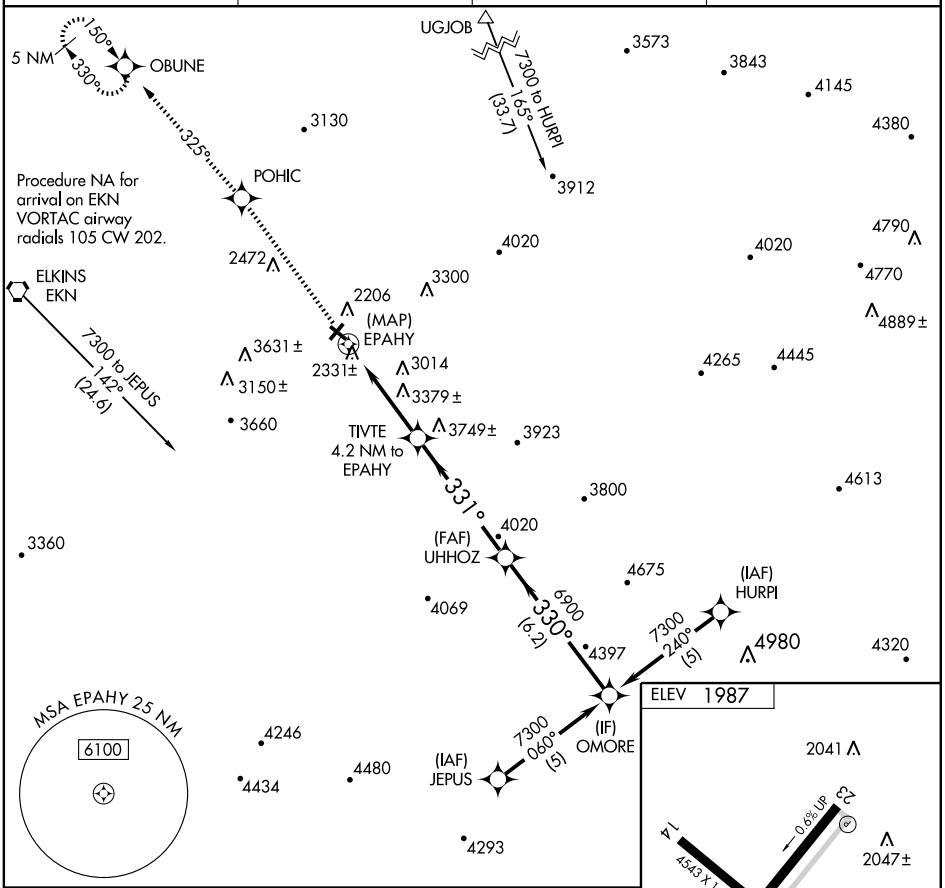
RNAV (GPS)-A

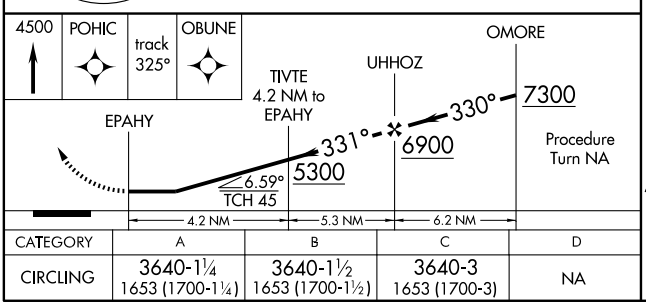
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

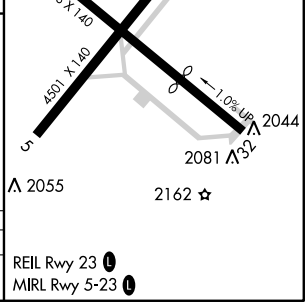
MISSED APPROACH: Climb to 4500 direct POHIC and via track 325° to OBUNE and hold.

ASOS	CLARKSBURG APP CON★	ELKINS RADIO	
119.275	121.15 284.65	123.6 (CTAF)	122.9 L





CATEGORY	A	B	C	D
CIRCLING	3640-1¼ 1653 (1700-1¼)	3640-1½ 1653 (1700-1½)	3640-3 1653 (1700-3)	NA



REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
032°	TDZE	1973
	Apt Elev	1987

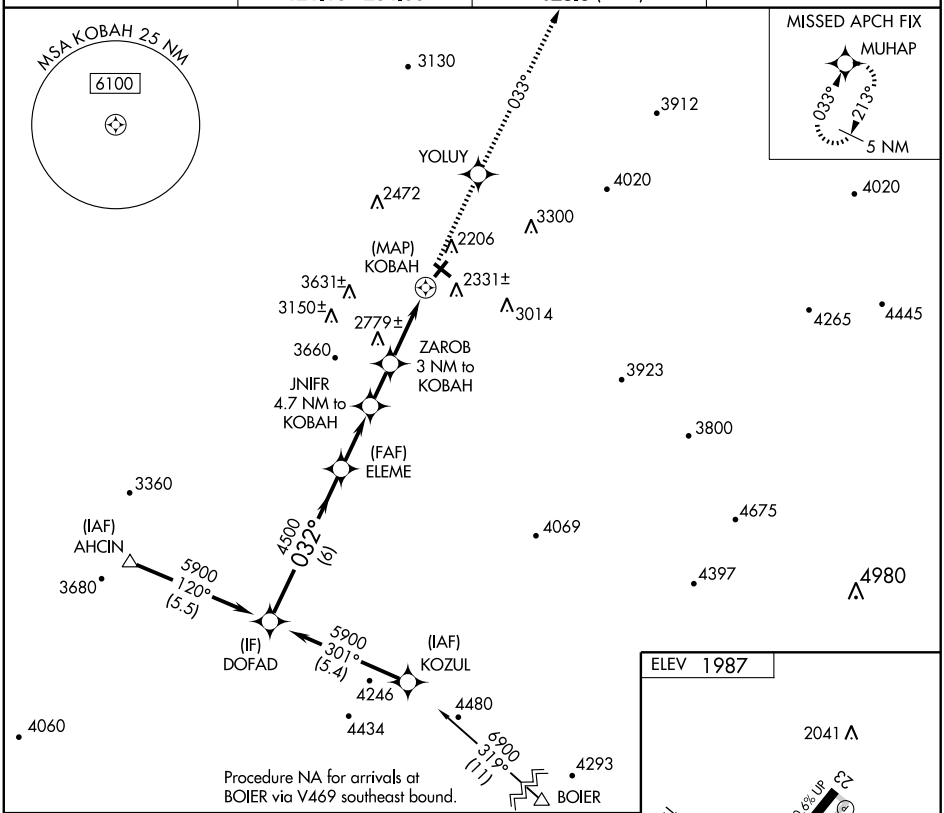
RNAV (GPS) RWY 5

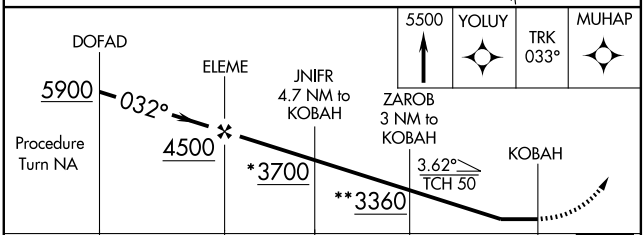
ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 ft. *3800 when using Buckhannon altimeter setting.**3460 when using Buckhannon altimeter setting. Straight-in minimums NA when using Buckhannon altimeter setting.

MISSED APPROACH: Climb to 5500 direct YOLUY and via track 033° to MUHAP and hold.

ASOS	CLARKSBURG APP CON *	ELKINS RADIO	
119.275	121.15 284.65	123.6 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	3040-1¼ 1067 (1100-1¼)	3040-1½ 1067 (1100-1½)	3040-3 1067 (1100-3)	
CIRCLING	3040-1¼ 1053 (1100-1¼)	3040-1½ 1053 (1100-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4543
150°	TDZE	1968
	Apt Elev	1987

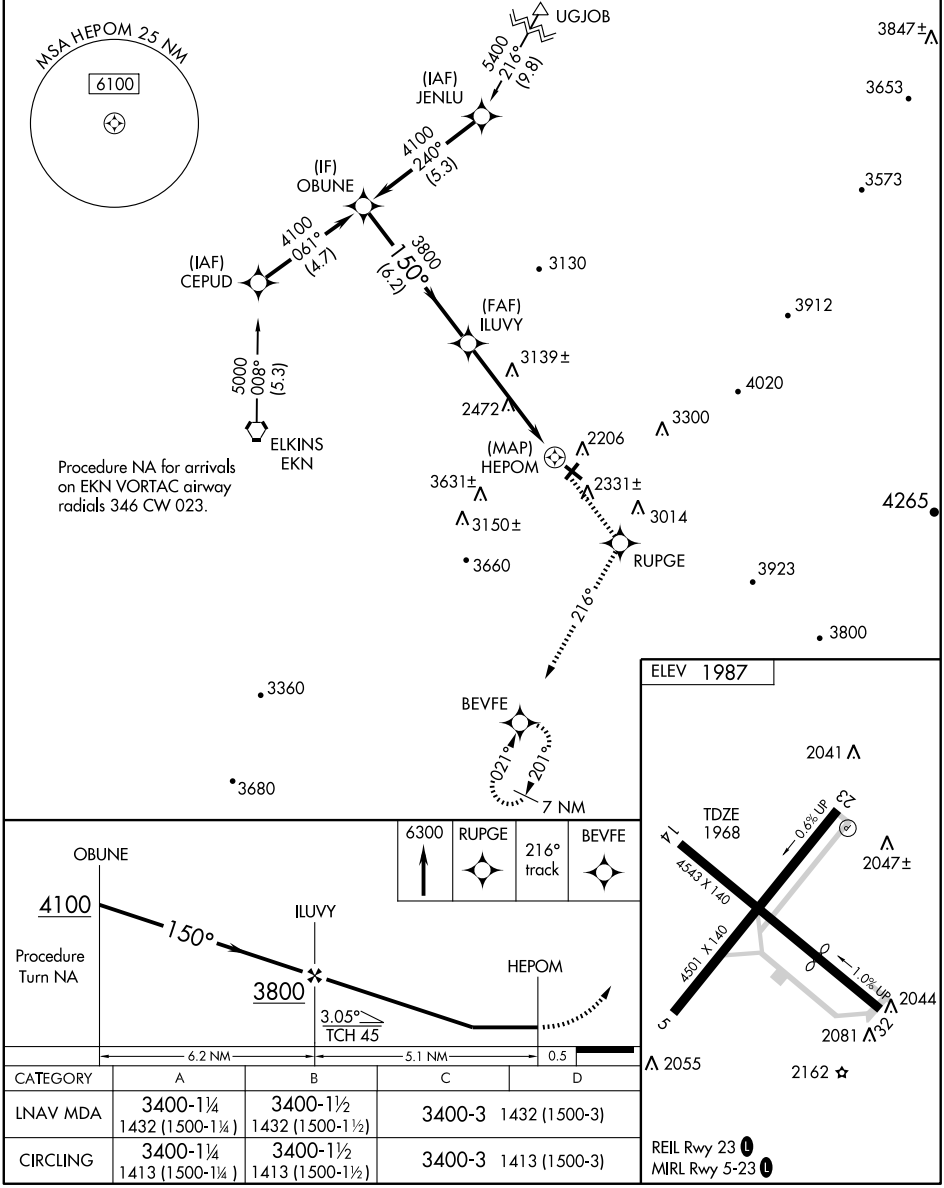
RNAV (GPS) RWY 14

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6300 direct RUPGE and via 216° track to BEVFE and hold, continue climb-in-hold to 6300.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 284.65	123.6 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	3400-1¼ 1432 (1500-1¼)	3400-1½ 1432 (1500-1½)	3400-3 1432 (1500-3)	
CIRCLING	3400-1¼ 1413 (1500-1¼)	3400-1½ 1413 (1500-1½)	3400-3 1413 (1500-3)	

REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
211°	TDZE	1958
	Apt Elev	1987

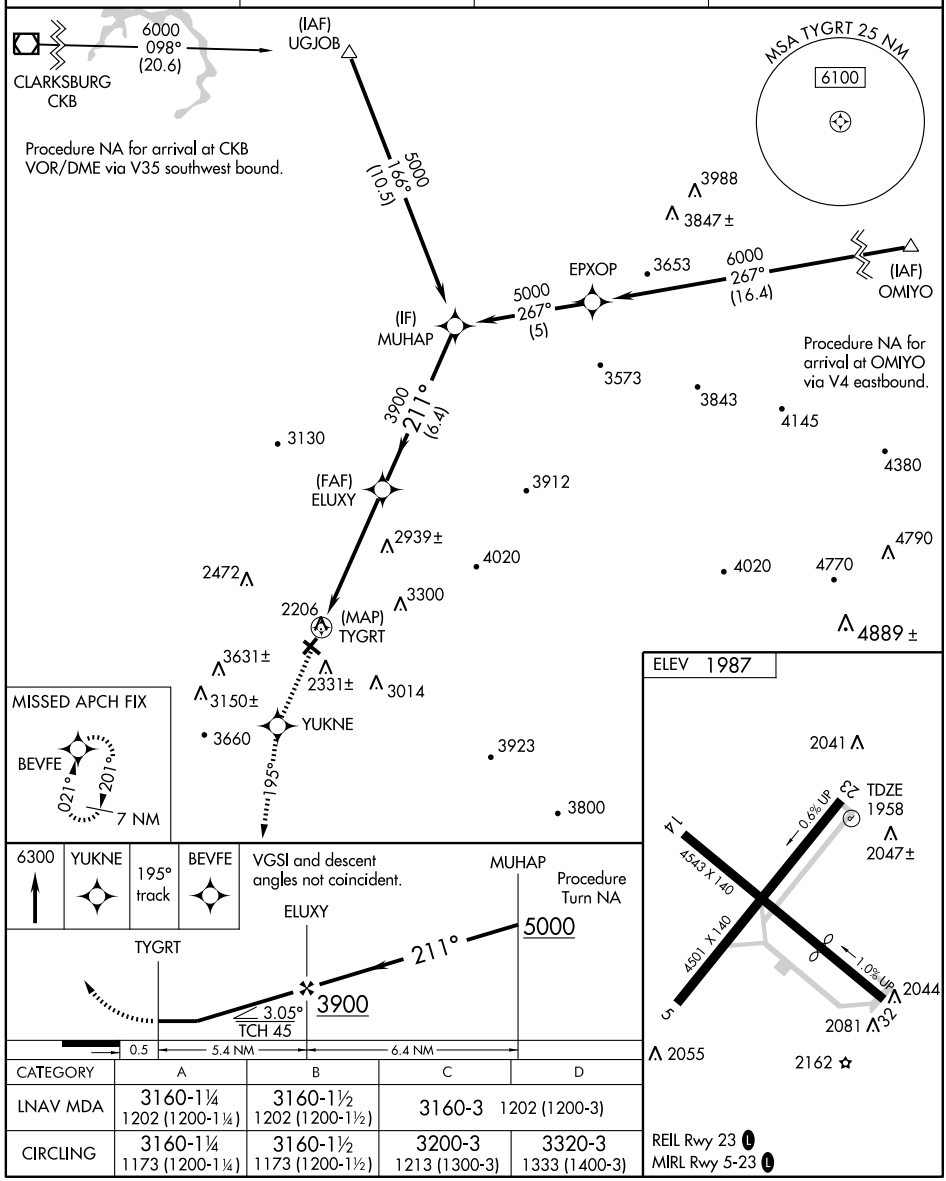
RNAV (GPS) RWY 23

ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct YUKNE and via 195° track to BEVFE and hold, continue climb-in-hold to 6300.

ASOS	CLARKSBURG APP CON ★	ELKINS RADIO	
119.275	121.15 284.65	123.6 (CTAF)	122.9 L

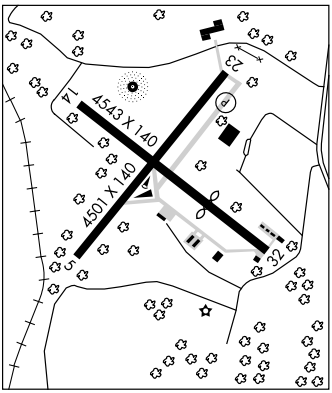


CATEGORY	A	B	C	D
LNAV MDA	3160-1¼ 1202 (1200-1¼)	3160-1½ 1202 (1200-1½)	3160-3 1202 (1200-3)	
CIRCLING	3160-1¼ 1173 (1200-1¼)	3160-1½ 1173 (1200-1½)	3200-3 1213 (1300-3)	3320-3 1333 (1400-3)

REIL Rwy 23 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD (EKN) 2 S UTC–5(–4DT) CINCINNATI
N38°53.37′ W79°51.43′ L–29C
1987 B **FUEL** 100LL, JET A TPA—3000(1013) NOTAM FILE EKN IAP



RWY 14–32: H4543X140 (ASPH) S–10 1.0% up NW
RWY 14: Trees. **RWY 32:** Thld dsplcd 1390′. Trees.
RWY 05–23: H4501X140 (ASPH) S–28, D–35, 2D–56 MIRL 0.6% up SW
RWY 05: Trees.
RWY 23: REIL. PAPI (P2L)—GA 5.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. 24 hr self service 100LL. 24 hr self service Jet A. Svc fee after hours. Rwy 14–32 CLOSED dusk–dawn. Deer on and invof arpt. Twr 100 ft AGL 500 ft SW Rwy 32. Depressed drainage inlets on rwys 10 ft inboard from edges 2–12 inches deep Rwys 05–23 and 14–32. Uncontrolled vehicular tfc crosses thld Rwy 32. PAPI Rwy 23 NSTD VGSI. REIL Rwy 23 NSTD omni–directional. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—122.9.
WEATHER DATA SOURCES: ASOS 119.275 (304) 636–5603. **HIWAS** 114.2 EKN.
COMMUNICATIONS: CTAF 123.6
RCO 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AID TO NAVIGATION: NOTAM FILE EKN.
(L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 104° 11.4 NM to fld. 2160/07W. **HIWAS.**
RANDOLPH CO NDB (HW) 284 RQY N38°53.64′ W79°51.57′ at fld.
NDB unusable
018°–084° byd 10 NM 085°–017° byd 15 NM
LDA/DME 109.9 I–OUW. LOC unusable byd 6 NM blo 4500′. DME portion unusable byd 6 NM blo 4500′.
COMM/NAV/WEATHER REMARKS: Ctc Elkins Radio for airport advisory service on 123.6.

FAIRMONT MUNI–FRANKMAN FLD (4G7) 2 SW UTC–5(–4DT) N39°26.89′ W80°10.02′ CINCINNATI
1029 B S4 **FUEL** 100LL NOTAM FILE EKN L–29C
RWY 05–23: H2859X75 (ASPH) S–12.5 MIRL 0.7% up SW IAP
RWY 05: Thld dsplcd 500′. Ground. **RWY 23:** REIL. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Rwy 05 CLOSED for night landing indef. Radio Towers approximately 300′ AGL—1.9 NM NE and 2.2 NM NW. Rwy 05 has +30′ hill at southwest end. Rwy 23 has 100′ drop–off, northeast end. Few broken rwy and twy lgts. Parallel twy closed indef. Rwy 05–23 NSTD markings numbers smaller than recommended. ACTIVATE MIRL Rwy 05–23, REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡) **CLNC DEL** 118.35
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
RADIO AID TO NAVIGATION: NOTAM FILE MGW.
MORGANTOWN (L) VORTAC 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 251° 15.7 NM to fld. 2339/05W

GRANT CO (See PETERSBURG)

GREENBRIER VALLEY (See LEWISBURG)

HENDERSON N38°45.25′ W82°01.57′ NOTAM FILE EKN. CINCINNATI
(H) VORTAC 115.9 HNN Chan 106 344° 10.2 NM to Mason Co. 880/03W. H–10G, L–26H
VOR portion unusable:
235°–245° byd 20 NM blo 4500′. 346°–019° byd 10 NM blo 10,000′
306°–319° byd 10 NM blo 4000′
RCO 122.1R 115.9T (ELKINS RADIO)

HERRON (See NEW CUMBERLAND)

HUNTINGTON N38°22.00′ W82°33.48′ CINCINNATI
RCO 122.6 122.2 (ELKINS RADIO) H–10G, 12H, L–26H

RNAV (GPS) RWY 23

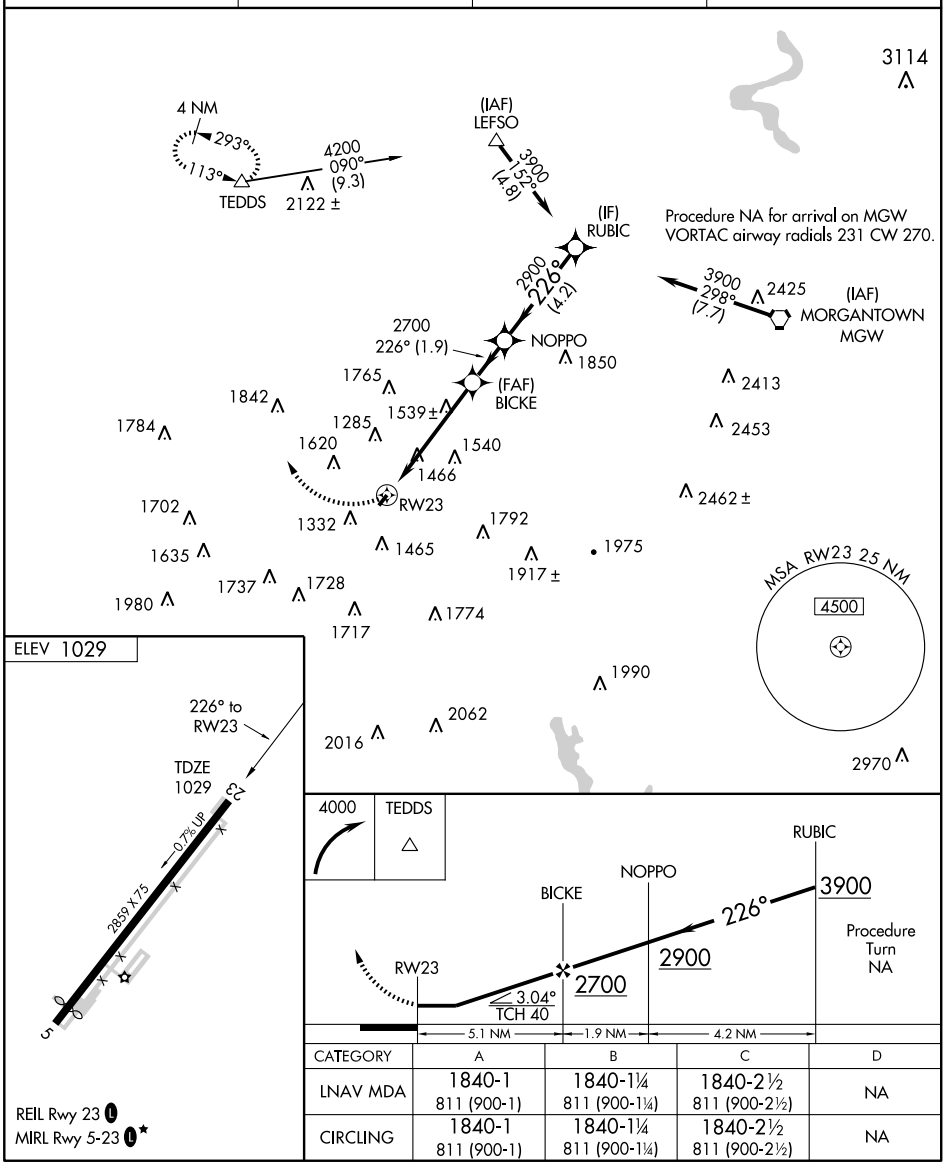
FAIRMONT MUNI-FRANKMAN FIELD (4G7)

APP CRS	Rwy Idg	2859
226°	TDZE	1029
	Apt Elev	1029

T NA — Circling to Rwy 5 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Clarksburg altimeter setting; when not received, use Morgantown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

CLARKSBURG ASOS	CLARKSBURG APP CON ★	CLNC DEL	UNICOM
127.825	119.6 284.65	118.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1840-1 811 (900-1)	1840-1¼ 811 (900-1¼)	1840-2½ 811 (900-2½)	NA
CIRCLING	1840-1 811 (900-1)	1840-1¼ 811 (900-1¼)	1840-2½ 811 (900-2½)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L★

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MGW 111.6 Chan 53	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1029

VOR/DME-A

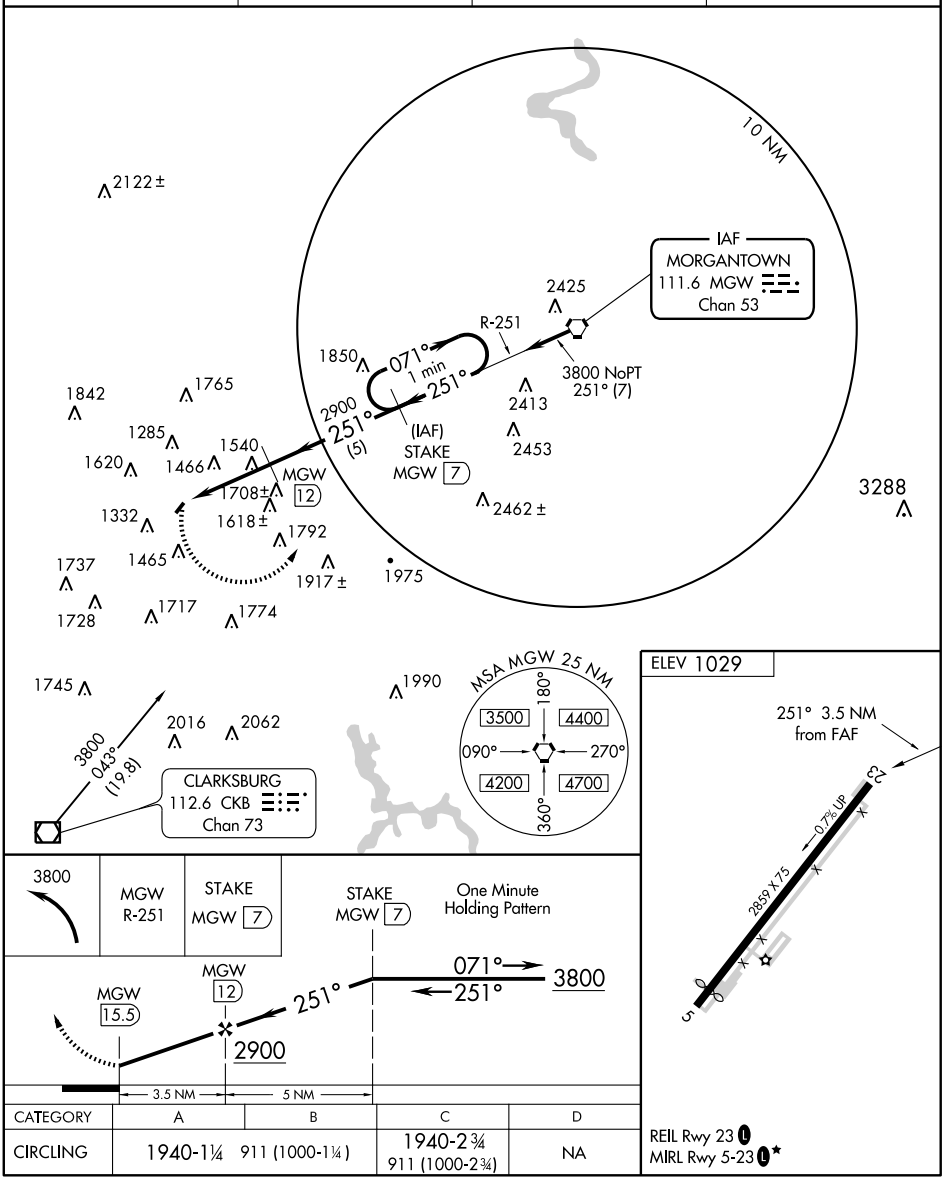
FAIRMONT MUNI-FRANKMAN FIELD (4G7)

NA

Use Morgantown altimeter setting.
Circling not authorized at night to Rwy 5.

MISSED APPROACH: Climbing left turn to 3800 via MGW R-251 to STAKE/MGW 7 DME and hold.

MORGANTOWN ASOS	CLARKSBURG APP CON ★	CLNC DEL	UNICOM
120.675	119.6 284.65	118.35	122.8 (CTAF) L



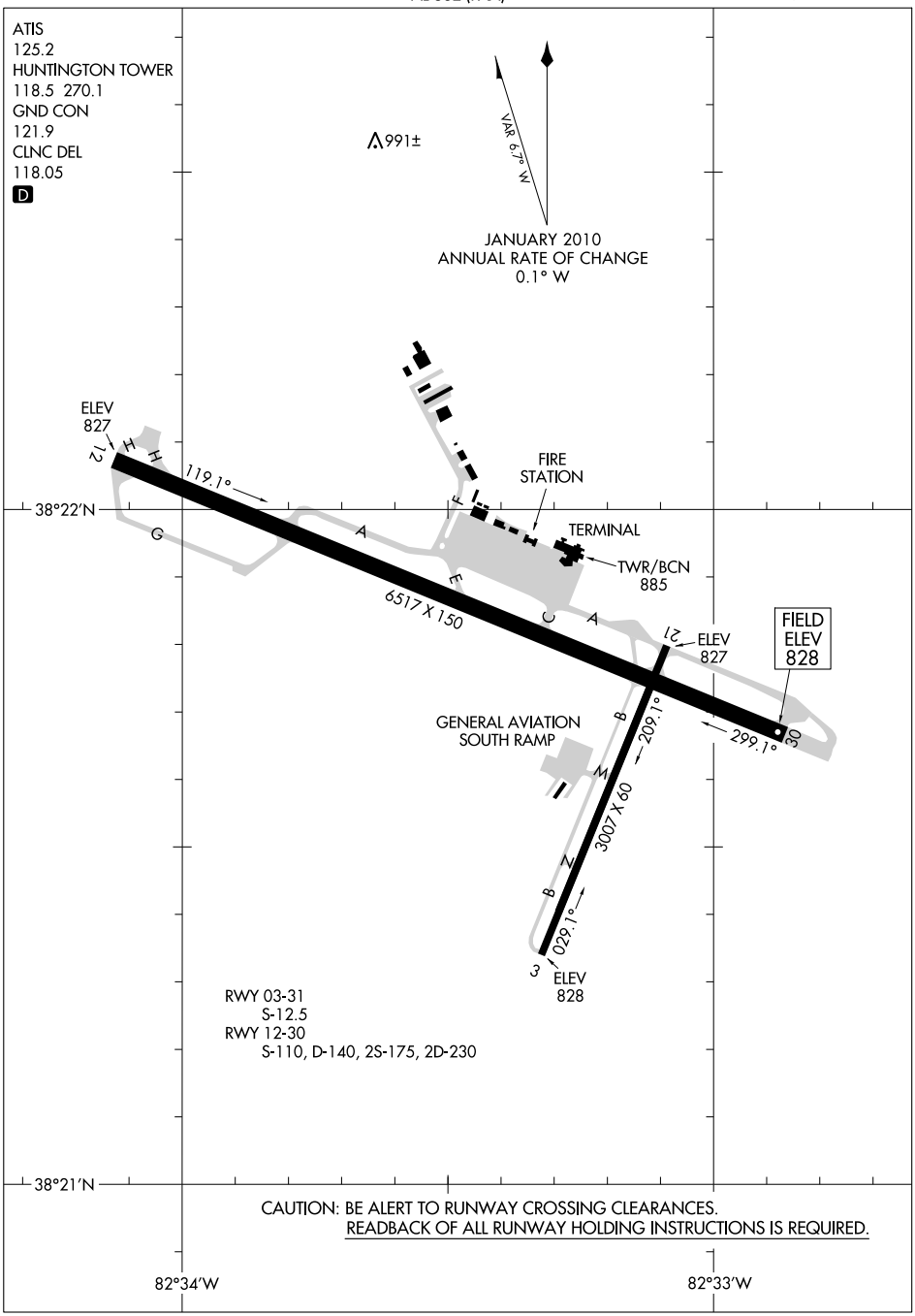
CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 911 (1000-1¼)		1940-2¾ 911 (1000-2¾)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L★

NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HUNTINGTON/ TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
AL-532 (FAA)
HUNTINGTON, WEST VIRGINIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HUNTINGTON, WEST VIRGINIA
HUNTINGTON/ TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

10210

HUNTINGTON

ROBERT NEWLON FLD (I41) 6 NE UTC−5(−4DT) N38°27.42′ W82°18.83′ **CINCINNATI**

550 NOTAM FILE EKN

RWY 02–20: 2300X75 (TURF)

RWY 02: Tree. **RWY 20:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 02–20 CLOSED ngt. Emergency phone located at campground adjacent to arpt.

COMMUNICATIONS: CTAF 122.9

TRI–STATE/MILTON J. FERGUSON FLD (HTS) 3 S UTC−5(−4DT) N38°22.00′ W82°33.48′ **CINCINNATI**

828 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index B **H–10G, 12H, L–26H**

NOTAM FILE HTS **IAP, AD**

RWY 12–30: H6517X150 (ASPH–GRVD) S–110, D–140, 2S–175, 2D–230 HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3°TCH 51′. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3°TCH 47′.

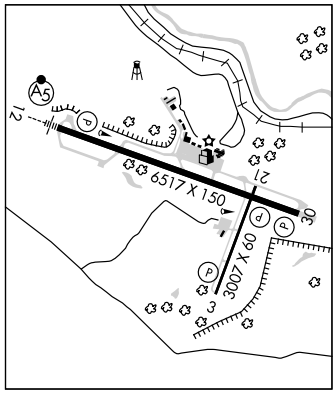
RWY 03–21: H3007X60 (ASPH) S–12.5 MIRL

RWY 03: PAPI(P2L)—GA 4°TCH 26′. Trees.

RWY 21: PAPI(P2L)—GA 4°TCH 33′. Trees.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 03:	TORA–3007	TODA–3007	ASDA–3007	LDA–3007
RWY 12:	TORA–6517	TODA–6517	ASDA–6517	LDA–6517
RWY 21:	TORA–3007	TODA–3007	ASDA–3007	LDA–3007
RWY 30:	TORA–6517	TODA–6517	ASDA–6517	LDA–6517



AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Rwy 03–21 CLOSED to air carrier ops. Pilots report possibility of mistaking fuel burning stack located approximately 2 miles west Rwy 12 for apch lighting sequenced flashing lights. Rwy 12 obstruction twr located 5100′ west and 600′ north end rwy. Rwy 03–21 numerous longitudinal cracks in pavement. Twy A between Twy C and AER 30 restricted to acft with wingspan of 108′ or less; Twy G restricted to acft with wingspan of 142′ or less. General aviation apron numerous cracks, spalling and joint deterioration. Rwy 12 touchdown RVR avbl. PAPI Rwy 30 P4L unusable byd 8° right of course. Ldg fee for acft unless fuel purchased. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (304) 453–3408.

COMMUNICATIONS: ATIS 125.2 **UNICOM** 122.95

HUNTINGTON RCO 122.6 122.2 (ELKINS RADIO)

Ⓡ **HUNTINGTON APP/DEP CON** 119.75 (South) 128.4 (North)

HUNTINGTON TOWER 118.5 **GND CON** 121.9

CLNC DEL 118.05

AIRSPACE: TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOMBE (L) VORTAC 110.4 ECB Chan 41 N38°09.50′ W82°54.60′ 055°20.9 NM to fld. 1070/02W.

ILS 109.9 I–HTS Rwy 12. Class IC. LOC course 191° right of centerline at 1 NM.

ILS 108.7 I–TUU Rwy 30. Class IB.

ASR

LOC I-HTS	APP CRS	Rwy Idg	6517
109.9	118°	TDZE	828
		Apt Elev	828

ILS or LOC RWY 12

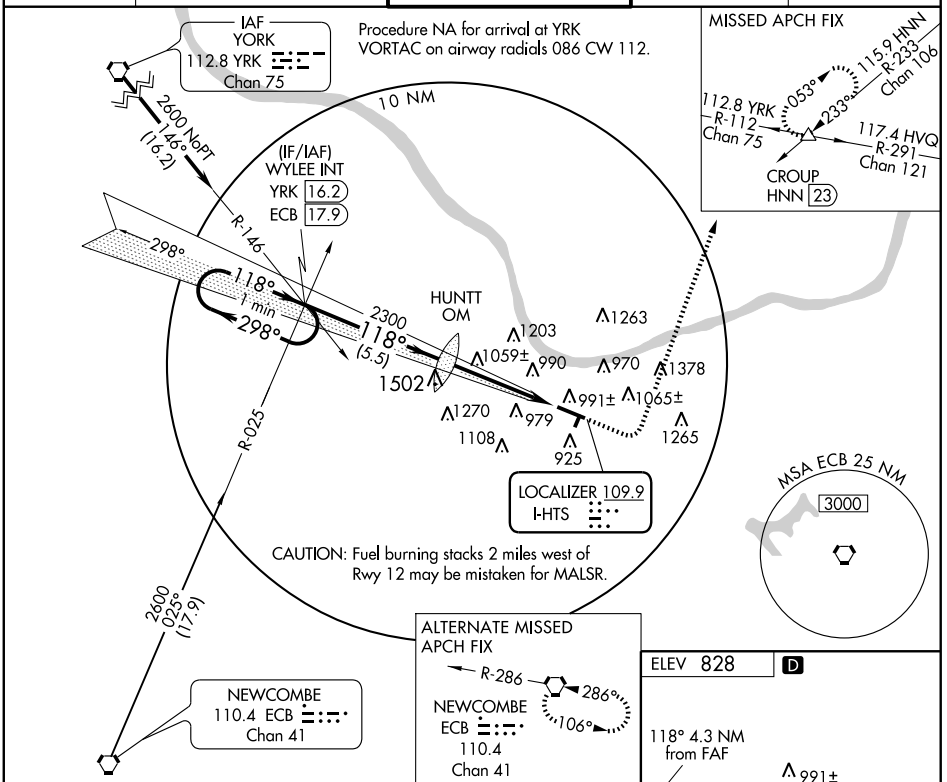
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ASR: When VGSI Inop, Circling Rwy 3 NA at night. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 020° and HNN VORTAC R-233 to CROUP INT/HNN 23 DME and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05



CATEGORY	A	B	C	D
S-ILS 12	*1028/24	200 (200-½)		
S-LOC 12	1320/24	492 (500-½)	1320/40 492 (500-¾)	1320/50 492 (500-1)
CIRCLING	1340-1	512 (600-1)	1340-1½ 512 (600-1½)	1420-2 592 (600-2)

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 21 OCT 2010 to 18 NOV 2010

LOC I-TUU	APP CRS	Rwy Idg	6517
108.7	298°	TDZE	828
		Apt Elev	828

ILS or LOC RWY 30

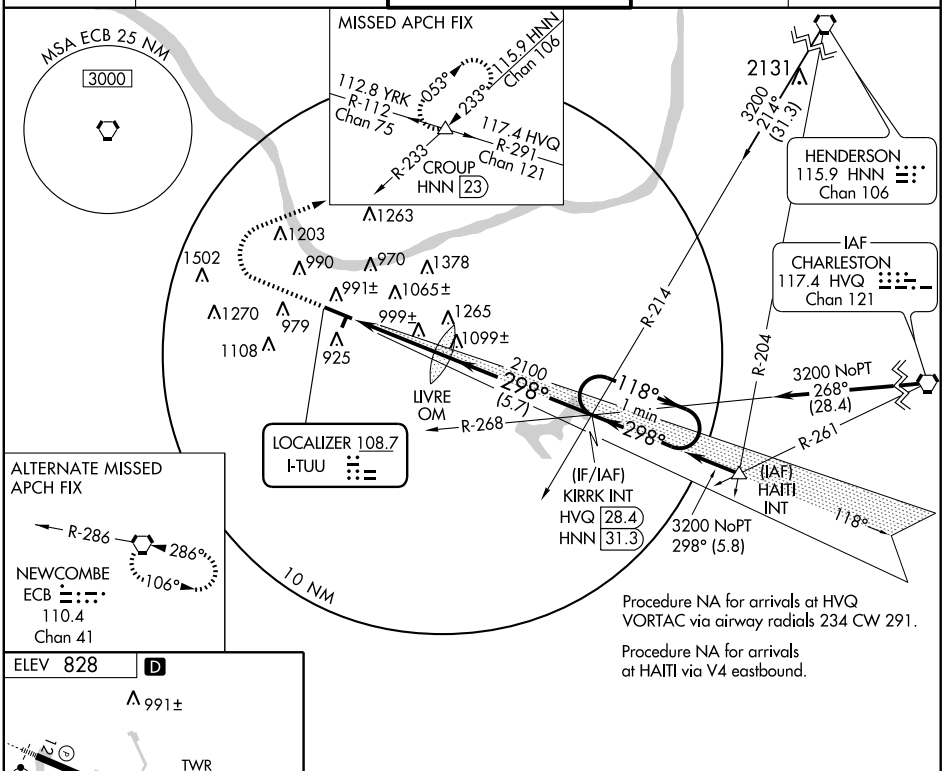
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ASR

When VGSI inop, Circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 075° and HNN VORTAC R-233 to CROUP INT/HNN 23 DME and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05

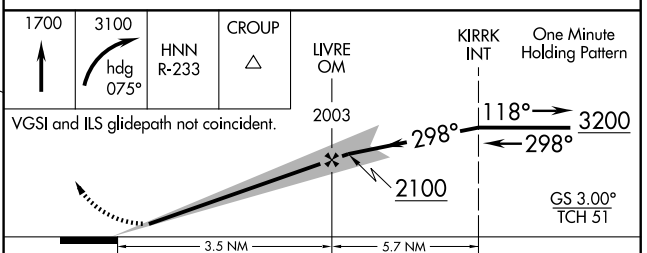


Procedure NA for arrivals at HVQ VORTAC via airway radials 234 CW 291.

Procedure NA for arrivals at HAITI via V4 eastbound.

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 30	1028-¾	200 (200-¾)		
S-LOC 30	1260-1 432 (500-1)		1260-1¼ 432 (500-1¼)	1260-1½ 432 (500-1½)
CIRCLING	1340-1 512 (600-1)		1340-1½ 512 (600-1½)	1420-2 592 (600-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6517
CH 45699	118°	TDZE	828
W12A		Apt Elev	828

RNAV (GPS) RWY 12

HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

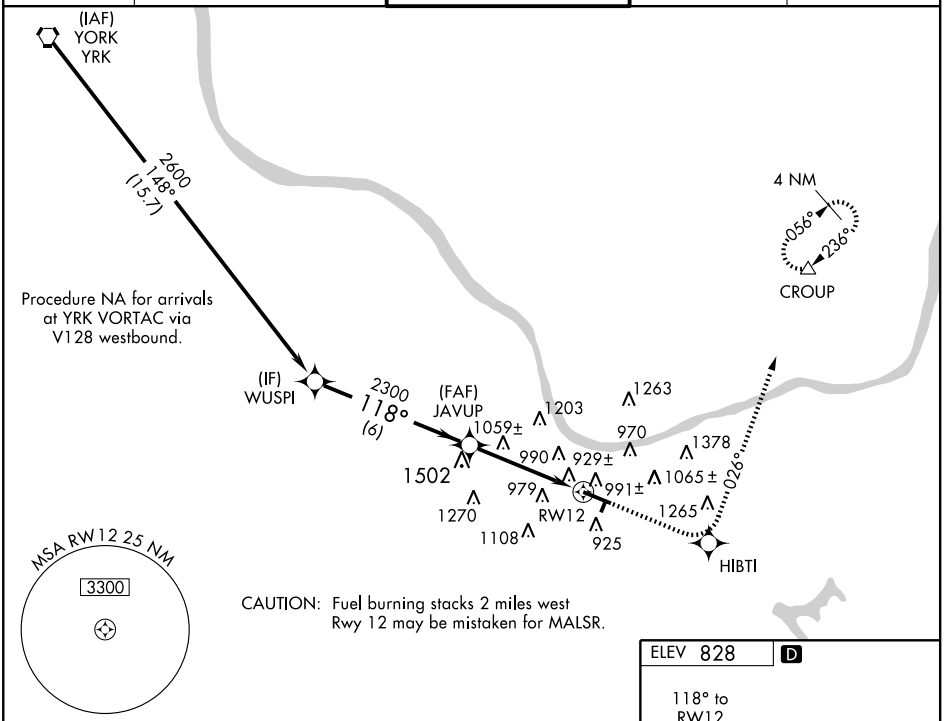
ASR

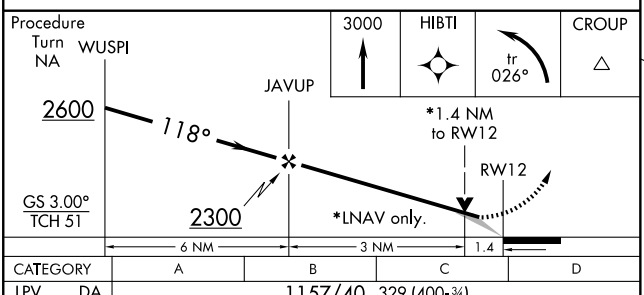
DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 3 NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F)

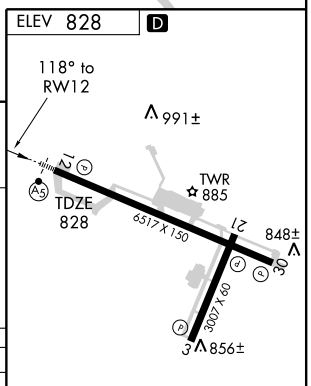
MALSR

MISSED APPROACH: Climb to 3000 direct HIBTI and left turn via 026° track to CROUP and hold.

ATIS	HUNTINGTON APP CON	HUNTINGTON TOWER	GND CON	CLNC DEL
125.2	119.75 270.1	118.5 270.1	121.9	118.05



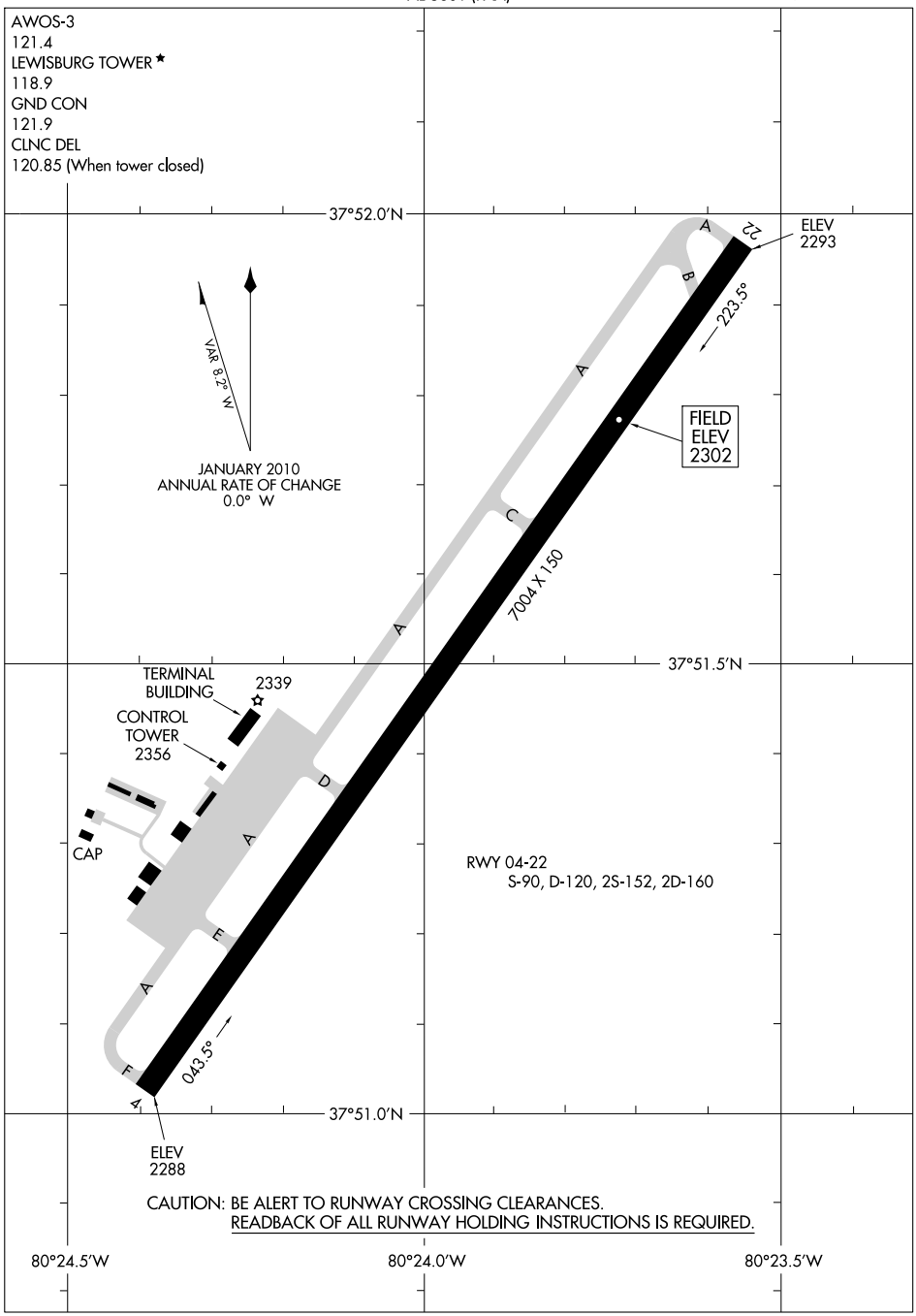




CATEGORY	A	B	C	D
LPV DA	1157/40 329 (400-¾)			
LNAV/VNAV DA	1329/60 501 (600-1¼)			
LNAV MDA	1320/24 492 (500-½)		1320/40 492 (500-¾)	1320/50 492 (500-1)
CIRCLING	1340-1 512 (600-1)		1340-1½ 512 (600-1½)	1420-2 592 (600-2)

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

LEWISBURG

GREENBRIER VALLEY (LWB) 3 N UTC−5(−4DT) N37°51.50′ W80°23.97′ **CINCINNATI**

2302 B S2 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LWB **H–10H, 12H, L–26I**

RWY 04–22: H7004X150 (ASPH–GRVD) S–90, D–120, 2S–152, 2D–160 HIRL **IAP, AD**

RWY 04: MALSR. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 59′. Tree.

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. ACTIVATE HIRL Rwy 04–22, MALSR Rwy 04, VASI Rwy 22 and twy lgts—CTAF. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304–645–3961. Ldg fee. Multi engine only, fee waived if purchase fuel.

WEATHER DATA SOURCES: AWOS–3 121.4 (304) 645–4533.

COMMUNICATIONS: CTAF 118.9 **UNICOM** 122.95

WASHINGTON CENTER APP/DEP CON 134.4 **CLNC DEL** 120.85 (when twr closed)

LEWISBURG TOWER 118.9 (1400–0000Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc effective 1400–0000Z‡ other times CLASS G.

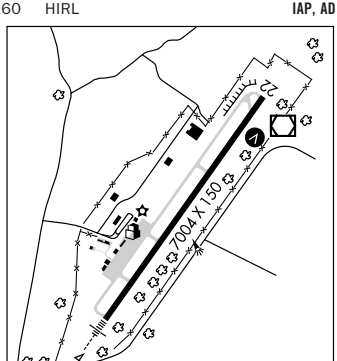
RADIO AIDS TO NAVIGATION: NOTAM FILE LWB.

(L) VORW/DME 116.05 LWB Chan 107Y N37°51.83′ W80°23.52′ at fld. 2319/08W. DME unusable 095°–150°, 151°–185° byd 20 NM blo 10,000′.
186°–196° byd 20 NM blo 7000′
197°–094° byd 20 NM blo 10000′

BUSHI NDB (MHW/LOM) 346 LW N37°46.93′ W80°28.11′ 042° 5.6 NM to fld. NDB unusable byd 15 NM. NDB unmonitored 0300–1200Z‡.

ILS 110.35 I–LWB Rwy 04. LOM BUSHI NDB. ILS unmonitored 0300–1200Z‡.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.



LOGAN CO (6L4) 4E UTC−5(−4DT) N37°51.34′ W81°54.95′ **CINCINNATI**

1667 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN **L–26H**

RWY 06–24: H3604X75 (ASPH) MIRL 0.3% up NE **IAP**

RWY 06: PAPI(P2L)—GA 3.0° TCH 41′. Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 36′. Tree.

AIRPORT REMARKS: Attended 1300–0100Z‡. For fuel and svcs after hrs call 304–752–4281. Deer and turkey on and invof arpt. Rwy 06 30′ hill 800′ from thld left and right. ACTIVATE MIRL Rwy 06–24 and PAPI Rwys 06 and 24—CTAF. No vehicular access to fld without prior arrangement. Rwy 24, blasting 1–2 NM from end of rwy, irregular schedule. Arpt access code—CTAF.

COMMUNICATIONS: CTAF 122.9

CHARLESTON APP/DEP CON 119.2 (North)

INDIANAPOLIS CENTER APP/DEP CON 126.575 (South)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′
196° 30.4 NM to fld. 1099/03W.

MARSHALL CO (See MOUNDSVILLE)

MARTINSBURG N39°23.14′ W77°50.90′ NOTAM FILE MRB. **WASHINGTON**

(L) VORTAC 112.1 MRB Chan 58 289° 5.9 NM to Eastern West Virginia Rgnl/Shepherd Fld. 600/07W. **H–10H, 12I, L–29D, A**
DME portion unusable byd 35 NM blo 4000′.

RCO 122.1R 112.1T (LEESBURG RADIO) **RCO** 122.45 (ELKINS RADIO)

LOC I-LWB	APP CRS	Rwy Idg	7004
110.35	045°	TDZE	2288
		Apt Elev	2302

ILS or LOC RWY 4

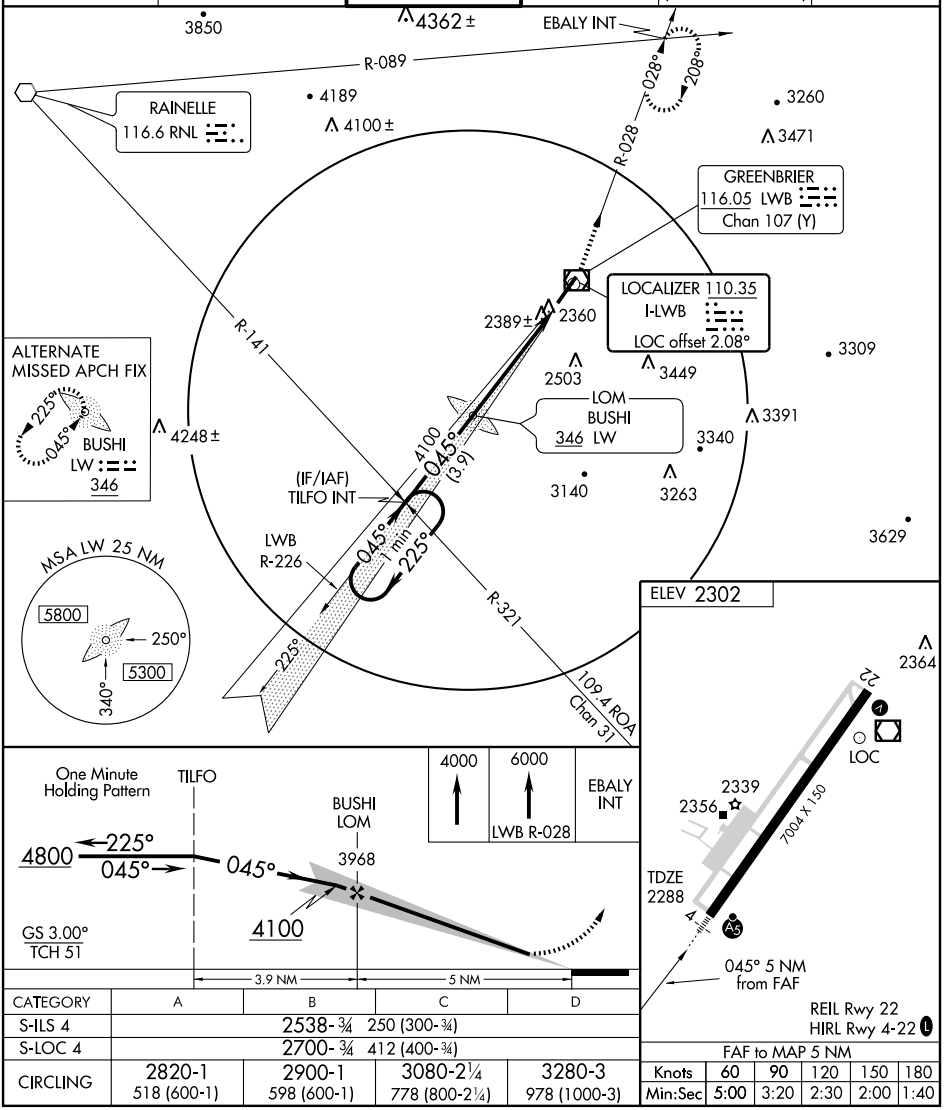
LEWISBURG/ GREENBRIER VALLEY (LWB)

Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 2647 feet and all MDA 120 feet. Increase S-LOC 4 Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C visibility ½ mile. Inoperative table does not apply to S-ILS 4 all Cats. For inoperative MALSR, increase S-LOC 4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-ILS 4 all Cats visibility to 1¼ miles, S-LOC 4 Cats A and B visibility to 1 mile.

MALSR

MISSED APPRAOCH: Climb to 4000, then climb to 6000 via LWB VOR/DME R-028 to EBALY INT and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-ILS 4	2538-¾ 250 (300-¾)			
S-LOC 4	2700-¾ 412 (400-¾)			
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7004
CH 42613	043°	TDZE	2288
W04A		Apt Elev	2302

RNAV (GPS) RWY 4

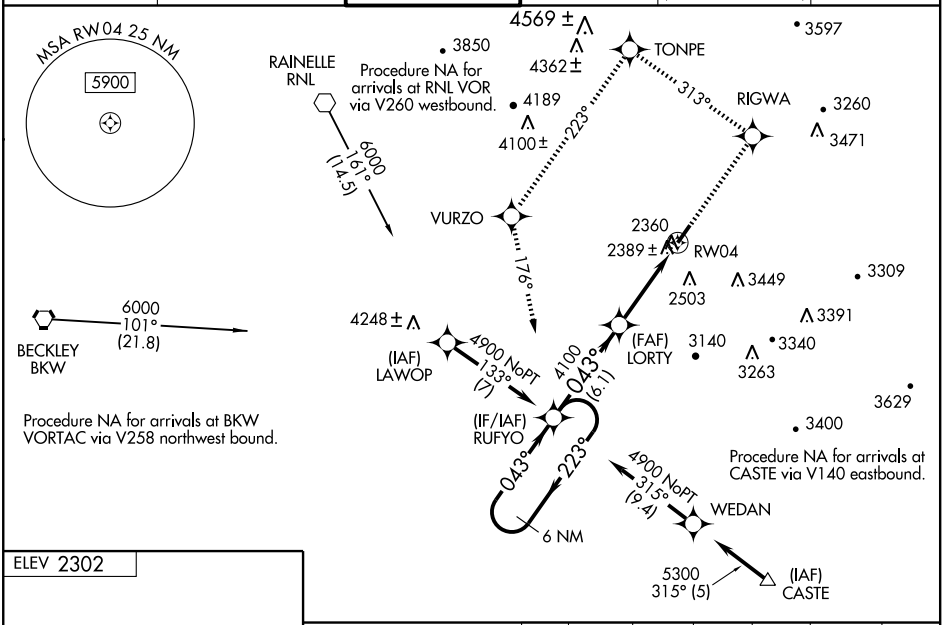
LEWISBURG/ GREENBRIER VALLEY (LWB)

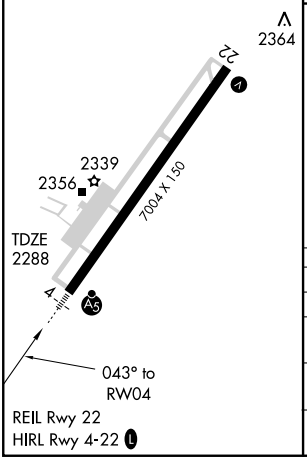
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 109 feet and all MDA 120 feet; Increase LPV all Cats, LNAV Cats C and D visibility ¼ mile, Circling Cat C, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR, increase LNAV all Cats visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase LPV all Cats visibility ½ mile and LNAV Cats A and B ¼ mile.
VDP and Baro-VANV NA when using Beckley altimeter setting.

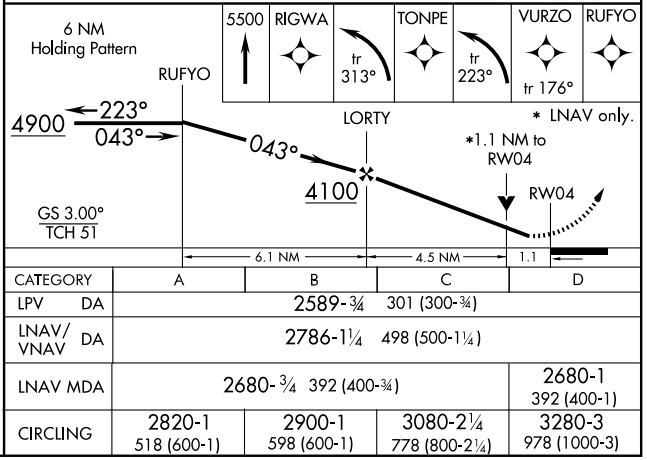
MALSR

MISSED APPROACH: Climb to 5500 direct RIGWA and left turn via track 313° to TONPE and left turn via track 223° to VURZO and via track 176° to RUFYO and hold.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	2589-¾ 301 (300-¾)			
LNAV/VNAV DA	2786-1¼ 498 (500-1¼)			
LNAV MDA	2680-¾ 392 (400-¾)			2680-1 392 (400-1)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7004
223°	TDZE	2302
	Apt Elev	2302

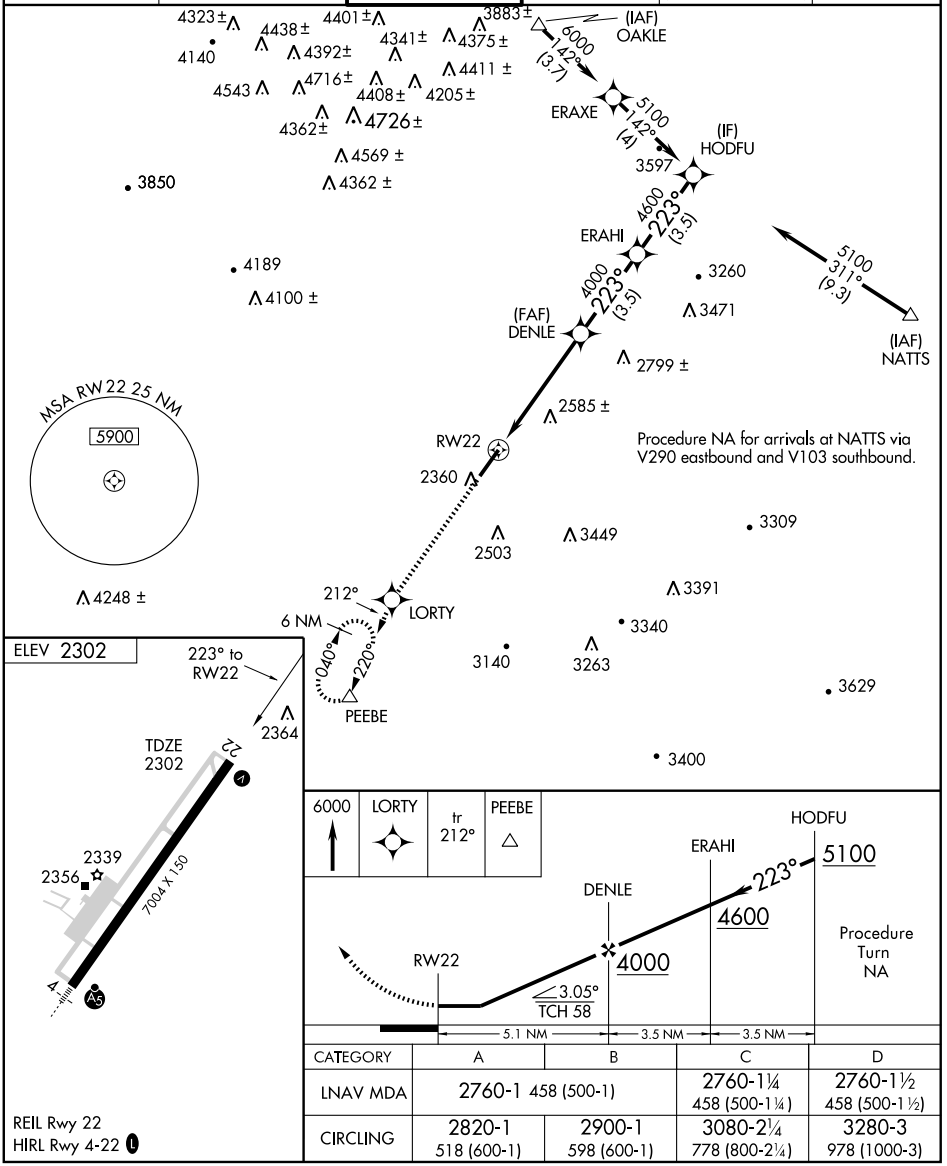
RNAV (GPS) RWY 22

LEWISBURG/GREENBRIER VALLEY (LWB)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, LNAV Cat C and Cat D visiblity ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	2760-1 458 (500-1)		2760-1¼ 458 (500-1¼)	2760-1½ 458 (500-1½)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

REIL Rwy 22
HIRL Rwy 4-22 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWB	APP CRS	Rwy Idg	7004
116.05	048°	TDZE	2288
Chan 107 (Y)		Apt Elev	2302

VOR RWY 4

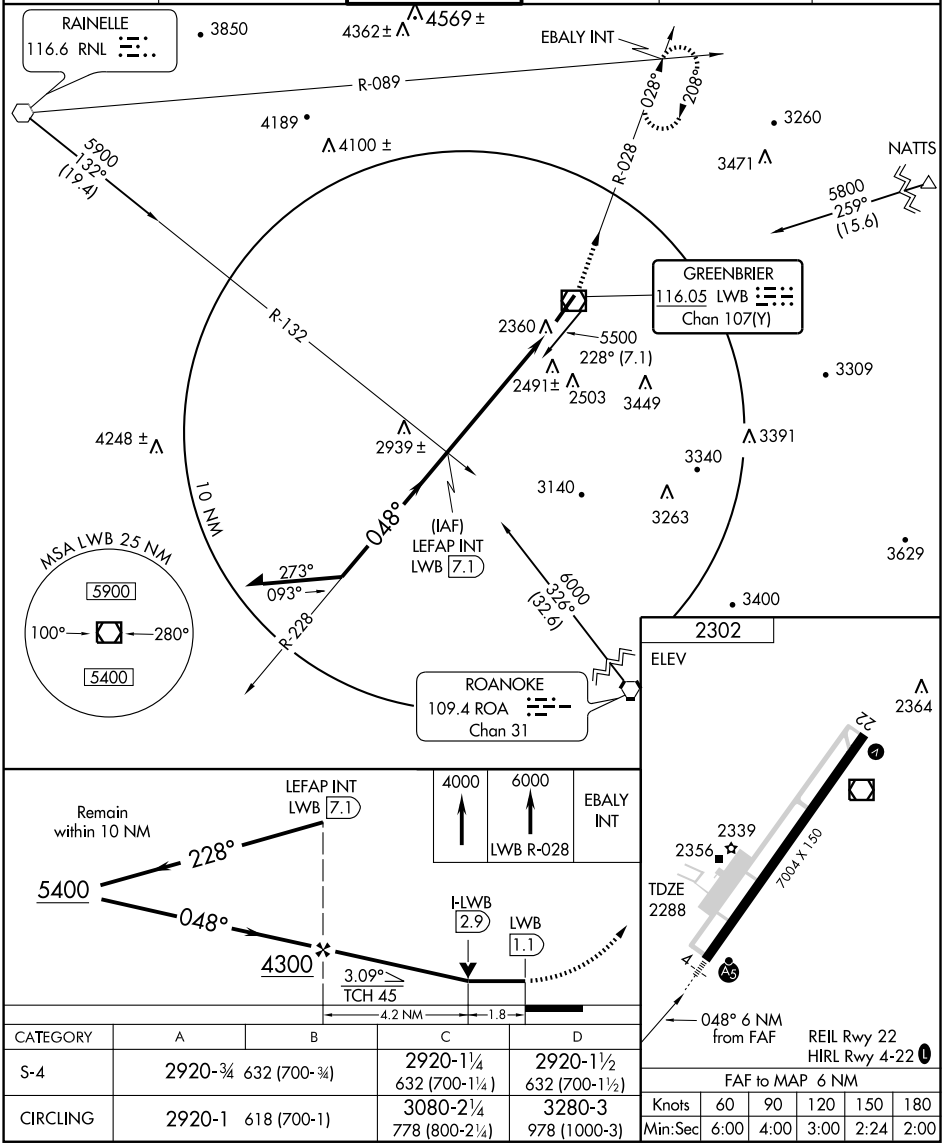
LEWISBURG/ GREENBRIER VALLEY (LWB)

Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-4 Cat C and Cat D and Circling Cat C visibility ½ mile. For inoperative MALSR, increase S-4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-4 Cat A visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4000, then climb to 6000 via LWB VOR/DME R-028 to EBALY INT and hold, continue climb-in-hold 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-4	2920-¾ 632 (700-¾)		2920-1¼ 632 (700-1¼)	2920-1½ 632 (700-1½)
CIRCLING	2920-1 618 (700-1)		3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME LWB	APP CRS	Rwy Idg	7004
116.05	208°	TDZE	2302
Chan 107 (Y)		Apt Elev	2302

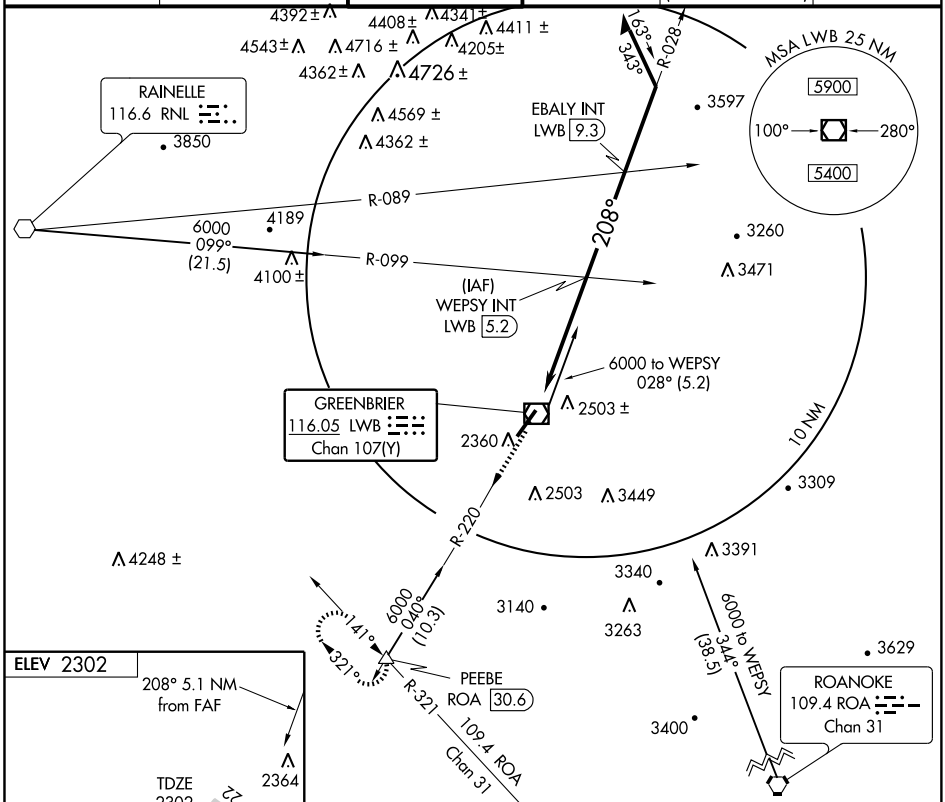
VOR RWY 22

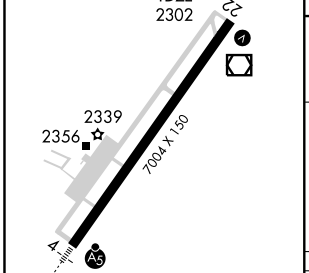
LEWISBURG/ GREENBRIER VALLEY (LWB)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-22 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile.

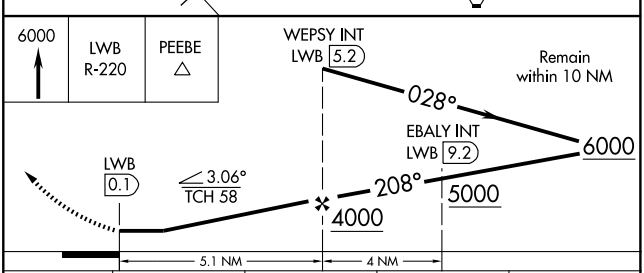
MISSED APPROACH: Climb to 6000 via LWB VOR/DME R-220 to PEEBE INT/ROA 30.6 DME and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	LEWISBURG TOWER★	GND CON	CLNC DEL	UNICOM
121.4	134.4 353.9	118.9 (CTAF) L	121.9	120.85 (When tower closed)	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-22	2760-1 458 (500-1)		2760-1¼ 458 (500-1¼)	2760-1½ 458 (500-1½)
CIRCLING	2820-1 518 (600-1)	2900-1 598 (600-1)	3080-2¼ 778 (800-2¼)	3280-3 978 (1000-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

LEWISBURG

GREENBRIER VALLEY (LWB) 3 N UTC−5(−4DT) N37°51.50′ W80°23.97′ **CINCINNATI**

2302 B S2 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LWB **H–10H, 12H, L–26I**

RWY 04–22: H7004X150 (ASPH–GRVD) S–90, D–120, 2S–152, 2D–160 HIRL **IAP, AD**

RWY 04: MALSR. Tree.

RWY 22: REIL. VASI(V4L)—GA 3.0°TCH 59′. Tree.

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. ACTIVATE HIRL Rwy 04–22, MALSR Rwy 04, VASI Rwy 22 and twy lgts—CTAF. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304–645–3961. Ldg fee. Multi engine only, fee waived if purchase fuel.

WEATHER DATA SOURCES: AWOS–3 121.4 (304) 645–4533.

COMMUNICATIONS: CTAF 118.9 **UNICOM** 122.95

WASHINGTON CENTER APP/DEP CON 134.4 **CLNC DEL** 120.85 (when twr closed)

LEWISBURG TOWER 118.9 (1400–0000Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc effective 1400–0000Z‡ other times CLASS G.

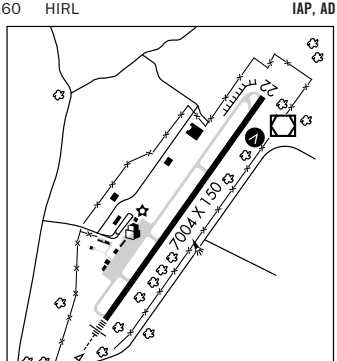
RADIO AIDS TO NAVIGATION: NOTAM FILE LWB.

(L) VORW/DME 116.05 LWB Chan 107Y N37°51.83′ W80°23.52′ at fld. 2319/08W. DME unusable 095°–150°, 151°–185° byd 20 NM blo 10,000′.
186°–196° byd 20 NM blo 7000′
197°–094° byd 20 NM blo 10000′

BUSHI NDB (MHW/LOM) 346 LW N37°46.93′ W80°28.11′ 042° 5.6 NM to fld. NDB unusable byd 15 NM. NDB unmonitored 0300–1200Z‡.

ILS 110.35 I–LWB Rwy 04. LOM BUSHI NDB. ILS unmonitored 0300–1200Z‡.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.



LOGAN CO (6L4) 4E UTC−5(−4DT) N37°51.34′ W81°54.95′ **CINCINNATI**

1667 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN **L–26H**

RWY 06–24: H3604X75 (ASPH) MIRL 0.3% up NE **IAP**

RWY 06: PAPI(P2L)—GA 3.0° TCH 41′. Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 36′. Tree.

AIRPORT REMARKS: Attended 1300–0100Z‡. For fuel and svcs after hrs call 304–752–4281. Deer and turkey on and invof arpt. Rwy 06 30′ hill 800′ from thld left and right. ACTIVATE MIRL Rwy 06–24 and PAPI Rwys 06 and 24—CTAF. No vehicular access to fld without prior arrangement. Rwy 24, blasting 1–2 NM from end of rwy, irregular schedule. Arpt access code—CTAF.

COMMUNICATIONS: CTAF 122.9

CHARLESTON APP/DEP CON 119.2 (North)

INDIANAPOLIS CENTER APP/DEP CON 126.575 (South)

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′
196° 30.4 NM to fld. 1099/03W.

MARSHALL CO (See MOUNDSVILLE)

MARTINSBURG N39°23.14′ W77°50.90′ NOTAM FILE MRB. **WASHINGTON**

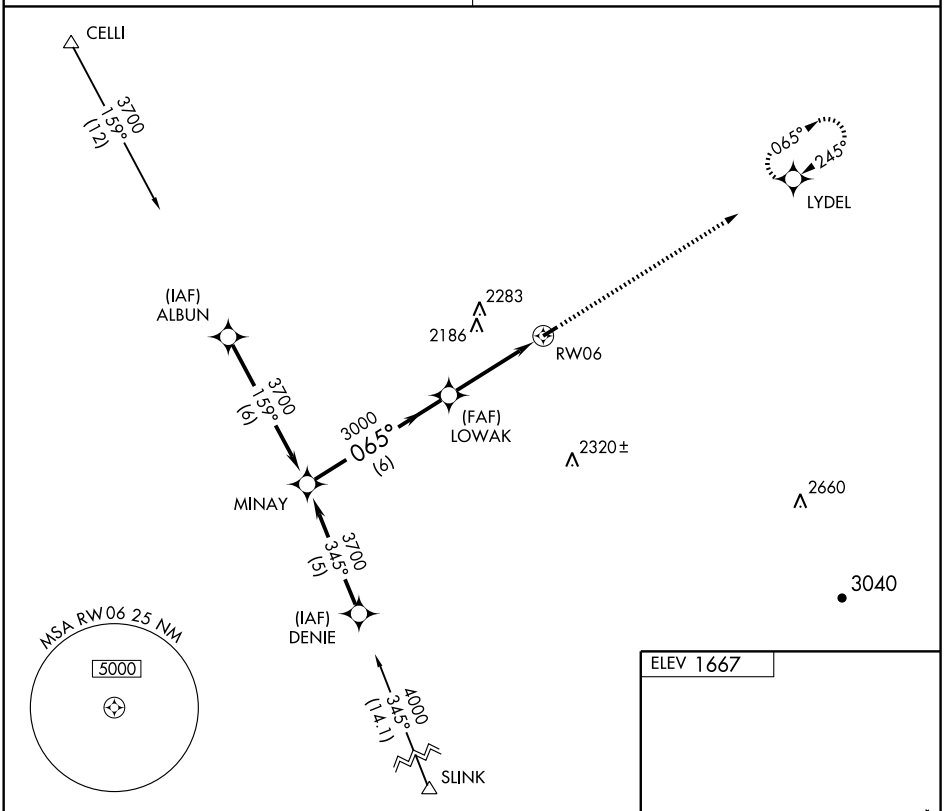
(L) VORTAC 112.1 MRB Chan 58 289° 5.9 NM to Eastern West Virginia Rgnl/Shepherd Fld. 600/07W. **H–10H, 12I, L–29D, A**
DME portion unusable byd 35 NM blo 4000′.

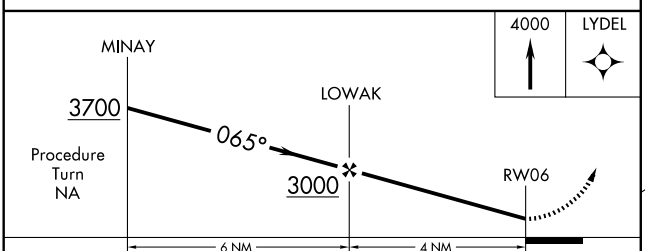
RCO 122.1R 112.1T (LEESBURG RADIO) **RCO** 122.45 (ELKINS RADIO)

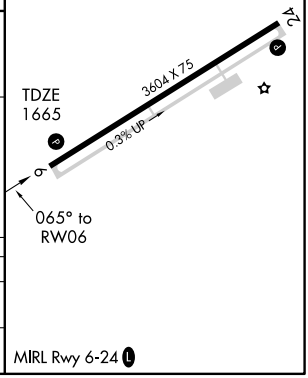
APP CRS	Rwy Idg	3604
065°	TDZE	1665
	Apt Elev	1667

GPS RWY 6
LOGAN COUNTY (6L4)

NA Use Charleston altimeter setting.	MISSED APPROACH: Climb to 4000 direct LYDEL WP and hold.
CHARLESTON APP CON 119.2 269.125	CTAF L 122.9







CATEGORY	A	B	C	D
S-6	2500-1 835 (900-1)	2500-1¼ 835 (900-1¼)	2500-2½ 835 (900-2½)	NA
CIRCLING	2500-1 833 (900-1)	2500-1¼ 833 (900-1¼)	2500-2½ 833 (900-2½)	NA

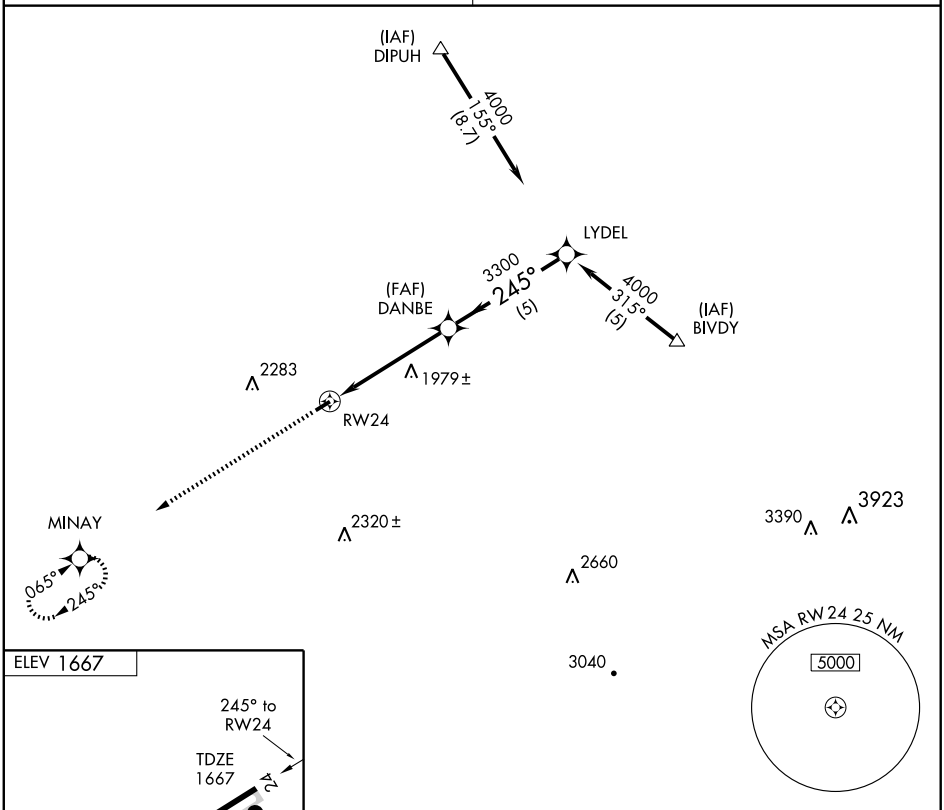
MIRL Rwy 6-24 L

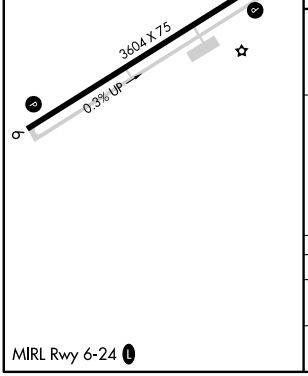
NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

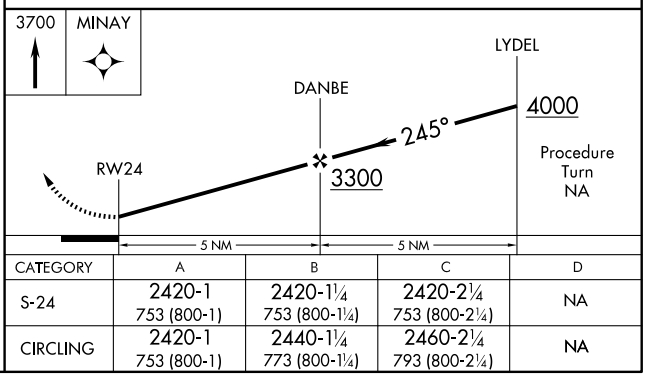
APP CRS	Rwy Idg	3604
245°	TDZE	1667
	Apt Elev	1667

GPS RWY 24
LOGAN COUNTY (6L4)

NA Use Charleston altimeter setting.	MISSED APPROACH: Climb to 3700 direct MINAY WP and hold.
CHARLESTON APP CON 119.2 269.125	CTAF L 122.9



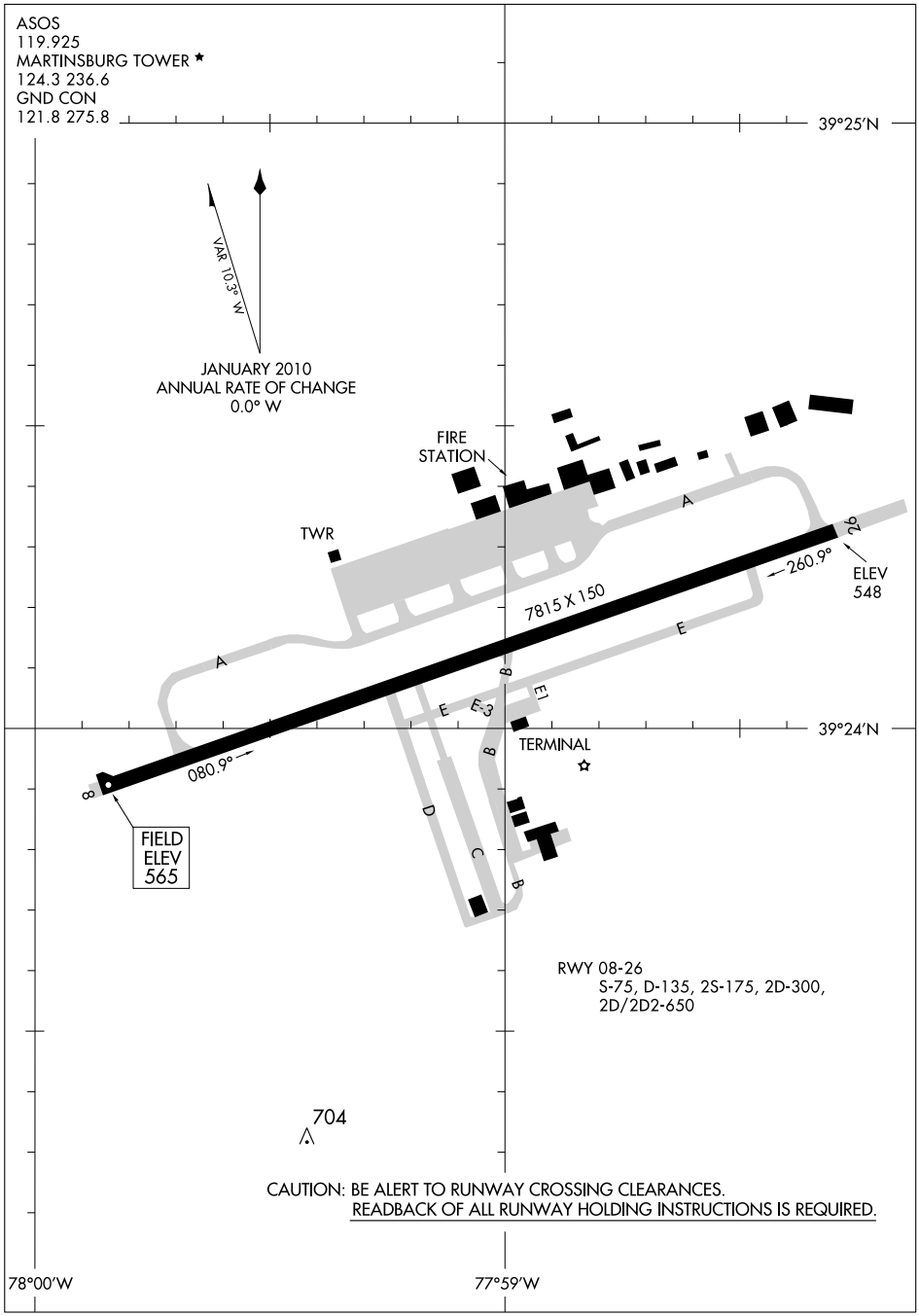




CATEGORY	A	B	C	D
S-24	2420-1 753 (800-1)	2420-1¼ 753 (800-1¼)	2420-2¼ 753 (800-2¼)	NA
CIRCLING	2420-1 753 (800-1)	2440-1¼ 773 (800-1¼)	2460-2¼ 793 (800-2¼)	NA

MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

MARTINSBURG

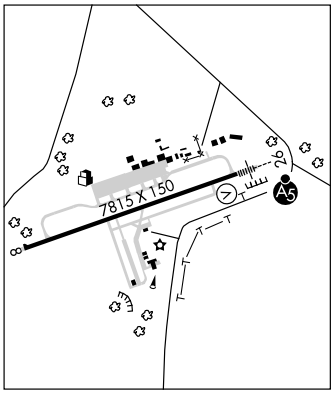
EASTERN WEST VIRGINIA RGNL/SHEPHERD FLD (MRB) 4 S UTC−5(−4DT) N39°24.11′ W77°59.08′ **WASHINGTON H–10H, 12I, L–29D, A IAP, AD**

565 B S4 **FUEL** 100LL, JET A TPA—(See Remarks) NOTAM FILE MRB

RWY 08–26: H7815X150 (ASPH–GRVD) S–75, D–135, 2S–175, 2D–300, 2D/2D2–650 HIRL

RWY 08: Tree.

RWY 26: MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡. Other times by NOTAM. For fuel after hrs call 304–262–2507. Deer and birds on and invof arpt. Twy B clsd from T–hangar twy lane south. No grass ldgs. Mowing in progress spring through autumn yearly. When twr clsd ACTIVATE MALSR Rwy 26, HIRL Rwy 08–26, and twy lgts—CTAF. TPA: Rectangular tfc pattern for all acft 1608 (1043); overhead pattern 2108 (1543). Ldg fee. Fee for acft greater than 6500 lbs gross weight.

WEATHER DATA SOURCES: ASOS 119.925 (304) 264–0988. Unmonitored when ATCT clsd.

COMMUNICATIONS: CTAF 124.3 **UNICOM** 122.95

MARTINSBURG RCO 122.45 (ELKINS RADIO)

Ⓡ **POTOMAC APP/DEP CON** 126.1

MARTINSBURG TOWER 124.3 (Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡ other times by NOTAM)

GND CON 121.8 **POTOMAC CLNC DEL** 126.82 (When MRB twr clsd)

AIRSPACE: CLASS D svc Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡, and by NOTAM, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 286° 6.4 NM to fld. 600/07W.

ILS 108.3 I–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT)

MERCER CO (See BLUEFIELD)

MID–OHIO VALLEY RGNL (See PARKERSBURG)

MILTON

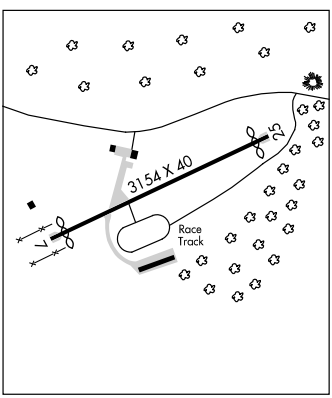
ONA AIRPARK (12V) 4W UTC−5(−4DT) N38°26.45′ W82°12.05′ **CINCINNATI L–26H IAP**

572 S2 **FUEL** 80, 100LL NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)

RWY 07: Thld dsplcd 134′. Trees.

RWY 25: Thld dsplcd 129′. Ground.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel 24 hr self–service. Balloon port 2 miles E. Noise abatement procedures in effect; departures Rwy 25 should head 240° and departures Rwy 07 should head 090° to 1600 ft altitude. Rwy 07–25 NSTD LIRL; lgts green; incorrect spacing; some lgts obscured by vegetation. dsplcd thld lgts 360° green lgts one each side of rwy. Rwy 07–25 surface extensive cracking. Rwy exit to ramp has depression marked by cone. Rwy 07–25 dsplcd thlds nights only. Rwy 07 and Rwy 25 dsplcd thlds unmarked. Fence, poles, buildings in primary surface west side. 90 ft pole 1000 ft east of apch end Rwy 07; 90 ft pole 1300 ft east apch end Rwy 07.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP CON** 124.1 Ⓡ **HUNTINGTON DEP CON** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 288° 21 NM to fld. 1099/03W.

MINGO CO (See WILLIAMSON)

LOC I-EXW	APP CRS	Rwy Idg	7815
108.3	259°	TDZE	548
		Apt Elev	565

ILS or LOC RWY 26

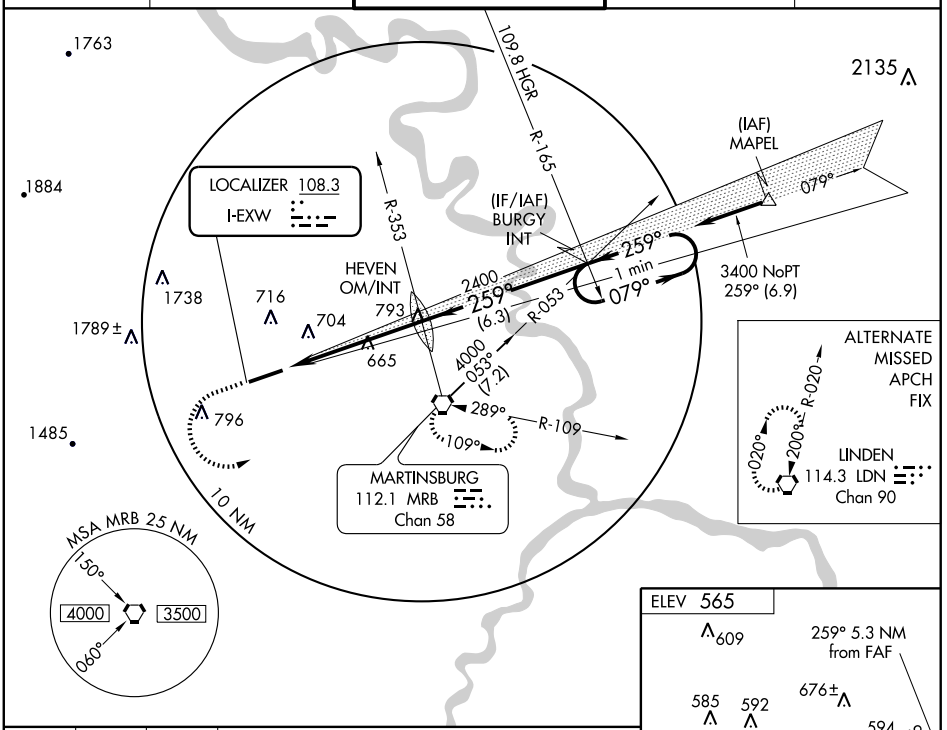
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

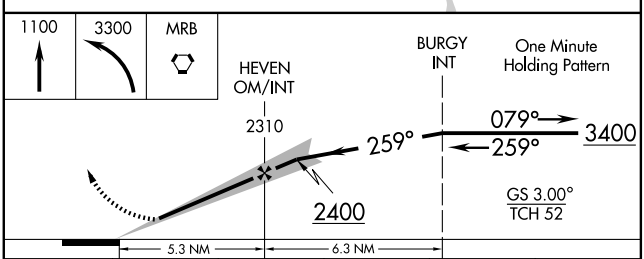
For inoperative MALSR, increase S-ILS 26 Cat E visibility to ¾ mile and S-LOC 26 Cat E visibility to 1¼ mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet and increase S-LOC 26 Cat C, D, E visibility ¼ mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 visibility all Cats to 1 mile and S-LOC 26 Cat E visibility to 1½ mile.

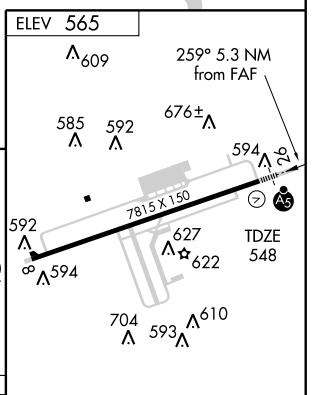
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95







CATEGORY	A	B	C	D	E
S-ILS 26	748-½ 200 (200-½)				
S-LOC 26	920-½ 372 (400-½)			920-¾ 372 (400-¾)	
CIRCLING	1020-1 455 (500-1)	1080-1 515 (600-1)	1080-1½ 515 (600-1½)	1120-2 555 (600-2)	2140-3 1575 (1600-3)

HIRL Rwy 8-26 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7815
079°	TDZE	565
	Apt Elev	557

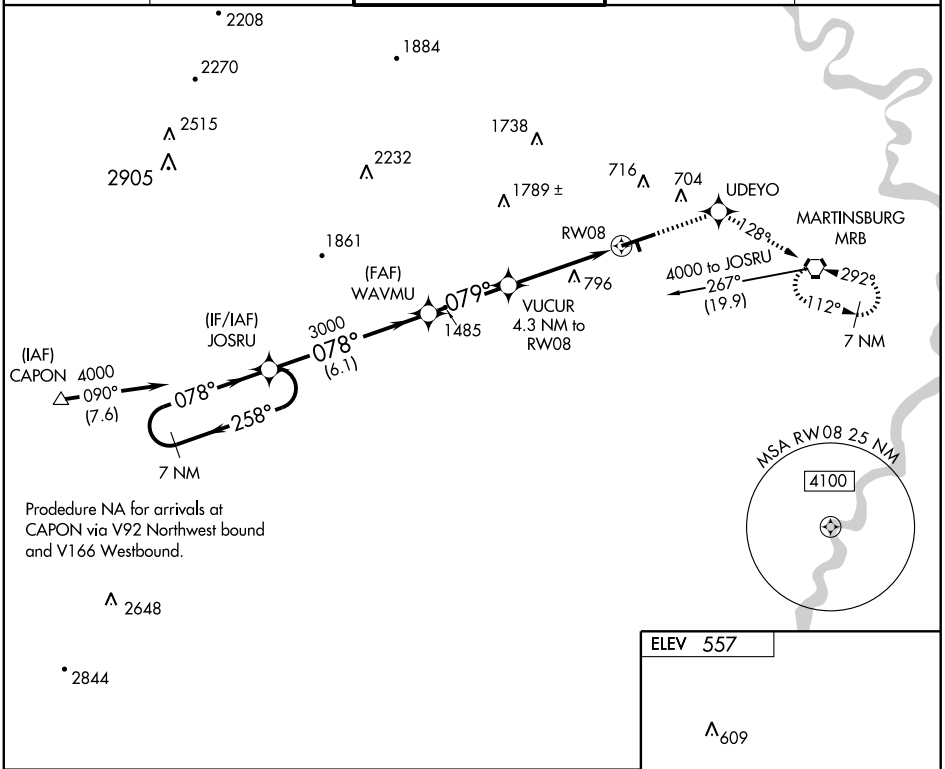
RNAV (GPS) RWY 8

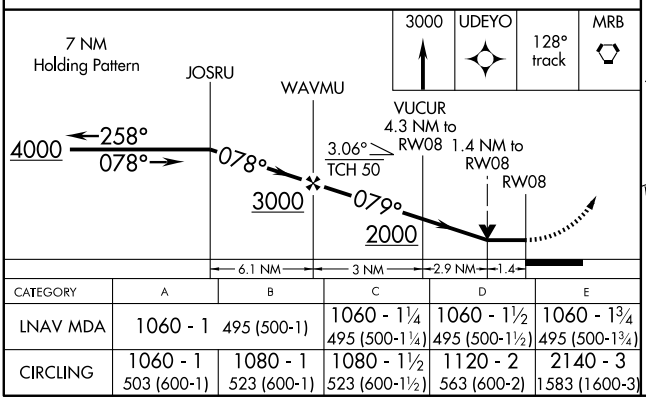
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

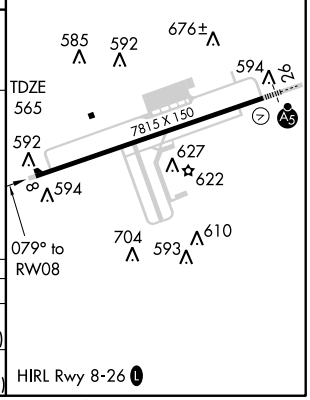
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet, LNAV Cat C, D, E visibility ¼ mile, and Circling Cat C visibility ¼ mile. VDP NA when using Hagerstown altimeter setting.

MISSED APPROACH: Climb to 3000 direct UDEYO and via 128° track to MRB VORTAC and hold.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	1060 - 1	495 (500-1)	1060 - 1¼ 495 (500-1¼)	1060 - 1½ 495 (500-1½)	1060 - 1¾ 495 (500-1¾)
CIRCLING	1060 - 1 503 (600-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)

HIRL Rwy 8-26 L

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7815
CH 53609	259°	TDZE	548
W26A		Apt Elev	557

RNAV (GPS) RWY 26

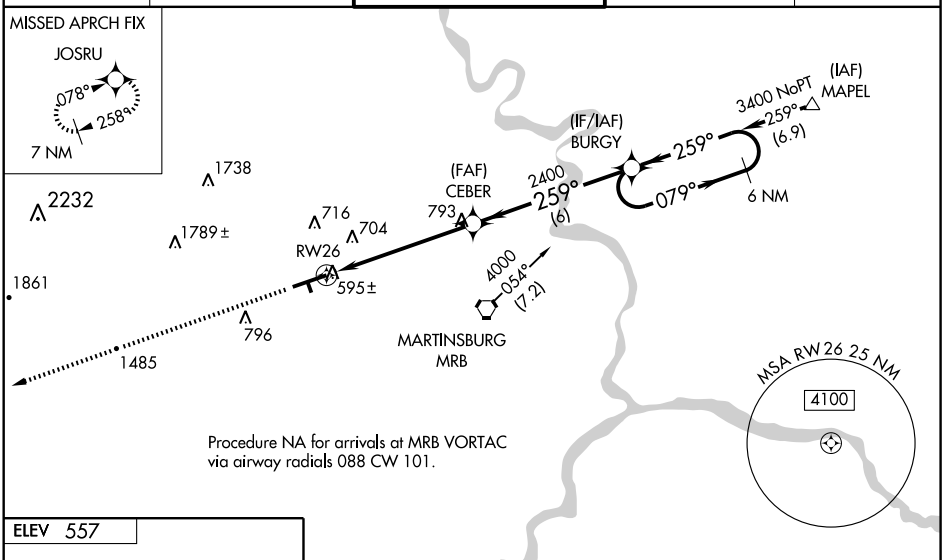
MARTINSBURG/ EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

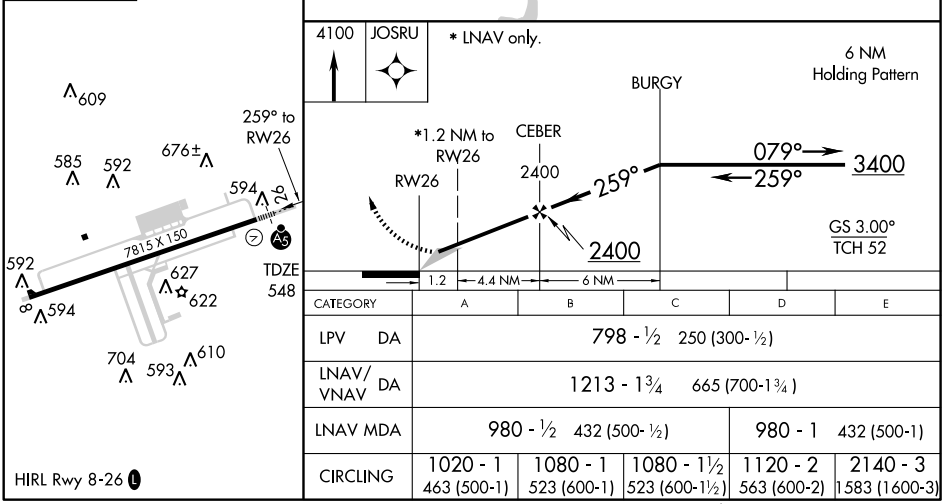
Baro-VNAV NA when using Hagerstown altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). VDP NA when using Hagerstown altimeter setting.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 71 feet and MDA 80 feet, increase LNAV/VNAV all Cats visibility to 2 mile, LNAV Cat C, D, E to ¾ mile and Circling Cat C to 1¾ mile.
For inoperative MALSR increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E to 2¼ mile, LNAV Cat E to 1½ mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 ½ mile and LNAV Cat E visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 4100 direct JOSRU and hold.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95



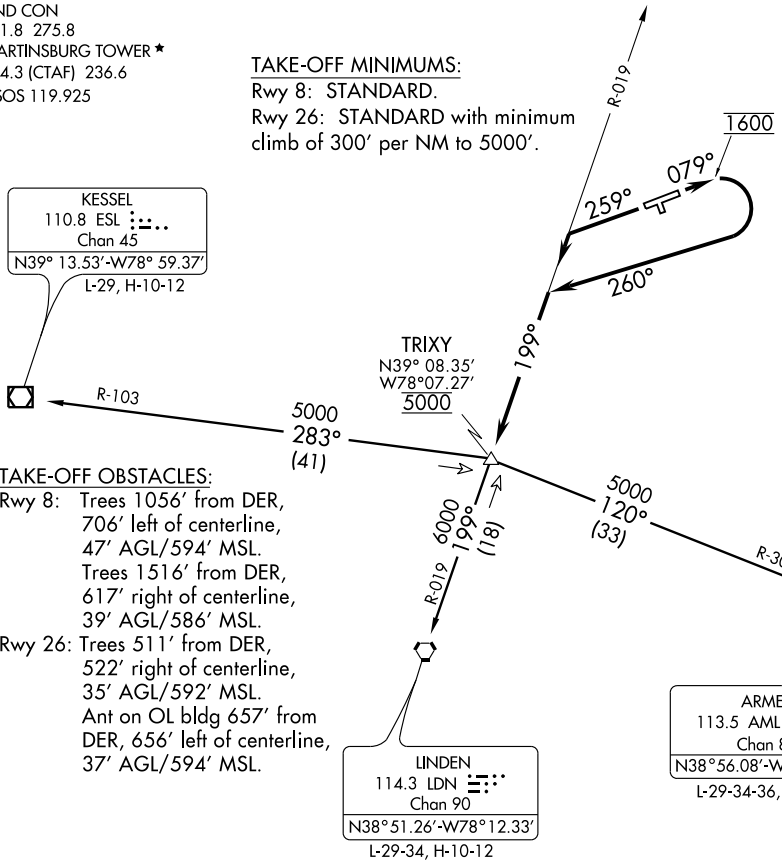


CATEGORY	A	B	C	D	E
LPV DA	798 - ½ 250 (300- ½)				
LNAV/ VNAV DA	1213 - 1¾ 665 (700-1¾)				
LNAV MDA	980 - ½ 432 (500- ½)			980 - 1 432 (500-1)	
CIRCLING	1020 - 1 463 (500-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

POTOMAC DEP CON
126.1 338.25
GND CON
121.8 275.8
MARTINSBURG TOWER ★
124.3 (CTAF) 236.6
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwy 8: STANDARD.
Rwy 26: STANDARD with minimum climb of 300′ per NM to 5000′.



TAKE-OFF OBSTACLES:
Rwy 8: Trees 1056′ from DER, 706′ left of centerline, 47′ AGL/594′ MSL.
Trees 1516′ from DER, 617′ right of centerline, 39′ AGL/586′ MSL.
Rwy 26: Trees 511′ from DER, 522′ right of centerline, 35′ AGL/592′ MSL.
Ant on OL bldg 657′ from DER, 656′ left of centerline, 37′ AGL/594′ MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 079° to 1600 then climbing right turn heading 260° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

TAKE-OFF RUNWAY 26: Climb heading 259° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

. . . . Maintain 6000, expect filed altitude/flight level 10 minutes after departure.

ARMEL TRANSITION (TRIXY4.AML): From over TRIXY INT via AML R-300 to AML VORTAC.

KESSEL TRANSITION (TRIXY4.ESL): From over TRIXY INT via ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY4.LDN): From over TRIXY INT via LDN R-019 to LDN VORTAC.

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MRB 112.1 Chan 58	APP CRS 286°	Rwy Idg N/A TDZE N/A Apt Elev 557

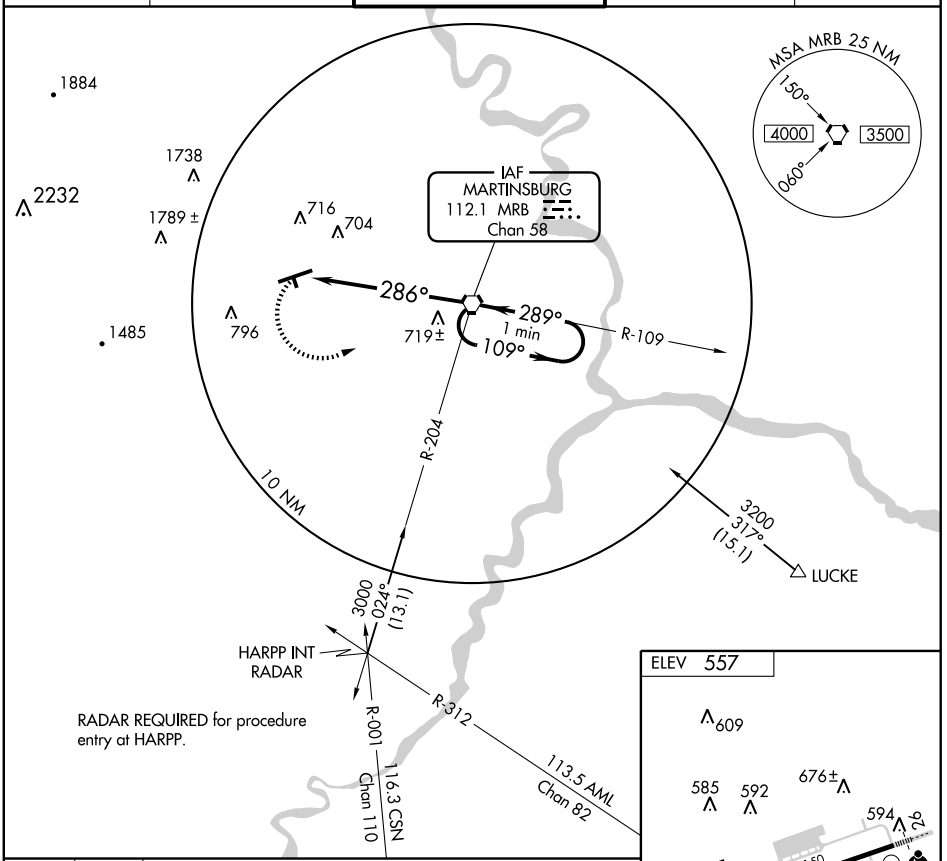
VOR-A

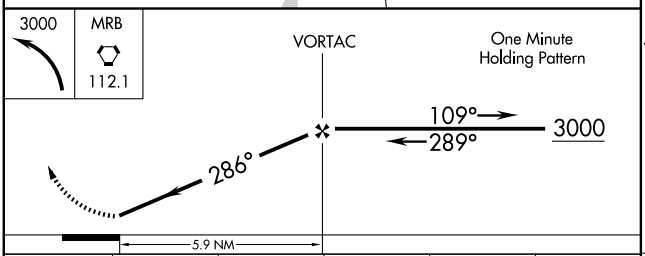
MARTINSBURG/ EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

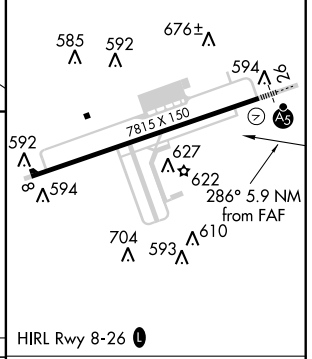
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDAs 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

ASOS	POTOMAC APP CON	MARTINSBURG TOWER ★	GND CON	UNICOM
119.925	126.1 338.25	124.3 (CTAF) L 236.6	121.8 275.8	122.95







CATEGORY	A	B	C	D	E
CIRCLING	1020 - 1 463 (500-1)	1080 - 1 523 (600-1)	1080 - 1½ 523 (600-1½)	1120 - 2 563 (600-2)	2140 - 3 1583 (1600-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MARTINSBURG

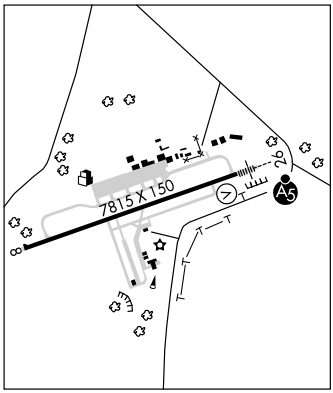
EASTERN WEST VIRGINIA RGNL/SHEPHERD FLD (MRB) 4 S UTC−5(−4DT) N39°24.11′ W77°59.08′ **WASHINGTON H–10H, 12I, L–29D, A IAP, AD**

565 B S4 **FUEL** 100LL, JET A TPA—(See Remarks) NOTAM FILE MRB

RWY 08–26: H7815X150 (ASPH–GRVD) S–75, D–135, 2S–175, 2D–300, 2D/2D2–650 HIRL

RWY 08: Tree.

RWY 26: MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡. Other times by NOTAM. For fuel after hrs call 304–262–2507. Deer and birds on and invof arpt. Twy B clsd from T–hangar twy lane south. No grass ldgs. Mowing in progress spring through autumn yearly. When twr clsd ACTIVATE MALSR Rwy 26, HIRL Rwy 08–26, and twy lgts—CTAF. TPA: Rectangular tfc pattern for all acft 1608 (1043); overhead pattern 2108 (1543). Ldg fee. Fee for acft greater than 6500 lbs gross weight.

WEATHER DATA SOURCES: ASOS 119.925 (304) 264–0988. Unmonitored when ATCT clsd.

COMMUNICATIONS: CTAF 124.3 **UNICOM** 122.95

MARTINSBURG RCO 122.45 (ELKINS RADIO)

Ⓡ **POTOMAC APP/DEP CON** 126.1

MARTINSBURG TOWER 124.3 (Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡ other times by NOTAM)

GND CON 121.8 **POTOMAC CLNC DEL** 126.82 (When MRB twr clsd)

AIRSPACE: CLASS D svc Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡, and by NOTAM, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MRB.

MARTINSBURG (L) VORTAC 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 286° 6.4 NM to fld. 600/07W.

ILS 108.3 I–EXW Rwy 26. Class IE.

MASON CO (See POINT PLEASANT)

MERCER CO (See BLUEFIELD)

MID–OHIO VALLEY RGNL (See PARKERSBURG)

MILTON

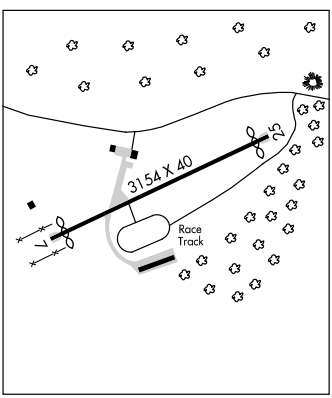
ONA AIRPARK (12V) 4W UTC−5(−4DT) N38°26.45′ W82°12.05′ **CINCINNATI L–26H IAP**

572 S2 **FUEL** 80, 100LL NOTAM FILE EKN

RWY 07–25: H3154X40 (ASPH) LIRL(NSTD)

RWY 07: Thld dsplcd 134′. Trees.

RWY 25: Thld dsplcd 129′. Ground.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel 24 hr self–service. Balloon port 2 miles E. Noise abatement procedures in effect; departures Rwy 25 should head 240° and departures Rwy 07 should head 090° to 1600 ft altitude. Rwy 07–25 NSTD LIRL; lgts green; incorrect spacing; some lgts obscured by vegetation. dsplcd thld lgts 360° green lgts one each side of rwy. Rwy 07–25 surface extensive cracking. Rwy exit to ramp has depression marked by cone. Rwy 07–25 dsplcd thlds nights only. Rwy 07 and Rwy 25 dsplcd thlds unmarked. Fence, poles, buildings in primary surface west side. 90 ft pole 1000 ft east of apch end Rwy 07; 90 ft pole 1300 ft east apch end Rwy 07.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP CON** 124.1 Ⓡ **HUNTINGTON DEP CON** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 288° 21 NM to fld. 1099/03W.

MINGO CO (See WILLIAMSON)

APP CRS	Rwy Idg	3020
065°	TDZE	572
	Apt Elev	572

GPS RWY 7

MILTON/ONA AIRPARK (12V)

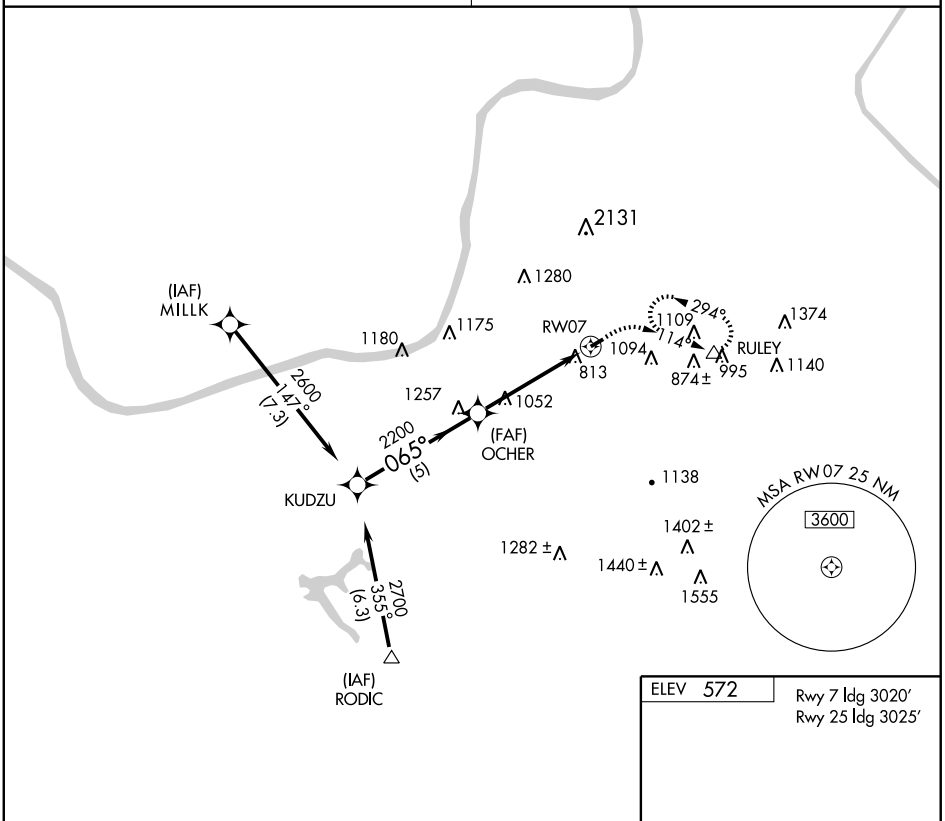
Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

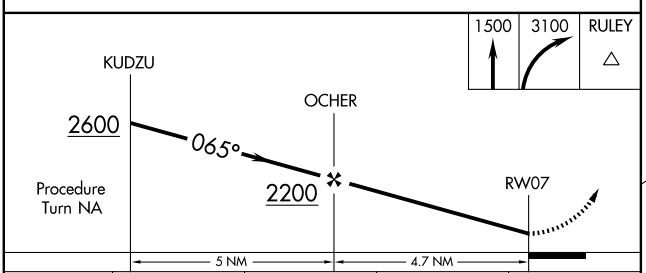
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct RULEY and hold.

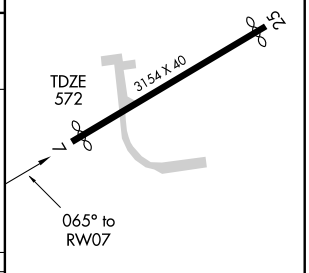
CHARLESTON APP CON
124.1 269.125

UNICOM
122.8 (CTAF)





CATEGORY	A	B	C	D
S-7	1480-1¼ 908 (1000-1¼)	NA		
CIRCLING	1480-1¼ 908 (1000-1¼)	NA		



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC HVQ 117.4 Chan 121	APP CRS 288°	Rwy Idg N/A TDZE N/A Apt Elev 572

VOR-A

MILTON/ONA AIRPARK (12V)

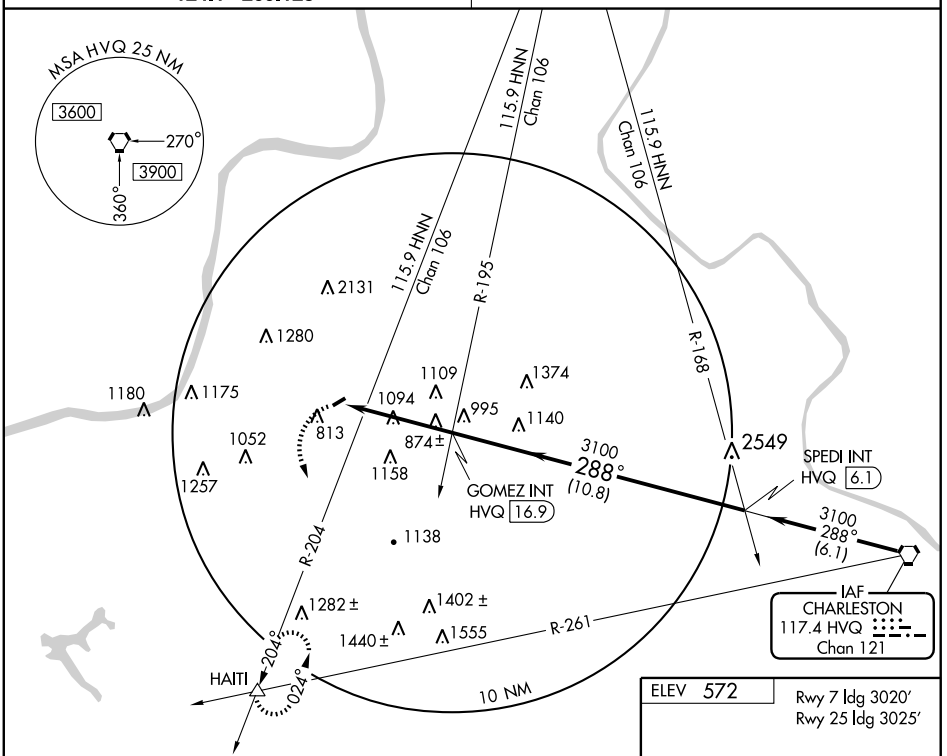
Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

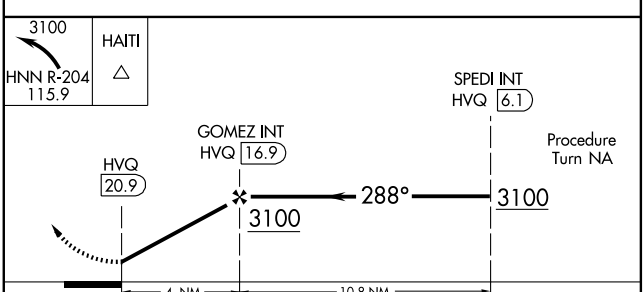
NA

MISSED APPROACH: Climbing left turn to 3100 via HNN R-204 to HAITI Int and hold.

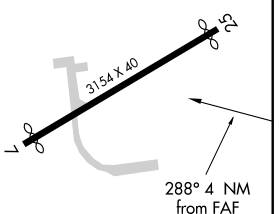
CHARLESTON APP CON
124.1 269.125

UNICOM
122.8 (CTAF)





Procedure Turn NA



LIRL Rwy 7-25

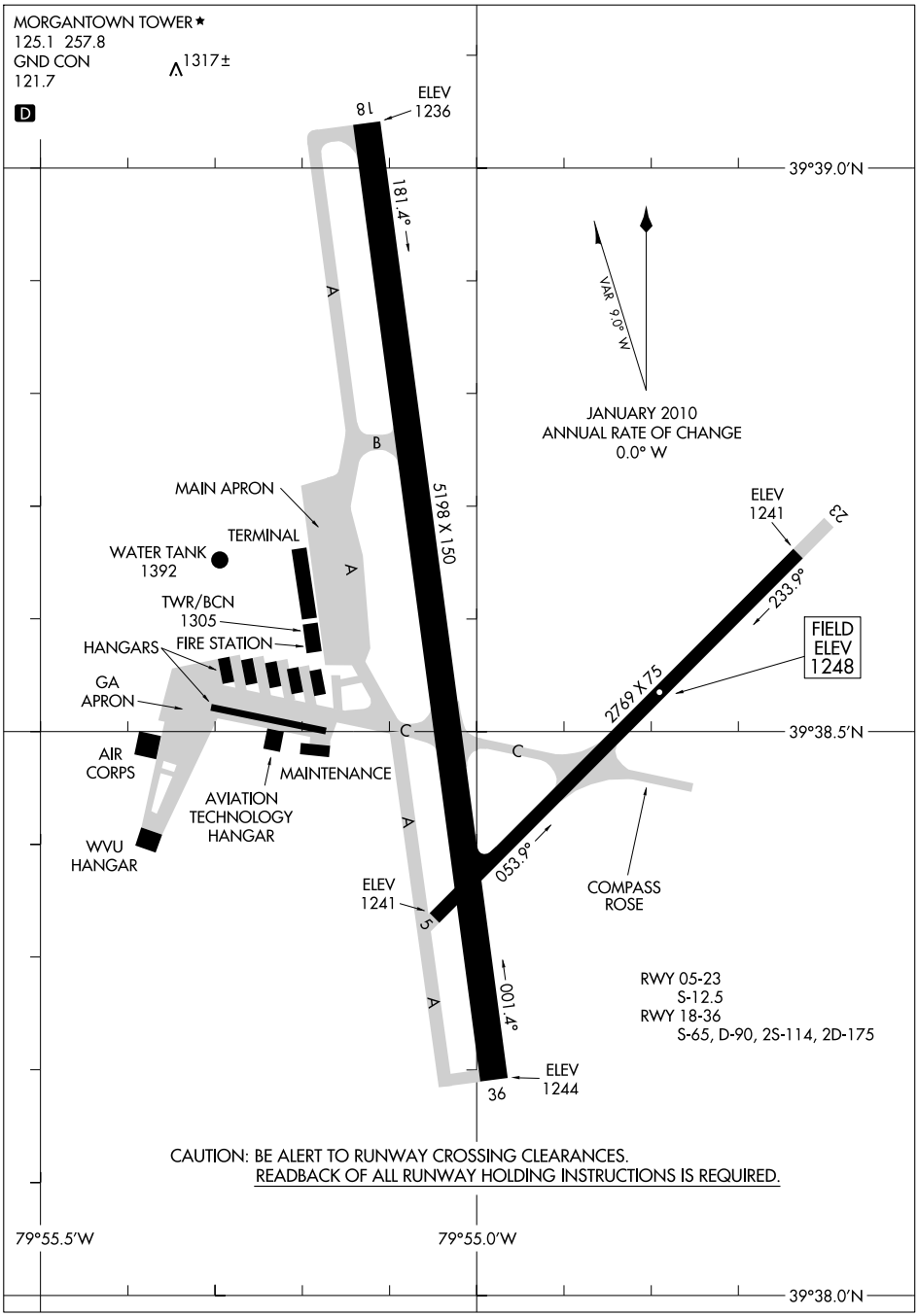
CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 928 (1000-1¼)	NA		

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)
AL-479 (FAA)
MORGANTOWN, WEST VIRGINIA



NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MORGANTOWN, WEST VIRGINIA
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

10266

MORGANTOWN MUNI–WALTER L. BILL HART FLD (MGW) 3 E UTC−5(−4DT)

CINCINNATI
H–10H, 12I, L–29C
IAP, AD

N39°38.58′ W79°54.98′

1248 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE MGW

RWY 18–36: H5199X150 (ASPH–GRVD) S–65, D–90, 2S–114, 2D–175 HIRL

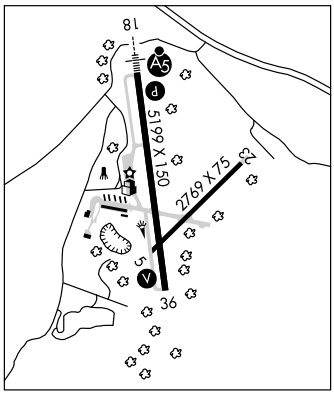
RWY 18: MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 52′.

RWY 05–23: H2769X75 (ASPH) S–12.5 MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–2769	TODA–2769	ASDA–2769	LDA–2769
RWY 18:	TORA–5199	TODA–5199	ASDA–5199	LDA–5199
RWY 23:	TORA–2769	TODA–2769	ASDA–2769	LDA–2769
RWY 36:	TORA–5199	TODA–5199	ASDA–5199	LDA–5199



AIRPORT REMARKS: Attended 1000–0500Z‡. FBO hours are from 1000Z‡ until 0500Z‡, 24 hr phone number 304–296–2359. Deer and birds on and invof arpt. Be Alert: Possibility of turbulence invof power plant stacks 3.6 miles N of afld during cold weather. PPR 24 hrs for unscheduled air carrier ops call arpt manager 304–291–7461. When twr clsd ACTIVATE HIRL Rwy 18–36; MIRL Rwy 05–23; MALSR Rwy 18, PAPI Rwy 18, VASI Rwy 36, REIL Rwy 36 and twy lgts—CTAF. Ldg fee for acft 6500 lbs and over.

WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.

COMMUNICATIONS: CTAF 125.1 **UNICOM** 122.95

RCO 122.1R 111.6T 122.6 (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

TOWER 125.1 (1200–0400Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.

(L) VORTAC 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 338° 5.8 NM to fld. 2339/05W.

ILS 108.5 I–MGW Rwy 18. Class IE. Unmonitored when twr clsd.

MOUNDSVILLE

MARSHALL CO (MPG) 3 S UTC−5(−4DT) N39°52.85′ W80°44.15′

CINCINNATI
L–29B
IAP

1214 B S2 **FUEL** 100LL NOTAM FILE EKN

RWY 06–24: H3302X60 (ASPH) S–12.5 MIRL 0.6% up SW

RWY 06: PAPI(P2R)—GA 4.0° TCH 26′. Tower. **RWY 24:** PAPI(P2R)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1330Z‡–dusk. For attendant after hrs call 304–312–2119. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: AWOS–3 119.05 (304) 845–2959.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 162° 9 NM to fld. 1290/07W. VOR unmonitored.

NEW CUMBERLAND

HERRON (7G1) 3 NE UTC−5(−4DT) N40°32.00′ W80°32.40′

DETROIT

1226 B S2 **FUEL** 100LL TPA—2001(775) NOTAM FILE EKN

RWY 04–22: H2030X20 (ASPH) LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

RWY 01–19: 1200X24 (TURF)

RWY 01: Tree. **RWY 19:** Tree.

AIRPORT REMARKS: Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Rwy 04–22 no markings. Rwy 04 and Rwy 22 ends not visible from each end. Traffic on road crossing rwy not visible fm Rwy 4 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up fm east to west, approximately 30 feet. 30 foot drop off at each rwy end. Deer on and invof arpt. Ultralight activity. Rotating bcn OTS indef. Arpt lgts opr dusk–0400Z‡. ACTIVATE NSTD LIRL Rwy 04–22 5 times on/5 times off—123.0. Rwy 04–22 lgts on SE side only.

COMMUNICATIONS: CTAF 122.9

LOC I-MGW	APP CRS	Rwy Idg	5199
108.5	181°	TDZE	1240
		Apt Elev	1248

ILS or LOC RWY 18

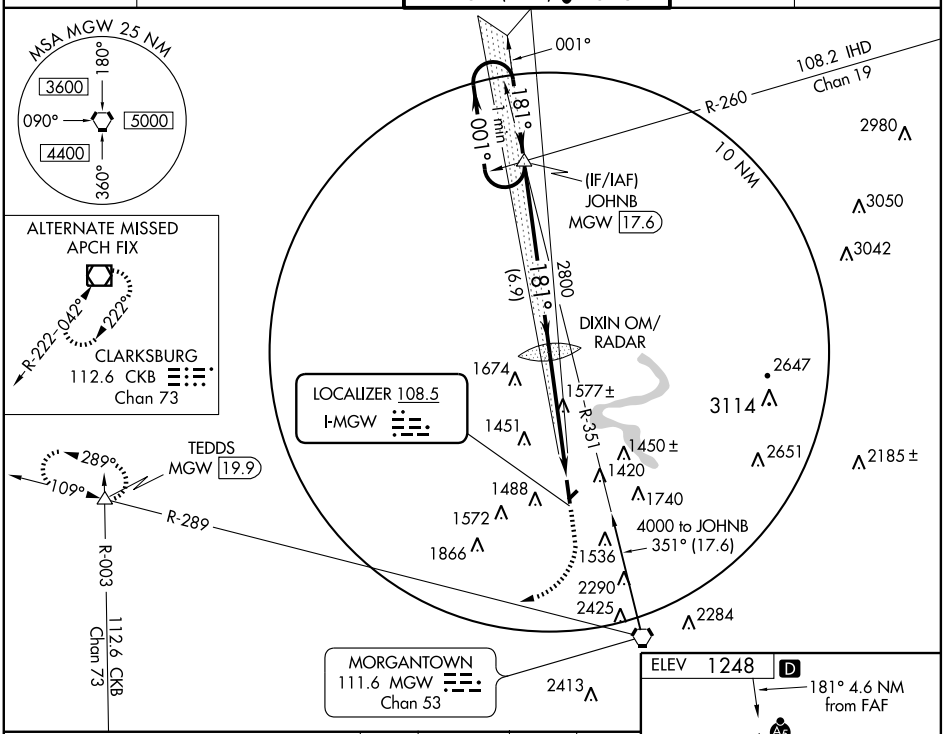
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

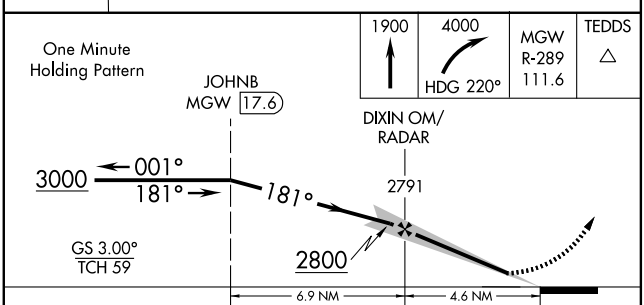
When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LOC Cat C, D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase ILS all Cats visibility ½ mile

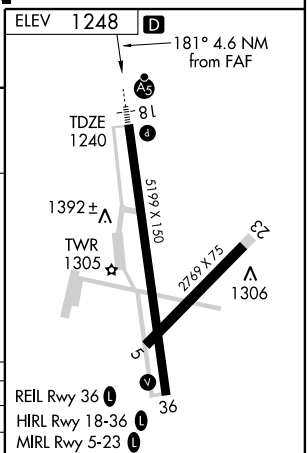
MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 220° and MGW R-289 to TEDDS INT/MGW 19.9 DME and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 18	1440-½ 200 (200-½)			
S-LOC 18	1840-½ 600 (600-½)		1840-1 600 (600-1)	1840-1¼ 600 (600-1¼)
CIRCLING	1840-1 592 (600-1)		1840-1½ 592 (600-1½)	2100-2¾ 852 (900-2¾)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
016°	TDZE	1244
	Apt Elev	1248

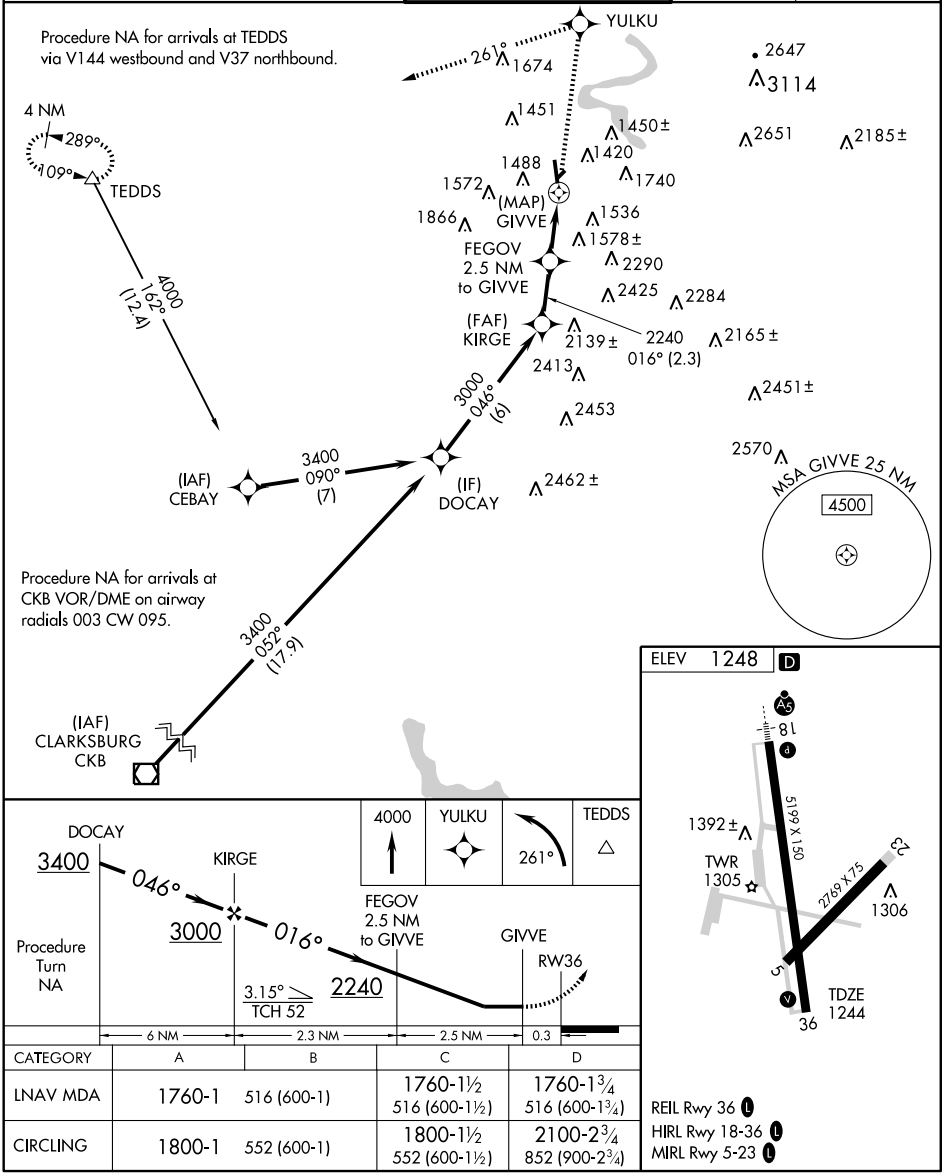
RNAV (GPS) RWY 36

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwys 23 and 36 NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 4000 direct YULKU and left turn via 261° track to TEDDS and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) L 257.8	121.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	1760-1	516 (600-1)	1760-1½ 516 (600-1½)	1760-1¾ 516 (600-1¾)
CIRCLING	1800-1	552 (600-1)	1800-1½ 552 (600-1½)	2100-2¾ 852 (900-2¾)

REIL Rwy 36 L
HIRL Rwy 18-36 L
MIRL Rwy 5-23 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5199
181°	TDZE	1240
	Apt Elev	1248

RNAV (GPS) Y RWY 18

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 80 feet and Circling Cat. C, D visibility ¼ mile. VDP NA when using Clarksburg altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) L 257.8	121.7	122.95

Procedure NA for arrivals at OBEID via V8-92-214 northwest bound.

5 NM 181° 001° (IAF) OBEID (IF/IAF) JOHNB

114° 294° 7 NM 3000 NoPT 095° (5)

3000 NoPT 263° (8) (IAF) OTOWN

181° 2800 (6.9)

(FAF) BSTAF

4000 049° (15.5) TEDDS

ACIKI 2 NM to RW18

1674 1579± 1499± 1451 RW18 1450 1488 1420 1572 1740 1866 1536

4000 to JOHNB 355° (17.6)

2290 2425 2284 2165± 2413 2453 2462±

2647 3114 2651 2185± 2980 3050 3042

MORGANTOWN MGW

Procedure NA for arrivals at MGW VORTAC on airway radials 307 CW 048.

MSA RW18 25 NM 4500

ELEV 1248 D

181° to RW18

TDZE 1240 18 5199 X 150 1392± TWR 1305 27 2749 X 75 1306 5 23 36

REIL Rwy 36 L

HIRL Rwy 18-36 L

MIRL Rwy 5-23 L

5 NM Holding Pattern

JOHNB 3000 001° 181° 181° BSTAF 3.03° TCH 60 2800 1920 ACIKI 2 NM to RW18 1.5 NM to RW18 RW18

4000 OBEID

6.9 NM 2.7 NM 0.5 1.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1760-½	520 (600-½)	1760-1 520 (600-1)	1760-1¼ 520 (600-1¼)
CIRCLING	1800-1	552 (600-1)	1800-1½ 552 (600-1½)	2100-2¾ 852 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5199
CH 50412	181°	TDZE	1240
W18A		Apt Elev	1248

RNAV (GPS) Z RWY 18

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

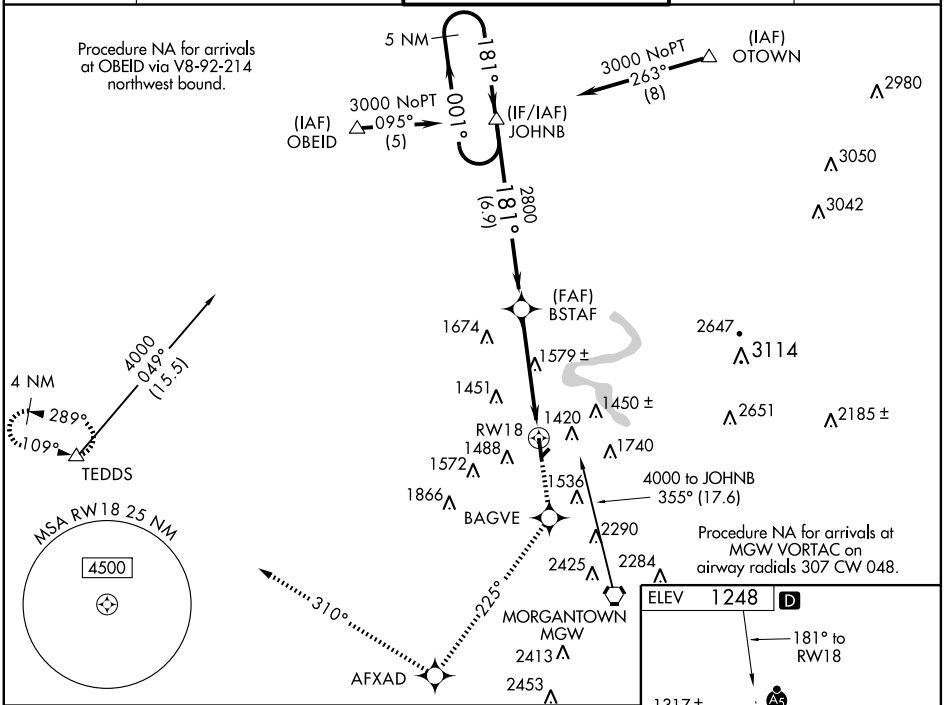
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Clarksburg altimeter setting increase all DA 63 feet and MDA 80 feet and increase visibility LVAV/VNAV ¼ mile all Cats, LNAV Cat. A, C, D and Circling Cat. C, D ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase visibility LPV ½ mile all Cats. Baro-VNAV and VDP NA when using Clarksburg altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct BAGVE and right turn via 225° track to AFXAD and right turn via 310° track to TEDDS and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) L 257.8	121.7	122.95



CATEGORY	A	B	C	D
LPV DA		1440-½	200 (200-½)	
LNAV/VNAV DA		1869-1¾	629 (700-1¾)	
LNAV MDA	2000-½ 760 (800-½)	2000-¾ 760 (800-¾)	2000-1¾ 760 (800-1¾)	2000-2 760 (800-2)
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	2000-2¼ 752 (800-2¼)	2100-2¾ 852 (900-2¾)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MGW	APP CRS	Rwy Idg	N/A
111.6	337°	TDZE	N/A
Chan 53		Apt Elev	1248

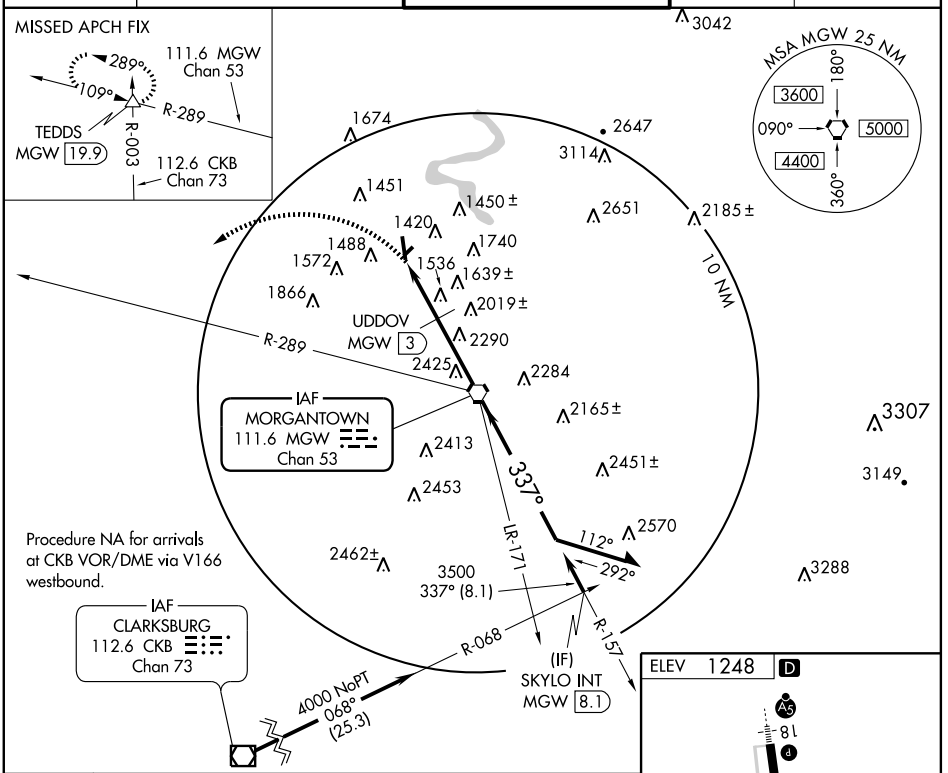
VOR-A

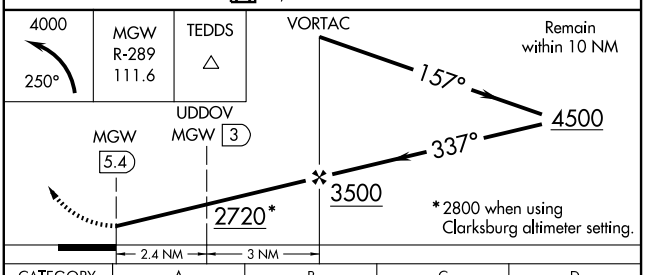
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

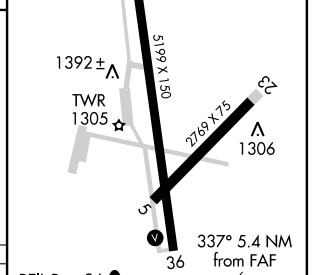
If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and MGW R-289 to TEDDS INT/19.9 DME and hold.

ASOS	CLARKSBURG APP CON ★	MORGANTOWN TOWER ★	GND CON	UNICOM
120.675	121.15 284.65	125.1 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	2720-1¼ 1472 (1500-1¼)	2720-1½ 1472 (1500-1½)	2720-3 1472 (1500-3)	
UDDOV FIX MINIMUMS				
CIRCLING	1900-1 652 (700-1)		1900-1¾ 652 (700-1¾)	2100-2¾ 852 (900-2¾)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

MORGANTOWN MUNI–WALTER L. BILL HART FLD (MGW) 3 E UTC−5(−4DT)

CINCINNATI
H–10H, 12I, L–29C
IAP, AD

N39°38.58′ W79°54.98′

1248 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE MGW

RWY 18–36: H5199X150 (ASPH–GRVD) S–65, D–90, 2S–114, 2D–175 HIRL

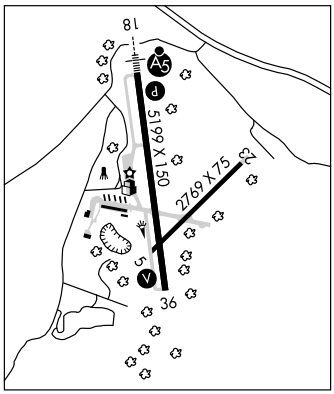
RWY 18: MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 52′.

RWY 05–23: H2769X75 (ASPH) S–12.5 MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–2769	TODA–2769	ASDA–2769	LDA–2769
RWY 18:	TORA–5199	TODA–5199	ASDA–5199	LDA–5199
RWY 23:	TORA–2769	TODA–2769	ASDA–2769	LDA–2769
RWY 36:	TORA–5199	TODA–5199	ASDA–5199	LDA–5199



AIRPORT REMARKS: Attended 1000–0500Z‡. FBO hours are from 1000Z‡ until 0500Z‡, 24 hr phone number 304–296–2359. Deer and birds on and invof arpt. Be Alert: Possibility of turbulence invof power plant stacks 3.6 miles N of afld during cold weather. PPR 24 hrs for unscheduled air carrier ops call arpt manager 304–291–7461. When twr clsd ACTIVATE HIRL Rwy 18–36; MIRL Rwy 05–23; MALSR Rwy 18, PAPI Rwy 18, VASI Rwy 36, REIL Rwy 36 and twy lgts—CTAF. Ldg fee for acft 6500 lbs and over.

WEATHER DATA SOURCES: ASOS 120.675 (304) 296–7103.

COMMUNICATIONS: CTAF 125.1 **UNICOM** 122.95

RCO 122.1R 111.6T 122.6 (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

TOWER 125.1 (1200–0400Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.

(L) VORTAC 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 338° 5.8 NM to fld. 2339/05W.

ILS 108.5 I–MGW Rwy 18. Class IE. Unmonitored when twr clsd.

MOUNDSVILLE

MARSHALL CO (MPG) 3 S UTC−5(−4DT) N39°52.85′ W80°44.15′

CINCINNATI
L–29B
IAP

1214 B S2 **FUEL** 100LL NOTAM FILE EKN

RWY 06–24: H3302X60 (ASPH) S–12.5 MIRL 0.6% up SW

RWY 06: PAPI(P2R)—GA 4.0° TCH 26′. Tower. **RWY 24:** PAPI(P2R)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1330Z‡–dusk. For attendant after hrs call 304–312–2119. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: AWOS–3 119.05 (304) 845–2959.

COMMUNICATIONS: CTAF/UNICOM 122.7

CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 162° 9 NM to fld. 1290/07W. VOR unmonitored.

NEW CUMBERLAND

HERRON (7G1) 3 NE UTC−5(−4DT) N40°32.00′ W80°32.40′

DETROIT

1226 B S2 **FUEL** 100LL TPA—2001(775) NOTAM FILE EKN

RWY 04–22: H2030X20 (ASPH) LIRL(NSTD)

RWY 04: Trees. **RWY 22:** Trees.

RWY 01–19: 1200X24 (TURF)

RWY 01: Tree. **RWY 19:** Tree.

AIRPORT REMARKS: Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Rwy 04–22 no markings. Rwy 04 and Rwy 22 ends not visible from each end. Traffic on road crossing rwy not visible fm Rwy 4 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up fm east to west, approximately 30 feet. 30 foot drop off at each rwy end. Deer on and invof arpt. Ultralight activity. Rotating bcn OTS indef. Arpt lgts opr dusk–0400Z‡. ACTIVATE NSTD LIRL Rwy 04–22 5 times on/5 times off—123.0. Rwy 04–22 lgts on SE side only.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3302
060°	TDZE	1214
	Apt Elev	1214

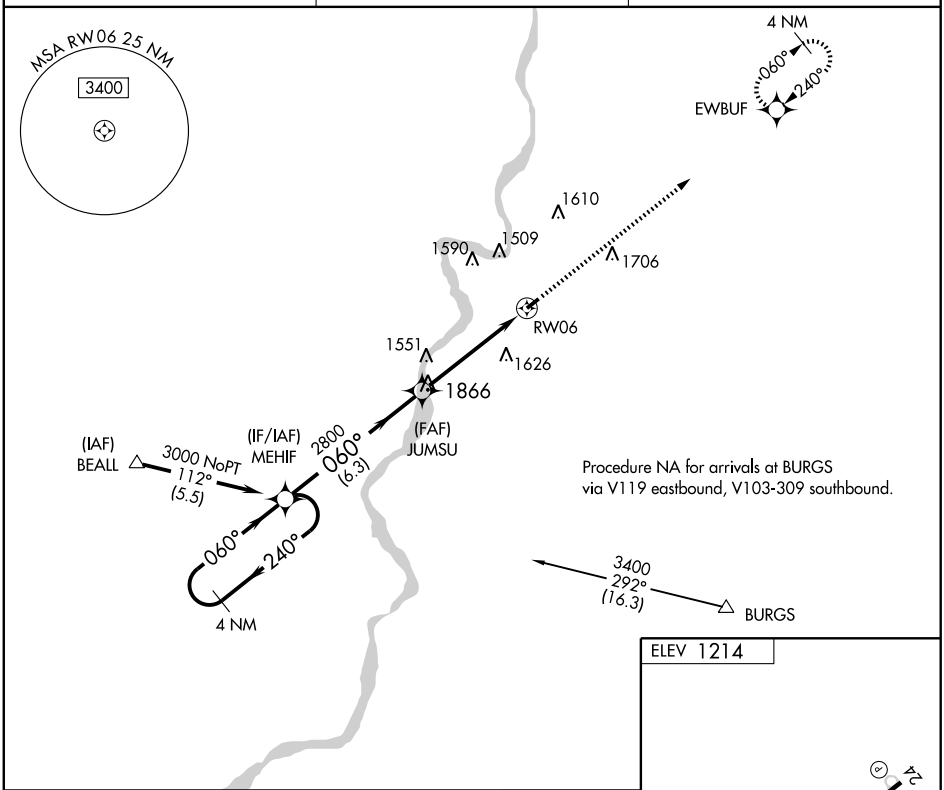
RNAV (GPS) RWY 6

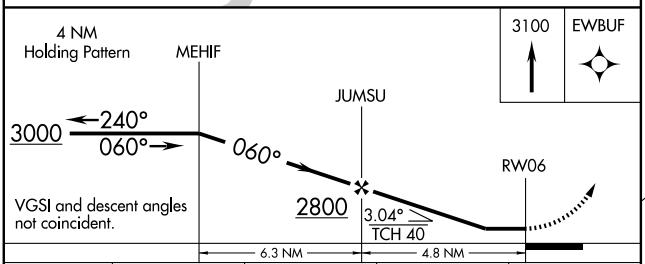
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

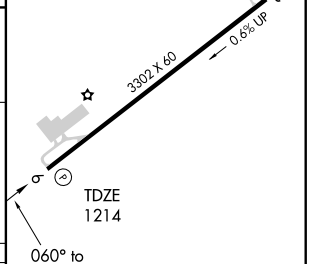
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1860-1	646 (700-1)	1860-1¾ 646 (700-1¾)	NA
CIRCLING	1860-1	646 (700-1)	1860-1¾ 646 (700-1¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

MOUNDSVILLE/ MARSHALL COUNTY (MPG)

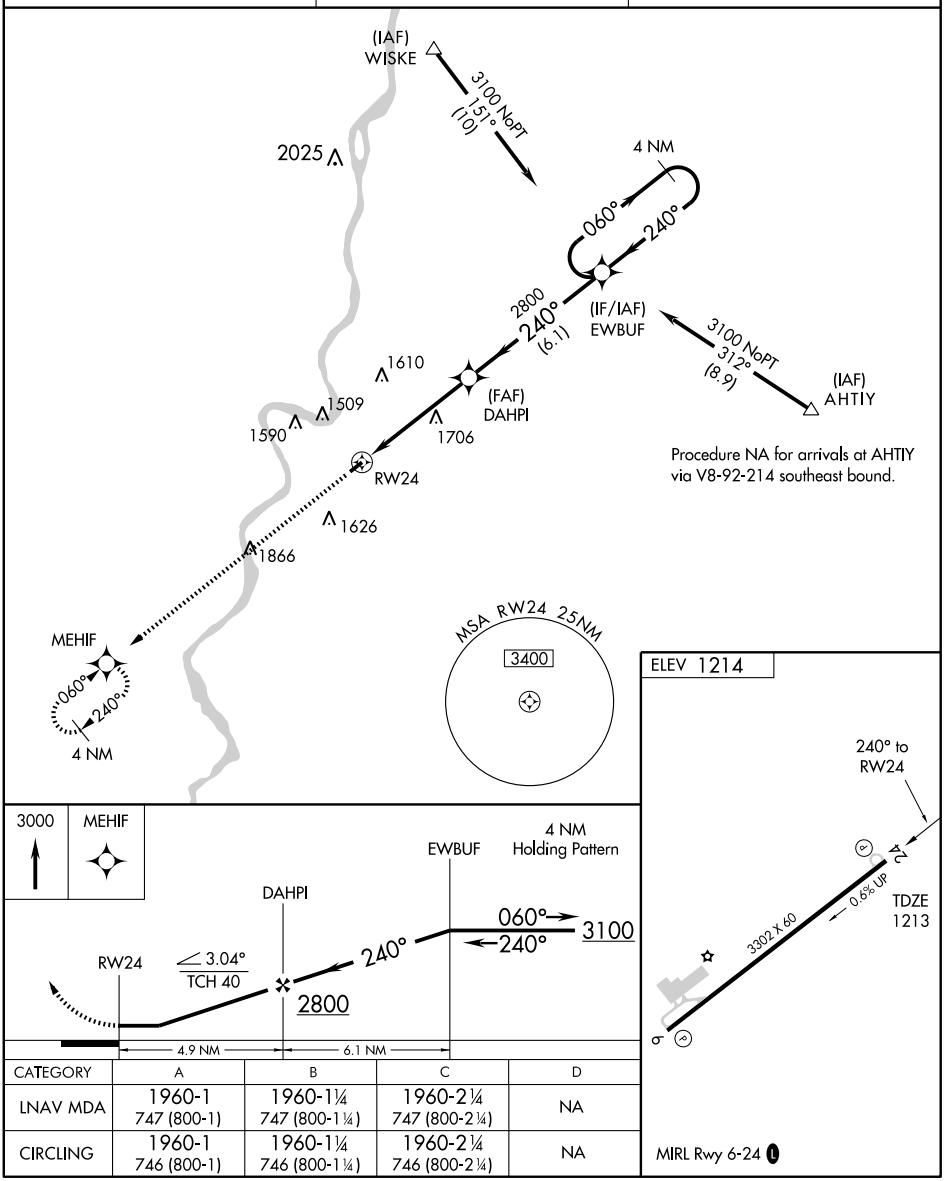
APP CRS	Rwy Idg	3302
240°	TDZE	1213
	Apt Elev	1214

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1960-1 747 (800-1)	1960-1¼ 747 (800-1¼)	1960-2¼ 747 (800-2¼)	NA
CIRCLING	1960-1 746 (800-1)	1960-1¼ 746 (800-1¼)	1960-2¼ 746 (800-2¼)	NA

MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1	162°	TDZE	N/A
Chan 118		Apt Elev	1214

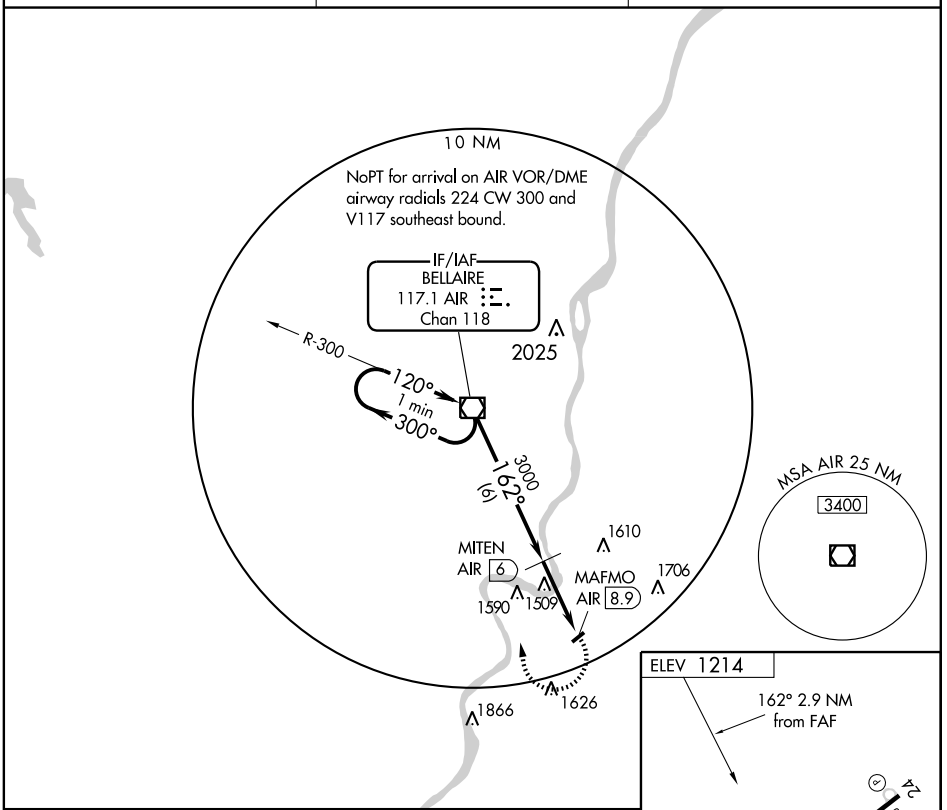
VOR/DME-A

MOUNDSVILLE/ MARSHALL COUNTY (MPG)

T NA When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat B/C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct AIR VOR/DME and hold.

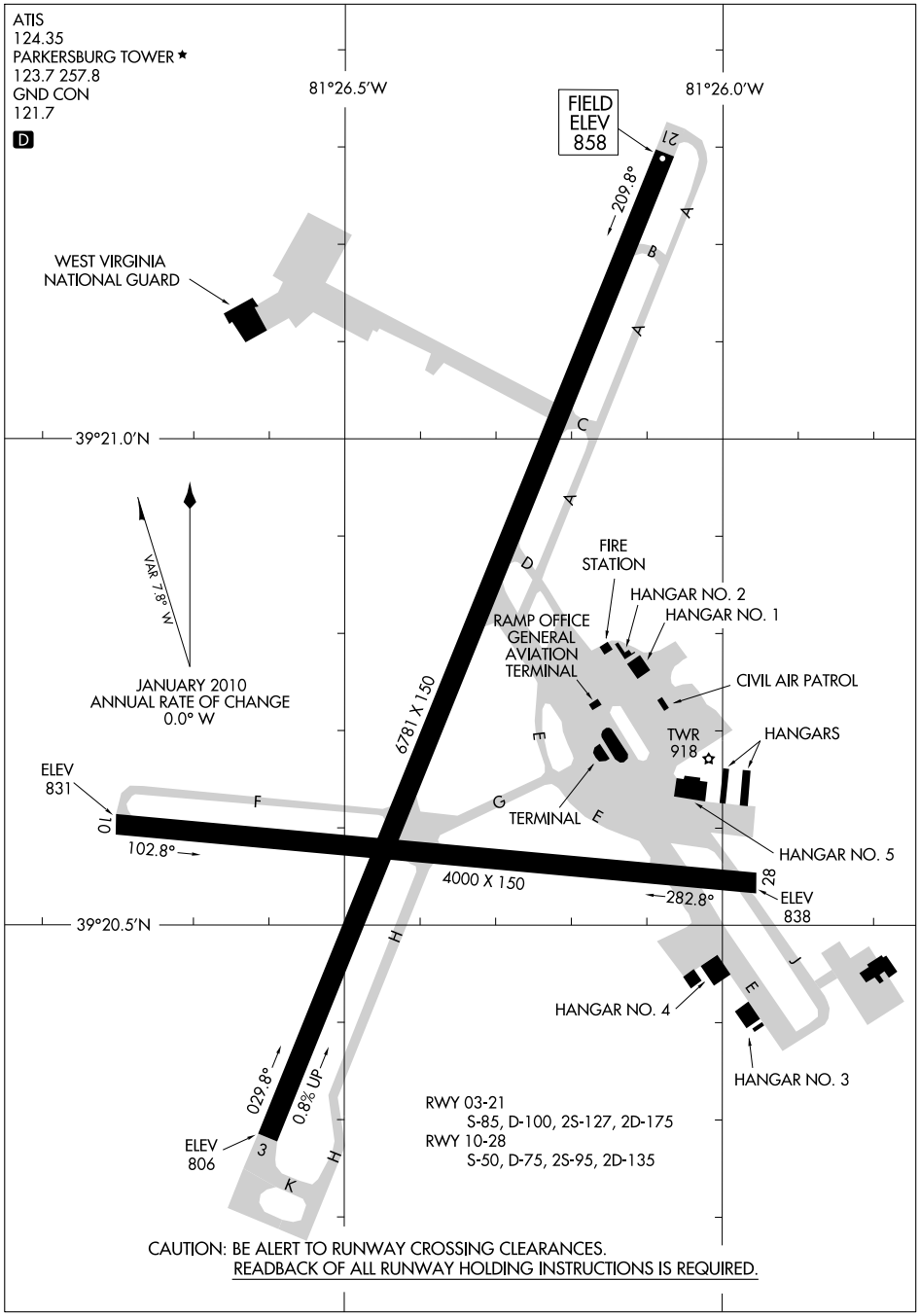
AWOS-3	CLEVELAND CENTER	UNICOM
119.05	120.4 257.975	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1900-1	686 (700-1)	1900-2 686 (700-2)	NA

MIRL Rwy 6-24 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010



NE-4, 21 OCT 2010 to 18 NOV 2010

NEW MARTINSVILLE

P W JOHNSON MEM (75D) 2 N UTC−5(−4DT) N39°41.04′ W80°51.74′ **CINCINNATI**

632 B TPA—2432(1800) NOTAM FILE EKN

RWY 01–19: 2100X73 (TURF) LIRL

RWY 01: VASI(NSTD). Pole. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. Ultralights use rgt tfc for Rwy 19. Birds on and invof arpt. 1700′ MSL twr 0.58 mi northwest of Rwy 19 end. Rwy 19 has rising terrain in north approach. Ditch on W side of rwy in front of hangers. Use rwy exits marked by tires or lgts. ACTIVATE LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 soft when wet, mud covers some areas. Rwy 01–19 marked with tires painted white. Dirt svc road for arpt use only, crosses Rwy 01 end 0–45 ft out.

COMMUNICATIONS: CTAF 122.9

NORTH CENTRAL WEST VIRGINIA (See CLARKSBURG)

ONA AIRPARK (See MILTON)

P W JOHNSON MEM (See NEW MARTINSVILLE)

PARKERSBURG N39°26.47′ W81°22.49′ NOTAM FILE PKB. **CINCINNATI**

(L) VORTAC 108.6 JPU Chan 23 211° 6.5 NM to Mid–Ohio Valley Rgnl. 1030/03W. **H–10G, 12H, L–29B**

RCO 122.4 122.1R 108.6T (ELKINS RADIO)

PARKERSBURG

MID–OHIO VALLEY RGNL (PKB) 6 NE UTC−5(−4DT) **CINCINNATI**

N39°20.71′ W81°26.35′ **H–10G, 12I, L–29B**

858 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE PKB **IAP, AD**

RWY 03–21: H6781X150 (ASPH–GRVD) S–85, D–100, 2S–127, 2D–175 HIRL 0.8% up NE.

RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 71′.

RWY 21: REIL.

RWY 10–28: H4000X150 (ASPH) S–50, D–75, 2S–95, 2D–135 HIRL

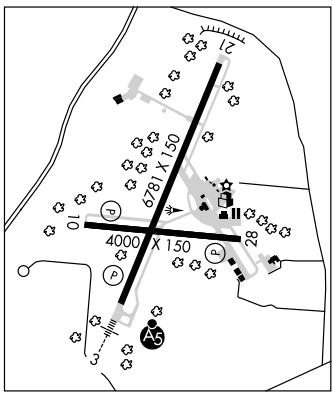
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 51′.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 52′.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 10: TORA–4000 TODA–4000 ASDA–4000 LDA–4000

RWY 28: TORA–4000 TODA–4000 ASDA–4000 LDA–4000



AIRPORT REMARKS: Attended continuously. PPR 30 min for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 304–464–5113. Deer on and invof arpt. Rwy 03 touchdown rwy visual range avbl. When twr clsd ACTIVATE HIRL Rwy 03–21 and Rwy 10–28; twy lgts; MALSR Rwy 03; REIL Rwy 10—CTAF. Rwy 28 PAPI unusable byd 008° left and 008° right of rwy centerline. No landing fee for acft less than 6,500 lbs. for acft greater than 6,500, landing fee waived with fuel purchases.

WEATHER DATA SOURCES: ASOS (304) 464–5547.

COMMUNICATIONS: CTAF 123.7 **ATIS** 124.35 **UNICOM** 122.95

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 125.55

PARKERSBURG TOWER 123.7 (1200–0400Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PKB.

PARKERSBURG (L) VORTAC 108.6 JPU Chan 23 N39°26.47′ W81°22.49′ 211° 6.5 NM to fld. 1030/03W.

VERSI NDB (LOM) 388 PK N39°15.25′ W81°29.10′ 028° 5.9 NM to fld.

ILS 110.7 I–PKB Rwy 03. LOM VERSI NDB.

COMM/NAV/WEATHER REMARKS: VERSI LOM unusable 000°–094° byd 10 NM blo 3,000′; 095°–149° all altitudes and distances; 150°–210° byd 10 NM.

LOC I-PKB	APP CRS	Rwy ldg	6781
110.7	027°	TDZE	831
		Apt Elev	858

ILS or LOC RWY 3

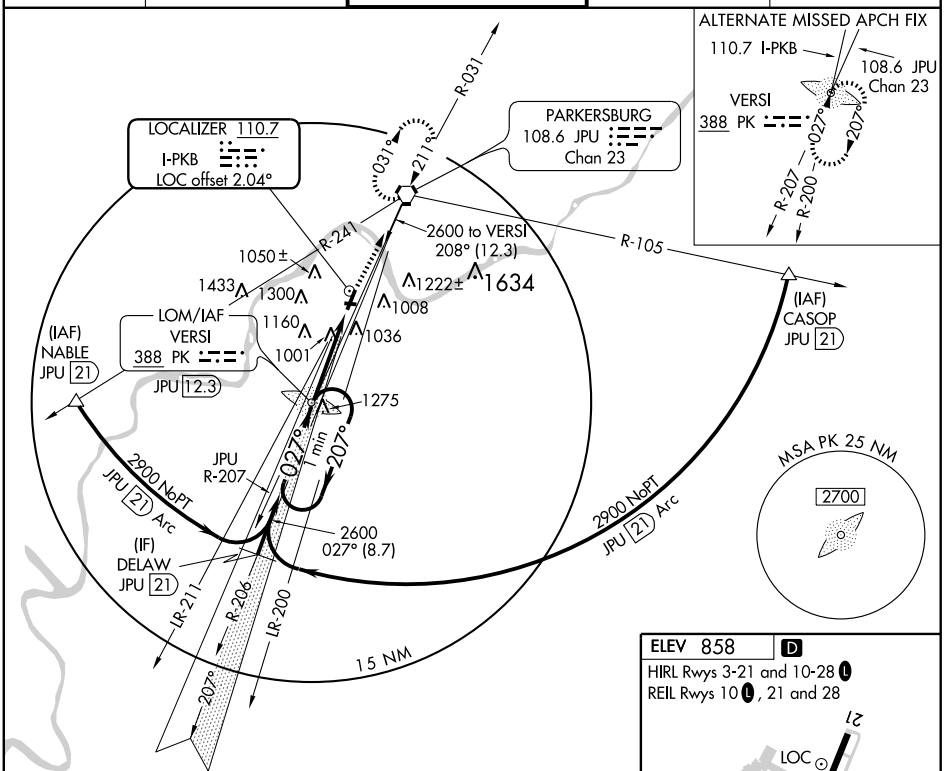
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

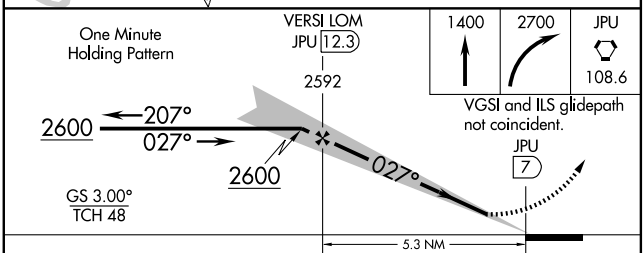
When local altimeter setting not received, use Athens OH altimeter setting and increase all DA/MDA 100 feet and S-ILS 3 All Cats visibility ¼ mile, and S-LOC 3 Cat C and D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Athens OH altimeter setting increase S-ILS 3 All Cats visibility ½ mile.

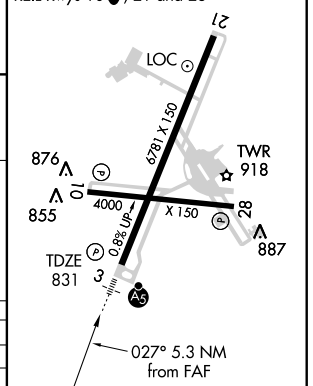
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VORTAC and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 3	1081/24 250 (300-½)			
S-LOC 3	1260/24 429 (500-½)		1260/40 429 (500-¾)	1260/50 429 (500-1)
CIRCLING	1380-1 522 (600-1)	1420-1 562 (600-1)	1420-1½ 562 (600-1½)	1460-2 602 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6781
CH 77906	029°	TDZE	831
W03A		Apt Elev	858

RNAV (GPS) RWY 3

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

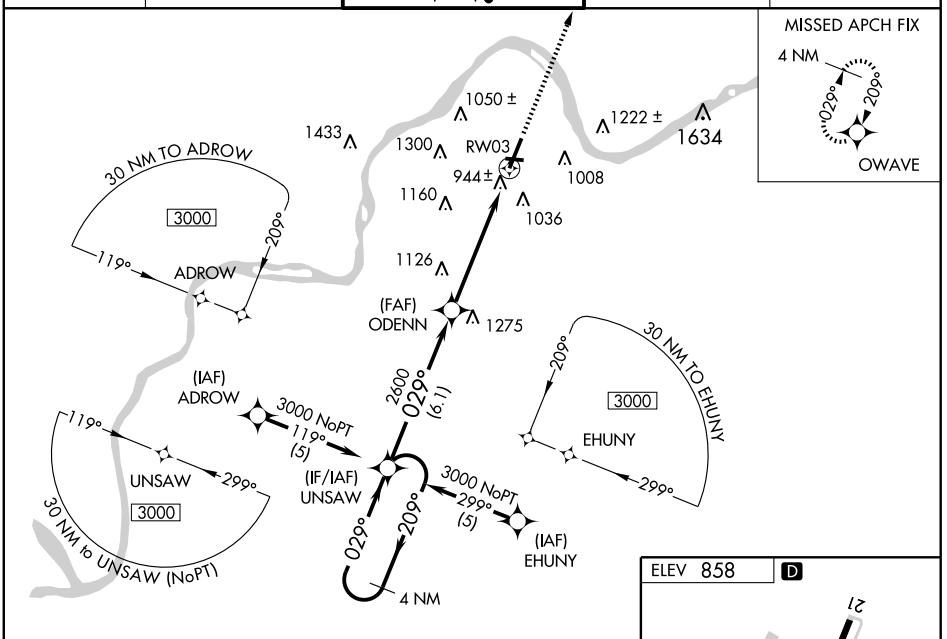
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

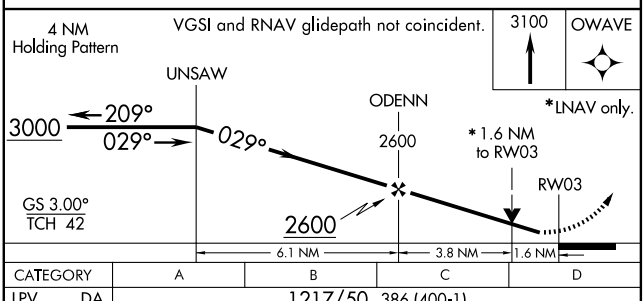
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Jackson County altimeter setting. When local altimeter setting not received, use Jackson County altimeter setting and increase all DAs/MDAs 100 feet. Increase all visibilities ¾ mile. Inoperative table does not apply when using Jackson County altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1½ and LNAV Cats A/B to RVR 5000.

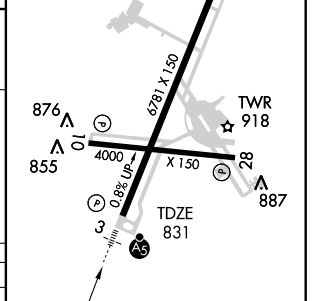
MALSR

MISSED APPROACH: Climb to 3100 direct OWAVE and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1217/50 386 (400-1)			
LNAV/VNAV DA	1478-2 647 (700-2)			
LNAV MDA	1380/40 549 (600-¾)		1380/50 549 (600-1)	1380/60 549 (600-1¼)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6781
209°	TDZE	857
	Apt Elev	858

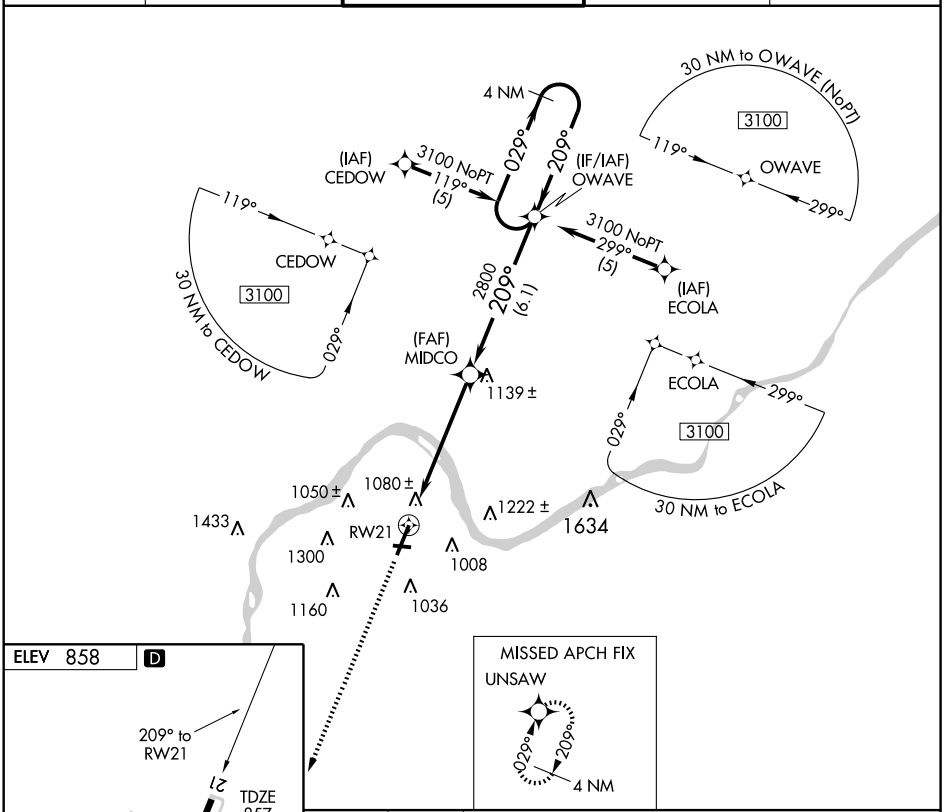
RNAV (GPS) RWY 21

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile. VDP NA with Jackson County altimeter setting.

MISSED APPROACH: Climb to 3000 direct UNSAW and hold.

ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95



HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28

CATEGORY	A	B	C	D
LNAV MDA	1380-1 523 (600-1)		1380-1½ 523 (600-1½)	1380-1¾ 523 (600-1¾)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC JPU	APP CRS	Rwy Idg 6781
108.6	211°	TDZE 857
Chan 23		Apt Elev 858

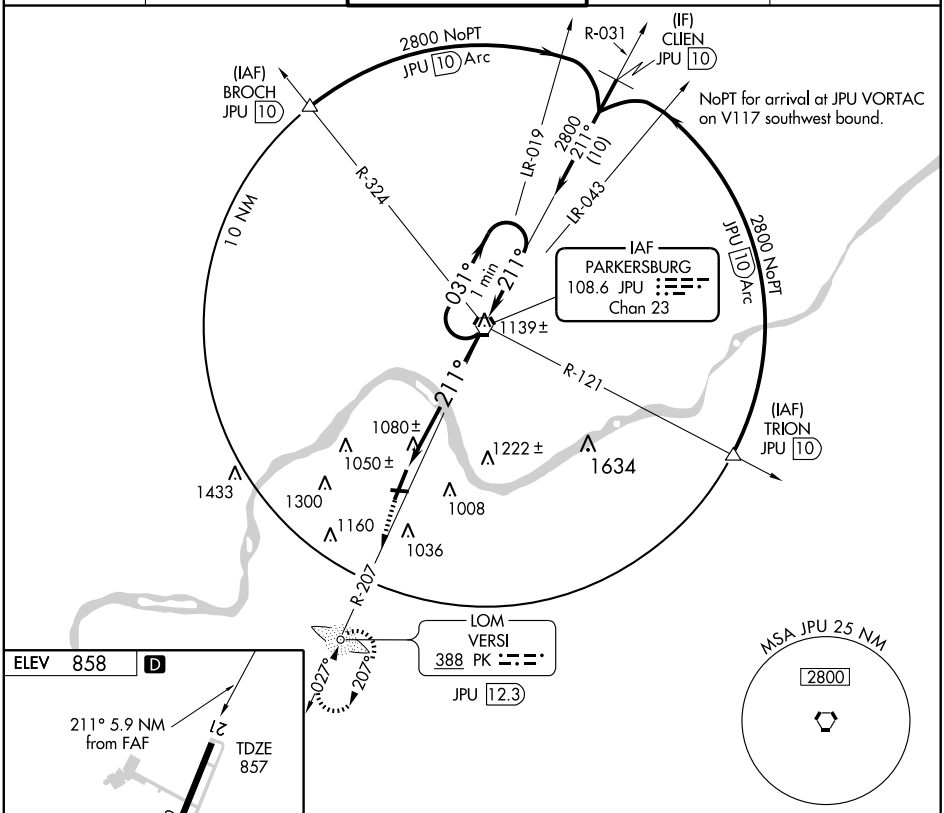
VOR RWY 21

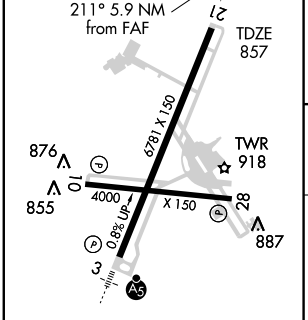
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
VDP NA when using Jackson County altimeter setting. ADF or DME Required.

MISSED APPROACH: Climb to 2600 via JPU VORTAC R-207 to VERSI LOM/JPU 12.3 DME and hold.

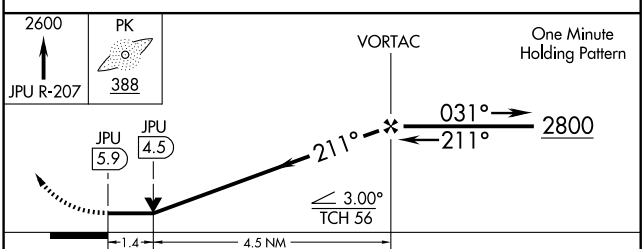
ATIS	INDIANAPOLIS CENTER	PARKERSBURG TOWER★	GND CON	UNICOM
124.35	125.55 398.9	123.7 (CTAF) L 257.8	121.7	122.95





HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-21	1380-1 523 (600-1)		1380-1½ 523 (600-1½)	1380-1¾ 523 (600-1¾)
CIRCLING	1440-1 582 (600-1)		1440-1½ 582 (600-1½)	1460-2 602 (700-2)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PETERSBURG

GRANT CO (W99) 1 SW UTC−5(−4DT) N38°59.70′ W79°08.75′ **CINCINNATI**

963 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE EKN **H–10H, 12I, L–29D**

RWY 13–31: H5000X75 (ASPH) S–12.5 MIRL **IAP**

RWY 13: REIL. Trees. **RWY 31:** REIL. PAPI(P4L)—GA 6.0°. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat 1430–2200Z‡, Sun 1530–2200Z‡. Self service fuel avbl 24 hrs a day with credit card. Glider ops. Rwy 31 right traffic for glider and ultra–light only. All other powered acft standard left traffic pattern. Bird activity on and invof arpt. Pilot–controlled lgtng OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 13 and Rwy 31 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.475 (304) 257–2477.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

KESSEL (L) VOR/DME 110.8 ESL Chan 45 N39°13.53′ W78°59.37′ 214° 15.6 NM to fld. 2590/06W.

LDA/DME 111.5 I–IYQ Chan 52 Rwy 31. LOC unusable byd 10 NM blo 4200′. DME unusable blo 4500′ byd 10 NM; blo 4900′ byd 13 NM; blo 5200′ byd 14 NM; blo 5900′ byd 15 NM, byd 19 NM.

PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC−5(−4DT) N39°09.97′ W80°03.74′ **CINCINNATI**

1755 B **FUEL** 100LL NOTAM FILE EKN **L–29C**

RWY 08–26: H3275X60 (ASPH) MIRL **IAP**

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 140′. Tree.

RWY 26: PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 225′. Ground.

AIRPORT REMARKS: Unattended. Fuel 24 hr self–serve. Rwy 26 186 ft ridge approximately 3200 ft from thld; 550 ft right. Rwy 26 500′ dropoff 50′ from thld. Rwy 08 150′ dropoff 112′ from thld. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08—CTAF. REIL Rwy 08 omni directional.

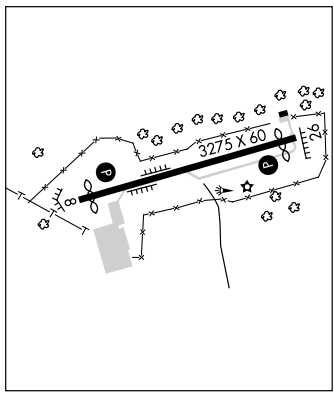
COMMUNICATIONS: CTAF 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan73 N39°15.19′ W80°16.07′ 122° 10.9 NM to fld. 1430/04W.



SIMPSON

(9W3) 3 S UTC−5(−4DT) N39°05.61′ W80°01.55′ **CINCINNATI**

1960 NOTAM FILE EKN

RWY 01–19: 1500X50 (TURF)

RWY 01: Road. **RWY 19:** Trees.

AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Unlimited vehicle access to arpt. Rwy 19 has 50′ drop–off 75′ from thld. Rwy 01 has 15′ public road at rwy end. Rwy 01–19 ldg area outlined with white tires.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	5000
295°	TDZE	957
	Apt Elev	960

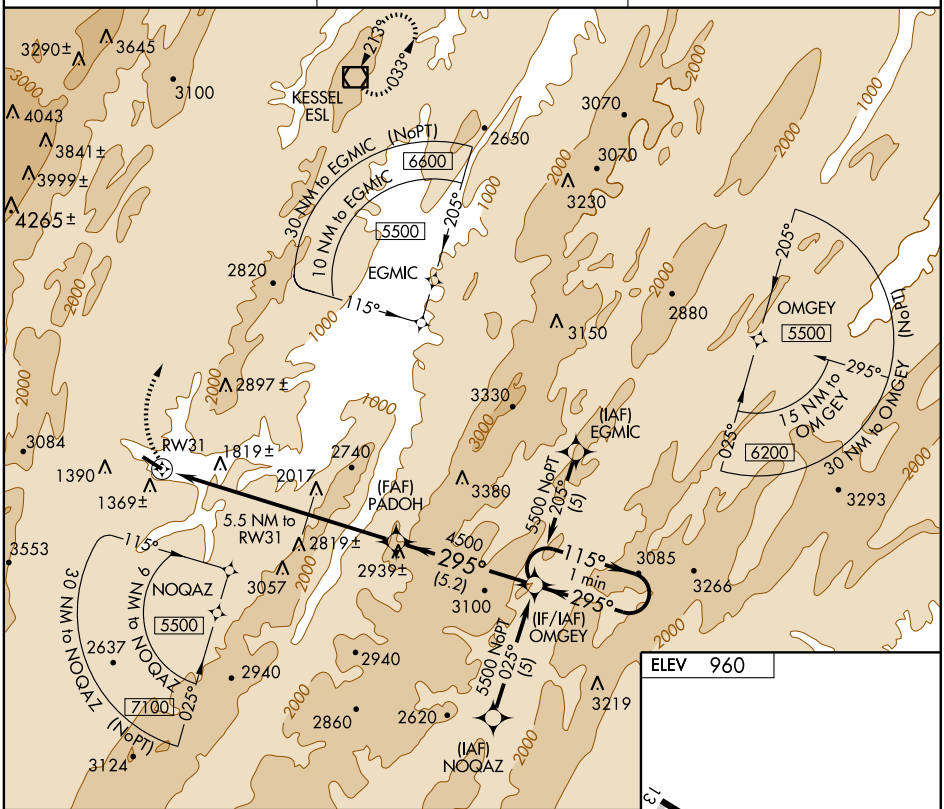
GPS RWY 31

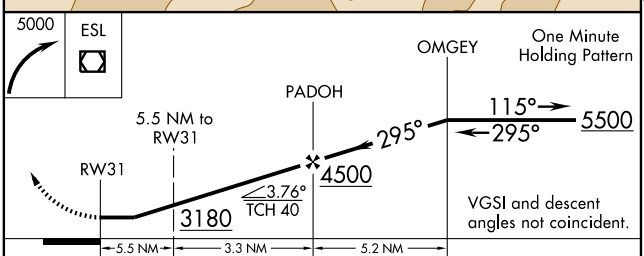
PETERSBURG / GRANT COUNTY (W99)

NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)





CATEGORY	A	B	C	D
S-31	2380-1¼ 1423 (1500-1¼)	2380-1½ 1423 (1500-1½)	2380-3 1423 (1500-3)	
CIRCLING	2380-1¼ 1420 (1500-1¼)	2380-1½ 1420 (1500-1½)	2380-3 1420 (1500-3)	2440-3 1480 (1500-3)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

LOC I-IYQ	APP CRS	Rwy Idg	N/A
111.5	285°	TDZE	N/A
Chan 52		Apt Elev	960

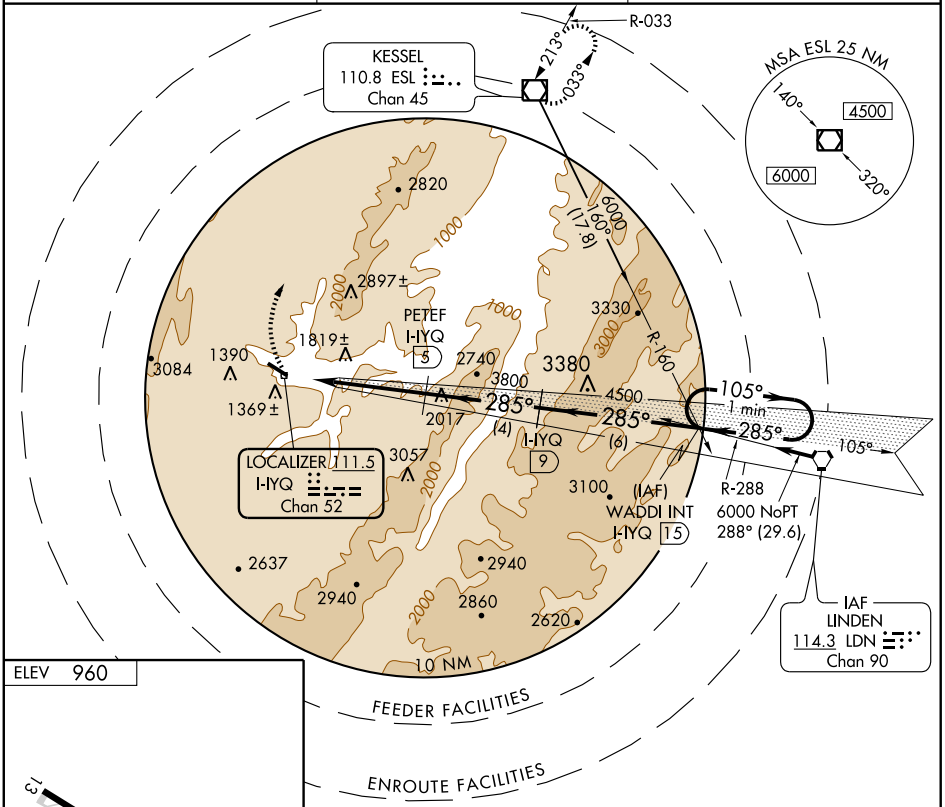
LDA/DME-B

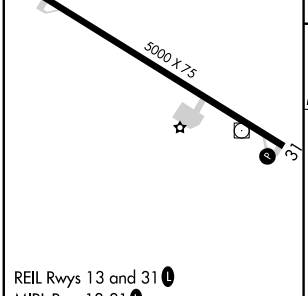
PETERSBURG / GRANT COUNTY (W99)

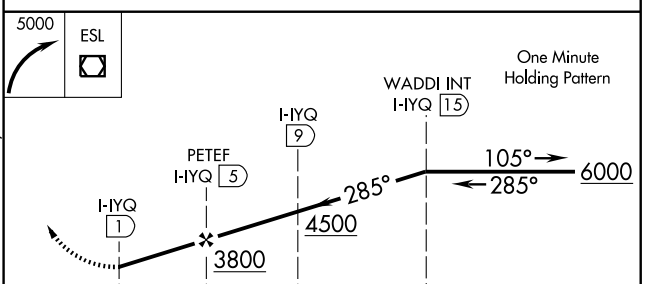
NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1240 (1300-1¼)	2200-1½ 1240 (1300-1½)	2200-3 1240 (1300-3)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ESL	APP CRS	Rwy Idg	N/A
110.8	213°	TDZE	N/A
Chan 45		Apt Elev	960

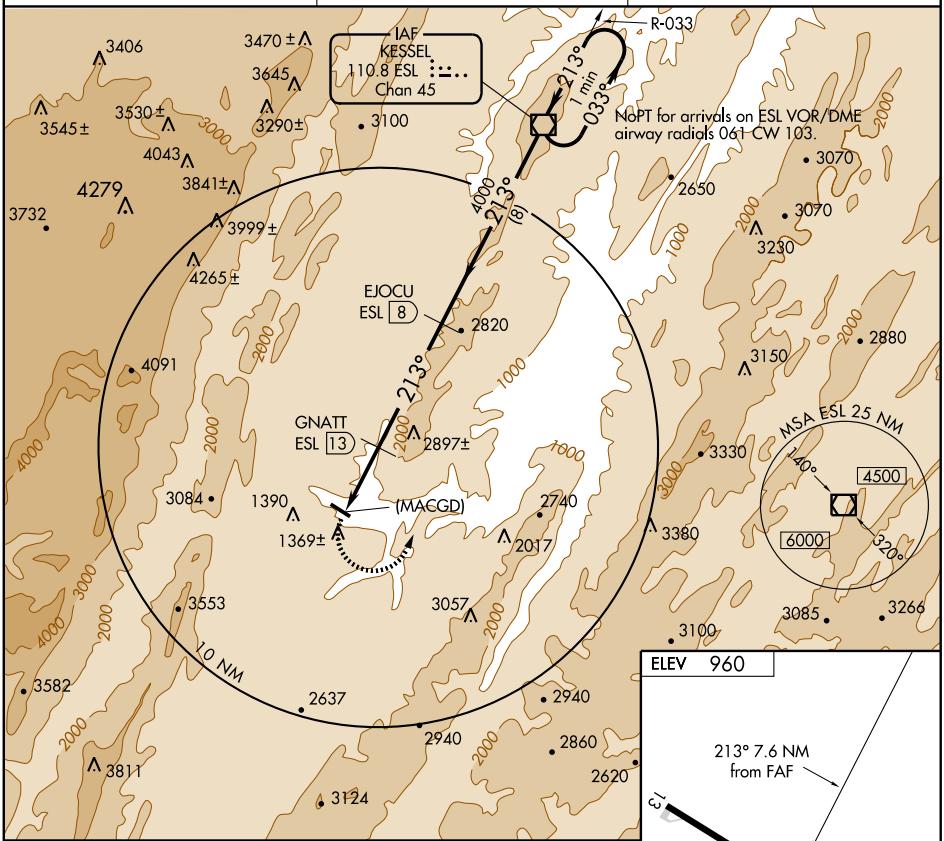
VOR/DME or GPS-A

PETERSBURG / GRANT COUNTY (W99)

NA

MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.475	133.65 285.6	122.8 L (CTAF)



CATEGORY	A	B	C	D
CIRCLING	3100-1¼ 2140 (2200-1¼)	3100-1½ 2140 (2200-1½)	3100-3 2140 (2200-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

PETERSBURG

GRANT CO (W99) 1 SW UTC−5(−4DT) N38°59.70′ W79°08.75′ **CINCINNATI**

963 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE EKN **H–10H, 12I, L–29D**

RWY 13–31: H5000X75 (ASPH) S–12.5 MIRL **IAP**

RWY 13: REIL. Trees. **RWY 31:** REIL. PAPI(P4L)—GA 6.0°. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡, Sat 1430–2200Z‡, Sun 1530–2200Z‡. Self service fuel avbl 24 hrs a day with credit card. Glider ops. Rwy 31 right traffic for glider and ultra–light only. All other powered acft standard left traffic pattern. Bird activity on and invof arpt. Pilot–controlled lgtng OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 13 and Rwy 31 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.475 (304) 257–2477.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

KESSEL (L) VOR/DME 110.8 ESL Chan 45 N39°13.53′ W78°59.37′ 214° 15.6 NM to fld. 2590/06W.

LDA/DME 111.5 I–IYQ Chan 52 Rwy 31. LOC unusable byd 10 NM blo 4200′. DME unusable blo 4500′ byd 10 NM; blo 4900′ byd 13 NM; blo 5200′ byd 14 NM; blo 5900′ byd 15 NM, byd 19 NM.

PHILIPPI

PHILIPPI/BARBOUR CO RGNL (79D) 2 NW UTC−5(−4DT) N39°09.97′ W80°03.74′ **CINCINNATI**

1755 B **FUEL** 100LL NOTAM FILE EKN **L–29C**

RWY 08–26: H3275X60 (ASPH) MIRL **IAP**

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 140′. Tree.

RWY 26: PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 225′. Ground.

AIRPORT REMARKS: Unattended. Fuel 24 hr self–serve. Rwy 26 186 ft ridge approximately 3200 ft from thld; 550 ft right. Rwy 26 500′ dropoff 50′ from thld. Rwy 08 150′ dropoff 112′ from thld. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08—CTAF. REIL Rwy 08 omni directional.

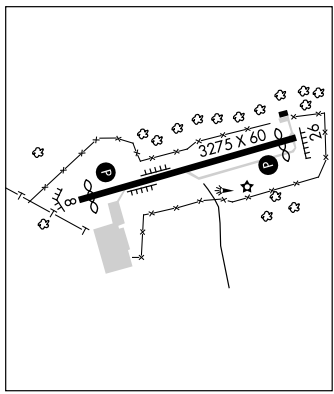
COMMUNICATIONS: CTAF 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.

CLARKSBURG (L) VOR/DME 112.6 CKB Chan73 N39°15.19′ W80°16.07′ 122° 10.9 NM to fld. 1430/04W.



SIMPSON

(9W3) 3 S UTC−5(−4DT) N39°05.61′ W80°01.55′ **CINCINNATI**

1960 NOTAM FILE EKN

RWY 01–19: 1500X50 (TURF)

RWY 01: Road. **RWY 19:** Trees.

AIRPORT REMARKS: Attended continuously. Deer on and in vicinity of arpt. Unlimited vehicle access to arpt. Rwy 19 has 50′ drop–off 75′ from thld. Rwy 01 has 15′ public road at rwy end. Rwy 01–19 ldg area outlined with white tires.

COMMUNICATIONS: CTAF 122.9

APP CRS		
083°	Rwy Idg	3135
	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 8

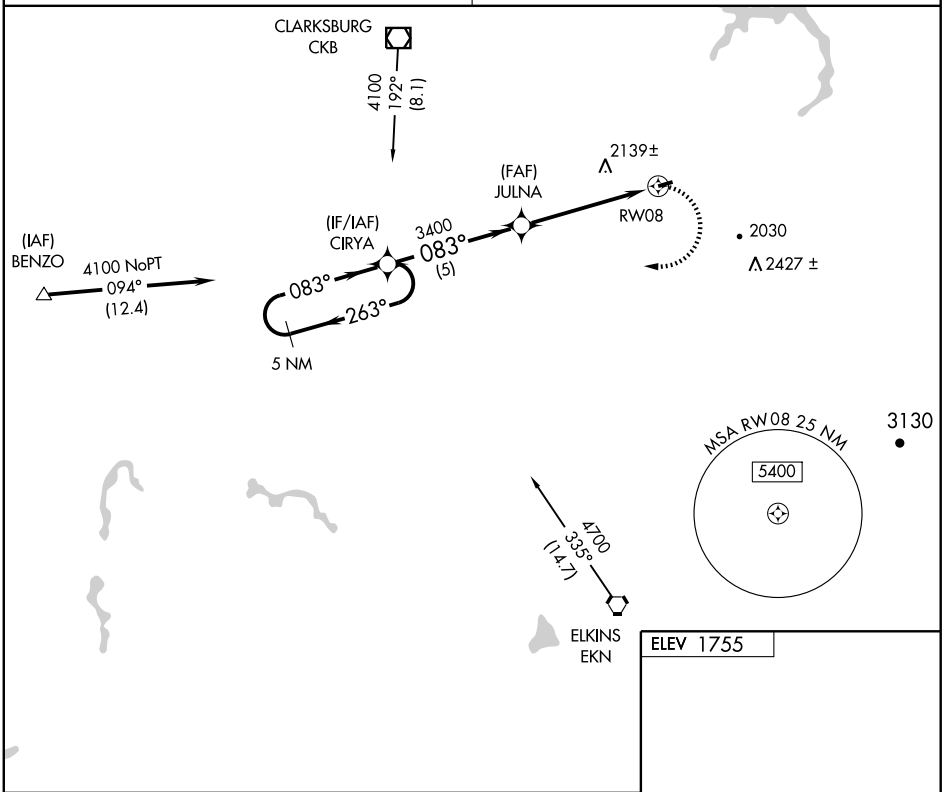
PHILIPPI/BARBOUR COUNTY RGNL (79D)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting and increase LNAV Cat A/B MDA 20 feet.

MISSED APPROACH: Climbing right turn to 4100 direct CIRYA and hold.

CLARKSBURG APP CON ★ 121.15 284.65

CTAF 122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

REIL Rwy 8 L
MIRL Rwys 8-26 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3050
249°	TDZE	1755
	Apt Elev	1755

RNAV (GPS) RWY 26

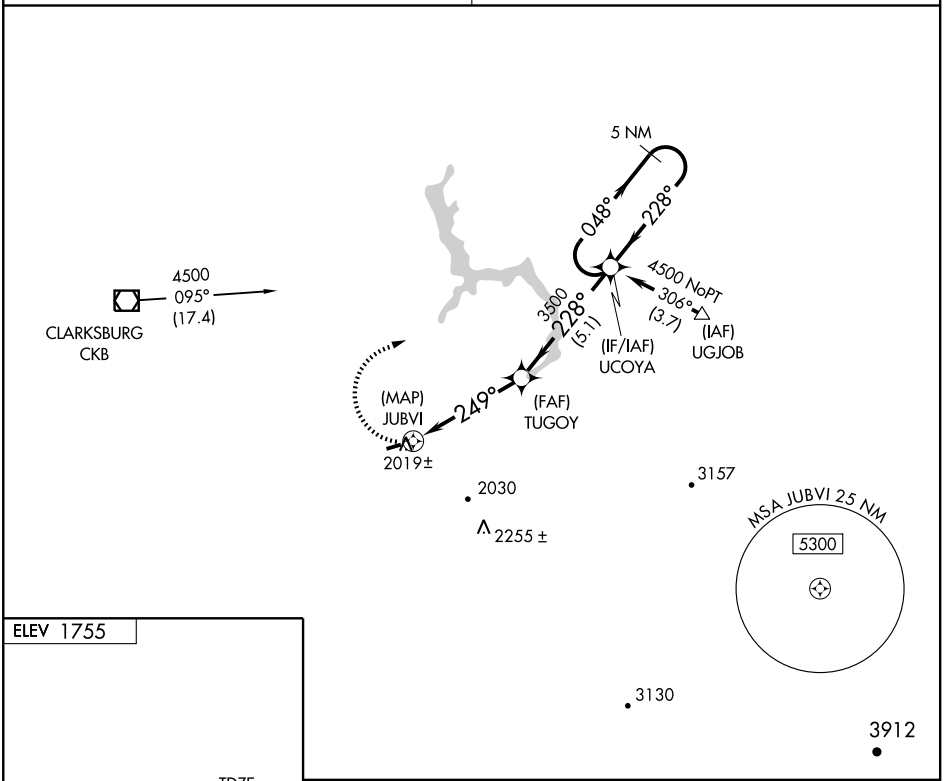
PHILIPPI/ BARBOUR COUNTY RGNL (79D)

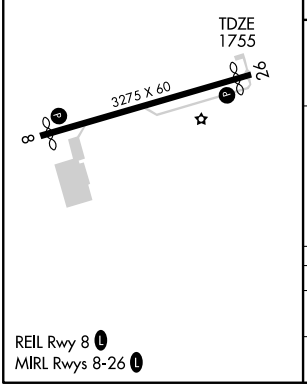
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting.

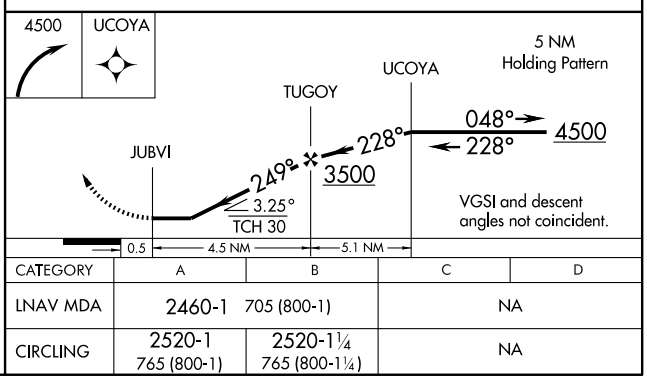
MISSED APPROACH: Climbing right turn to 4500 direct UCOYA and hold.

CLARKSBURG APP CON ★
121.15 284.65

CTAF
122.9 L





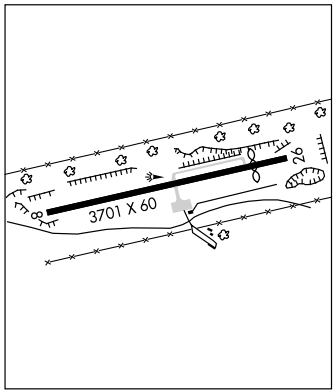


CATEGORY	A	B	C	D
LNAV MDA	2460-1	705 (800-1)	NA	
CIRCLING	2520-1 765 (800-1)	2520-1¼ 765 (800-1¼)	NA	

NE-4, 21 OCT 2010 to 18 NOV 2010

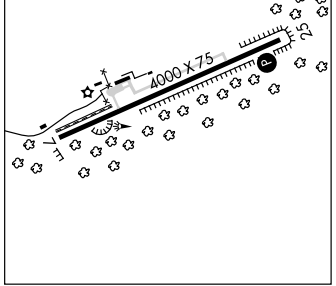
PINEVILLE

KEE FLD (I16) 2 NW UTC−5(−4DT) N37°36.03′ W81°33.56′ **CINCINNATI**
1783 B **FUEL** 100LL NOTAM FILE EKN **L–26H**
RWY 08–26: H3701X60 (ASPH) S–13 MIRL 1.6% up NE **IAP**
RWY 08: REIL. Trees.
RWY 26: REIL. Thld dsplcd 590′. Fence.
AIRPORT REMARKS: Attended daylight hours. For arpt attendant after hours call 304–732–7372. Wildlife on and invof arpt. Birds invof midpoint of rwy. ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311.
COMMUNICATIONS: CTAF/UNICOM 122.8
BECKLEY RCO 122.1R 117.7T (ELKINS RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 249° 23.4 NM to fld. 2500/06W. **HIWAS.**



POINT PLEASANT

MASON CO (3I2) 4 NE UTC−5(−4DT) N38°54.88′ W82°05.92′ **CINCINNATI**
643 B **FUEL** 100LL NOTAM FILE EKN **L–29B**
RWY 07–25: H4000X75 (ASPH) S–24 MIRL 0.4% up SW **IAP**
RWY 07: Brush. **RWY 25:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Steam from cooling towers NW occasionally obscures obstruction lgts on tower North. Deer on and in vicinity of arpt. 6–8′ brush parallel to Rwy 25, 50′ from lights. Airframe repairs avbl on call, none based at arpt. Portion of ramp and one rwy exit unsafe due to soft weak asphalt paving. Area marked by lgtd barricade unusable. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (304) 675–4618.
COMMUNICATIONS: CTAF/UNICOM 122.8
HENDERSON RCO 122.1R 115.9T (ELKINS RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 10.2NM to fld. 880/03W.



APP CRS	Rwy Idg	3701
074°	TDZE	1770
	Apt Elev	1783

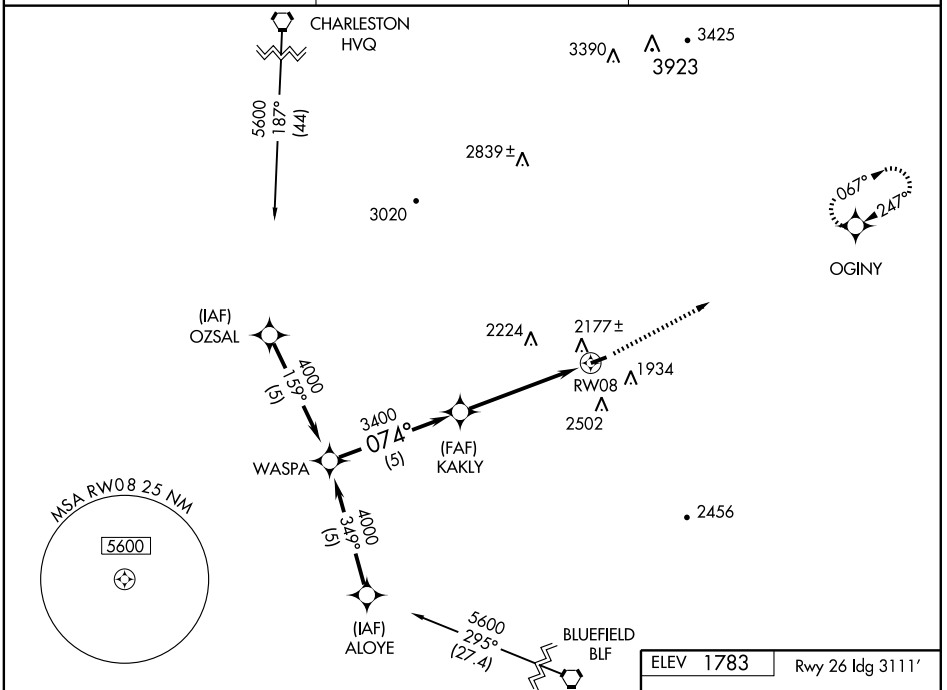
GPS RWY 8

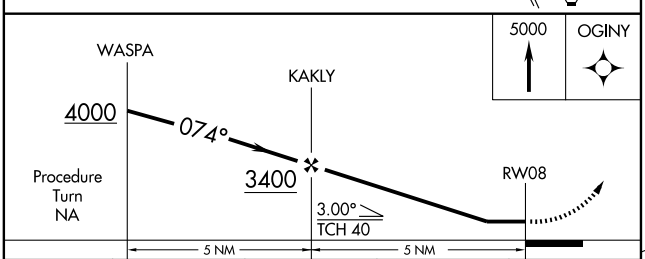
PINEVILLE/ KEE FIELD (I16)

T
NA
Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

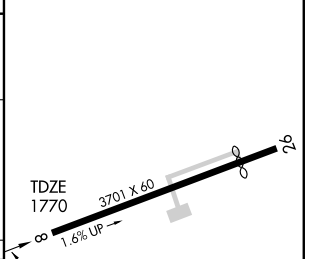
MISSED APPROACH: Climb to 5000 direct OGINY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
120.625	118.95 269.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	2460-1 690 (700-1)		2460-2 690 (700-2)	NA
CIRCLING	2620-1 837 (900-1)	2620-1¼ 837 (900-1¼)	2620-2½ 837 (900-2½)	NA
BECKLEY ALTIMETER SETTING MINIMUMS				
S-8	2620-1 850 (900-1)	2620-1¼ 850 (900-1¼)	2620-2½ 850 (900-2½)	NA
CIRCLING	2760-1¼ 977 (1000-1¼)	2760-1½ 977 (1000-1½)	2780-3 997 (1000-3)	NA



NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3111
255°	TDZE	1771
	Apt Elev	1783

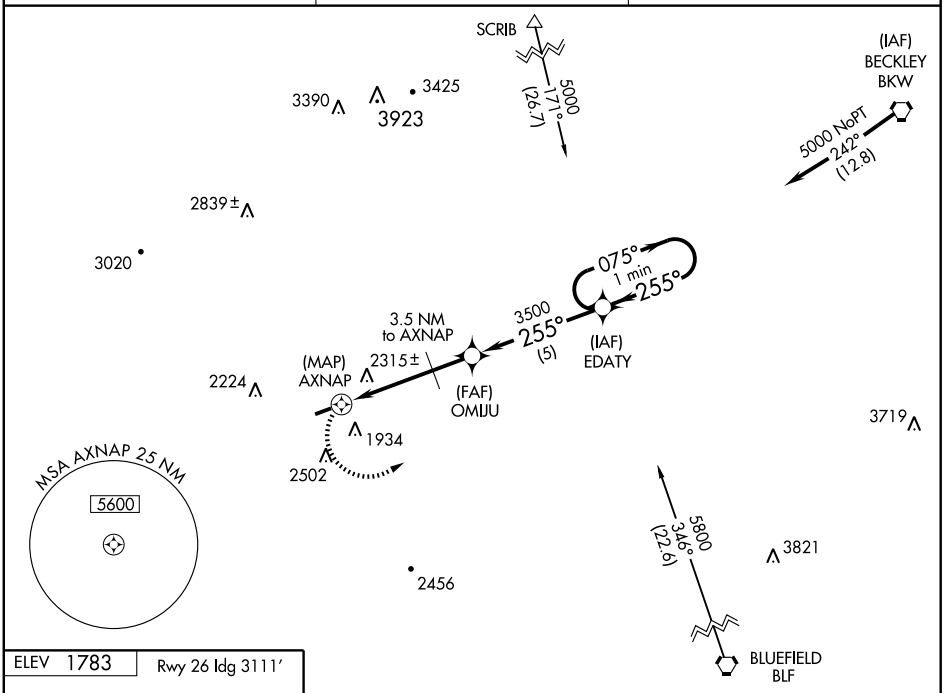
GPS RWY 26

PINEVILLE/ KEE FIELD (I16)

T
NA Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct EDATY WP and hold.

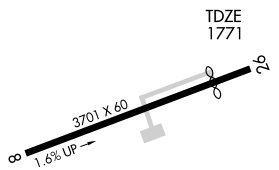
AWOS-3	CHARLESTON APP CON	UNICOM
120.625	118.95 269.125	122.8 (CTAF) L



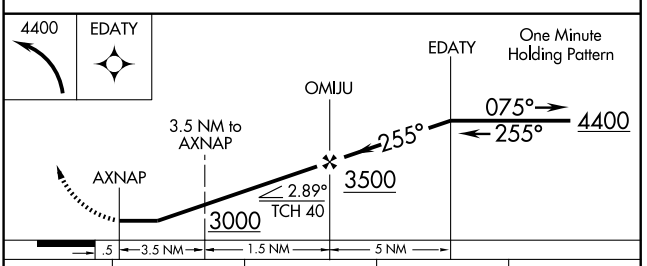
NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010

ELEV 1783 Rwy 26 ldg 3111′



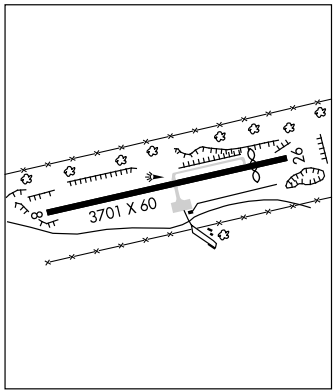
MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L



CATEGORY	A	B	C	D
S-26	2580-1 809 (800-1)	2580-1¼ 809 (800-1¼)	2580-2¼ 809 (800-2¼)	NA
CIRCLING	2620-1 837 (900-1)	2620-1¼ 837 (900-1¼)	2620-2½ 837 (900-2½)	NA
BECKLEY ALTIMETER SETTING MINIMUMS				
S-26	2740-1¼ 969 (1000-1¼)	2740-1½ 969 (1000-1½)	2740-3 969 (1000-3)	NA
CIRCLING	2760-1¼ 977 (1000-1¼)	2760-1½ 977 (1000-1½)	2780-3 997 (1000-3)	NA

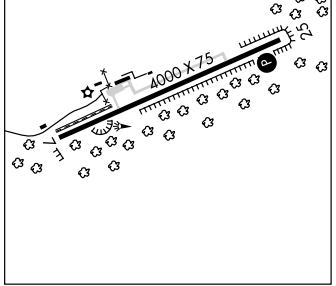
PINEVILLE

KEE FLD (I16) 2 NW UTC−5(−4DT) N37°36.03′ W81°33.56′ **CINCINNATI**
1783 B **FUEL** 100LL NOTAM FILE EKN **L–26H**
RWY 08–26: H3701X60 (ASPH) S–13 MIRL 1.6% up NE **IAP**
RWY 08: REIL. Trees.
RWY 26: REIL. Thld dsplcd 590′. Fence.
AIRPORT REMARKS: Attended daylight hours. For arpt attendant after hours call 304–732–7372. Wildlife on and invof arpt. Birds invof midpoint of rwy. ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.625 (304) 732–7311.
COMMUNICATIONS: CTAF/UNICOM 122.8
BECKLEY RCO 122.1R 117.7T (ELKINS RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 249° 23.4 NM to fld. 2500/06W. **HIWAS.**



POINT PLEASANT

MASON CO (3I2) 4 NE UTC−5(−4DT) N38°54.88′ W82°05.92′ **CINCINNATI**
643 B **FUEL** 100LL NOTAM FILE EKN **L–29B**
RWY 07–25: H4000X75 (ASPH) S–24 MIRL 0.4% up SW **IAP**
RWY 07: Brush. **RWY 25:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Steam from cooling towers NW occasionally obscures obstruction lgts on tower North. Deer on and in vicinity of arpt. 6–8′ brush parallel to Rwy 25, 50′ from lights. Airframe repairs avbl on call, none based at arpt. Portion of ramp and one rwy exit unsafe due to soft weak asphalt paving. Area marked by lgtd barricade unusable. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (304) 675–4618.
COMMUNICATIONS: CTAF/UNICOM 122.8
HENDERSON RCO 122.1R 115.9T (ELKINS RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 10.2NM to fld. 880/03W.



APP CRS	Rwy Idg	4000
072°	TDZE	643
	Apt Elev	643

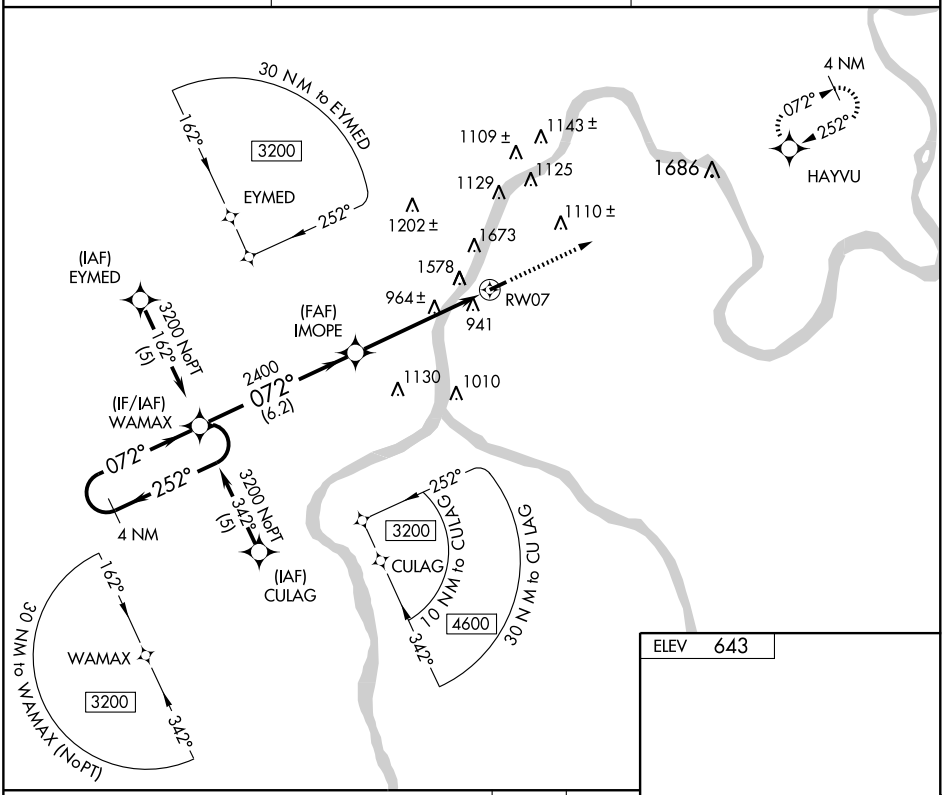
RNAV (GPS) RWY 7

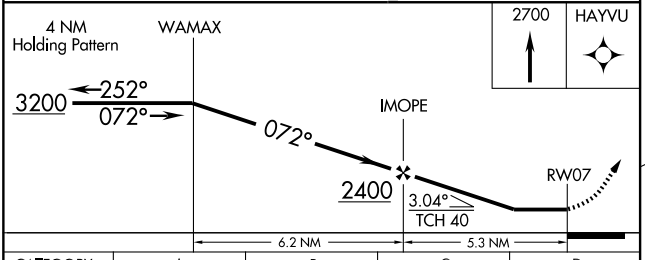
POINT PLEASANT / MASON COUNTY (3I2)

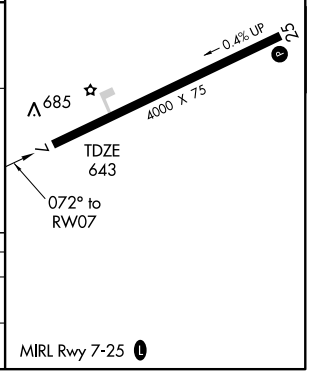
Circling NA NW of Rwy 7-25. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all MDA 80 feet.
Straight-in and Circling NA at night to Rwy 7.

MISSED APPROACH: Climb to 2700 direct HAYVU and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
119.675	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1880-1¼ 1237 (1300-1¼)	1880-1½ 1237 (1300-1½)	1880-3	1237 (1300-3)
CIRCLING	1880-1¼ 1237 (1300-1¼)	1880-1½ 1237 (1300-1½)	1880-3	1237 (1300-3)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 97416	252°	TDZE	643
W25A		Apt Elev	643

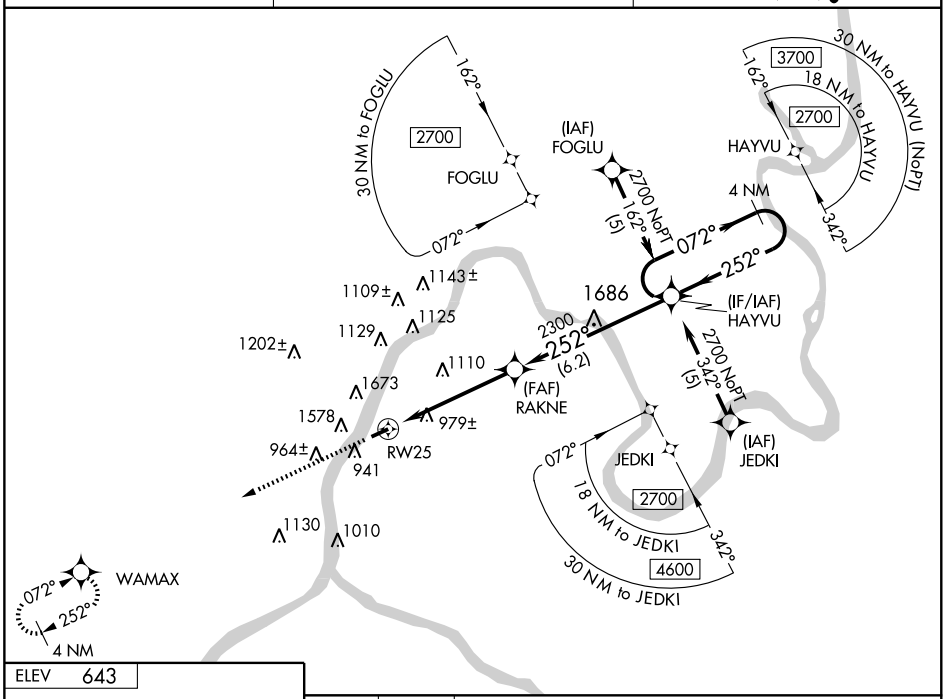
RNAV (GPS) RWY 25

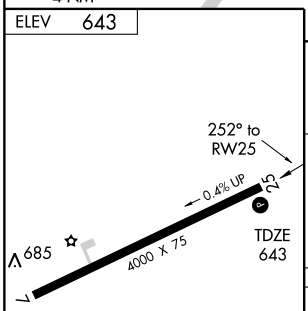
POINT PLEASANT/ MASON COUNTY (3I2)

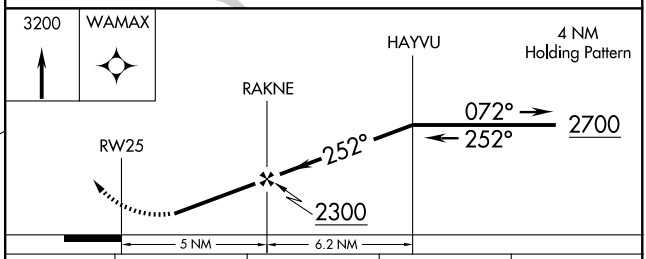
Circling NA NW of Rwy 7-25. Baro-VNAV NA when using Athens/Albany, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile and increase LNAV-VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 3200 direct WAMAX and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
119.675	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1430-2¾		787 (800-2¾)	
LNAV/VNAV DA	1727-4		1084 (1100-4)	
LNAV MDA	1700-1¼ 1057 (1100-1¼)	1700-1½ 1057 (1100-1½)	1700-3	1057 (1100-3)
CIRCLING	1700-1¼ 1057 (1100-1¼)	1700-1½ 1057 (1100-1½)	1700-3	1057 (1100-3)

MIRL Rwy 7-25 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

POTOMAC AIRPARK (See BERKELEY SPRINGS)

RAINELLE N37°58.52′ W80°48.39′ NOTAM FILE EKN. CINCINNATI
(L) VOR 116.6 RNL L–26I
RCO 122.1R 116.6T (ELKINS RADIO)

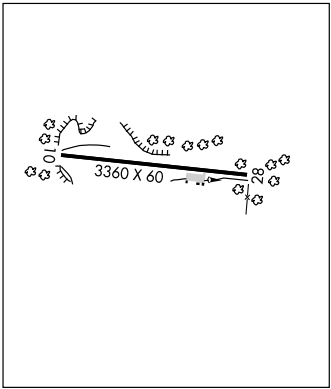
RALEIGH CO MEM (See BECKLEY)

RANDOLPH CO N38°53.64′ W79°51.57′ NOTAM FILE EKN. CINCINNATI
NDB (HW) 284 RQY at Elkins–Randolph Co–Jennings Randolph Fld. L–29C
NDB unusable:
018°–084° byd 10 NM 085°–017° byd 15 NM

RAVENSWOOD

JACKSON CO (I18) 6 SW UTC−5(−4DT) N38°55.79′ W81°49.17′ CINCINNATI
758 B S4 **FUEL**, 100LL TPA—1758(1000) NOTAM FILE EKN L–29B
RWY 04–22: H4001X75 (ASPH) 12.5 MIRL 0.5% up NE IAP
RWY 04: REIL. PAPI(P2L)—GA 3.0°TCH 44′. Trees. **RWY 22:** REIL. PAPI(P2L)—GA 4.0°TCH 46′. Trees.
AIRPORT REMARKS: Attended 1300–2100Z‡. Parachute Jumping. Deer on and invof arpt. +481 ft stack ½ mile NW of arpt. Trees on ridgeline crossing extended centerline. 25′ trees parallel to Rwy 04 15′ left of edge lgts from thld to +1000. Rotating bcn obscured to the E. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22, and windsock lgt—CTAF.
WEATHER DATA SOURCES: AWOS–2 121.3 (304) 273–3424.
COMMUNICATIONS: CTAF/UNICOM 122.8
HUNTINGTON APP/DEP CON 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 046° 14.3 NM to fld. 880/03W.

RICHWOOD MUNI (3I4) 6 W UTC−5(−4DT) N38°15.51′ W80°39.04′ CINCINNATI
2486 NOTAM FILE EKN L–26I
RWY 10–28: H3360X60 (ASPH)
RWY 10: Ridge. **RWY 28:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED ngts except in case of emergency, 5 clicks on CTAF for emergency lgts. Deer and turkeys on and invof arpt. Unlimited vehicle access to rwy. Rwy frequently snow covered winter months. Rwy 10–28 soft shoulders. Rwy 10–28 LIRL NSTD spacing, no thld lgts.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 045° 37.1 NM to fld. 2500/06W. **HIWAS.**



APP CRS	Rwy Idg	4001
037°	TDZE	754
	Apt Elev	759

GPS RWY 4

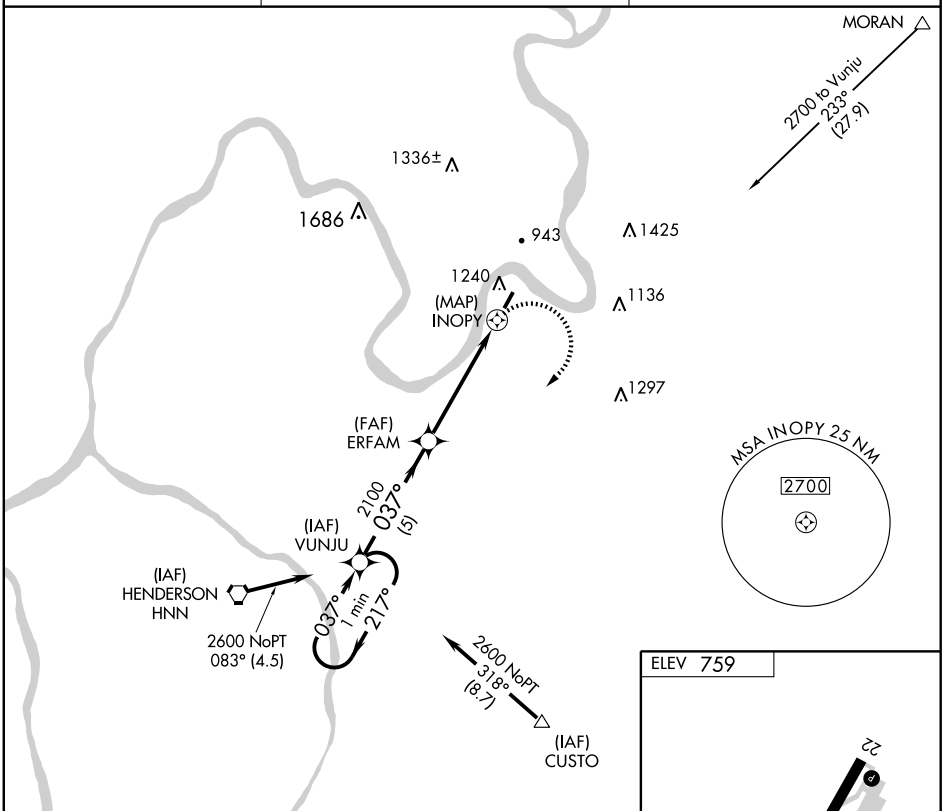
RAVENSWOOD / JACKSON COUNTY (I18)

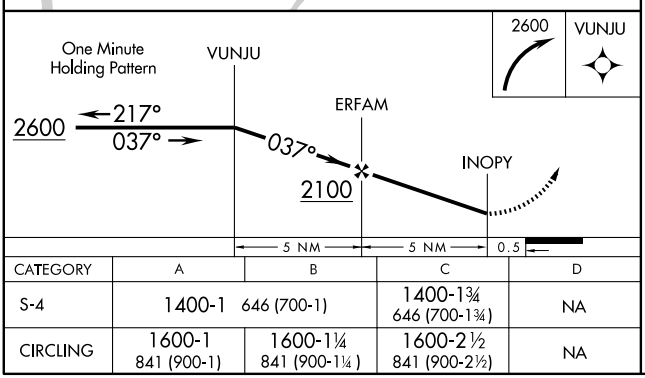
NA

MISSED APPROACH: Climbing right turn to 2600 direct VUNJU WP and hold.

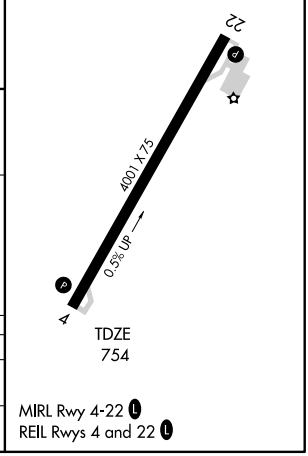
AWOS-2	HUNTINGTON APP CON	UNICOM
121.3	128.4 270.1	122.8 (CTAF) L

NE-4, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-4	1400-1 646 (700-1)		1400-1¾ 646 (700-1¾)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA



MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

APP CRS	Rwy Idg	4001
217°	TDZE	759
	Apt Elev	759

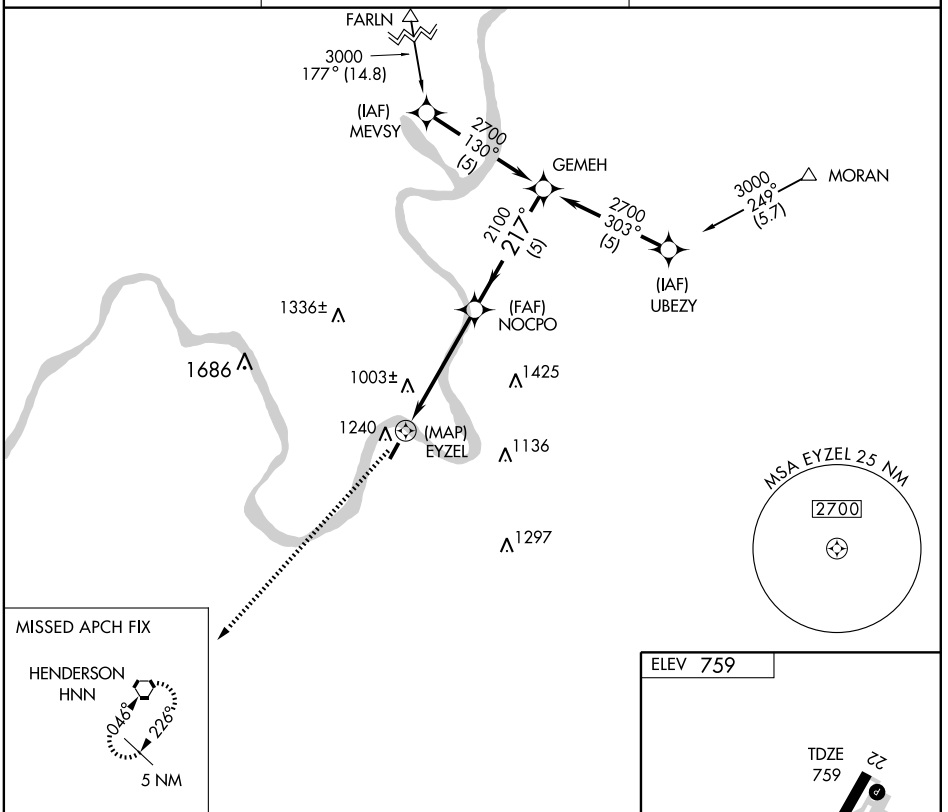
GPS RWY 22

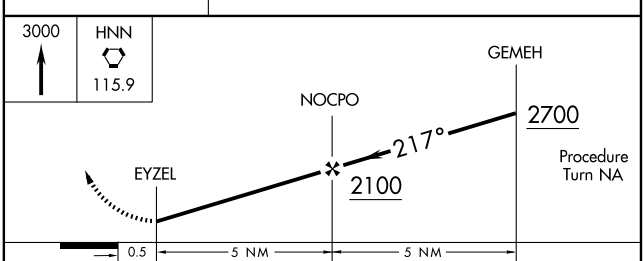
RAVENSWOOD / JACKSON COUNTY (I18)

NA

MISSED APPROACH: Climb to 3000 direct HNN VORTAC and hold.

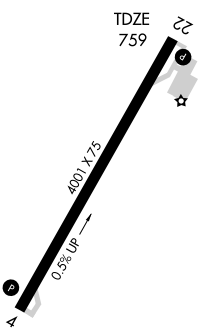
AWOS-2	HUNTINGTON APP CON	UNICOM
121.3	128.4 270.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-22	1440-1 681 (700-1)		1440-2 681 (700-2)	NA
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	NA

ELEV 759



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ROBERT NEWLON FLD (See HUNTINGTON)

SHINNSTON

WADE F MALEY FLD (6WØ) 1 NE UTC−5(−4DT) N39°24.42′ W80°16.61′ **CINCINNATI**

962 NOTAM FILE EKN

RWY 05–23: 2265X45 (TURF)

RWY 05: Trees. **RWY 23:** Gnd. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Unlimited vehicle access to arpt. Rwy 23 15′ drop–off 10′ from thld OB. Rwy 05 20′ drop–off 15′ from thld OB. High terrain all quadrants. Rwy 05–23 +20′ pole middle of rwy 75′ left and right of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 OB. 15′ drop–off 45′ from centerline full length both sides of Rwy 05–23. Apch Rwy 23 from NW; Depart Rwy 05 to NW due to ridge NE of arpt.

COMMUNICATIONS: CTAF 122.9

SIMPSON (See PHILIPPI)

SPENCER

BOGGS FLD (USW) 1 N UTC−5(−4DT) N38°49.43′ W81°20.93′ **CINCINNATI**

928 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EKN **L–29B**

RWY 10–28: H4549X80 (ASPH) MIRL **IAP**

RWY 10: REIL. Trees. **RWY 28:** REIL. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. 24 hr self service credit card fuel. Wildlife and deer on and invof rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. NSTD safety area, 50′ hill 170′ from each side of rwy centerline. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF. ACTIVATE rotating bcn—CTAF.

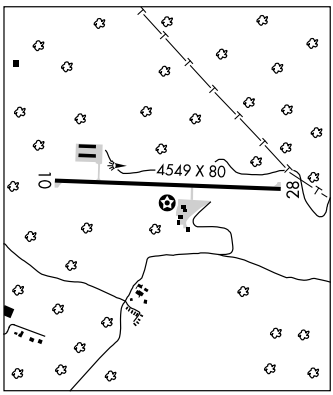
WEATHER DATA SOURCES: AWOS–3 118.575 (304) 927–0123.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **CHARLESTON APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106
N38°45.25′ W82°01.57′ 085° 32 NM to fld. 880/3W.



SUMMERSVILLE (SXL) 3 S UTC−5(−4DT) N38°13.90′ W80°52.25′ **CINCINNATI**

1820 B **FUEL** 100LL NOTAM FILE EKN **L–26I**

RWY 04–22: H3015X50 (ASPH) MIRL 0.4% up NE **IAP**

RWY 04: REIL. Trees. **RWY 22:** REIL. VASI(V2L). Trees.

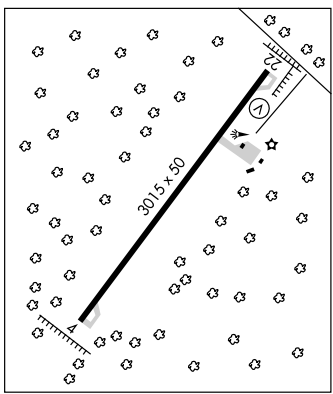
AIRPORT REMARKS: Attended 1400Z–2200Z‡. Fuel available after hours by prior arrangement call 304–872–3660. Rwy 04–22 trees penetrating final approach surfaces. Deer on and invof arpt. Rwy 04 50′ drop–off from thld. Rwy 22 30′ drop–off 120′ from thld OB. Rwy 22 VASI OTS indef. Rwy 04 and 22 REIL OTS indef. ACTIVATE MIRL Rwy 04–22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP/DEP CON** 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′
W81°07.41′ 030° 29.6 NM to fld. 2500/06W. **HIWAS.**



RNAV (GPS) RWY 10

SPENCER/ BOGGS FIELD (USW)

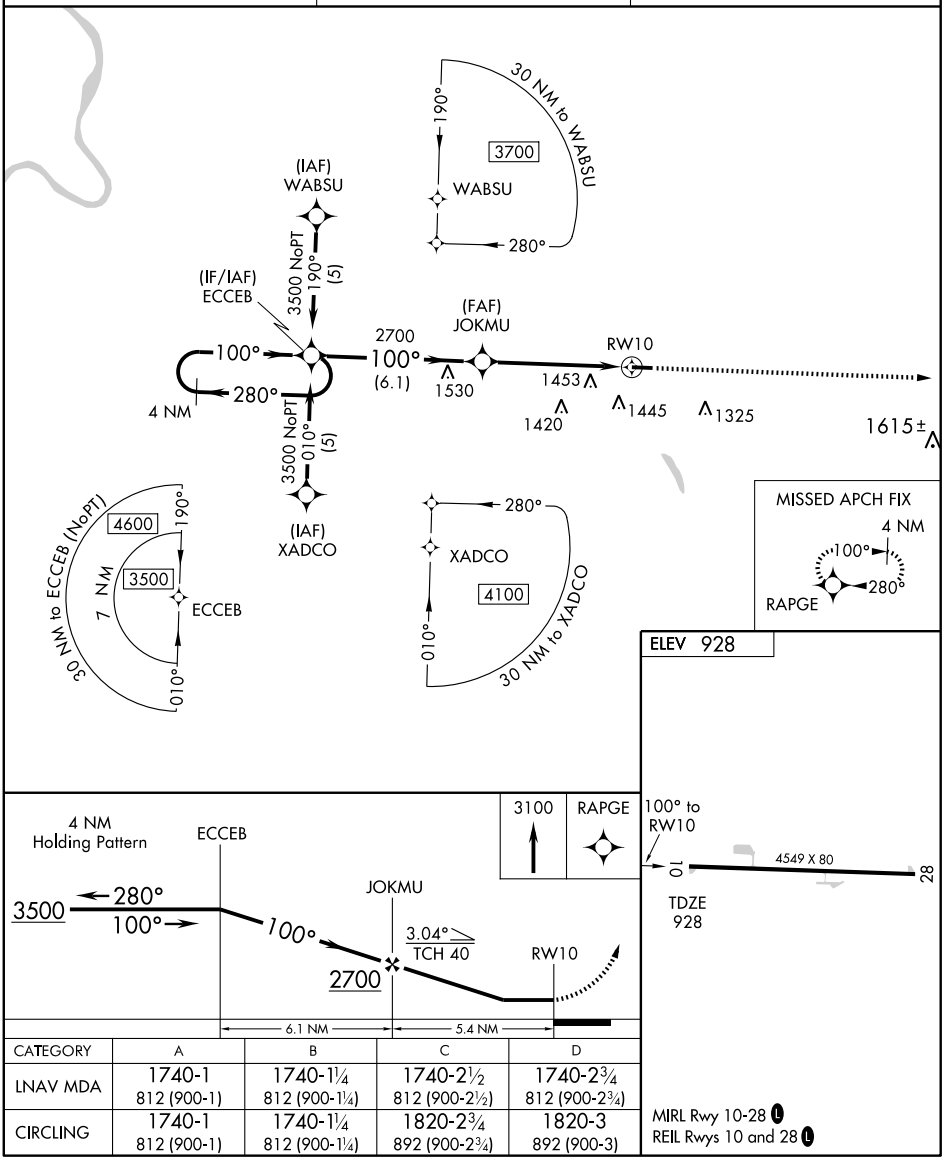
APP CRS	Rwy Idg	4553
100°	TDZE	928
	Apt Elev	928

▼ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet and increase LNAV Cats A, C and D and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct RAPGE and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.575	124.1 269.125	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1740-2½ 812 (900-2½)	1740-2¾ 812 (900-2¾)
CIRCLING	1740-1 812 (900-1)	1740-1¼ 812 (900-1¼)	1820-2¾ 892 (900-2¾)	1820-3 892 (900-3)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

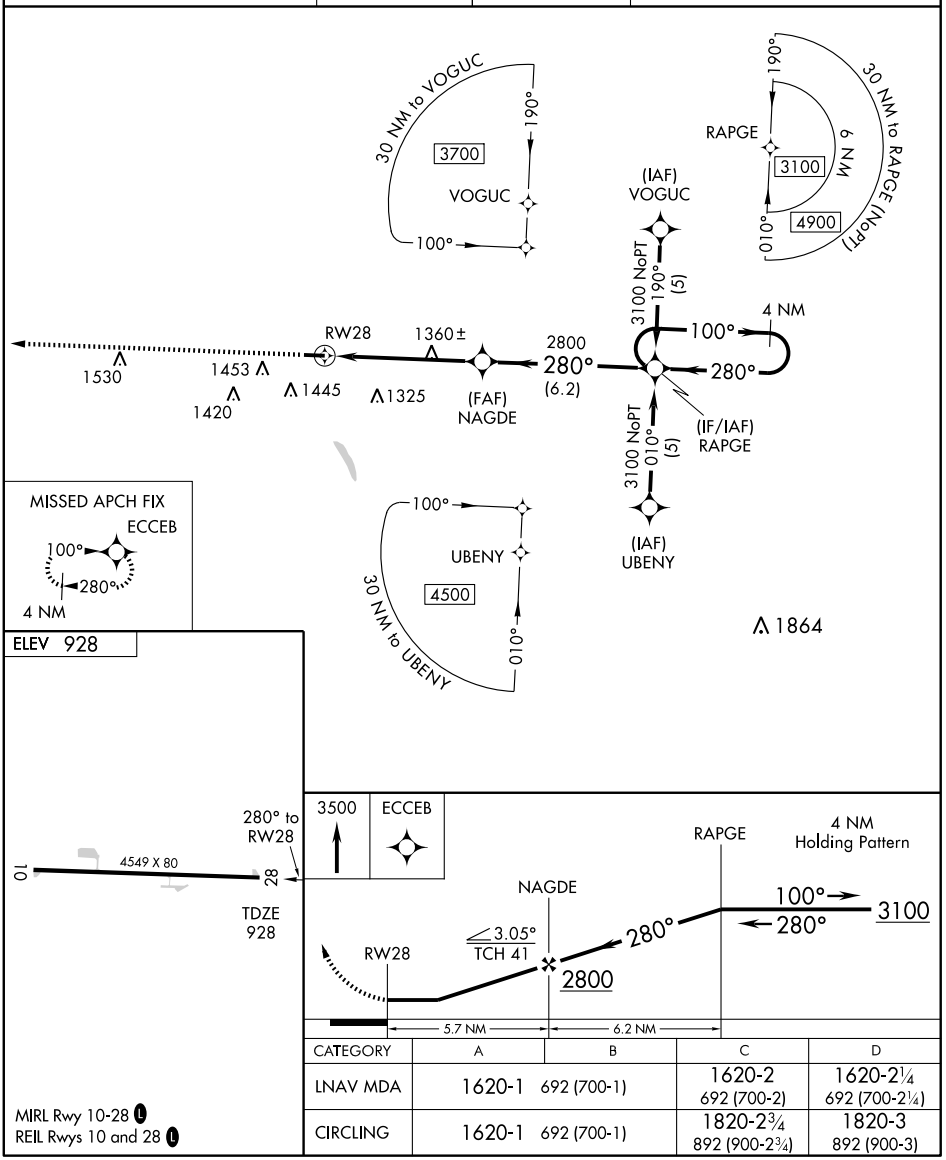
SPENCER/ BOGGS FIELD (USW)

APP CRS	Rwy Idg	4553
280°	TDZE	928
	Apt Elev	928

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet, increase LNAV Cats B, C, and D visibility ¼ mile and increase Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct ECCEB and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.575	124.1 269.125	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1620-1	692 (700-1)	1620-2 692 (700-2)	1620-2¼ 692 (700-2¼)
CIRCLING	1620-1	692 (700-1)	1820-2¾ 892 (900-2¾)	1820-3 892 (900-3)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

ROBERT NEWLON FLD (See HUNTINGTON)

SHINNSTON

WADE F MALEY FLD (6WØ) 1 NE UTC−5(−4DT) N39°24.42′ W80°16.61′ **CINCINNATI**

962 NOTAM FILE EKN

RWY 05–23: 2265X45 (TURF)

RWY 05: Trees. **RWY 23:** Gnd. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Unlimited vehicle access to arpt. Rwy 23 15′ drop–off 10′ from thld OB. Rwy 05 20′ drop–off 15′ from thld OB. High terrain all quadrants. Rwy 05–23 +20′ pole middle of rwy 75′ left and right of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 OB. 15′ drop–off 45′ from centerline full length both sides of Rwy 05–23. Apch Rwy 23 from NW; Depart Rwy 05 to NW due to ridge NE of arpt.

COMMUNICATIONS: CTAF 122.9

SIMPSON (See PHILIPPI)

SPENCER

BOGGS FLD (USW) 1 N UTC−5(−4DT) N38°49.43′ W81°20.93′ **CINCINNATI**

928 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EKN **L–29B**

RWY 10–28: H4549X80 (ASPH) MIRL **IAP**

RWY 10: REIL. Trees. **RWY 28:** REIL. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. 24 hr self service credit card fuel. Wildlife and deer on and invof rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. NSTD safety area, 50′ hill 170′ from each side of rwy centerline. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF. ACTIVATE rotating bcn—CTAF.

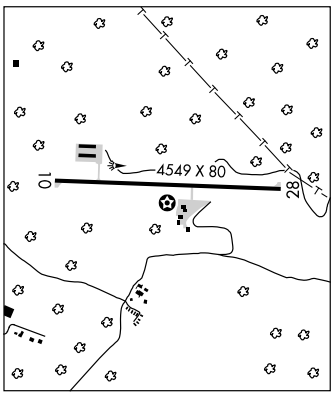
WEATHER DATA SOURCES: AWOS–3 118.575 (304) 927–0123.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **CHARLESTON APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106
N38°45.25′ W82°01.57′ 085° 32 NM to fld. 880/3W.



SUMMERSVILLE (SXL) 3 S UTC−5(−4DT) N38°13.90′ W80°52.25′ **CINCINNATI**

1820 B **FUEL** 100LL NOTAM FILE EKN **L–26I**

RWY 04–22: H3015X50 (ASPH) MIRL 0.4% up NE **IAP**

RWY 04: REIL. Trees. **RWY 22:** REIL. VASI(V2L). Trees.

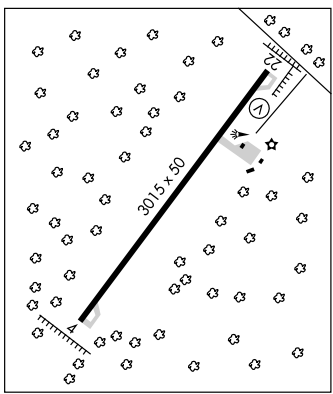
AIRPORT REMARKS: Attended 1400Z–2200Z‡. Fuel available after hours by prior arrangement call 304–872–3660. Rwy 04–22 trees penetrating final approach surfaces. Deer on and invof arpt. Rwy 04 50′ drop–off from thld. Rwy 22 30′ drop–off 120′ from thld OB. Rwy 22 VASI OTS indef. Rwy 04 and 22 REIL OTS indef. ACTIVATE MIRL Rwy 04–22—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CHARLESTON APP/DEP CON** 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.

BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′
W81°07.41′ 030° 29.6 NM to fld. 2500/06W. **HIWAS.**



APP CRS	Rwy Idg	3015
044°	TDZE	1820
	Apt Elev	1820

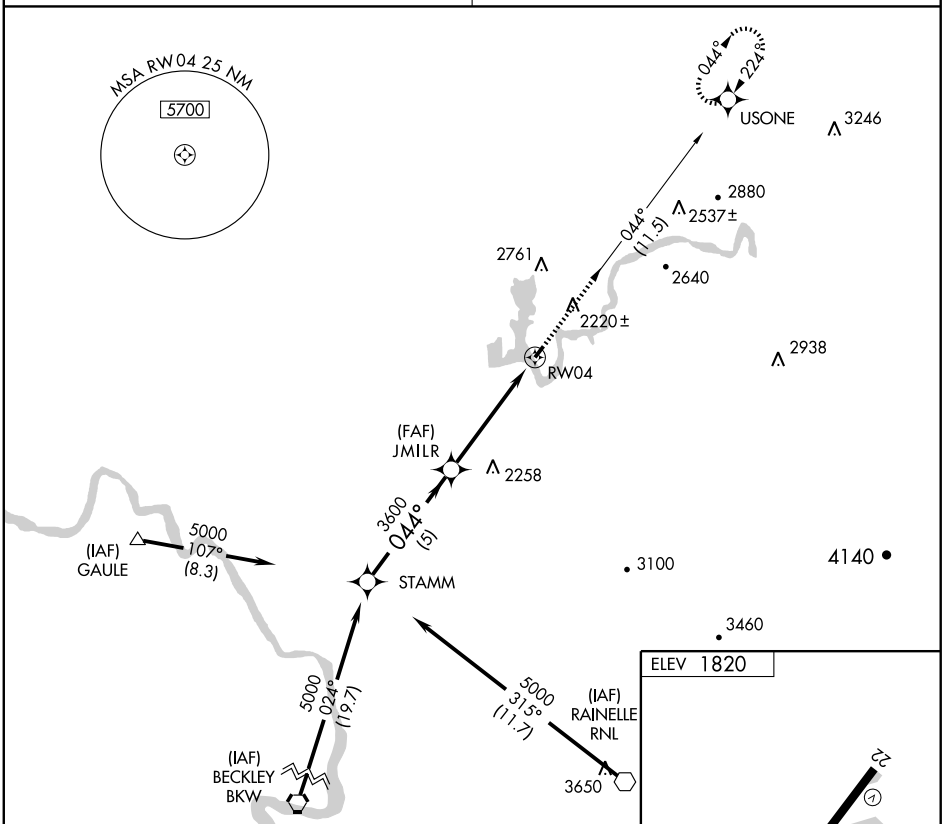
GPS RWY 4
SUMMERSVILLE (SXL)

▼ NA — Use Charleston altimeter setting, when not received procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 4500 via 044° course to USONE WP and hold.

CHARLESTON APP CON
119.2 269.125

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-4	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA
CIRCLING	2900-1¼ 1080 (1100-1¼)	2900-1½ 1080 (1100-1½)	2900-3 1080 (1100-3)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3015
224°	TDZE	1820
	Apt Elev	1820

GPS RWY 22
SUMMERSVILLE (SXL)

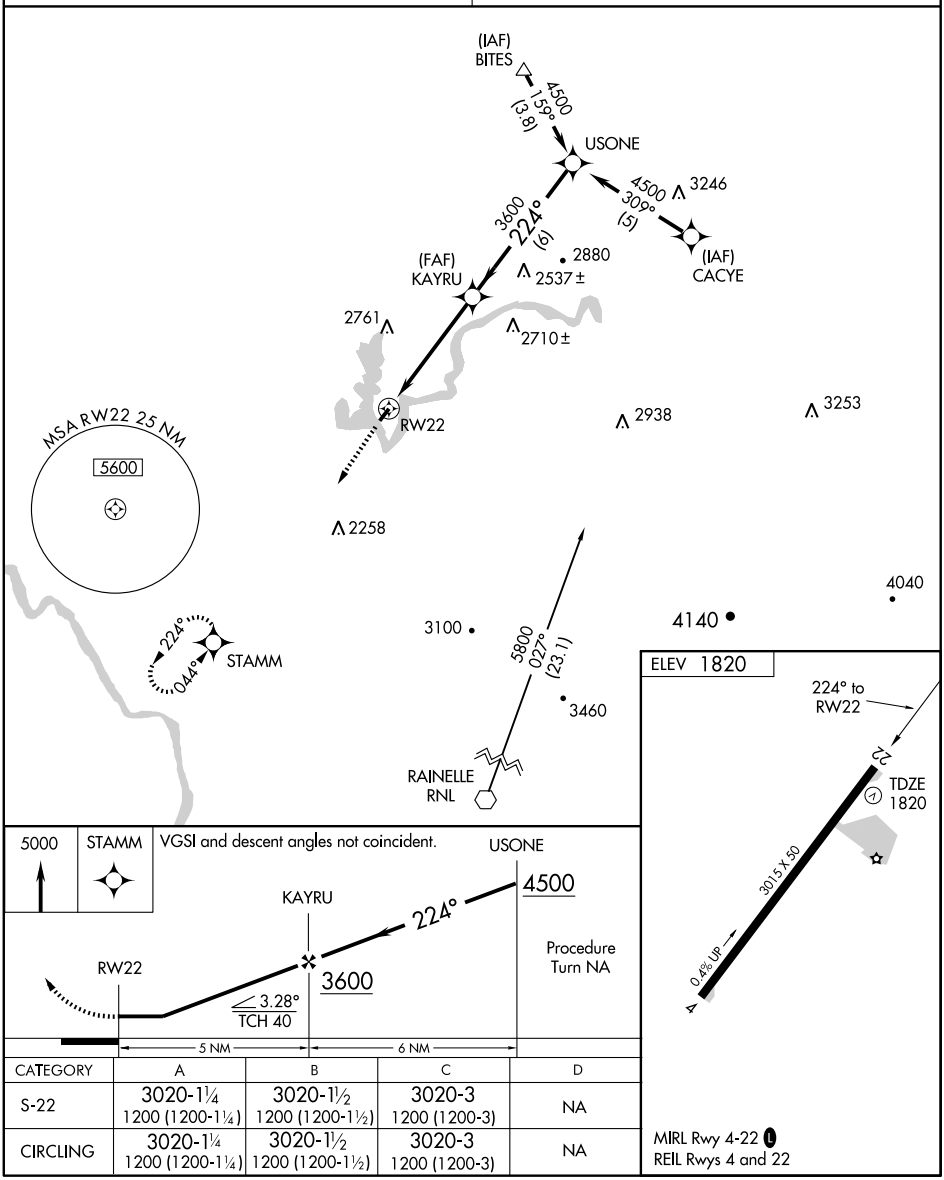
Use Charleston altimeter setting, when not received procedure NA. Circling to Rwy 4 NA at night.

NA

MISSED APPROACH: Climb to 5000 direct STAMM WP and hold.

CHARLESTON APP CON
119.2 269.125

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-22	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA
CIRCLING	3020-1¼ 1200 (1200-1¼)	3020-1½ 1200 (1200-1½)	3020-3 1200 (1200-3)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

NE-4, 21 OCT 2010 to 18 NOV 2010

SUTTON

BRAXTON CO (48I) 3 E UTC−5(−4DT) N38°41.23′ W80°39.13′

CINCINNATI
L–29C
IAP

1276 B **FUEL** 100LL, JET A NOTAM FILE EKN

RWY 01–19: H3995X60 (ASPH–AFSC) S–12 MIRL 0.6% up N

RWY 01: REIL. Thld dsplcd 409′. Trees.

RWY 19: REIL. Trees.

AIRPORT REMARKS: Unattended. Rwy 01–19 has 2 inch pavement lip and soft shoulder. Bcn located 1/4 mile NW of arpt. Gate access use 1234 or 0765 after 0000Z‡. After 0400Z‡ ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF.

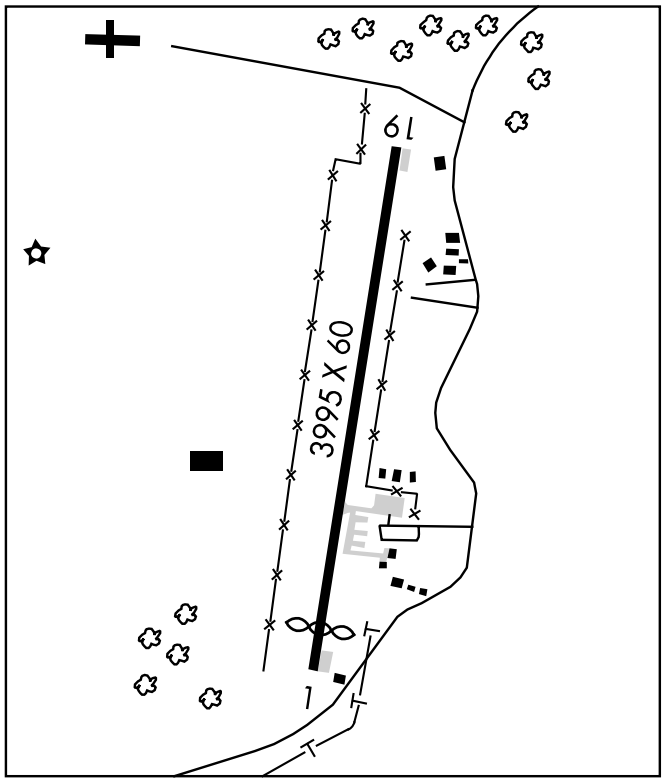
COMMUNICATIONS: CTAF 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

INDIANAPOLIS CENTER APP/DEP CON 125.55 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

ELKINS (L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 249° 29.3 NM to fld. 2160/07W. **HIWAS.**



TITUS FLD (See ARTHURDALE)

TRI–STATE/MILTON J. FERGUSON FLD (See HUNTINGTON)

UPSHUR CO RGNL (See BUCKHANNON)

VERSI N39°15.25′ W81°29.10′ NOTAM FILE PKB.

NDB (LOM) 388 PK 028° 5.9 NM to Mid–Ohio Valley Rgnl.

LOM unusable: 000°–094° byd 10 NM blo 3,000′

095°–149° 150°–210° byd 10 NM.

WADE F MALEY FLD (See SHINNSTON)

WELCH MUNI (I25) 3 SE UTC−5(−4DT) N37°25.01′ W81°31.74′

CINCINNATI

2118 NOTAM FILE EKN

RWY 09–27: H2695X50 (ASPH) MIRL (NSTD)

RWY 09: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy slopes to WEST... drops off sharply. Rwy 09–27 pavement condition failed, surface rough and cracking. First 300 ft Rwy 27 has 3° bend. Rwy 09–27 NSTD MIRL; no thld lgts; NSTD spacing. NSTD MIRL OTS indef. Taxi transition to apron Rwy 09–27 unmarked.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3586
014°	TDZE	1270
	Apt Elev	1275

RNAV (GPS) RWY 1

SUTTON / BRAXTON COUNTY (48I)

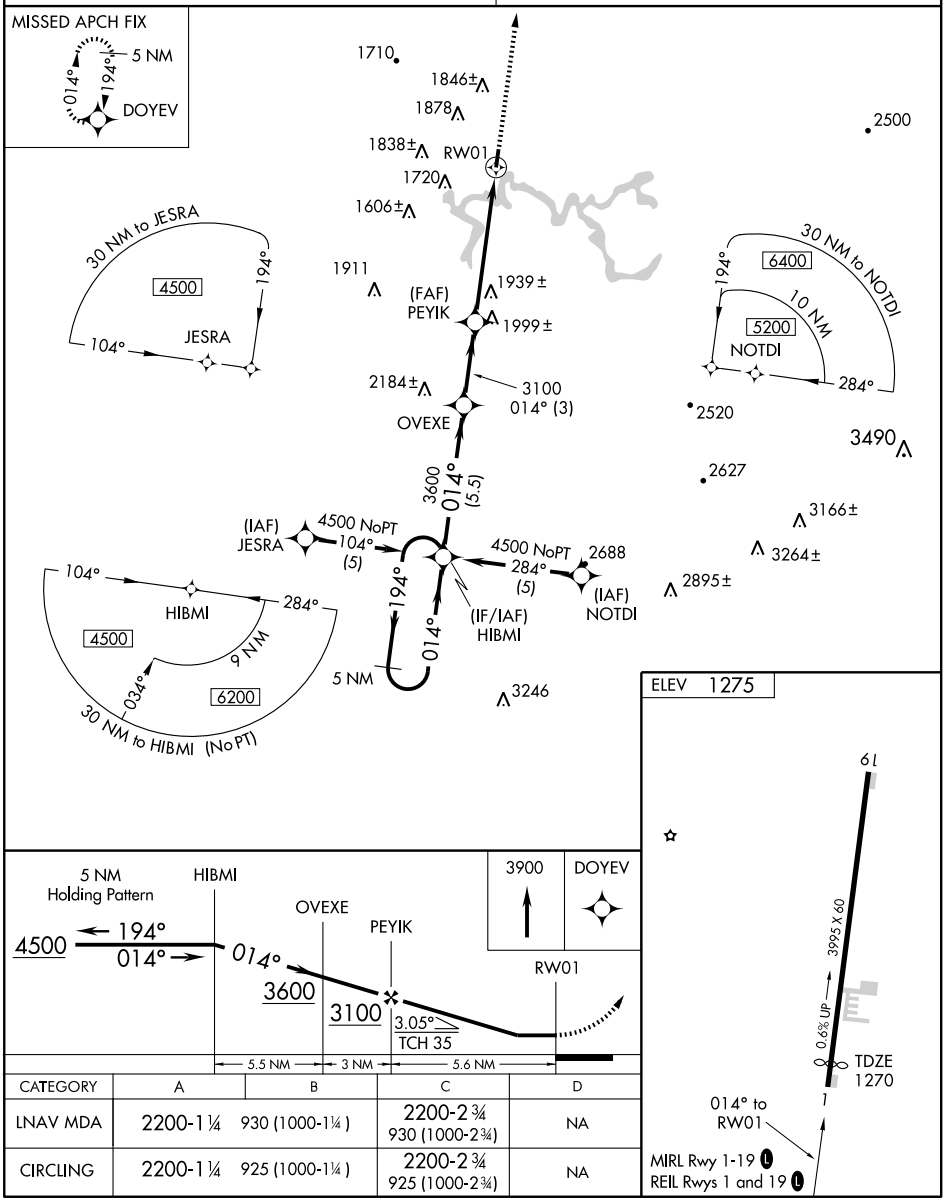
Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct DOYEV and hold.

CLARKSBURG APP CON ★ 121.15 284.65

CTAF 122.9 L

NE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	2200-1¼	930 (1000-1¼)	2200-2¾ 930 (1000-2¾)	NA
CIRCLING	2200-1¼	925 (1000-1¼)	2200-2¾ 925 (1000-2¾)	NA

APP CRS	Rwy Idg	3995
194°	TDZE	1275
	Apt Elev	1275

RNAV (GPS) RWY 19

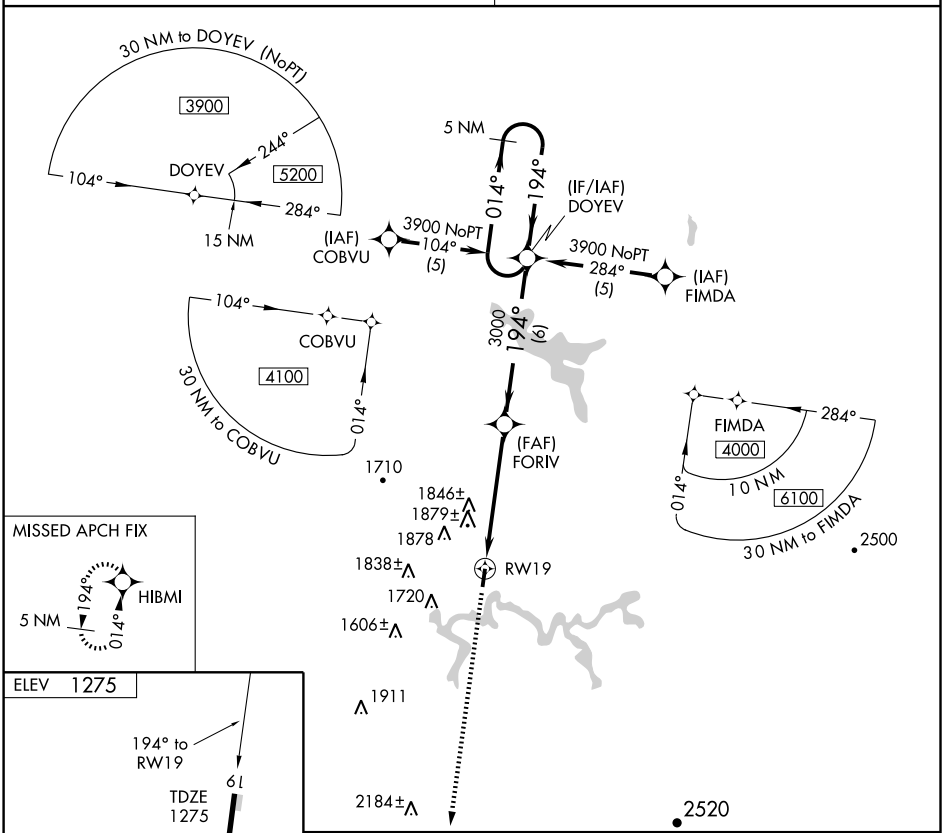
SUTTON / BRAXTON COUNTY (48I)

Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HIBMI and hold.

CLARKSBURG APP CON ★ 121.15 284.65

CTAF 122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2060-1 785 (800-1)	2060-1¼ 785 (800-1¼)	2060-2¼ 785 (800-2¼)	NA
CIRCLING	2060-1 785 (800-1)	2080-1¼ 805 (900-1¼)	2180-2¾ 905 (1000-2¾)	NA

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-650 (FAA)

WHEELING OHIO COUNTY (HLG)
WHEELING, WEST VIRGINIA

ASOS
127.375
WHEELING TOWER★
118.1 257.8
GND CON
121.75

40°11.0'N

TWR
1267

FIELD
ELEV
1195

ELEV
1172

16

21

D

C

B

0.4% UP

159.6°

214.6°

A

4497 X 150

A1

40°10.5'N

WEST VIRGINIA
ARNG

A

5001 X 150

A2

VAR 8.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

339.6°

0.5% UP

T

E

34

ELEV
1191

RWY 03-21
S-120, D-170, 2S-175, 2D-290
RWY 16-34
S-110, D-143, 2S-175, 2D-230

ELEV
1171

03

034.6°

40°10.0'N

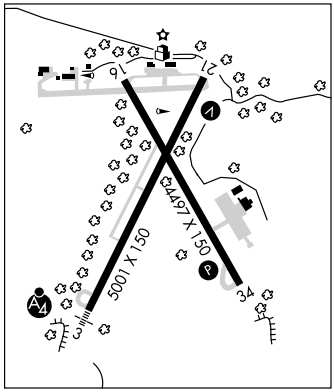
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°39.0'W

80°38.5'W

NE-4, 21 OCT 2010 to 18 NOV 2010

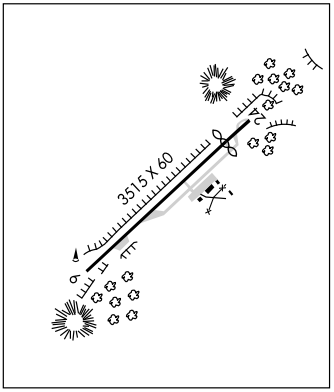
WHEELING OHIO CO (HLG) 8 NE UTC−5(−4DT) N40°10.50′ W80°38.78′ CINCINNATI
1195 B S2 **FUEL** 100LL, JET A NOTAM FILE HLG H–10G, 12I, L–29B
RWY 03–21: H5001X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290 HIRL 0.5%up NE IAP, AD
RWY 03: MALSF.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 42′. Tree.
RWY 16–34: H4497X150 (ASPH) S–110, D–143, 2S–175, 2D–230 MIRL
0.4% up SE
RWY 16: Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1300–0100Z‡. For fuel after hrs phone 304–559–6135. Birds and deer on and invof arpt. REIL Rwy 21 OTS indef. When twr clsd ACTIVATE HIRL Rwy 03–21, MIRL Rwy 16–34, MALSF Rwy 03, VASI Rwy 21, PAPI Rwy 34, REIL Rwy 21 and Rwy 34, and all twy lgts except Twy A—CTAF. Marked helicopter final approach tkf area. Overnight tiedown fee.
WEATHER DATA SOURCES: ASOS 127.375 (304) 277–3504.
COMMUNICATIONS: CTAF 118.1 **UNICOM** 122.95
WHEELING RCO 118.65 122.1R 112.2T (ELKINS RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 125.275
WHEELING TOWER 118.1 (1200–0300Z‡ Mon–Fri, 1500–0100Z‡ Sat–Sun) **GND CON** 121.75



AIRSPACE: CLASS D svc effective Mon–Fri 1200–0300Z‡, Sat–Sun 1500–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
(L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 222° 6.2 NM to fld. 1269/07W.
VOR portion unusable:
020°–026° byd 15 NM
027° byd 20 NM
028°–039° byd 10 NM
080°–100° byd 15 NM blo 11,000′
123°–133° blo 4000
150°–170° byd 15 NM
ILS 109.7 I–HLG Rwy 03. Class IE. ILS unmonitored when twr clsd. GS unusable for coupled apch blo 1401′.

WILLIAMSON

MINGO CO (4IØ) 1 NE UTC−5(−4DT) N37°41.26′ W82°15.66′ CINCINNATI
1575 **FUEL** 100LL NOTAM FILE EKN L–26H
RWY 06–24: H3515X60 (ASPH) S–9
RWY 06: Tree. **RWY 24:** Thld dsplcd 515′. Tree.
AIRPORT REMARKS: Unattended. No ops SS–SR. UNICOM unmonitored.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
NEWCOMBE (L) VORTAC 110.4 ECB Chan 41 N38°09.50′ W82°54.60′ 134° 41.8 NM to fld. 1070/02W.



YEAGER (See CHARLESTON)

LOC I-HLG	APP CRS	Rwy Idg	5001
109.7	033°	TDZE	1171
		Apt Elev	1195

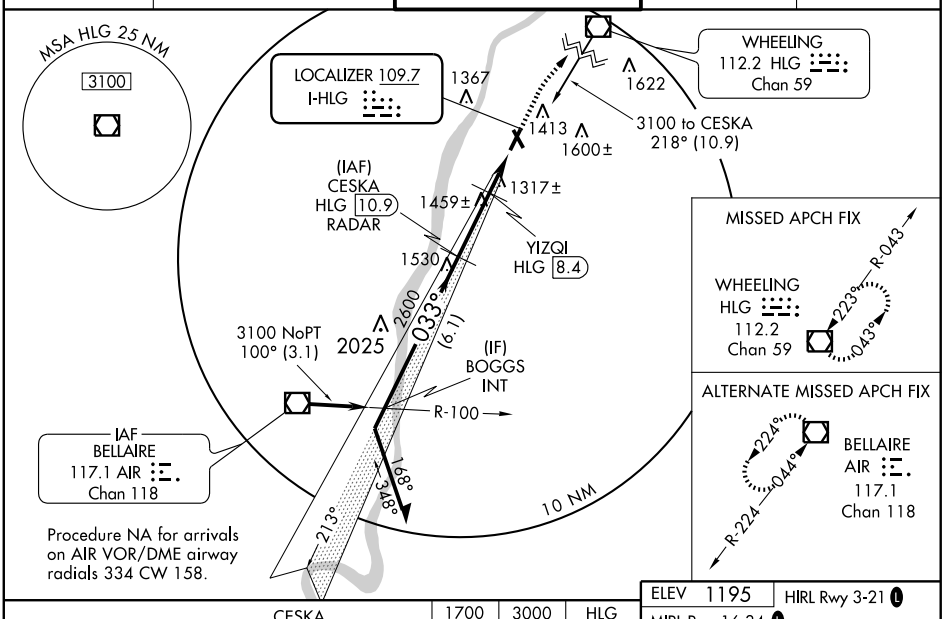
ILS or LOC RWY 3
WHEELING OHIO COUNTY (HLG)

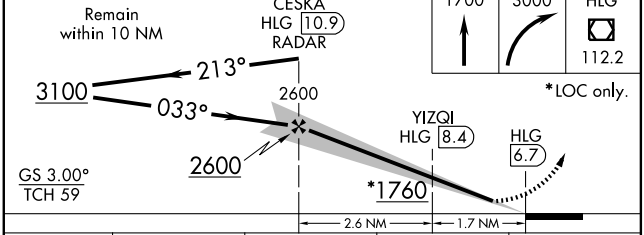
DME or Radar required. Autopilot coupled approach NA below 1401. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and S-LOC 3 Cats C/D and Circling Cats C/D and YIZQI Fix Minimums S-LOC 3 Cat D and Circling Cat D visibilities ¼ mile. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC Cat C when using Washington, PA altimeter setting.

MALSF

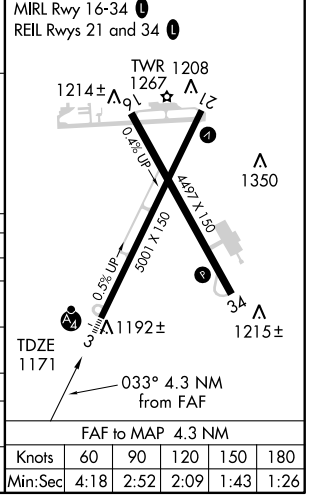
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct HLG VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95





CATEGORY	A	B	C	D
S-ILS 3	1371-¾ 200 (200-¾)			
S-LOC 3	1760-¾ 589 (600-¾)		1760-1½ 589 (600-1½)	1760-1¾ 589 (600-1¾)
CIRCLING	1760-1 565 (600-1)		1760-1½ 565 (600-1½)	1900-2¼ 705 (800-2¼)
YIZQI FIX MINIMUMS				
S-LOC 3	1580-¾ 409 (400-¾)		1580-1¼ 409 (400-1¼)	
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)



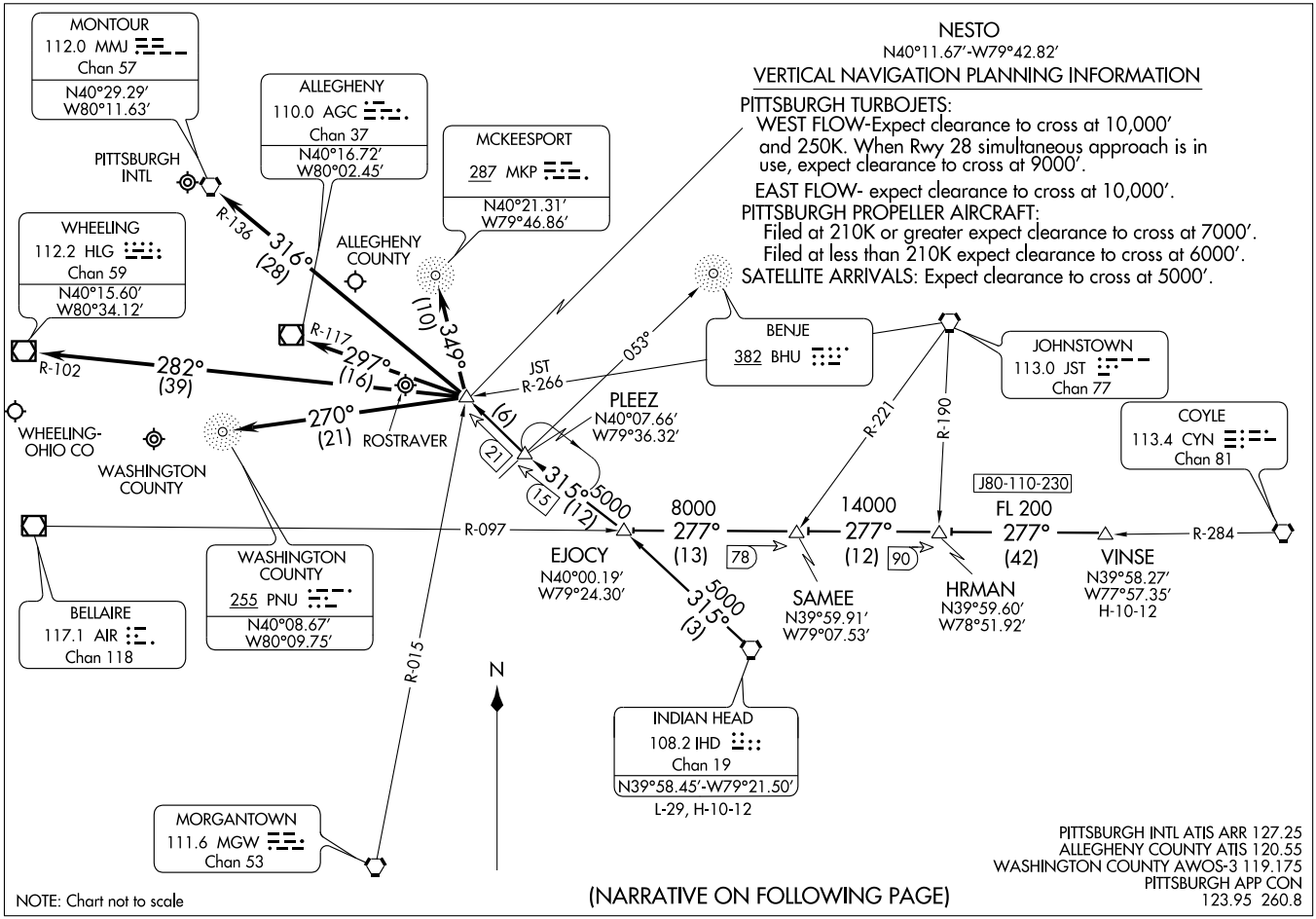
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA



NESTO TWO ARRIVAL
(NESTO.NESTO2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 90513	033°	TDZE	1171
W03A		Apt Elev	1195

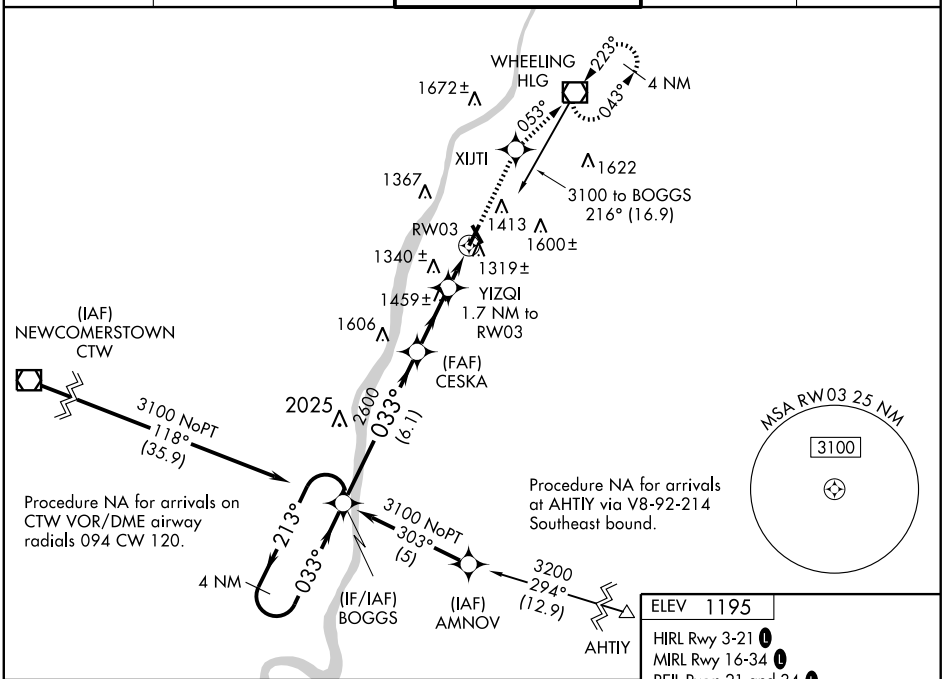
RNAV (GPS) RWY 3
WHEELING OHIO COUNTY (HLG)

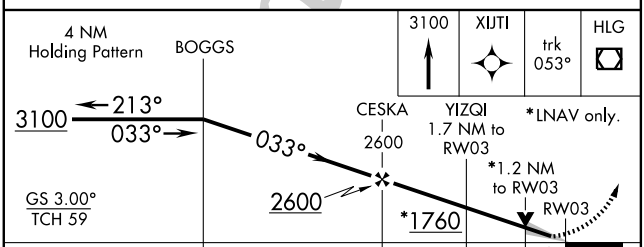
▼ ▲ Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and Circling Cat D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C when using Washington, PA altimeter setting. VDP and Baro-VNAV NA when using Washington, PA altimeter setting.

MALSF

MISSED APPROACH: Climb to 3100 direct XIJTI and via track 053° to HLG VOR/DME and hold.

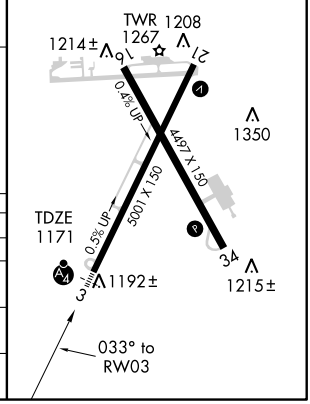
ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95





CATEGORY	A	B	C	D
LPV DA	1371-¾ 200 (200-¾)			
LNAV/VNAV DA	1646-1¾ 475 (500-1¾)			
LNAV MDA	1600-¾ 429 (500-¾)		1600-1¼ 429 (500-1¼)	1600-1½ 429 (500-1½)
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

ELEV 1195
HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L



NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

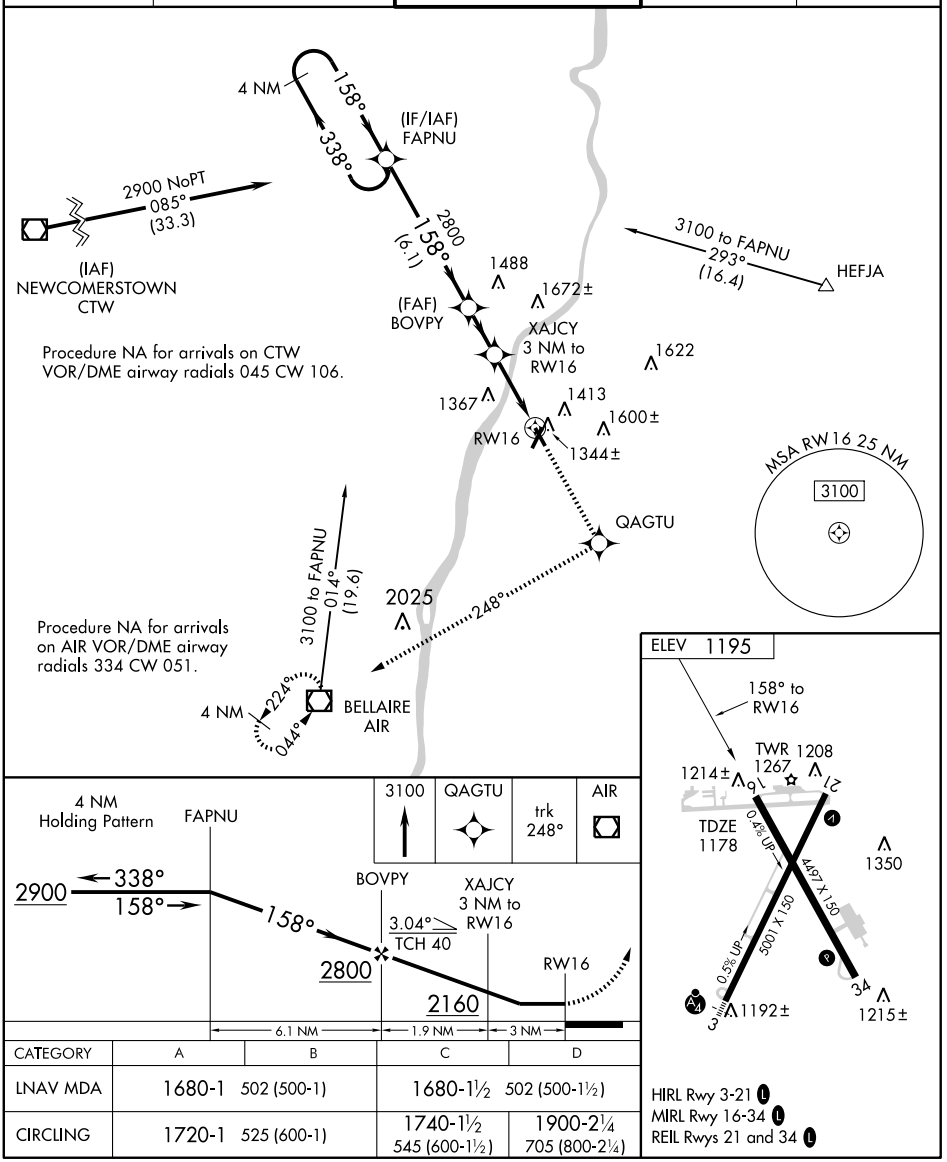
APP CRS	Rwy Idg	4497
158°	TDZE	1178
	Apt Elev	1195

RNAV (GPS) RWY 16
WHEELING OHIO COUNTY (HLG)

▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 16 procedure NA at night. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct QAGTU then via track 248° to AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95



CATEGORY	A	B	C	D
LNAV MDA	1680-1 502 (500-1)		1680-1½ 502 (500-1½)	
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

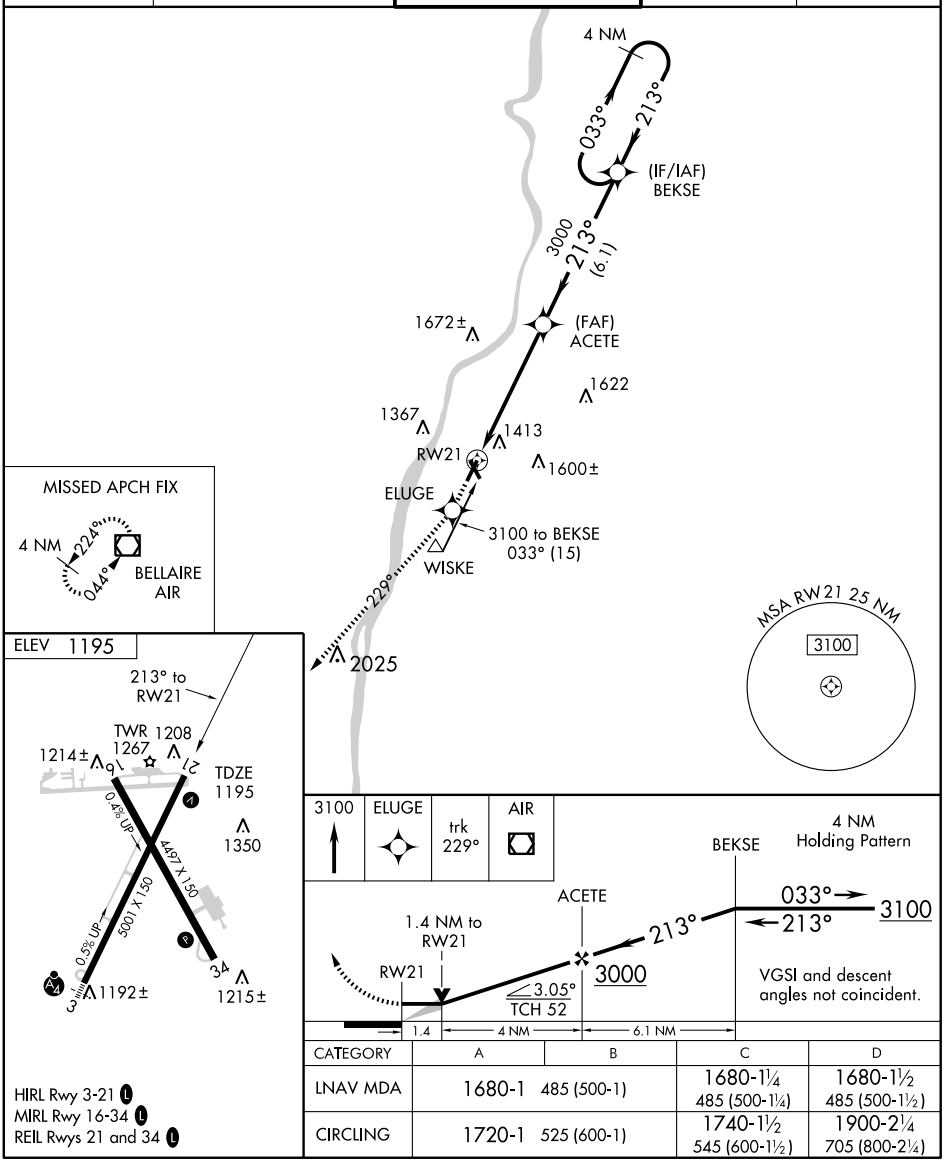
APP CRS	Rwy Idg	5001
213°	TDZE	1195
	Apt Elev	1195

RNAV (GPS) RWY 21
WHEELING OHIO COUNTY (HLG)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct ELUGE and via track 229° to AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95



CATEGORY	A	B	C	D
LNAV MDA	1680-1 485 (500-1)		1680-1¼ 485 (500-1¼)	1680-1½ 485 (500-1½)
CIRCLING	1720-1 525 (600-1)		1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

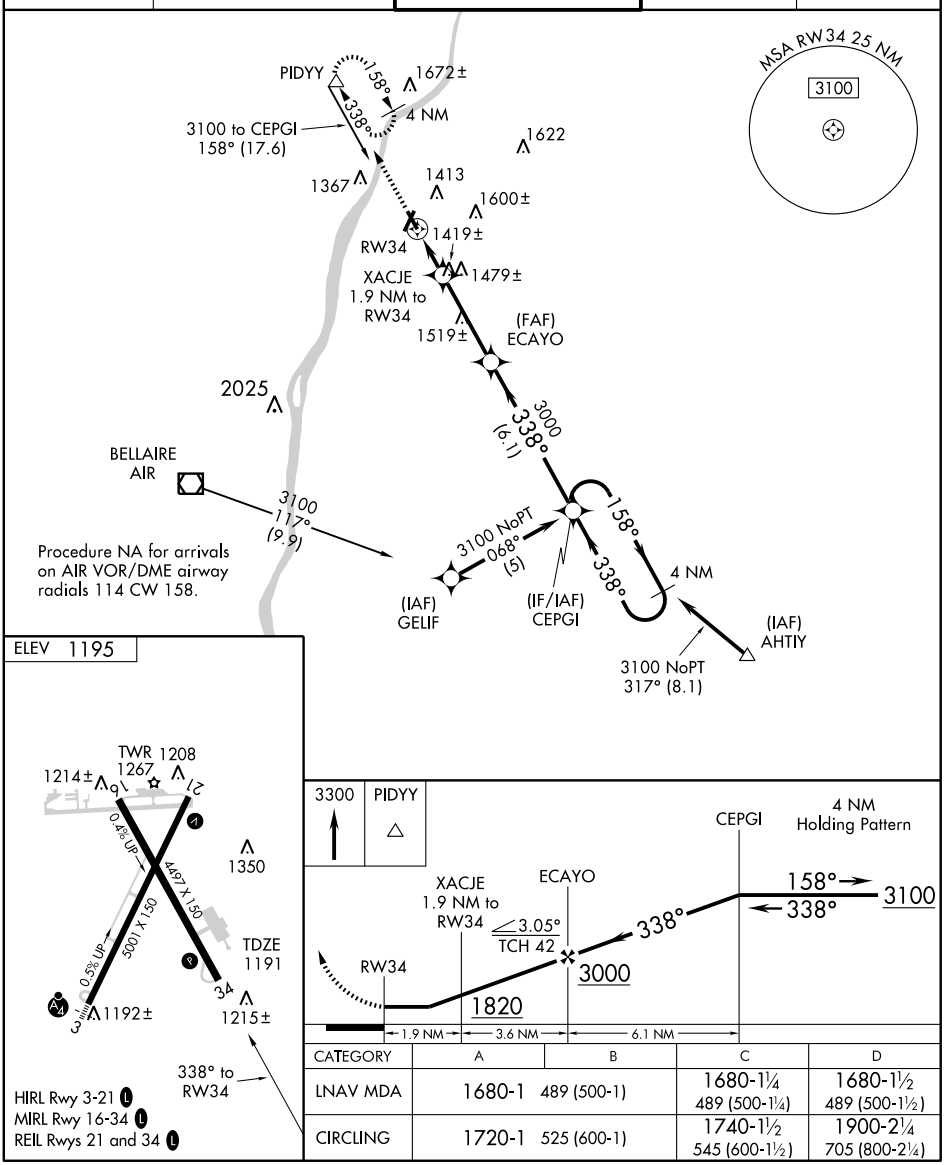
APP CRS	Rwy Idg	4497
338°	TDZE	1191
	Apt Elev	1195

RNAV (GPS) RWY 34
WHEELING OHIO COUNTY (HLG)

When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3300 direct PIDYY and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95



CATEGORY	A	B	C	D
LNAV MDA	1680-1	489 (500-1)	1680-1¼ 489 (500-1¼)	1680-1½ 489 (500-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½ 545 (600-1½)	1900-2¼ 705 (800-2¼)

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

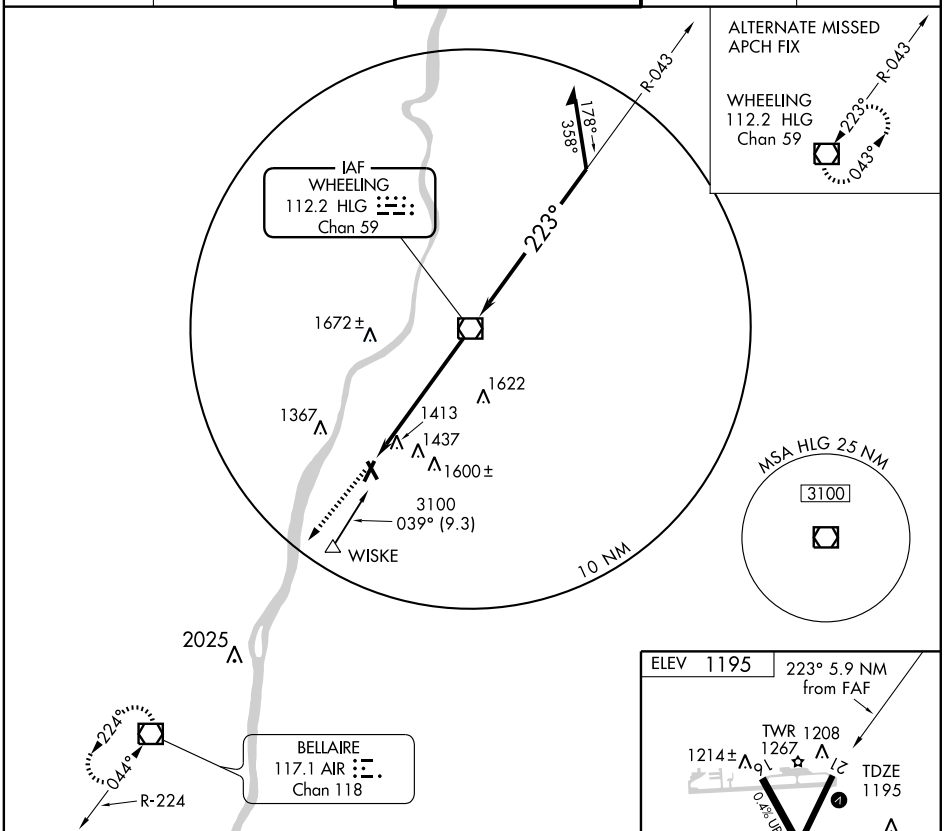
VOR/DME HLG	APP CRS	Rwy Idg	5001
112.2	223°	TDZE	1195
Chan 59		Apt Elev	1195

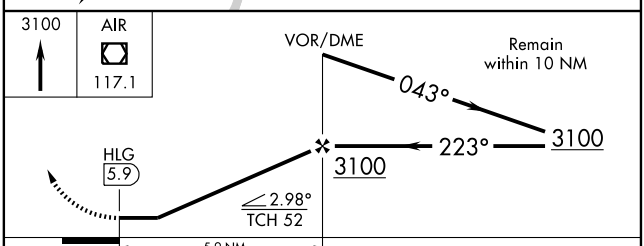
VOR RWY 21
WHEELING OHIO COUNTY (HLG)

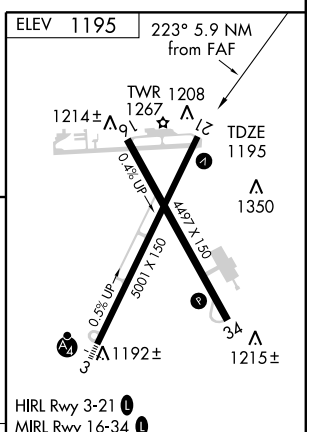
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Washington, PA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct AIR VOR/DME and hold.

ASOS	PITTSBURGH APP CON	WHEELING TOWER ★	GND CON	UNICOM
127.375	125.275 285.575	118.1 (CTAF) L 257.8	121.75	122.95







HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

CATEGORY	A	B	C	D
S-21	1700-1	505 (600-1)	1700-1½	505 (600-1½)
CIRCLING	1720-1	525 (600-1)	1740-1½	1900-2¼
			545 (600-1½)	705 (800-2¼)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-4, 21 OCT 2010 to 18 NOV 2010

NE-4, 21 OCT 2010 to 18 NOV 2010